

ŌTAKI TO NORTH OF LEVIN PROJECT

Consultation Report **Consultation Stages 1 - 3**

Prepared for NZ Transport Agency
August 2013



QUALITY STATEMENT

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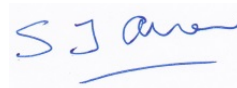
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Ōtaki to North of Levin Project

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Executive Summary

The Government has identified seven key state highway projects that are linked to New Zealand's economic prosperity. These projects have been identified as Roads of National Significance (RoNS) and the Wellington Northern Corridor is one of the seven RoNS. The Ōtaki to Levin section is the northernmost section of the Wellington Corridor RoNS.

Consultation has been a key component of the Ōtaki to Levin project since its inception. Consultation with affected people and communities provides decision-makers with information that assists in making well-founded decisions. As well as providing information, consultation processes help project proponents understand community values and expectations. This report describes and records the consultation undertaken between April 2011 and July 2013. Over this time, the scope of the project has been modified from a full expressway to targeted safety and efficiency improvements, while retaining a long-term four-laning option between Ōtaki and Levin.

Communication is an essential element of the consultation, and provides information about the stages of a project. Consultation on the Ōtaki to Levin project has been underpinned by a process of communication which is clear and ongoing. Communication has been carried out through newsletters, a dedicated project email address and phone number, a project website, through media statements, displays and public open days.

Consultation with tāngata whenua and other key stakeholders such as community groups, transport and environmental groups has occurred on an ongoing basis. A series of collaboration meetings and hui were held during April 2011, July 2012 and April 2013 with each consultation stage matching a particular stage of the technical investigations and assisting in the project moving to the next stage.

A consultation database has been set up specifically for stakeholder engagement to manage submissions and feedback received during the project. It allows the project team to record and summarise high volumes of consultation interactions, including meetings and all interactions with interested parties.

The most recent stage of consultation between April 2013 and July 2013 was an intense process which involved the release of the preferred options for key locations. At this stage potentially affected land owners were identified and meetings were scheduled with landowners to explain the process. This stage also sought initial response and reaction to the preferred options from the public in addition to other issues that people wished to raise through various feedback methods.

Consultation during this stage resulted in significant positive feedback and general support for a staged approach to safety improvements between Ōtaki and Levin. The community acknowledged that safety improvements were needed urgently and a number of people had been personally affected by crashes on the highway. However, there was a high level of anxiety from many potentially affected landowners.

There was general appreciation for being able to provide feedback on proposals. Overall, potentially affected landowners were appreciative of the one-on-one meetings and while many were initially shocked at the news that their properties may be required for roading purposes, they acknowledged that progress was required. There was strong support for the team to investigate further options, particularly the SH1/SH57 connection south of Ohau.

Further investigations are currently underway and the NZ Transport Agency (NZTA) will ensure that as information about the project is developed, it will be made available to the community. The NZTA thanks the community for providing feedback. This feedback is carefully considered and assists in providing information as the project moves to the next stage.



1 INTRODUCTION

1.1 Project description

1.1.1 Context

The Government has identified seven key state highway projects that are linked to New Zealand's economic prosperity. These projects have been identified as Roads of National Significance (RoNS). The Wellington Northern Corridor is one of the seven RoNS.

The Wellington Northern Corridor (Levin to Wellington Airport) RoNS has eight project sections. They are:

- Airport to Mount Victoria Tunnel (including tunnel duplication)
- Transport improvements around the Basin Reserve
- Terrace Tunnel duplication
- Ngauranga to Aotea Quay
- Linden to MacKays (Transmission Gully)
- MacKays to Peka Peka
- Peka Peka to Ōtaki
- Ōtaki to Levin.

The Ōtaki to Levin section is the northernmost section to be substantially progressed. The Ōtaki to Levin project initially covered the area of State Highway 1 (SH1) between the northern boundary of the Peka Peka to Ōtaki project (immediately north of Taylors Road) and approximately half a kilometre south of the Manawatu River Bridge¹(see Appendix A). Investigations commenced in early 2011 to identify a suitable expressway route through the project area.

Consultation is a key element of any major infrastructure project in New Zealand which requires statutory approvals. It is a requirement of the Land Transport Management Act (LTMA) and appropriate in terms of the Resource Management Act (RMA). Consultation is now widely regarded as good practice for any project which affects the general public, specific stakeholders and landowners.

Consultation has been a key component of the Ōtaki to Levin project since its inception. This report describes and records the consultation undertaken between April 2011 and July 2013.

1.1.2 Project Scope

The first stages of investigation of the Ōtaki to Levin project included investigating options for the development of a four-lane expressway through the project area and appropriate connections to other roads, including State Highway 57 (SH57). Consultation commenced on the basis of that project scope.

In mid-2012 the project scope was modified as a result of the findings of the early stages of expressway investigations, and a subsequent decision by the New Zealand Transport Agency (NZTA) Board. The focus of the project then became improvements to the existing state highways within the project area, aimed primarily at safety enhancements in the short term while retaining the long-term goal of four-laning SH1 between Ōtaki and Levin. In addition, the project area was extended to the north, to take in the Manawatu River Bridge and Whirokino Trestle on SH1.

The current project consists of a series of specific improvements relating to locations along SH1 and SH57. Each individual location has its own specific issues, requirements and community interests. The following key locations have formed the basis of more recent consultation:

- Forest Lakes (Taylors Road to Pukehou Bridge)
- Manakau
- Manakau to Ohau Bridges
- Ohau

¹ The project area has subsequently been extended further north. See section 1.1.2.



- Ohau to south of Levin
- Levin
- Waitarere Curves
- Whirokino Trestle and Manawatu River Bridge.

The areas of detailed investigation, including the key locations, are shown in Appendix A, and in more detail in Appendix B.

In addition, ongoing consultation on the wider state highway network within the project area has continued, with the NZTA also proposing a number of area wide improvements to the length of the existing state highways within the extended project area.

1.2 Approach to Consultation

1.2.1 Principles of Consultation

Consultation with affected people and communities provides decision-makers with information that assists in making well-founded decisions. As well as providing information, consultation processes help project proponents understand community values and expectations.

The NZTA has a policy on consultation and communication of which the development of a consultation plan forms the basis. Under the LTMA, the NZTA has a specific obligation to consult, particularly on any proposed activity likely to affect Māori land, or Māori historical, cultural or spiritual interests.

A number of principles that help define the meaning of good consultation include:

- Consulting as early as possible when the proposal is still flexible and issues raised by interested and affected persons can still be addressed.
- Being transparent about project aims and objectives.
- Keeping an open mind to people's responses and to the benefits that might arise from consultation.
- Consultation is intended as an exchange of information and requires both the applicant and those consulted to put forward their points of view, and to listen to and consider other perspectives.
- While consultation is not an open-ended process, it should not be seen merely as a means to an end.
- Consultation may be ongoing and may continue after approvals have been sought, and even after a decision has been made.
- Consultation does not necessarily mean that all parties have to agree to a proposal, although it is expected that all parties will make a genuine effort. While agreement may not be reached on all issues, points of difference will become clearer or more specific.

Consultation is an important component of the Ōtaki to Levin project and it forms the basis for building long term relationships with stakeholders. It improves outcomes through gaining local knowledge and incorporating community and tāngata whenua values and interests, which could assist in reducing the impact of the proposal on the natural, physical, cultural and social environment.

1.2.2 Communication

Communication is an essential element of consultation, and provides information about the current stage of a project. Consultation on the Ōtaki to Levin project has been underpinned by a process of communication, with the following objectives:

- to raise stakeholder awareness and understanding of the project;
- to understand stakeholder concerns so these can be passed on to the project team;
- to engage early and effectively with all stakeholders on relevant matters that may require stakeholder input;
- to ensure stakeholders are advised on new developments, key milestones and planned activities on the project;
- to work with potentially affected property owners in a fair manner at all times;
- to work with business owners in a helpful and fair manner at all times.



- to maintain contact with stakeholders so as to keep on top of any potential issues.

The NZTA has a dedicated in-house communications manager who has been providing communication advice and support for the Ōtaki to Levin project.



2 CONSULTATION STRATEGY

Consultation for this project is managed through a consultation strategy which is set out in the Ōtaki to north of Levin Consultation Plan. This is a “living” document, which is regularly reviewed. The initial Plan was prepared by the NZTA and MWH in March 2011 and has been subject to two reviews and updates.

2.1 Consultation Plan

The aims of the Consultation Plan are to:

- inform stakeholders and the wider community of the project scope and programme;
- involve stakeholders and the wider community in identifying options for further investigation;
- ensure that information from the consultation processes is incorporated in determining and refining the preferred option;
- involve affected parties in refining the preferred option and identifying appropriate mitigation;
- engage stakeholders at the appropriate time(s) in the overall project timetable using the most appropriate methods for the purpose, and particularly to meet the requirements of tikanga Māori when consulting with Māori groups and organisations;
- as far as possible to achieve “buy-in” to the preferred option from all parties consulted (noting that total acceptance by all parties is unlikely to be achieved); and
- follow open, honest, consistent and well-documented consultation procedures and processes.

The consultation and communication has been undertaken on the basis of three main stages to date, as described below. Each consultation stage has matched a particular stage of the technical investigations and has assisted in the project moving to the next stage.

The Consultation Plan includes a provision to develop sub-plans for intensive stages of consultation activities. A sub-plan was prepared for the specific consultation processes undertaken between April 2013 and July 2013 when details of preferred options were released.

2.2 Consultation Activities

2.2.1 Consultation Stage 1 (Area/Corridor Studies)

Consultation Stage 1 was undertaken between May 2011 and September 2011.

This stage, which paralleled considerable information collection about the project area, its roading system and the community, involved communication and consultation with key stakeholders and the wider public.

Active input was sought from key stakeholders. The general public was informed of the study and told of their role later in the project. While information from the public was not actively sought at this stage, it was welcomed. Some organisations were specifically contacted for information/input. During this stage, constraints² were also identified and shared with the public. Two newsletters were sent out to the local community during this time to inform people of the project (refer to section 4.2 of this report).

The following actions and methods were followed during this Consultation Stage 1:

² I.e. limitations on the location of future roading proposals such as areas of ecological, cultural and heritage values, and natural hazards.



	Actions	Method
1	Preliminary advice to key stakeholders (local authorities, Iwi, key infrastructure providers) of appointment of consultants, project scope and consultation intentions.	Letter, phone contact and meetings.
2	Iwi first contact with a request to engage, invitation to collaboration meeting, set up processes and methods of communication/consultation for remainder of project.	Preliminary informal approaches to find out how Iwi would like to be involved.
3	Invitation to attend collaborative meeting and key project meetings to local authorities, Iwi representatives, Department of Conservation, Historic Places Trust, KiwiRail and other stakeholder groups.	Letter, meeting.
4	Public information releases.	Newsletters (2); display at Council; FAQs on website; project email address and phone numbers.
5	Release of further public information about project.	Press release, website set up and consultation database established.
6	Initial contact with agencies and organisations that may hold information of particular relevance (e.g. DOC, HPT, infrastructure agencies, local business organisations) seeking information.	Letter from NZTA and follow-up meetings with project team.
7	Public information releases and reminder on seeking general comments. Advice on Stage 2 process.	Press release.

The results of the Stage 1 investigations resulted in a modified approach to the project, and so Stage 2 consultation focussed on the specific projects noted earlier in this report.

2.2.2 Consultation Stage 2 (Improvement Options)

Consultation Stage 2 was carried out between June 2012 and August 2012.

Stage 2 involved the release of information about the modified approach to the project, and the specific areas and issues that were identified for further investigation. It was initiated by press releases and announcements of the intention to have future detailed consultation about options relating to the areas and issues that were to be the focus of further investigations. Comment was sought as to whether the right issues and locations had been identified, and whether the community had any further suggestions. The purpose of this stage of consultation was to elicit information held by people, and to gain some community input into the options to assist with later decision-making.

In the months after the initial communication, as work proceeded, there was a series of meetings with key stakeholders as details of proposals for each area were refined. Following the formal meetings, a period was provided for comment (written, electronic and verbal).

Key elements of this stage were:



	Action	Method
1	Inform community about change of approach and intention to seek feedback.	Press release and newsletter.
2	Second collaboration meeting.	Invitations to those who attended the first meeting.
3	Meetings with interested Iwi/hapu groups.	Liaison and personal contact.
4	Meetings with key stakeholders.	Meetings.
5	Ongoing contact with Iwi and local authorities.	Various.

This Stage 2 consultation process concluded with the receipt of feedback to assist in the development of detailed options and the identification of preferred options.

2.2.3 Consultation Stage 3 (Preferred Options)

Consultation Stage 3 was undertaken between April 2013 and July 2013.

Stage 3 involved the release of the preferred options for specific areas that had been identified earlier. At this stage those likely to be directly affected by the preferred options were informed. Where there were still options, all those on all options were contacted.

This stage sought initial response and reaction to the preferred option from those likely to be directly affected and from the wider public, and any additional issues that people wished to raise through the various feedback methods, including specific comments on options and possible land requirements.

It was also explained how the next stage of the process would take place, such as the refinement of the route options and specific design, the search for mitigation measures, the consents process and how negotiations with affected people would be initiated.

Key consultation elements at this stage were:

	Action	Method
1	Inform all landowners who are potentially affected by the preferred options.	Letters and phone calls, followed by individual meetings.
2	Inform wider community about preferred options and seek response.	Press release and newsletters (2).
3	Individual organisation and small group meetings.	Meetings, as requested.
4	Reminder about opportunity for feedback.	Press releases and website.
5	Open Days.	Open Days in Manakau, Ohau and Levin.
6	Ongoing contact with Iwi and local authorities.	Emails, meetings and phone calls.
7	Ongoing contact with potentially affected landowners.	Letters, emails, phone calls and meetings

This was a major stage of consultation and involved approximately 85 individual meetings with those likely to be affected by the projects, three meetings with Iwi groups, three open days, a further collaboration meeting with key stakeholders, presentations to local government agencies, and numerous other contacts.



2.2.4 Consultation Stage 4 (Refinement of Specific Options)

Consultation Stage 4 is underway, and will continue to be undertaken as the individual projects are refined. Stage 4 consultation is not covered in this report, and will be the subject of a further report.

2.2.5 General

Throughout the project, NZTA and consultants have adopted an “open door” approach. This has involved the ability for people to phone, email or write to the project team at any stage. It has also involved ongoing contact between the NZTA project team leader and local authority staff and elected representatives as appropriate.

2.3 Recording Consultation

A consultation database has been set up using Darzin, a proprietary web based system, and appropriate training has been undertaken. Darzin is a data recording and analysis tool, created specifically for stakeholder engagement and community consultation. It manages submissions and feedback received during the consultation periods of the project. It allows the project team to record and summarise high volumes of consultation interactions, including meetings and all interactions with interested parties.

The consultation database has been set up with the following attributes:

- ability to record all transactions in relation to one stakeholder or person (with a unique number);
- geographic component (i.e. unique number attached to address and legal description of the land parcel);
- ability to do key word searches;
- ability to attach correspondence;
- ability to be accessed by NZTA and their consultants;
- ‘bring up’ dated flags for responses;
- reporting functions with the ability to present information in graphs and charts.

A key feature of Darzin is the use of a ‘classification tree’ to organise the contents of submissions and public comment. The classification tree categorises information and assists the project team in organising and understanding large amounts of information received so as to identify themes and feed them into the design and decision processes. The information includes submitter location, the specific project that the comments relate to, and the matters raised. Categories are contained in headings and sub-headings and reflect the issues in the submission. For example, a single submission can include issues relating to access, property values, noise and safety. A typical Darzin record sheet is attached in Appendix C.

The data in Darzin can be analysed and allows the project team to run reports under different categories of the classification tree (such as all comments associated with access). It can quantify the support for, or opposition to, different options. The recording of data in an easily accessible form is also an important tool in maintaining records and reviewing issues and actions over time. It can assist in building relationships with stakeholders and affected parties over the length of the project.

While the Darzin database has been used throughout the project, it has become most useful in Stage 3, where there have been numerous interactions with directly affected people and many written submissions on individual projects.

This data is presented in section 5 of this report and illustrates the main themes that came out of the consultation, particularly at Stage 3.

3 CONSULTATION WITH STAKEHOLDERS AND TĀNGATA WHENUA

3.1 Identification

Tāngata whenua were identified as key stakeholders with priority interests in the area in the first stages of the project.

Consultation with tāngata whenua and other key stakeholders such as community groups, transport and environmental groups has occurred on an ongoing basis. Those listed in Table 3-1 were identified as potential key stakeholders early in the project.

Table 3-1: Key Stakeholders

Category	Stakeholder
Political	Minister of Transport Associate Minister of Transport MP for Horowhenua MP for Kāpiti Coast Opposition Spokesperson on Transport
Iwi	Muaupoko Ngati Raukawa ki Te Tonga Rangitane Other Iwi groups (including marae and hapū) as appropriate
Territorial Authorities/Organisations	Horowhenua District Council Horizons Regional Council Greater Wellington Regional Council (GWRC) Kāpiti Coast District Council (KCDC) Regional Transport Committees (RTC) Regulatory Authorities Technical Advisory Group (RATAG) Technical Working Group (TWG) Regional Authorities Executive Action Group (EAG)
Government agencies	Ministry for the Environment Department of Conservation New Zealand Historic Places Trust (NZHPT)
Industry Groups	Road Transport Forum NZ NZ Road Transport Association Automobile Association (AA) NZ Heavy Haulage Association Federated Farmers
Infrastructure	KiwiRail Electra Vector Transpower
Interest Groups	Cyclists/pedestrian groups Forest and Bird Fish and Game New Zealand
Emergency Services	NZ Police NZ Fire Service Wellington Free Ambulance Civil Defence St John Ambulance
Community	Levin Residents Association Manakau District Community Association



	Waikawa Beach Road Ratepayers Association Affected/potentially affected property owners Affected business groups Affected residents groups Levin Business Networking Group Levin Business Association Specific Interest Groups Schools
NZTA	Peka Peka to Ōtaki project team NZTA's Network Maintenance Management Consultants

By the end of Stage 3 Consultation, there had been intensive contact with many stakeholders, and at least some contact with almost all identified key stakeholders.

As the focus for the project has changed from a major new expressway to a series of specific improvement areas, various stakeholders have taken different levels of interest in the project.

3.2 Collaboration Meetings

A series of meetings have been held with stakeholders and iwi to build relationships and share information. Three collaboration meetings were held:

- The first collaboration meeting was held on Thursday 7th April 2011 at the Council Chambers, Horowhenua District Council Building, Levin. The purpose of the meeting was to share information amongst key participants in the project, and to establish a basis and relationships for future involvement in the project.
- The second collaboration meeting was held on Friday 6th July 2012 at the Council Chambers, Horowhenua District Council Building, Levin. The purpose of the meeting was to bring all parties up to date with the work undertaken and to seek feedback on the change in approach of the project, and the issues and areas which the project should focus on.
- The third collaboration meeting was held on Monday 29th April 2013 at Tatum Park, Levin, again to bring all parties up to date with the work undertaken and obtain preliminary feedback on options investigated and the preferred options.

Those invited to the various collaboration meetings have included the representatives of the four local authorities whose areas are within the project, tāngata whenua representatives, the Department of Conservation, KiwiRail, and Historic Places Trust. A list of invitees, the letters of invitation and notes from the three meetings are attached in Appendix D. In practice, other people have also attended, often at the request of the Horowhenua Council officers or councillors, or iwi.

Issues raised at the meetings have been detailed in the meeting notes. These have been attached to the consultation database and follow up actions are documented to be addressed at an appropriate stage in the project.

3.3 Meetings/Hui with Tāngata Whenua

Tāngata whenua have strong interests and concerns in the area. Issues of particular importance are specific cultural taonga, including wāhi tapu areas, Māori owned land, water quality, and activities that have the potential to affect natural resources such as freshwater species like inanga, and mahinga kai.

The process of consultation with the various relevant groups has been assisted by the appointment of Morrie Love as specific advisor and iwi liaison person for the project.

Dates of specific meetings, and attendees are set out in Table 3-2.

**Table 3-2: Meetings/Hui**

Date	Iwi	Present
8 th July 2011	Muaupoko	Rob Warrington, Kevin Hill, Steve Hirini, John, Marokopa Wiremu-Matakatea, Jo Draper, Kevin MacFarlane, Roger Maxwell, Phil Peet, Marten Oppenhuis, Sylvia Allan, Morrie Love
8 th July 2011	Ngāti Raukawa	Rob Kuiti, Moira Patene, Te Waari Carkeek, Yvonne Wehipeihana-Wilson, Don Marsden, Andre Baker, Mark Wilson, Simon Austin, Rupene Waaka, Richard Orzecki, Marten Oppenhuis, Phil Peet, Jo Draper, Roger Maxwell, Kevin MacFarlane, Sylvia Allan, Morrie Love
4 th July 2012	Muaupoko	Jo Draper, Dean Ingoe, Phil Peet, Morrie Love, Steve Hirini, Mark, Marokopa Wiremu-Matakatea, Kevin Hill
4 th July 2012	Ngāti Raukawa	Jo Draper, Dean Ingoe, Phil Peet, Morrie Love, Te Waari Carkeek, Lindsay Pohama, Heihana Smith, Trevor Himona, Yvonne Wehipeihana- Wilson, Richard Anderson, John Gardiner, Teihana, K MacDonald, Toby Lawton, Te Aroha, Reina Tiplan, Carol MacDonald
23 rd April 2013	Muaupoko	Jo Draper, Phil Peet, Morrie Love, Sylvia Allan, Steve Hirini, Kevin Hill, Wayne Kiriona, Neville Heihei, Te Uira Kereoma
23 rd April 2013	Ngāti Raukawa, Ngāti Tūkorehe, Ngāti Wehi Wehi	Jo Draper, Phil Peet, Morrie Love, Sylvia Allan, Lindsay Poutama, Richard Orzecki, Yvonne Wehipeihana- Wilson, Toby Lawton, Carol MacDonald, Mary Judd (local resident), Glen O'Connell (HDC), Rowena Bullen (Ohau Playcentre)
10 th July 2013	Ngāti Wehi Wehi	Jo Draper, Morrie Love, Phil Peet, Caroline van Halderen, Te Kotahitanga o Te Iwi o Ngati Wehi Wehi, Richard Orzecki, Marshall and Sally Petly, M Matehaere, Bob and Dolly Miratana, Hoko Gardiner, Joe Matehaere, Rev Te Hopehuia Hakaraia, Lossy Meaclem, Lois Ruruku, Minnie Clark, Keri Gardiner, Anaru Barnes, Leesha Miratana, Judy Keall, Sharon Taylor, John Hewitson, Kimbal McHugo, Councillor Wayne Bishop, Renee Taylor, Marcus and Molly Gibson, Geoff and Sue Stent

Notes from the hui are attached in Appendix E.

3.4 Other Meetings

A range of meetings have taken place where there have been specific requests. These included meetings with Council officers to discuss technical issues, and meetings with government organisations, such as the Historic Place Trust.

Table 3-3 sets out Stakeholder meetings held, and Table 3-4 gives a schedule of Council and Community Board meetings attended. Appendix F includes notes from key meetings of particular assistance to the project.

**Table 3-3: Stakeholder Meetings**

Date	Stakeholder	Present
5 th June 2011	Department of Conservation	Kris Erikson, Richard Gill, Rowan Oliver, David Cameron, Sylvia Allan
6 th June 2011	Historic Places Trust	Ann Neill, Jo Draper, Sylvia Allan.
8 th July 2011	KiwiRail	Phil Peet, Marten Oppenhuis, Walter Rushbrook, Steve Curry
12 th June 2013	Historic Places Trust	Sonia Dolan, Ann Neill, Kathryn Hurren, Alison Dangerfield, Jo Draper, Dean Ingoe

Table 3-4: Council and Community Board Meetings

Date	Council/Community Board	Present
17 th February 2011	Horowhenua District Council	Jo Draper, Alan Catchpole, Andrew Guerin, Sylvia Allan
17 th February 2011	Horizons Regional Council	Jo Draper, Alan Catchpole, Andrew Guerin, Sylvia Allan
9 th March 2011	Horowhenua District Council including Mayor	Jo Draper, Selwyn Blackmore
5 th May 2011	Nathan Guy (MP)	Jo Draper
7 th June 2011	Regional Transport Committee Meeting	Jo Draper, Jenny Chetwynd
14 th June 2011	Horizons Regional Council	Ann Sheridan, Pen Tucker, Ian Lowe, Wayne Wallace, Jo Draper, Sylvia Allan
14 th June 2011	Horowhenua District Council staff	Wally Potts, Dorstan Hayman, Ross Nicholson, Quentin O'Connor, Jo Draper, Sylvia Allan
14 th June 2011	Horowhenua District Council invited planners and surveyors group	Range of local/regional council and consultant planners, Jo Draper, Sylvia Allan
5 th July 2011	Kāpiti Coast District Council	Gael Ferguson, Rowan Oliver
10 th August 2011	Council Briefing	Jo Draper
6 th September 2011	Briefing to Ōtaki Community Board	Jo Draper & Sylvia Allan
12 th December 2011	Horowhenua District Council	Jo Draper, Wally Potts, Rob Green
22 th May 2012	Horowhenua District Council	Jo Draper, Selwyn Blackmore, Wally Potts, David Ward, Mayor Brendan Duffy
Oct-Dec 2012	Horowhenua District Council (Preliminary Feasibility Reports forwarded for review)	Jo Draper, Wally Potts
November 2012	Kāpiti Coast District Council (Forest Lakes Preliminary Feasibility Report forwarded for review)	Jo Draper, Jane Gunn
14 th February 2013	Kāpiti Coast District Council	Jo Draper, Jane Gunn
14 th February 2013	Horowhenua District Council	Jo Draper, Wally Potts



10 th April 2013	Horowhenua District Council	Jo Draper, Mayor Brendon Duffy, David Clapperton, David Ward
17 th April 2013	Horowhenua District Council	Councillors
23 rd April 2013	Briefing to Otaki Community Board	Jo Draper, Sylvia Allan
20 th June 2013	Horowhenua District Council Steering Group	Jo Draper, Selwyn Blackmore, David McGonigal, David Clapperton, Wally Potts
26 th June 2013	Kāpiti Coast District Council	Jo Draper, Jane Gunn, Phil Peet, Francis Norku

Meeting notes are attached to the consultation database and issues have been highlighted to be followed up during the design stage of the project.



4 PUBLIC COMMUNICATION AND CONSULTATION

4.1 Contacts

A dedicated Ōtaki to Levin project email address (info@O2L.co.nz) and a free-phone number (0508 625 4636) were set up early in the project, to continue for the duration of the project.

Responses to comments and queries received were initially addressed by the NZTA communications advisor (and later by a member of the project team) with advice from the project team. All queries are answered within 5 working days and are recorded in the consultation database.

There is also a dedicated project website (<http://www.nzta.govt.nz/Ōtaki-levin-project>) setting out details of the project, project reports, material on display at the public Open Days, progress updates, maps, press releases, links to Council websites and FAQs. Detailed information about the history of the project and a range of detailed reports is also on the website.

The website is a key element in the consultation process and its format is similar to those for the other Wellington Northern Corridor projects to the south. The website is updated regularly in line with project investigations.

4.2 Newsletters

A standard style and format has been adopted for the newsletter to encourage continuity of presentation as the project evolves. All newsletters were sent by mail out to all households in the study area, plus Shannon. To include Ōtaki it was also necessary to include rural deliveries as far south as Te Horo. Newsletters were also uploaded onto the project website.

Copies of the newsletters are attached in Appendix G.

4.2.1 Project Update 1

The first Project Update, Issue 01 – May 2011. Information included an introduction to and description of the scope of the project, maps showing the project in the context of the other RoNS projects, the study area and the project program. It also included an explanation of the intended project process. A summary was included in Horowhenua's Community Connection newsletter which goes to all households in Horowhenua.

Information was also provided on where to view the project website and contact details for the NZTA's project team.

A small number of comments were received in response to this newsletter.

4.2.2 Project Update 2

A further update was sent out in August 2011 (Issue 02) with information on the constraints that apply to the study area. The update was sent out during the week commencing 15 August 2011.

Seven maps showing areas of constraint were presented as background information for this initial consultation phase. Maps relating to heritage, tāngata whenua, ecology, landscape, hazards, land ownership and land use were posted on the website and displayed at HDC. All these factors informed the project team and stakeholders in identifying possible expressway route options. The public was informed that it was important that all constraints be identified during the early stages of the project to assist with identifying potential routes for the expressway, for further feedback.

The community was invited to provide feedback and comments on the constraints by 23 September 2011.

A total of 26 items of feedback were received, all of which were responded to within five working days. Five of these requested hard copies of maps to be mailed. Five identified additional constraint areas, and these areas were checked with the planning team. The remainder of inquiries either sought advice on the final location of the proposed road (which was unknown at the time), urged ongoing consultation during the process, or generally supported the project.



4.2.3 Project Update 3

The third update was released in July 2012 (Issue 03). This update advised of the revised approach to the project as a series of improvements on SH1 and SH57 to improve safety and efficiency. The range of options that had been considered was explained, and why the project was now to target improvements on the existing state highways. Earlier feedback from the community was acknowledged.

Possible safety improvements, including improved road alignments, safety barriers, intersection improvements and passing lanes were shown on a map. A revised timeline was proposed and community feedback was invited.

A small number of comments were received and individually acknowledged.

4.2.4 Project Update 4

A further project was issued by mail out in March 2013 (Issue 04). This update set out where the continuing investigations were being concentrated, including the extension of the project area to take in the Manawatu Bridge and Whirokino Trestle area. A map showing the improvement locations was presented in the newsletter with a timeline of when further public engagement would take place.

4.2.5 Project Update 5

A newsletter (Issue 5) was prepared to inform landowners and the community about the outcomes of earlier consultation and to outline the series of proposed upgrades at seven key locations. NZTA invited the public to share their views about the proposed upgrades aimed at making SH1 and SH57 safer and more efficient.

The newsletter was distributed at the end of April 2013 to all households in the study area, plus Shannon. To include Ōtaki it was also necessary to include rural deliveries as far south as Te Horo. In addition, because of the inclusion of material concerning the Whirokino Trestle, the community of Foxton was also included. The public was invited to attend three Open Days to be held at the beginning of May 2013 at local venues. The community was encouraged to provide feedback on the key locations prior to the project progressing to the next stage of the design process.

The outcome of this consultation is summarised in section 5 of this report.

4.3 Media Statements

Media statements were issued on 25 January 2011, 12 July 2012 and 26 April 2013. These dates marked critical stages in the project, such as the initiation of the project, the identification of options and the proposal of a staged upgrade of the existing highway, and an update seeking feedback from the local community.

The media statements appeared on the website and were variously taken up for publication in local newspapers.

Copies of the formal media releases are attached in Appendix H.

Media advertising across a variety of publications/mediums was used to encourage attendance at the three Open Days in early May 2013. Advertisements in weekly/bi-weekly community and daily metropolitan newspapers were used to promote Open Day dates and times, along with an intensive week of radio advertising across the two key radio networks (Mediaworks and The Radio Network).

This programme, when combined with personal visits, letters to affected landowners, and newsletters widely distributed between Ōtaki and Foxton, aimed to ensure as wide a net as possible was cast to encourage the best attendance at the three Open Days.

Radio advertisements were played across Kāpiti and Horowhenua radio stations the week prior to the Open Days and print advertisements were placed in the following publications between 25 and 29 April 2013:

- Horowhenua Mail/Kāpiti Observer
- Horowhenua Chronicle
- Kāpiti News
- Dominion Post
- Manawatu Standard



In addition, there have been various newspaper reports about the project initiated by the media or others. A range of examples is provided in Appendix I.

4.4 Displays

Information boards were displayed at Horowhenua District Council offices during Stage 1 Consultation (August/September 2011) showing the Constraints Maps. Information boards showing proposals for the key locations with a description of the problems, objectives and proposed improvements were displayed during the open days in May 2013 in Stage 3 Consultation (refer to section 4.7 for more details).

Updated information boards will be on display at the Levin Library (Te Takere) at the end of August 2013.

4.5 Direct Contact with Affected Landowners

Once the land parcels likely to be directly affected by the project had been identified in Stage 3, a specific strategy (as a sub-plan of the Consultation Plan) was developed to ensure there was appropriate consultation with landowners (as well as with key stakeholders and the wider public). It was considered important that contact was achieved prior to information being released publicly about the options considered and the preferred options.

Landowner contact details were obtained from the Horowhenua District Council rates database. Approximately 144 parcels of land were identified as potentially affected. Some of these land parcels are owned by multiple landowners, and in some cases the ownership is a trust. Likewise there are a number of landowners who own multiple properties.

Directly affected landowners were contacted by phone in April 2013 to inform them that their property may be affected and requesting a one-on-one meeting to outline the proposals and the potential effects on the land.

Strenuous efforts were made to contact all potentially affected people personally, with a request to meet and discuss details. Where landowners could not be contacted by telephone, a letter was sent outlining the project and a request to contact a member of the project team to set up an appointment for a one-on-one meeting. The landowner was asked to provide their contact details to the project team and was also invited to the Open Days. A total of 38 letters were mailed out.

During the two weeks prior to the release of public information about the proposals, affected landowners were visited by members of the project team. A letter was left with affected landowners during each of the one-on-one landowner meetings. The letter formally advised the landowner of the development proposals and the likely effect of the proposal on their property. As noted above, landowners that could not be visited or who could not be contacted prior to the Open Days were sent a letter inviting them to the Open Days. All directly affected landowners were encouraged to identify themselves at the Open Days where they could also hold discussions with members of the project team in private.

A follow up letter was sent to those landowners at the end of May 2013 who had not made contact with the project team or attended the Open Days. Again, the landowner was asked to provide their contact details to the project team, and times were scheduled for one-on-one meetings. A total of 17 of those letters were mailed out and meetings scheduled.

Another follow up letter was sent out to those potentially affected landowners at the beginning of August 2013 who had still not made contact with the project team. A total of 6 letters were mailed out as registered post. If no response is received from this mail out, then members of the project team will door knock.

Copies of a sample of each of these letters are attached in Appendix J.

4.6 Landowner Meetings

As noted above, meetings were held with directly affected landowners. The project team held one-on-one meetings with 85 landowners between April and July 2013. Those were property owners whose land may need to be purchased or otherwise encumbered, or whose access may be affected. All meetings



took place at a place chosen by the landowner, often at the landowner's home. Typically, meetings took up to an hour. A limited number of meetings with landowners also took place at the Open Days (described below). These meetings were held in a private room or area attached to the Open Day venues.

Several landowners wished to have more than one meeting, and these took place as requested. Information was also provided by exchange of email and via phone calls.

Landowner meetings have continued beyond the Open Days and will continue as the project progresses.

4.7 Open Days

Three Open Days were held early in May 2013 at various venues that were considered readily accessible to the various interested communities. The purpose of the Open Days was to provide information to the public on the proposals for the project and give people the opportunity to talk directly to project team members. A total of 669 people attended the three Open Days.

The Open Days were held in the following venues:

- Wednesday 1st May 2013, 2pm to 9pm, in the Manakau Community Hall. A total of 137 people were counted as attending.
- Thursday 2nd May 2013, 2pm to 9pm, in the Ohau School Hall. A total of 196 people were counted as attending.
- Saturday 4th May 2013, 10am to 4pm, in the Levin War Memorial Hall. A total of 286 people were counted as attending.

A series of information boards was on display at the Open Days. These set out the context of the project, and proposals for the key locations with a description of the problems, objectives and proposed improvements (see Appendix K). More detailed plans showing the route options overlaid on aerial photographs (based on the plans in the Project Feasibility Reports (PFRs) - which are on the website) were also available for discussion, along with hard copies of the PFR reports themselves. Approximately ten project team members were in attendance at each Open Day. Members of the public were encouraged to show on a map where they lived (by placing a red dot on the location) to give the project team an understanding of the wider area of interest.

An attendance register was kept for those who wanted to sign it and particular matters raised by people during the day were recorded. These comments were typically from those that provided a particular point of view or added information of which the project team was unaware. These comments are summarised in the Open Day Notes in Appendix L and form part of the consultation record.



Figure 1: Manakau Open Day



Figure 2: Levin Open Day

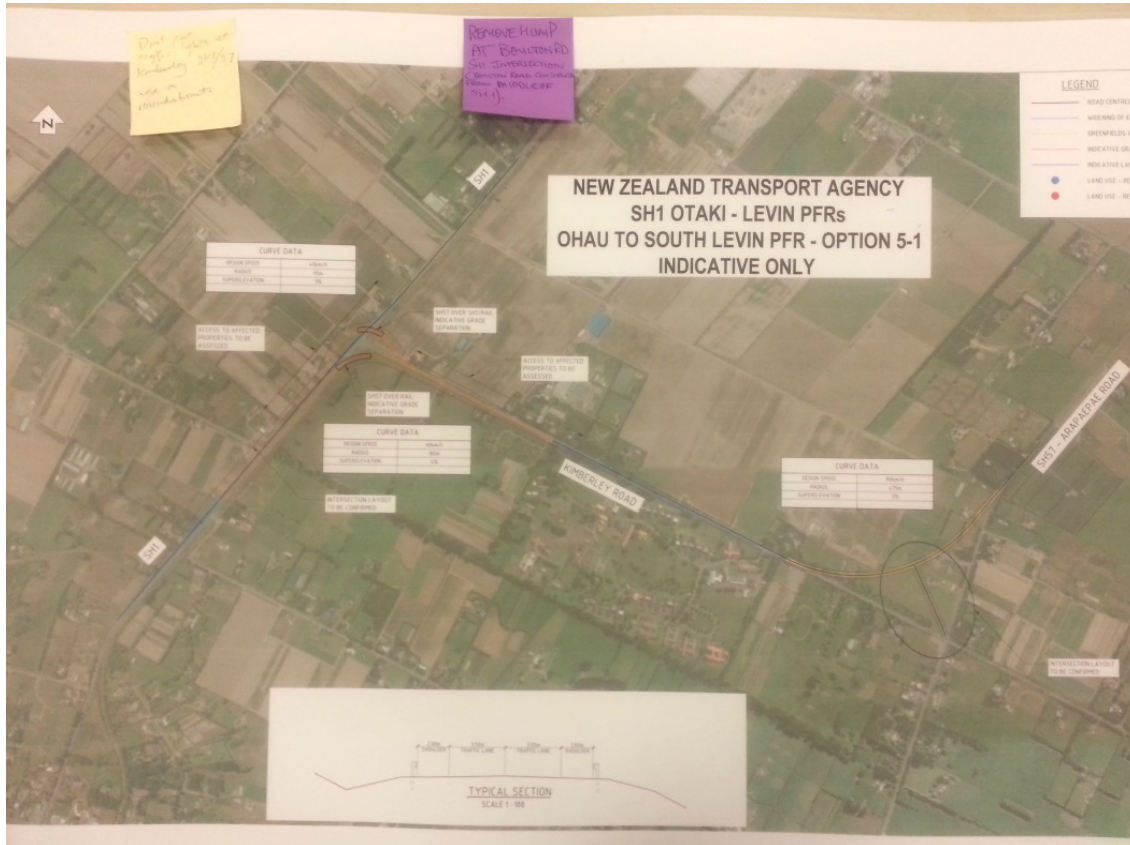


Figure 3: Community engagement – adding comments to maps

4.8 Submissions

Although comments have been sought on all aspects of the project as it has developed, a particular effort was made to encourage submissions on the proposals as part of Stage 3 Consultation.

Submission forms were developed and made available in hard copy at the Open Days, and online through the website, seeking feedback from the community on the various proposals. Information sought on the submission form included comments on the project as a whole and on the proposals for each of the key locations.

Submission forms could be lodged online, mailed or handed in personally at the Open Days. Some submitters chose to send in letters or emails and these were also recorded in the database. The closing date for providing feedback was 31st May 2013 but this closing date was not widely publicised and submissions continued to be received until the end of July 2013. A total of 97 submissions were received. A copy of the feedback form is attached as Appendix M.

Submissions were recorded on the consultation database and issues have been categorised. Suggestions made in the submissions have been listed and will be considered during the next stage of investigations. Sections 5.2 and 5.3 of this report set out main themes which emerged in submissions.

4.9 Other Direct Contact with NZTA

The NZTA liaised directly with the mayor of Horowhenua prior and during consultation exercises, and also briefed Horowhenua District Council on 10th August 2011 and 17th April 2013. In addition, the Ōtaki Community Board was briefed on 6th September 2011 and 23rd April 2013. A presentation was given to the Horizons Regional Transport Committee on 7th June 2011.

The NZTA has also had direct contact with the Manakau District Community Association and the Waikawa Beach Road Ratepayers Association.



5 MAIN THEMES FROM CONSULTATION

This section identifies and summarises the main themes which have arisen from consultation processes. Firstly, issues from Stages 1 and 2 Consultation are noted. The majority of this section, however, relates to the Stage 3 Consultation processes.

5.1 Issues affecting the whole area (from Stages 1 and 2 Consultation)

Consultation Stages 1 and 2 were undertaken between May 2011 and September 2011, and June 2012 and August 2012 respectively. This consultation undertaken early in the process enabled the NZTA, the stakeholder groups and the community to exchange information and build relationships. Being transparent about what needs to be achieved and keeping people informed was important in maintaining these relationships, and ensuring that there are no surprises. An appropriate balance has been achieved between providing and seeking information and avoiding raising community anxiety at a stage where there were no precise plans.

The inputs and results of the Stage 1 investigations resulted in a modified approach to the project, and so Stage 2 consultation focussed on the specific areas. This Stage 2 consultation process concluded with the receipt of feedback to assist in the development of detailed options and the identification of preferred options.

Issues raised during this early stage included:

- confirmation of constraints that had been identified in the early stages of the project and added information on other constraints that were considered relevant;
- local knowledge assisted with understanding the values of the area. Of note was that the area around Lake Horowhenua has many ecological and cultural constraints, along with geological constraints;
- need for ongoing consultation and liaison;
- need for east-west links across the communities to be maintained, including east-west ecological corridors;
- historic Treaty claims being progressed in the area;
- need for walking and cycling facilities.

5.2 Issues affecting the whole route (from Stage 3 Consultation)

Consultation during Stage 3 resulted in significant positive feedback and general support for a staged approach to safety improvements between Ōtaki and Levin. The community acknowledged that safety improvements were needed urgently and a number of people had been personally affected by crashes on the highway. However, there was a high level of anxiety from many potentially affected landowners given that individual properties that are likely to be required for the project were identified during this stage of the process.

There was general appreciation for being able to provide feedback on proposals. While the majority of affected landowners were contacted early in the process, there were some who, for a number of reasons, could only be met with during or after the Open Days, and noted their dissatisfaction. Overall landowners were appreciative of the one-on-one meetings and while many were initially shocked at the news that part or all of their property may be required for roading purposes, they acknowledged that this was the unfortunate reality of roading improvements.

Issues raised included:

- The uncertainty around the roading proposals could have a negative effect on property values and /or the ability to sell in the short term, particularly for those landowners who currently have their properties on the market.
- Landowners wanted certainty on the preferred options as soon as possible. This was most applicable to the SH1/57 connection route options.

- Concern about property values dropping in the medium to long term and the risk of land values decreasing when property negotiations with affected landowners and NZTA get underway.
- Concerns about future business prospects in the area, especially for those landowners who farm and live on their property.
- Concerns around access onto the new highway.
- People would like to see more focus on cycling both nationally and locally.
- Issues of community severance.
- Difficulty of accessing neighbouring properties, especially where farming operations are affected.
- Concerns around the potential effects on fertile agricultural land given the large number of market gardening and horticultural operations in the vicinity of the proposed routes. These effects apply not only to the taking up of land for the highway corridor, but also the diagonal severance of some properties making them impractical to farm.

5.3 Comments on specific projects (from Stage 3 Consultation)

The bullet points below reflect the main themes in relation to each specific project.

5.3.1 Forest lakes

- Concern at Taylors Road and Forest Lakes Road intersections regarding southbound traffic turning right.
- Support for a new intersection at Taylors Road.
- Support for removing passing lanes.
- Suggestions that Forest Lakes Road be connected to Taylors Road, although concerns that it could change the character of the area.
- Suggestions to connect Taylors Road and Aitkins Road.
- Suggestion for connectivity to be provided by some form of grade separated facility at Lawlors Road as the current topography could facilitate this. Also this could allow service roads in either direction therefore reducing direct access to the highway. This would also future proof the highway for further development in the vicinity and eventual 4-laning.
- When 4-laning, there was a suggestion to use the gully to the east. The centre of the road could be a drain, separating north and southbound traffic.

5.3.2 Manakau

- There was mixed reaction to the 80km/h speed limit proposal.
- Queries around the use of engine braking restrictions to reduce the noise effects.
- Trains waiting in the loop often block the level crossing at Mokena Kohere Street.
- Until the train problem is resolved, residents do not want the rail underpass closed otherwise there is no alternate access from/to the highway for residents or emergency services.
- Keep the railway underpass left-turn only (left in, left out).
- Widespread support for removing the passing lane.
- It was noted that there are narrow shoulders opposite Waikawa Beach Road.
- Concern about school children crossing SH1.
- Mixed support for the proposal to improve the Mokena Kohere intersection due to limited evidence of truck usage of Mokena Kohere Street.
- Request to extend the 80km/h proposed speed limit south to past Gleesons Road.
- Suggestion to construct a feeder/free-turn for northbound traffic from Waikawa Beach Road.
- Historic Gates at 1050 SH1, Manakau, need to be preserved. These are located immediately south of the dairy.
- Note there is an archaeologically significant site immediately west of Manakau Rail overbridge.
- Support for a wider median strip given the activities in the area with the school, church, hall, bowling club and hotel as key gathering points for the community.



- There is a possible paper road at the back of Manakau towards North Manakau Road. Could this form an emergency access route?
- Noted that the Tukorehe Marae is the end of the bus route hence a large number of parents picking up children in this location. Requests that this be extended to Manakau, although it was understood that this would be longer than the maximum length allowed.
- A suggestion - *“When 4-laning, go around the west of Manakau. Should be done now rather than later.”*
- A question of *“What happens to Manakau Store? Will it be relocated?”*

5.3.3 Manakau to Ohau

- Widespread support for the realignment to the west of the rail line.
- Kuku Beach Road carries a significant number of heavy vehicles accessing dairy farms and cool stores and therefore appropriate access to Kuku Beach Road must be retained.
- There was a lot of feedback on the Kuku area, particularly east-west access between Kuku Beach and Kuku East Roads.
- North-south manoeuvres were of concern if ‘left-in’ and ‘left-out’ only access.
- There is an unwillingness to turn around at Manakau or Ohau if turns are restricted at Kuku Beach Road.
- There was concern about how cyclists were to be managed around the Kuku area.
- Concern about school children crossing SH1.
- For resilience, provision of a second bridge at Ohau was urged.

5.3.4 Ohau Township

- General agreement with closing Victoria Terrace, although there were suggestions that the NZTA should re-prioritise the intersection of Victoria Terrace and Jervois Terrace if closing some of the roads.
- Support for 80km/h reduction.
- Support for removal of the passing lane.
- There was concern about pedestrian access across the highway to schools.
- Belief that a bypass of Ohau is the most logical, particularly because of trucks speeding up the hill to reach Levin - they can be going at speeds of up to 120km/h.
- Cycling is very constrained through Ohau. Could new cycling connections be provided off SH1?
- Considerable support for SH57 bypass being south of Ohau to reduce traffic through Ohau.
- In favour of closing roads accessing SH1 but only if there is a northern outlet for Ohau traffic. i.e. connect to Vista Road and keep this open, or connect up to Buller Road. A connection to Buller Road would give the advantage of a non-SH connection between Ohau and Levin benefiting locals and cyclists.
- For Vista Road, add a merging lane for northbound traffic (pulling out of Vista Road).
- Query about why Bishops Road should be kept open.

5.3.5 SH1/SH57

- General support for improvements in this area.
- Concerns around the route going through the Ohau vineyards and the significant effect on property values and lifestyle.
- Some had a preference for the SH1/57 improvements to be on line (with a larger radius curve for the SH1/57 intersection ramps) or an alternate alignment for SH57 which traversed south of the Totara trees.
- Many requests for the option leaving the current SH1 at Kuku and joining into SH57 Arapaepae Road to be reconsidered.



- Support for any options with better connections to SH57 to enable SH57 to be the bypass of Levin in the future.
- Concerns about the loss of property at the SH57/Arapaepae Road intersection.
- Concerns that both options will affect local businesses.
- Concerns around areas of land which will be cut off and landlocked, but form an important part of a farming property. Suggestions around an underpasses for McLeavey Road and Muhunoa Road, as people traverse the roads between properties.
- Concern from people living at Tui Glen Drive that they have a major diversion if they want to head north up SH1. The options would not allow them to turn right into SH1.

5.3.6 Levin

- Desire for a Levin Bypass particularly for heavy vehicles.
- Strong support to protect a bypass route in the vicinity of Roslyn Road for the long term.
- Many would like the SH57 bypass option to be considered now.
- Suggestion of turning parking from angle to parallel in Levin High Street to allow space for four lanes in order to facilitate a crawler/parker lane separate from through traffic
- Concern that there are no arrow-controlled turning phases at the junction of Queen and Oxford Streets.
- Trucks turning at Queen Street and Bath Street take over two lanes and are intimidating for other traffic.
- Road surface issues at Queen Street and Bath Street intersections.
- Left filters should be in place at both intersections and pedestrian crossing phases should be synchronised better.

5.3.7 Waitarere Curves

- Support for larger curve as the preferred option.
- Can the Waitarere Beach Road be grade separated making use of the topography of the sand dunes in the area?

5.3.8 Whirokino Trestle

- Support for “straight-line” option at the trestle and bridge to remove the curves north of the bridges.
- Keep existing trestle as a cycleway if using the straight option
- Suggestion to go further west and avoid the floodway altogether, and link straight to Foxton – one river crossing only plus safety benefits from straight alignment.
- Ensure bridges are sufficiently high to accommodate silting.

5.4 Other matters raised

- Motorcyclist concerns that wire rope median barrier much harder to see than safe hit posts due to the white fading over time.
- Consider a different route to 4-lane up to Shannon (using proposed bifurcation), then cross river westward to north of Foxton. This would be the new SH1, and would also allow a ‘second bridge’ in the case of a disaster.
- Need to include walkways and cycleways with all new alignments.
- Arapaepae Road/Tararua Road intersection is dangerous and requires turning bays. It has poor visibility.
- Need for passing lanes to be provided north of Levin.
- Concern that removal of passing lanes and speed reductions will increase travel times. Passing opportunities need to be preserved.
- All passing lanes should be double yellow lined – should be a national standard.



- Waihou Road on SH57 has two accesses onto SH57 and only needs one.
- Avenue North (north of Levin) has two accesses onto SH1 and only needs one.

5.5 Comments relating to processes

- Appreciation for being able to provide feedback on proposals.
- The uncertainty of not knowing whether land was definitely required for the project was considered unfair.
- The decision making process was seen to be long and drawn out, especially given that there had been a number of routes proposed in the past and nothing came of those proposals.

"The public information days were an excellent idea but in spite of plans being delivered and advert in Chronicle many people forgot or didn't know it was on!!"

"Hurry it along please. Can't come soon enough."

"Your pamphlet didn't include the SH1/57 option and unless you read it very intensively you wouldn't even know that the area was to be altered."

5.6 Matters of Concern to Key Stakeholders

5.6.1 Kāpiti Coast District Council

In summary, Kāpiti Coast District Council submission stated the following:

- The principle of online improvements to the existing state highway corridor is preferable in most circumstances to developing substantial new sections of road through rural or rural residential land.
- Providing for improvements within the existing road corridor is likely to have a number of benefits; for example, reduced effects on the surrounding environment and properties, reduced costs of treating bypassed sections of the existing SH1.
- The proposed improvements should be guided by the principle of minimising impacts on property, access and environment.
- Option consideration needs to consider carefully the associated impacts on local movements, local roads, and local connectivity; as well as on other transport modes (e.g. walking, cycling and rail).
- Flooding or geotechnical issues are constraints to be considered. Any runoff or flooding issues identified during these initial investigations should be incorporated into the design, especially around the Forest Lakes area but also in other parts of the Kāpiti District.
- Further information is needed for the Council to comment in more detail and assess the options.
- The Forest Lakes project is entirely within Kāpiti District and affects four local roads - Taylors Road, Lawlors Road, Forest Lakes Road and Atkins Road, as well of a number of local accesses.
- The ability to directly access existing roads and driveways from a future improved SH1 is a key consideration for the Council in assessing potential impacts on local roads and local accessibility.
- References to other transport modes, for example, walking and cycling access, or rail are required. A more detailed assessment of the options requires an assessment against all transports modes.
- Design options and safety issues need to be detailed.
- Consideration will need to be given to the Proposed District Plan.



5.6.2 Horowhenua District Council

The HDC submission focuses on the initial safety and improvement works outlined in the May 2013 newsletter, rather than the long-term project of four-laning State Highway 1 between Otaki and Levin. The Council is especially interested in ensuring that the local benefits of the project are realised as effectively as possible and that any potential adverse effects of the project are sufficiently avoided and managed.

General comments around safety, efficiency, access, cycling and walking include:

- HDC generally supports the proposed median and shoulder improvements, the installation of safety barriers, and the lower speed limits through the township areas.
- Final proposals should improve the existing passing lanes and provide more passing opportunities where possible, given issues related to driver frustration.
- There are general safety concerns along the highway reflected by the high crash record. Safety, particularly for elderly pedestrians crossing the highway in Levin, is also a concern.
- Business activities located on the highway between Manakau to Levin create a reasonable degree of side friction, aggravated by the large number of tractors and other service vehicles that use the highway to travel between market gardens/fields and their shops.
- The potential for agricultural and service vehicles to impede general traffic flow should be considered carefully at the locations of proposed new bridges and single lane sections with side and median barriers.
- Ensure that the current access provided from the highways is retained at a satisfactory level or a safe and efficient alternative is established, i.e. access to local side roads and private properties, across the rail corridor and access for agricultural purposes across any new sections of highway.
- There is significant pedestrian, cycle, and mobility scooter activity which can be improved through improved connections across and along the highway where not provided elsewhere. HDC mentions MacKays to Peka Peka (M2PP) RoNS work as an example of what could be achieved.

Comments on the Forest Lakes section:

- HDC supports the proposed median barrier and highway realignment along this section of the highway, removing the ability for right turns at the Taylors Road and Forest Lakes Road intersections and removing the ability for right turns at the property accesses.
- It requests that careful consideration is given to providing safe turning facilities for vehicles wishing to access these roads to the north and south of the new median barrier.
- It does not support removing the Forest Lakes southbound passing lane, particularly on the slight vertical rise. Heavy vehicles do slow on this rise and removing the passing lane will increase driver frustration and potentially result in drivers making dangerous passing manoeuvres elsewhere.

Comments on Manakau are generally supportive:

- HDC supports the median and intersection improvements along this section of the highway, the proposed 80 kph speed limit through the Manakau Township Council, the removal of the southbound passing lane north of Manakau, and providing safe pedestrian access across the highway in Manakau.
- HDC requests that a temporary/removable treatment be used to close the local underpass at Manakau to ensure access to the township in an emergency situation or when trains block access to the township.
- The parking activity on both sides of SH1 related to the Manakau retail outlets is a safety issue and should be addressed by this project. HDC would support an investigation of the potential for off street parking, the widening of the road verges or the creation of a service lane on land adjoining the commercial activities. It is noted that it is not HDC's intention to encourage commercial activity along the highway in Manakau.



Comments on Manakau to Ohau Bridges:

- HDC supports the preferred option to divert the highway along the western side of the railway line. It is however, concerned that it could potentially inherit sub-standard rail and river bridges (some of which are at the end of their design life) requiring significant maintenance. Further discussion on this would be required.
- HDC requests that safe and efficient access through the new Kuku Beach Road intersection be carefully considered, should the diversion be progressed, and requests further details.

Comments on Ohau to South Levin – Ohau Township:

- HDC supports the 80 kph speed limit and SH1 cross-section improvements through the Ohau Township, the removal of the northbound passing lane north of the Ohau River, the closing of Victoria and Vista Roads, and providing the link road between Wairiri Street and Vista Road.
- The Council would like consideration to be given to the provision of a link road between Vista and Buller Roads.
- The significant volume of heavy vehicle trips between the Allied Concrete site on Parakawau Road and Webbs Quarry immediately south of the Ohau River was highlighted, with limited turning facilities for vehicles travelling between these sites, resulting in safety and efficiency issues for motorists on the highway.
- HDC would support facilities to enable safer access to the above sites and this work being accelerated prior to the larger project being finalised.

Comments on Ohau to South Levin - SH1/57 Intersection:

- HDC supports a new road to the east of Ohau with a grade separated connection between SH57 and SH1. It would prefer the link to be immediately north of the Ohau River with its preferred alignment south of the Totara Bush Reserve, thereby avoiding the new residential development, and connecting into McLeavey Road.
- The connectivity issues for Muhunua East Road are highlighted and any changes to the highway in this area will need to consider these. Currently heavy vehicles use Bishops Road to travel between the highway and Muhunua East Road because of the restricted height under the Muhunua East Road rail underpass.
- HDC would like an investigation using SH57 as a heavy vehicle bypass of Levin (acknowledging that a new connection will need to be provided to the north of the town). A northern connection between SH1 and SH57 along an alignment between Roslyn Road and Heatherlea Road where the topography is flatter is recommended.
- There is however, concern that a bypass of Ohau and Levin using SH57, could result in fewer potential customers travelling through the townships. HDC therefore supports removing heavy vehicles from the townships through a bypass rather than removing all through traffic from Ohau and Levin.

Comments on Levin:

- HDC requests that improvements be considered to improve the connection across SH57 at Queen Street. This would preferably take the form of an underpass, but could be at grade intersection improvements for active modes. This will become particularly important if this route becomes a bypass for heavy vehicles.
- There is support for installing either a signalised or zebra pedestrian crossing on SH1 in the vicinity of Exeter Street, and improvements to the Bath Street signalised intersection to improve pedestrian safety.
- HDC is concerned that the potential improvement shown in the Preliminary Feasibility Report does not address the safety issue and requests the opportunity to comment on the solution as the project progresses.

Comments on Waitarere Curves and Whirokino Trestle and Manawatu River Bridge:

- HDC supports both proposed options to improve the Waitarere Curves.



- It supports both the proposed improvements to the Whirokino Trestle & Manawatu River Bridge and would support the early advancement of the works to improve the Whirokino Trestle and Manawatu River Bridge given the narrow cross-section of the bridges.

Comments associated with RMA matters include:

- Given the significant stormwater issues in the district due to the high water table and the numerous existing overland flow paths, HDC would like the project to be designed to achieve hydraulic neutrality.
- There is a request that the efficient and effective delivery of utilities and services within the area are not adversely affected by this proposal.
- HDC requests involvement throughout the concept and design process to ensure that any changes are consistent with existing Council strategies.
- The effects on amenity values, particularly the amenity values of existing residents and the wider community, need to be addressed in any assessment of the final proposal.
- Any social and economic impact of this proposal on local businesses and the community will need to be addressed through the RMA process.
- Connectivity between and access to the local townships and residences should be maintained and enhanced by this project, particularly for the smaller townships of Manakau and Ohau, which currently span the highway. The opportunity also exists to enhance visual and amenity values in townships, particularly Levin.

HDC acknowledges the established and ongoing relationship with Ngati Wehi Wehi, and notes that it supports the provision of a service lane and/or building being relocated at the marae.

5.6.3 Horizons Regional Council – Regional Transport Committee

The Horizons Regional Transport Committee stated the following:

- The Committee is generally supportive of the proposed safety improvements.
- It is noted that a consistent approach to the improvements across the entire route will be achieved. This is particularly important in the provision of wider road edges for agricultural traffic and signage for cyclists.
- Small communities already bisected by the state highway should not be further disadvantaged by a reduction in access points, which effectively severs one side of the community from the other.
- Concern at the removal of the southbound passing lane between Forest Lakes Road and Lawlors Road.
- Supportive of the speed reduction through Manakau for safety reasons but has some concerns with the increase in travel time. More passing opportunities are needed south of Kuku Beach Road.
- Note that Kuku Beach Road is to be closed to right turning traffic, both in and out. In the absence of a close alternative for traffic wanting to turn right onto the highway, the Committee is concerned that drivers will turn left, head north a short distance and then attempt a dangerous U turn to get into the southbound lane.
- While there is agreement with the need to reduce the travel speed through Ohau, the Committee queries whether maintaining the 80km speed limit all the way into Levin will slow travel times significantly and therefore increase driver frustration.
- While a pedestrian underpass is proposed for the Muhunua West Road intersection, children will inevitably use Victoria Terrace and Vista Road also. It is essential therefore, that safe crossing points be constructed at these points, particularly as the local school is located on the east of the highway.
- SH1/57 intersection, which is a significant crash blackspot suggests that this is given a high priority when the order of works is determined. However, the Committee's concern is that the cost and complexity of this option could delay its implementation and the Committee wishes to see a solution to the safety issues at the intersection as soon as possible.
- The Committee queries the decision not to improve the Queen St/SH57 intersection, which has a poor safety record. A pedestrian and cycle underpass is vital for safety, as these numbers will continue to grow.
- Supportive of the proposed improvements and agree with the suggestion that the Whirokino Trestle needs replacing, rather than upgrading.



5.6.4 New Zealand Historic Places Trust

Feedback received from the Historic Places Trust stated the following:

- Kimberley Hospital has heritage value.
- HDC and KCDC have recently added new historic sites to their heritage schedule and NZHPT advised that there may be a new wahi tapu site near Taylors Road.
- The old gates near the Manakau Store on SH1 appear to relate to a former homestead that was nearby amongst a stand of trees, and which is marked on a survey plan from 1892 as 'Bevan House and Garden'.
- The Ohau Post Office was built in 1925, motivated by community need for a purpose-built building (formerly the bakery house had served as the Post office).
- NZHPT advised on the need for an archaeologist for the next stage of the project.

5.6.5 Heavy Haulage Association

The submission from the Heavy Haulage Association included:

- The Association's interest is to ensure that routes in the Ōtaki to north of Levin state highway network are provided for the transport of loads that are overdimension and/or overweight.
- The current SH1 and SH57 are the only viable routes in this area for transporting overdimension and overweight loads. They must be maintained as such, not just for loads moving within the local area, but also within the north island and through the Wellington port, to and from places further south.
- There is support for the proposal to divert the highway onto a new alignment with new bridges given that the existing road has narrow bridges and roads and results in the transport of overdimension loads being more difficult due to the need to control on-coming traffic due to the various pinch points. The over rail bridges have bad alignment and have weight restrictions for overweight loads which means that these loads need to travel with restrictions over these bridges.
- Of the two options at Ohau, building a new road to east of Ohau linking to SH57 would probably be preferred as it could be better designed for all road users rather than trying to fix what is already a problem intersection at SH1/57.
- With regard to the intersection of SH57 and Queen Street, preference would be to maintain the current design, as this is the best for the transport of large loads, without the need to slow down and negotiate a roundabout on SH57.
- A realigned road at Waitarere Curves would mean improved visibility of any loads travelling in the area by other motorists using the road, and would therefore be safer.
- Due to the narrowness of the two bridges at the Manawatu River, wide loads need to travel down the centre of the bridge, and all other traffic has to be stopped ahead of the bridges. As the bridges are structurally deficient then loads travelling on overweight permits need to travel at a slow speed (less than 10km/h) down the centre of the bridge. On-coming traffic is controlled by load pilots, but the delay to traffic waiting at the other end can exceed 20 minutes. This delays the other motorists, and can often result in a significant line of traffic waiting for the overweight load to clear the bridge.
- The proposal to replace these bridges would be one that is highly supported by this Association. It would make the transport of overdimension and overweight loads in this area so much more efficient and safe. The replacement of these bridges should be brought forward to enable these benefits to be realised as soon as possible.

5.6.6 Others

Other stakeholders, such as resident associations and community groups, have provided feedback through meetings and Open Days. Comments have been recorded in minutes and meeting notes, and reflect the general themes outlined above. Specific requests associated with operational issues around the highway network have been forwarded to the relevant NZTA personnel tasked with these roles.



6 FUTURE CONSULTATION

6.1 Intentions/philosophy

The next stage of project work will involve investigating fast track improvements at Manakau and Ohau Townships. Proposals at these locations include lowering the speed limit, removing a passing lane (southbound at Manakau and northbound at Ohau) and creating a new entry to the townships. The viability of a Levin Bypass using SH57, and further options for improving transport connections between SH1 and SH 57 (Ohau to south of Levin) will also be investigated.

Following on from this initial work, all projects will be investigated to the next level of detail. More information on these investigations, including preferred options and specific details about intersection changes, highway connections and access arrangements, should be available in mid 2014.

This will be followed by Stage 4 of the Consultation which aims to help the NZTA refine specific options and involves ongoing liaison with affected parties, discussions relating to specific access and property agreements, and exploration of mitigation. The results of the consultation and feedback provided by the community will be incorporated into the assessment of environmental effects (AEE) which is an important part of statutory approvals.

People will also have the opportunity for involvement in formal statutory approval processes under the RMA prior to the works being carried out.

NZTA will ensure that as information about the project is developed, it will be made available to the community. This communication will continue through project updates using newsletters and the project website.

6.2 Programme

The next newsletter update is scheduled to come out in late August. This will acknowledge the value of community participation to date and present some broad themes from the public consultation.

Information boards that were on display at the Open Days will be on display at Te Takere at the end of August to give the community another opportunity to view the proposals.

A number of reports are currently being prepared which reflect the investigations that are underway. These reports are:

- Scoping Report outlining further options for the SH1/SH57
- Scheme Assessment Report for the Ohau and Manakau townships
- Preliminary Feasibility Report for the Levin Bypass.

It is intended that further consultation will be carried out towards the end of 2013 and stakeholders and the community will be updated through mail outs and a newsletter.

Following the consultation late in 2013, work will progress on refining the preferred options, and a Scheme Assessment Report for all the key locations will then be prepared, with further consultation in mid 2014.

Work on statutory approvals will proceed progressively, starting in Autumn 2014 for the highest priority project(s).

6.3 Property negotiations

Property negotiations are ongoing, and NZTA recognises that affected landowners need certainty as soon as possible on the preferred options. However, this is unable to be given until details are confirmed for each project. Where appropriate, follow-up meetings will be held with landowners during the next stage of consultation. Any new landowners that are affected by other options will be identified and one-on-one meetings held to outline the potential effect of the proposals on their properties.

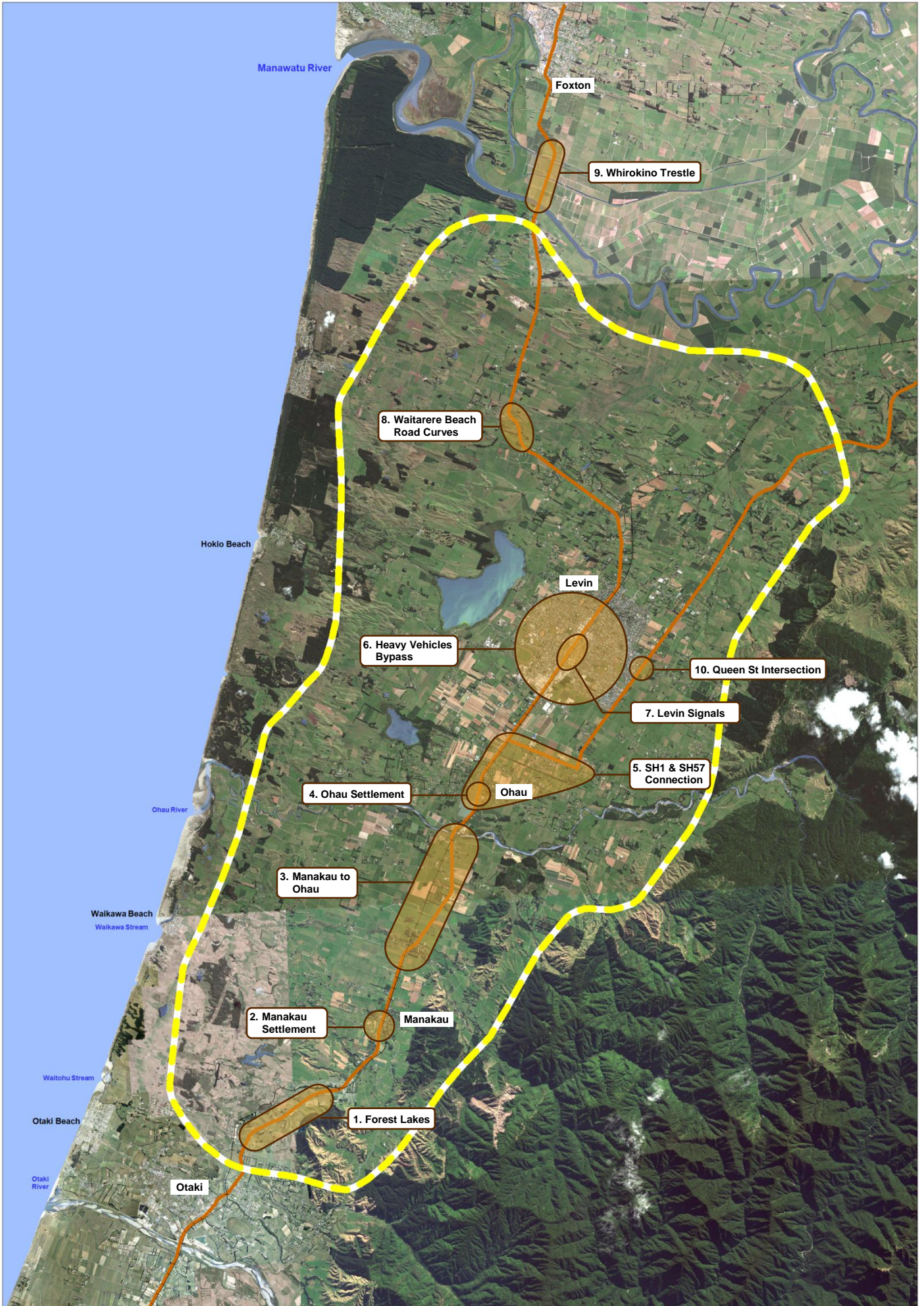
7 CONCLUSION

The consultation undertaken to date meets the expectations of the Consultation Plan. By consulting early in the process, NZTA as proponent of the project, stakeholders and the wider community have been able to exchange information and build relationships. Being transparent about what needs to be achieved and keeping people informed is important in maintaining these relationships, and ensuring that there are no surprises. An appropriate balance has been achieved between providing and seeking information and avoiding raising community anxiety at a stage where there are no precise plans.

The consultation processes to date have yielded considerable invaluable information for the project team. This has helped refine and reshape the proposals as the technical work has proceeded.

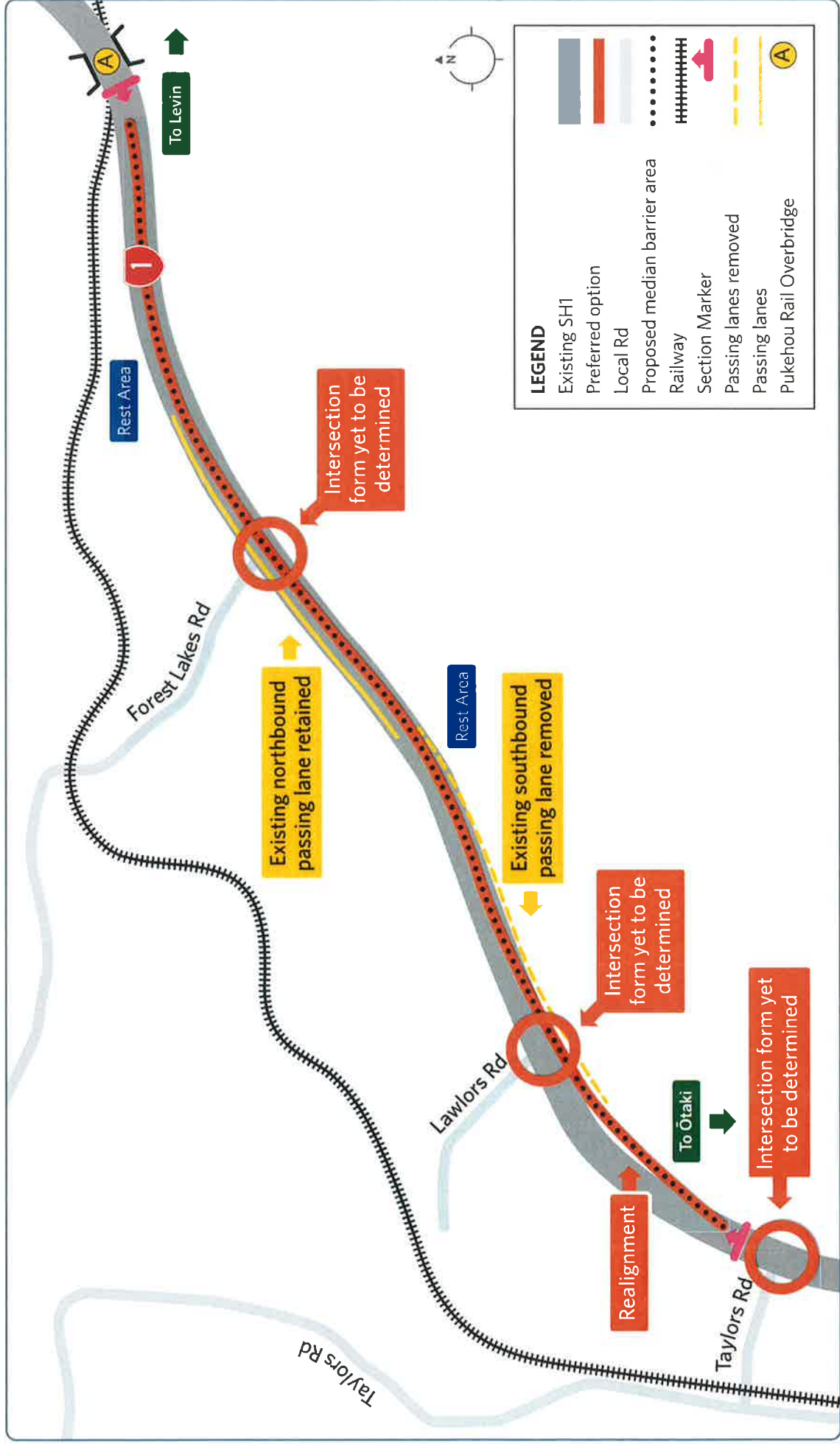
The ongoing process will continue with a staged focus on the separate projects. As needed, sub-plans of the Consultation Plan will be developed for further consultation on each project.

Appendix A Plan of Original Project Area and Key Locations

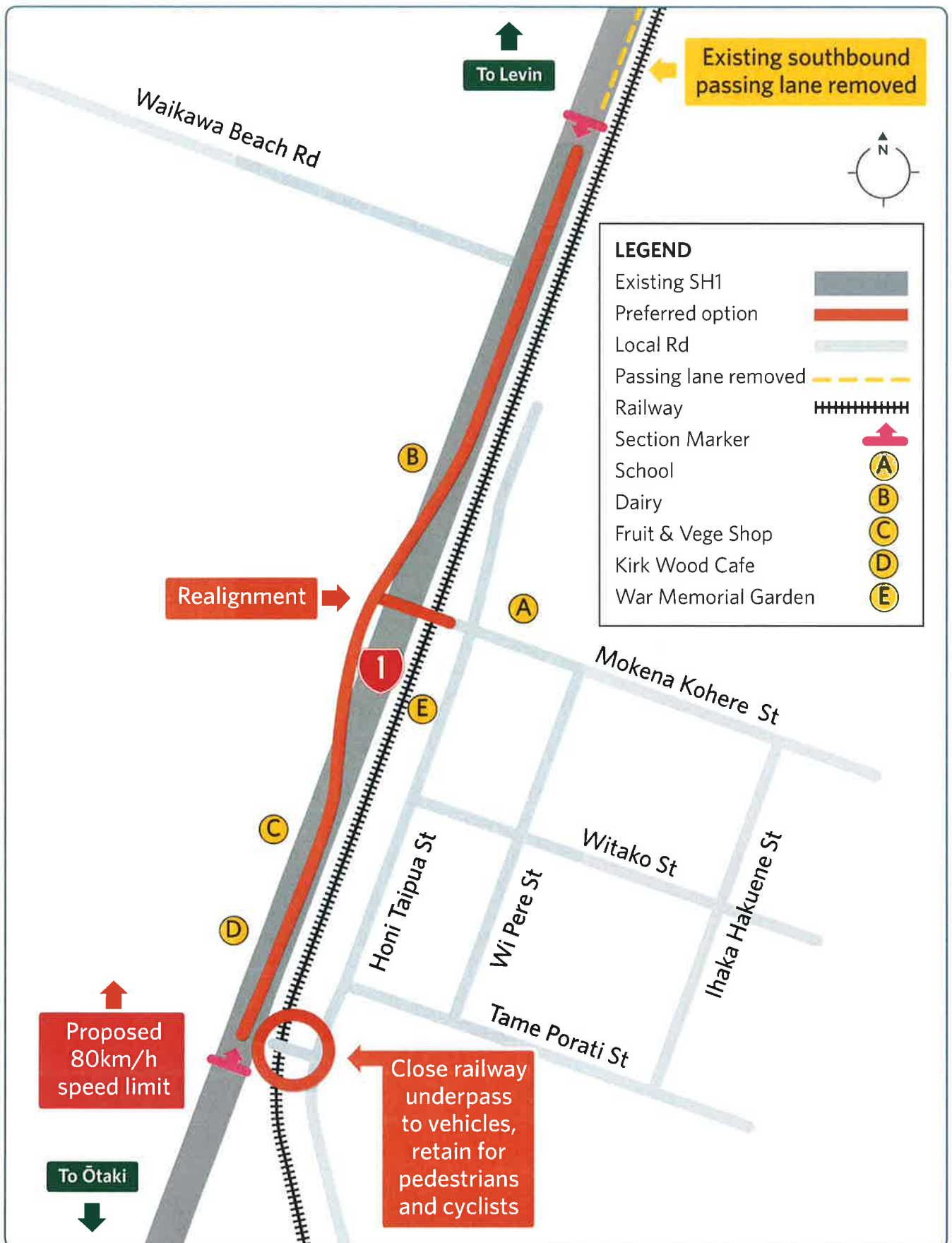


Appendix B Key Locations

Forest Lakes (Taylors Road to Pukehou Railway Bridge)



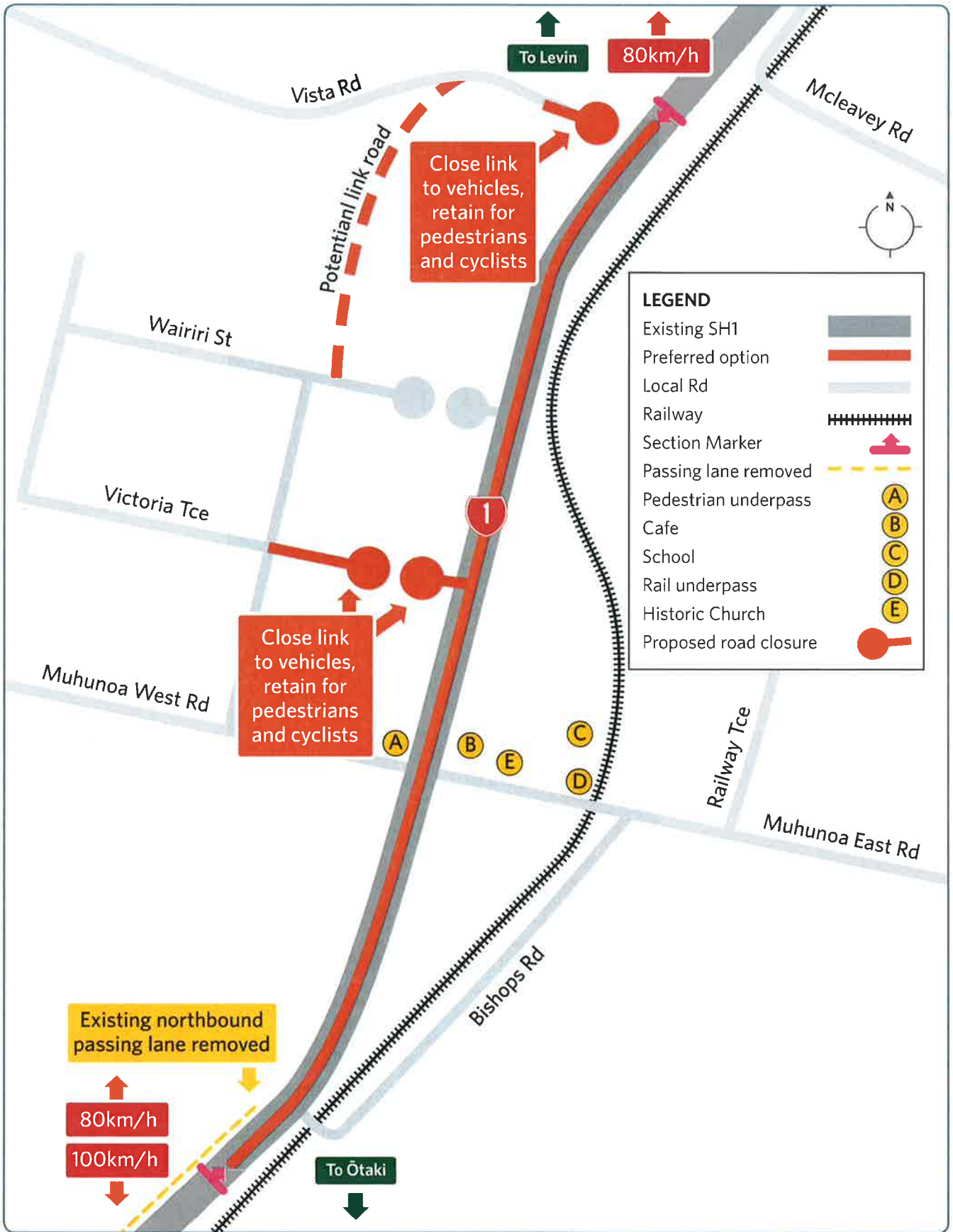
Manakau



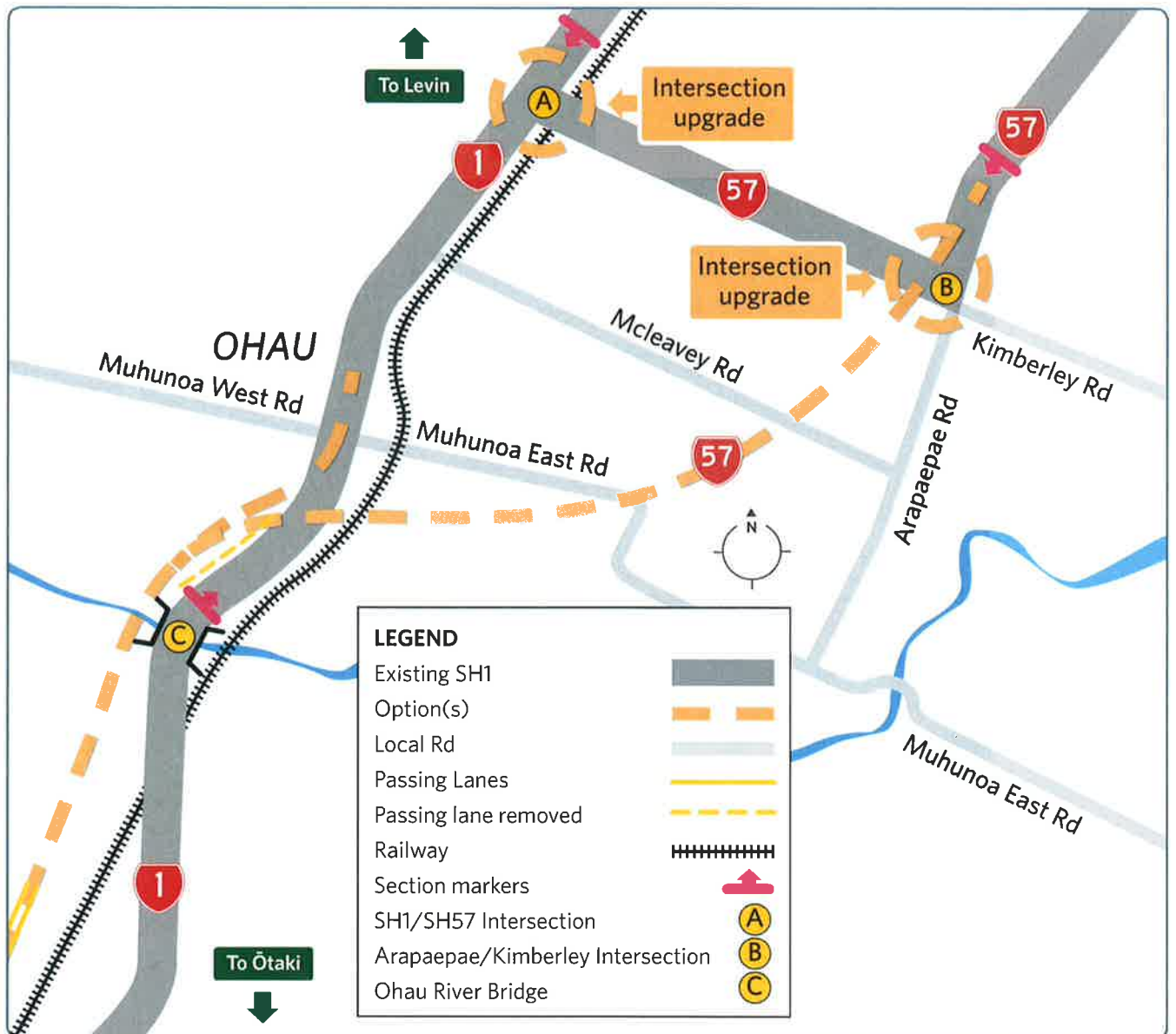
Manakau to Ohau Bridges



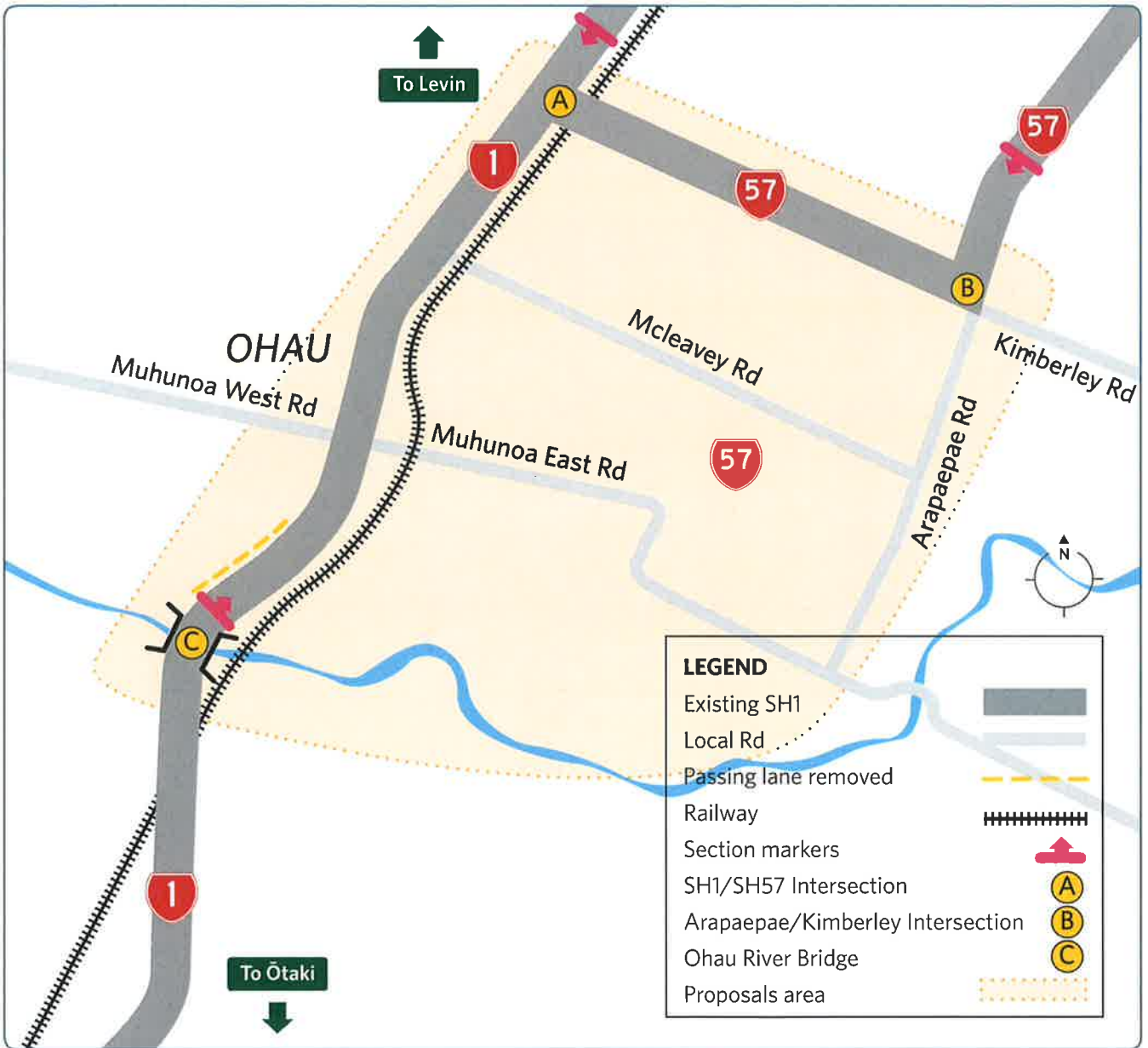
Ohau to south Levin - Ohau township



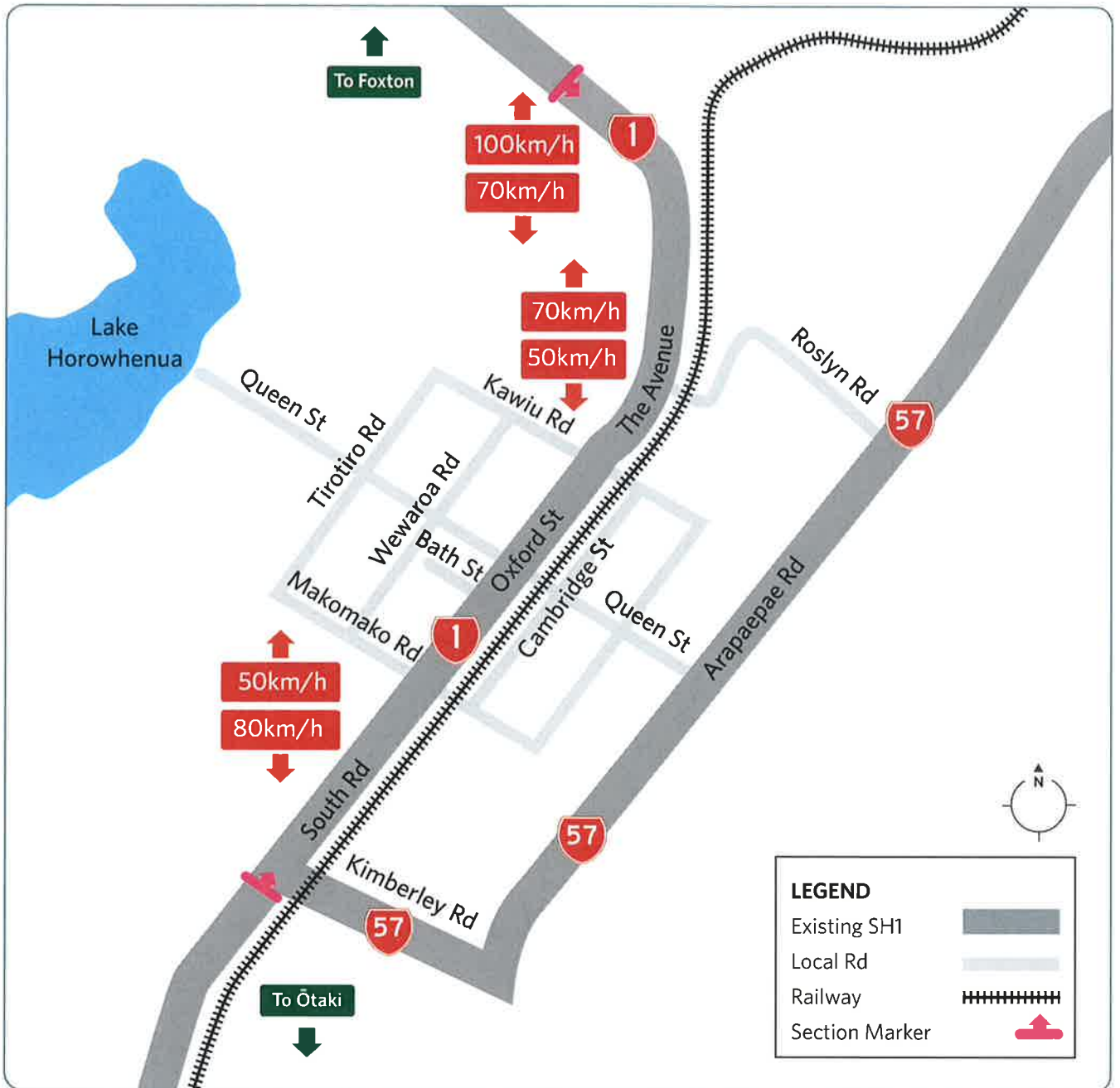
Ohau to south Levin - new SH1 link



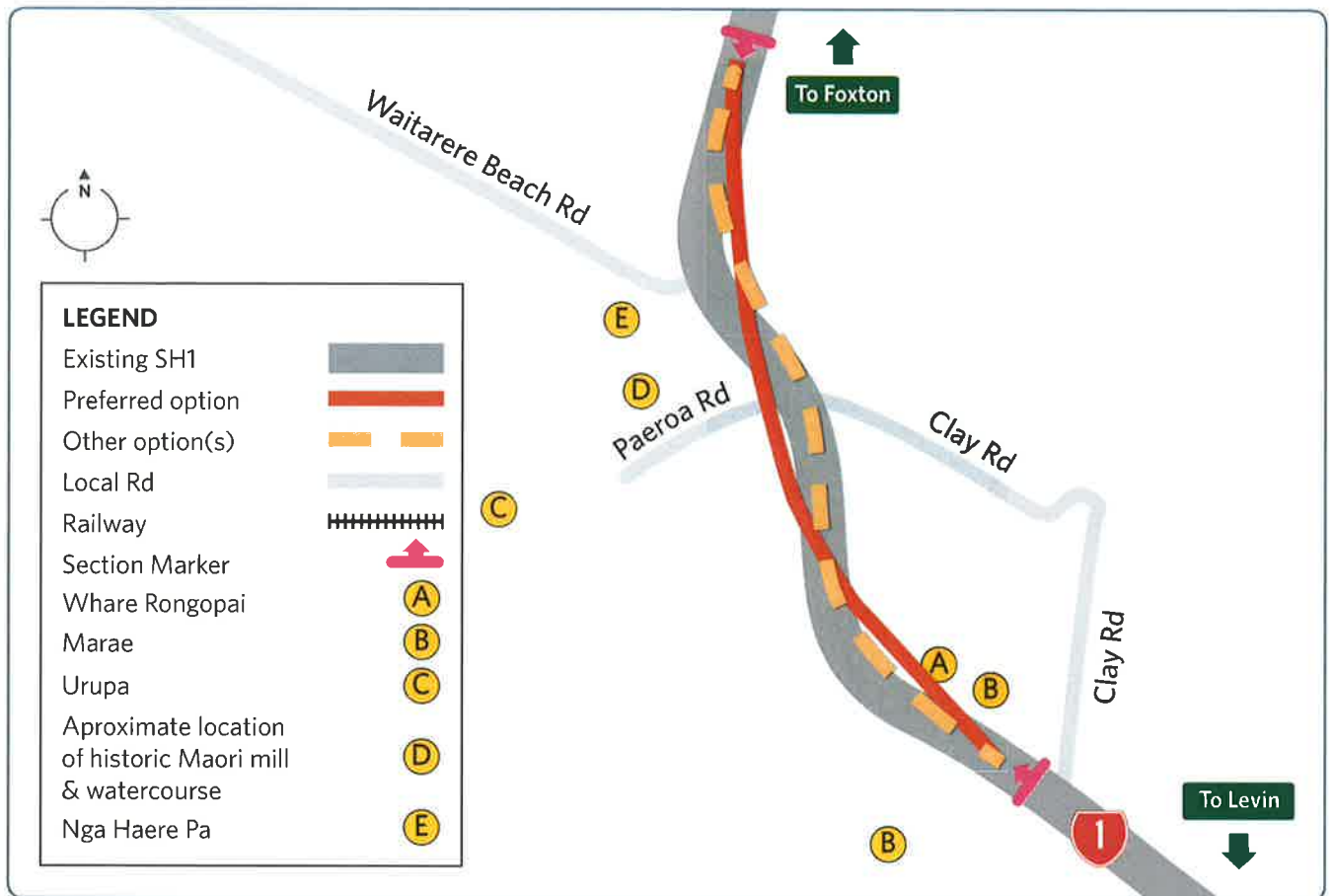
Ohau to south Levin - new SH1 link



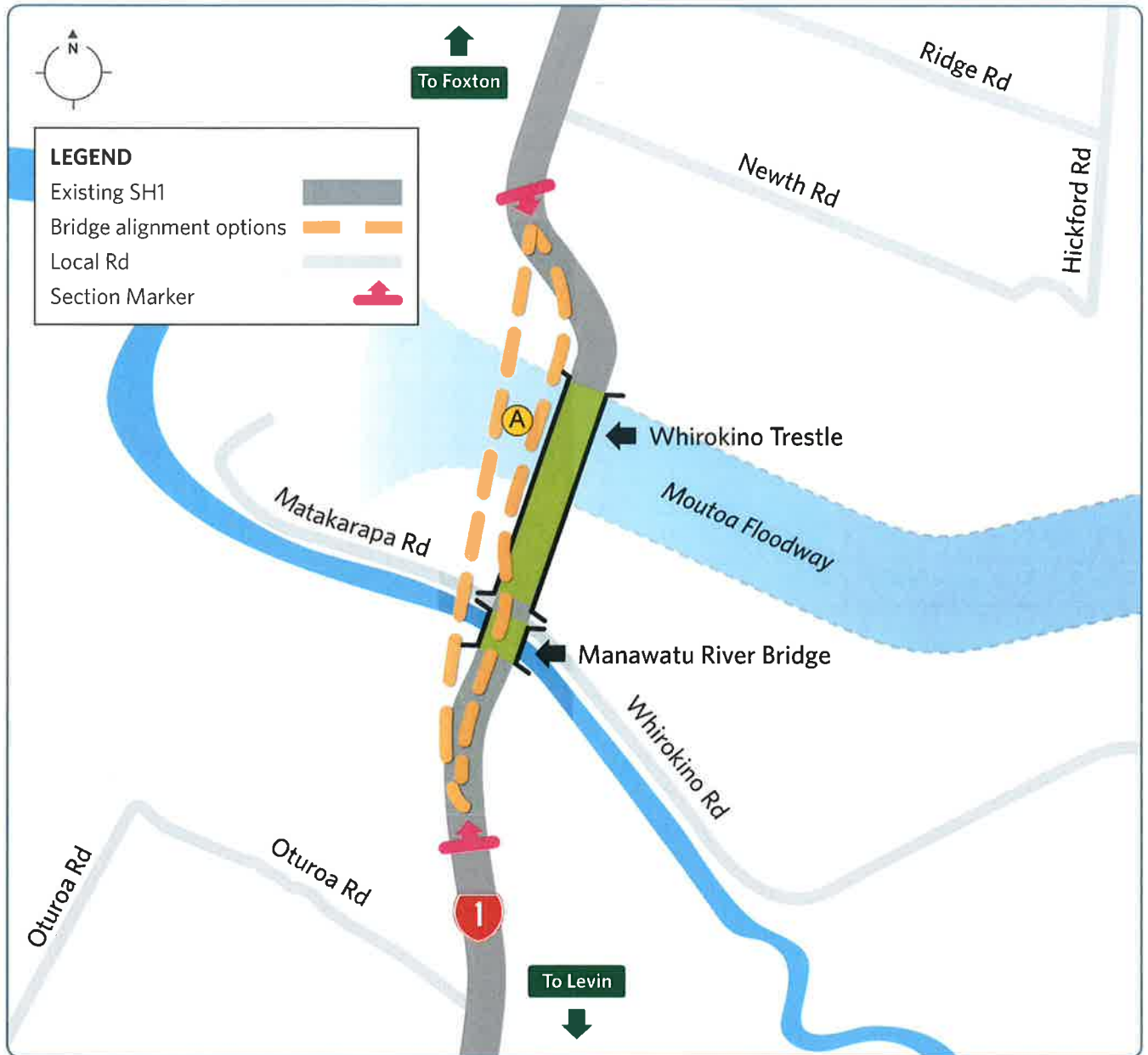
Levin



Waitarere Curves



Whirokino Trestle & Manawatu River Bridge



Appendix C Copy of Darzin Record Sheet



Welcome

Caroline van Haldere logged into MWH - Otaki to north of Levin Expressway

Log out

Otaki to north of Levin Expressway

Admin

Switch Project

Switch Domain

Help

Dashboard

Search

Create New

Stakeholders

Properties

Interactions

Complaints

Actions

Reports

Keyword Search

Stakeholders

Properties

Interactions

Actions

Complaints

Survey

Group Mail

Sms

Stakeholder ID:	<input type="text"/>	Type:	<input type="text"/>
First Name:	<input type="text"/>	Organisation:	<input type="text"/>
Last Name:	<input type="text"/>	Industry:	<input type="text"/>
Suffix:	<input type="text"/>	Phone Number:	<input type="text"/>
Address Line 1:	<input type="text"/>	Customer ID:	<input type="text"/>
Address Line 2:	<input type="text"/>	Email:	<input type="text"/>
City:	<input type="text"/>	Contact Group:	<input type="text"/>
State/Province:	<input type="text"/>		
Postcode:	<input type="text"/>		
Custom Fields:	<input type="text"/>		

- None
- website mailing list
- Directly Affected Landowners
- Vineyard Landowners
- Submitters (May 2013)
- Interested Parties
- Open Day Attendees (April-May 2013)
- Stakeholders

Include Stakeholders From Other Projects

Search Favourite Search N/A **Clear**

Results :

Appendix D Collaboration Workshop Notes and Presentations

Otaki to Levin Consultation: Invitees to Collaboration Meeting (29 April 2013)

Stakeholder	Address1	Address2	Address3	Name1
Access and Mobility				Roger Coles
Cultural				Jessica Stevenson
Department of Conservation	PO Box 5086	Wellington 6145		Richard Gill
Economic Development				David Hoskin
Environment				Richard Forgie
Greater Wellington Regional Council	PO Box 11646	Wellington 6142		Sonia Baker
Health				Nigel Fitzpatrick
HHA	PO Box 1778	Wellington 6140		Jonathan Bhana-Thomson
Historic Places Trust	PO Box 19173	Courtenay Place	Wellington 6149	Ann Neill
Horizons				Bruce Gordon – Chair
Horizons				Vern Chettleburgh
Horizons				Wayne Wallace
Horizons Regional Council	Private Bag 11025	Manawatu Mail Centre	Palmerston North 4442	Anne Redgrave
Horowhenua District Council	Private Bag 4002	Levin 5540		Wally Potts
Kapiti Coast District Council	Private Bag 60601	Paraparaumu 5254		Jane Gunn
KiwiRail	PO Box 593	Wellington 6140		John Skilton
Manawatu DC				Howard Voss
Muaupoko Tribal Authority Inc	PO Box 1080	Levin 5540		Steve Hirini
Ngati Kapamanawawhiti	Te Pou o Tainui Marae	Convent Road	Otaki 5512	Rupene Waaka
Ngati Kikopiri Maori Marae Komiti Society Inc	63 Todman Street	Brooklyn	Wellington 6021	Heeni Collins
Ngati Tukorehe	Tukorehe Marae	613-615 Main Road South	Kuku 5570	Yvonne Wehipeihana-Wilson

NZ Automobile Association	PO Box 1044	Palmerston North 4440		Nadine O'Dea
Palmerston North CC				Jim Jefferies
Police – Safety and Security				David White
Rangitikei DC				Chalky Leary
Road Transport Association New Zealand	16 Symons Street	Parkvale	Hastings 4122	Sandy Walker
Road Transport Forum NZ				Ken Shirley
Ruapehu DC				Sue Morris
Taraua DC				Roly Ellis
Te Kotahitanga o te Iwi o Ngati Wehi Wehi	PO Box 9	Manukau	Levin 5541	Richard Orzecki
Te Runanga o Raukawa Inc	PO Box 144	Otaki 5542		Te Waari Carkeek
Manakau District Community Association	10 Nikau Lane	Manakau Heights RD3	Otaki 5583	Pam Edwards

MWH Ref: Z1925700
Client Ref: 464PN

03 March 2011

Address

Dear

Otaki to Levin Investigations

The NZ Transport Agency (NZTA) has commenced investigations into the Otaki to Levin section of the Wellington Northern Corridor road of national significance. This project seeks to identify a preferred route for the expressway between north of Otaki and north of Levin. MWH have been appointed to undertake these investigations.

To ensure a solid basis for good relationships, collaboration workshops are proposed with key stakeholders throughout the process. Horowhenua District Council officers are invited to attend these workshops along with other councils, iwi, Department of Conservation, Historic Places Trust, KiwiRail and of course the NZTA and MWH.

The aim of the first workshop is to instigate the collaboration process, discuss the project success factors and consider the key risks. Additional collaboration workshops will be held at key stages such as during the option refinement process, at the option evaluation stage and/or at key reporting milestones.

The details of the first workshop are as follows:

Date: Thursday 7 April 2011
Time: 9am to 2pm
Place: Council Chambers, Horowhenua District Council.

You are also welcome to invite one or two of your colleagues. Please confirm numbers and names to me by 31 March 2011.

An agenda will be sent out in the week prior to the meeting.

Yours sincerely

Phil Peet
Deputy Team Leader
MWH New Zealand Limited



MWH[®]

BUILDING A BETTER WORLD

MEETING NOTES

NORTH OF ŌTAKI TO NORTH OF LEVIN PROJECT

FIRST COLLABORATION MEETING WITH KEY STAKEHOLDERS AND TANGATA WHENUA

Thursday 7th April 2011, 9am to 2pm

Council Chambers, Horowhenua District Council Building, Levin

Purpose of Meeting: To share information between key participants in NZTA's North of Ōtaki to North of Levin Roads of National Significance Project, and to establish a basis and relationships for future involvement in the project.

Those invited include NZTA, the MWH NZ Ltd consultant team, representatives of the four local authorities whose areas are within the project, tāngata whenua representatives, the Department of Conservation, KiwiRail, and Historic Places Trust.

Facilitator: Bob Barraclough, MWH Team Leader.

Attendees:

Jo Draper	NZTA Project Manager
Rowan Oliver	NZTA Transport Planner
Alan Catchpole	NZTA Planning Manager
Phil Peet	MWH Deputy Team Leader
Sylvia Allan	MWH Consultation Manager
Andrew Guerin	MWH Planning Manager
Morrie Love	MWH Maori Consultation
Anne Redgrave	Horizons Regional Council
Ged Shirley	Horizons Regional Council
Wayne Wallace	Horizons Regional Council
Wally Potts	Horowhenua District Council
Tony Thomas	Horowhenua District Council
Mike Pond	Horowhenua District Council
Glen O'Connor	Horowhenua District Council
Raj Mander	Horowhenua District Council
Tracey Grant	Greater Wellington Regional Council
Steve Hirini	Muaupoko Tribal Authority
Rob Warrington	Muaupoko Tribal Authority
Marokopa Wiremu-Matakatea	Muaupoko Tribal Authority
Rupene Waaka	Te Pou o Tainui Marae
Rob Kuiti	Ngati Kikopiri
Richard Orzecki	Ngati Wehi Wehi
Bob Miratana	Ngati Wehi Wehi
Yvonne Wehipeihana-Wilson	Ngati Tukorehe (only present for afternoon)
Tipi Wehipeihana	Ngati Tukorehe (only present for afternoon)
Richard Gill	Department of Conservation
Kris Eriksen	Department of Conservation
Steve Curry	KiwiRail

Unable to Attend Kapiti Coast District Council
Te Runanga o Ngati Raukawa
Ngatokowaru - Ngati Pareraukawa
Historic Places Trust

Future invitees Matau marae - Ngati Huia
Kereru Marae - Kaoptaroa

Time	Component	Person
9 – 9:10am	<p><u>Introductions/Confirmation of Agenda</u></p> <p>Kaumatua opened the meeting.</p> <p>Bob and Jo welcomed everyone. The intention is to have an open and discussive meeting. While there will be some ground rules, active participation is strongly encouraged by all.</p> <p>All attendees briefly stated their name, their organisation and why they are here.</p>	All
9:10 – 9:30am	<p><u>Background to and Purpose of Project</u></p> <p>Jo covered:</p> <ul style="list-style-type: none"> • Drivers for RONS • RONS nationally and Wellington • What is an Expressway • Draft Objectives for this Project <p>Slides attached.</p>	Jo Draper
9:30 – 10:00am	<p><u>Project Process and Likely Timeframe</u></p> <p>Sylvia covered:</p> <ul style="list-style-type: none"> • ACRE process and methodology • Project outputs • Likely Timeframes <p>Phil covered:</p> <ul style="list-style-type: none"> • Transport Aspects • Transport Modelling <p>Slides attached.</p>	Sylvia Allan/ Phil Peet
10:00 – 10:15am	<p><u>Consultation Process</u></p> <p>Sylvia covered:</p> <ul style="list-style-type: none"> • Consultation stages proposed • Integration into ACRE process <p>Jo covered:</p> <ul style="list-style-type: none"> • NZTA's approach to consultation • Consultation records • Jo tabled draft project display boards which will be erected shortly <p>Slides attached.</p>	Sylvia Allan/ Jo Draper
10:15 – 10:30am	Morning Tea	



10:30 – 11:15am	<p><u>Role/Expectations of Stakeholders and Iwi</u></p> <p>For this session, each attendee (at least one per group) was invited to outline their expectations of the process, and to briefly comment (5 minutes maximum) on such questions as “what methods will work best?”, “who are important groups and key informants in the community?”, “are the timeframes reasonable?” and any other matter about the project they want to raise.</p>	
	<p>Wally Potts – Horowhenua District Council</p> <ul style="list-style-type: none">• Wants project to proceed – economic stimulus for Horowhenua• Noted that perceived economic benefits are already being seen to the south with rail upgrades and electrification to Waikanae, Paraparaumu airport and RONS• Concerned that there is not enough time to do the project well• Glad to see consultation on this project starting early• Thought the approach outlined is good• Wants to see east west links across the communities maintained – do not want to see communities divided (local access is really important) – need to maintain access to the lake etc• Thought that most of the right people are in attendance	
	<p>Steve Hirini – Muaupoko</p> <ul style="list-style-type: none">• Stated that the right people from the iwi are here – but noted that there are 7 hapu in Muaupoko• Noted that people live around the lake and towards the beach – these are therefore areas of risk• Likes being involved early• Noted that a Memorandum of Partnership is currently being developed with NZTA• Stated that there is a long standing association throughout the study area and further down the coast• Noted that Muaupoko are due to progress historic treaty claims this year. Currently there are research projects going on with the Crown	
	<p>Rupene Waaka – Te Pou o Tainui Marae</p> <ul style="list-style-type: none">• Stated that iwi are Treaty partners – not stakeholders. It should be a collaboration process• Sees consultation process as NZTA seeking permission for the preferred route• Need to talk to whanau, hapu and iwi and notes that there will be costs involved to undertake Cultural Impact Reports• Warned that there are differences between legal entities, tribal authorities and the people on the ground who are directly affected• Noted that Raukawa has two marae on SH1 south of Levin and two more to the north• Noted that there are more hapu that need to be consulted• Asked whether karakia (blessings) for the route would be possible	



	<p>Richard Orzecki – Ngati Wehi Wehi</p> <ul style="list-style-type: none">• Noted that the recent realignment north of Otaki began with a Blessing and proceeded well with good relationships between all parties• Sought for this project to follow suit• Considered that this is an opportunity to build relationships between communities, iwi and NZTA• Noted that their website will include regular updates in regard to this project	
	<p>Bob Miratana - Ngati Wehi Wehi</p> <ul style="list-style-type: none">• Noted that communication needs to be regular and effective• Stated that we need to involve all iwi and hapu; ensure communication is with people who live there• Noted the need to go to each marae and each hapu• Stated that there are benefits in proper communication from an early stage	
	<p>Anne Redgrave – Horizons Regional Council</p> <ul style="list-style-type: none">• Wondered what the process was for political engagement i.e to local and regional councils, and regional transport committees• Suggested also talking to Palmerston North City Council• Thought timeframes seemed reasonable• Noted that the Regional Transport Committee are keen to see improvements to this corridor, particularly for safety	
	<p>Tracey Grant – Greater Wellington Regional Council</p> <ul style="list-style-type: none">• Wants to be kept up to date with how the project is going, whether timeframes are changing• Seeks a collaboration process re consents• Wants to be given the opportunity to provide input; e.g. ecological values• Noted that Horizons will take the lead from a regional input perspective• Noted that a review of the Wellington Regional Policy Statement has recently been undertaken and that she is happy to share the stakeholder list (GW keeps a comprehensive list of community groups)	
	<p>Kris Eriksen – Department of Conservation</p> <ul style="list-style-type: none">• Stated that DoC remit is to administer public conservation land and advocate for conservation, including historical aspects on private land• Noted that there are endangered land snails within the project area• Noted that Lake Papaitonga also an area of interest• Thought that east-west ecological connectivity also important• Considers that the engagement with NZTA for Transmission Gully has been good• Noted that the Wellington/Hawkes Bay Conservation Board and Forest and Bird also have an interest in the project	

	<p>Steve Curry – KiwiRail</p> <ul style="list-style-type: none"> • Confirmed that we are engaging with the right people from KiwiRail • Considered that the timeframes seem realistic • Offered to send forward works programme • Noted need to tie in projects if possible – they will provide a list of projects they would like to achieve re this project. 	
<p>11:15 – 12:00noon</p>	<p><u>General Discussion on Project – Opportunities, Benefits, Processes</u></p> <p><u>Processes</u></p> <p>Jo stated that NZTA are proposing a new consultation process for this job, which has early and more continuing engagement rather than purely at defined stages throughout the project.</p> <p>Jo asked how often iwi and stakeholders would like to be contacted. Richard Orzecki thought every 3 months. Steve Hirini agreed and stated that 6 months would be too long. On other projects, people come to the marae. He went on to say that they do not want to hold up the process but noted that they do need to disseminate the information to hapu. Treaty principles need to be reflected in the consultation process.</p> <p>Jo noted that there are many internal NZTA processes, including approval of public material and liaison with political bodies. These may seem to slow the process down so people shouldn't be surprised if things move slowly at times.</p> <p>Jo noted that local politicians will be consulted separately and thanked Anne Redgrave for bringing the issue up.</p> <p><u>Opportunities</u></p> <p>Jo</p> <ul style="list-style-type: none"> • Elimination of crash blackspots • Improve access to areas (provides potential for new developments) • Remove rail crossings; reduce number of structures <p>Rupene Waaka</p> <ul style="list-style-type: none"> • Karakia at the start of the project • Consideration of fossil fuels <p>Rowan Oliver</p> <ul style="list-style-type: none"> • Concept for all RONS includes east-west connectivity, walking and cycling <p>Sylvia Allan</p> <ul style="list-style-type: none"> • Ensure sustainability is covered as will be a focus in the hearings. Noted potential for electric cars in the future and that peak oil is unlikely to significantly diminish people's desire to go places. 	<p>All</p>



	<p>Richard Orzecki</p> <ul style="list-style-type: none">• Making urupa safer; i.e. tangi traffic / parking often congregates on roadsides• Reduce uncertainty in the communities, including knowing what the staging of the project would be (at present marae development put on hold because of potential changes in road alignment). <p>Kris Eriksen / Richard Gill</p> <ul style="list-style-type: none">• Develop verges and median strips with indigenous vegetation and wetlands. Lowland forest, dunes and wetlands was the former state of the area, but it is highly modified now. Opportunity to engage with local communities and restore areas and create new 'natural' areas• Provide north-south and east-west ecological corridors (water, bush etc) <p>Jo</p> <ul style="list-style-type: none">• Improve connections to Palmerston North <p>Anne Redgrave</p> <ul style="list-style-type: none">• Noted that Palmerston North's growth strategy includes residential and industrial growth and that the RLTS promotes the freight hub / distribution aspect of Palmerston North.• Noted that SH57 is currently the preferred route from Palmerston North to Wellington, and expects more growth from this with better links to Wellington, including heavy vehicles. SH57 also links through to Napier and SH2 <p>Wally Potts</p> <ul style="list-style-type: none">• Noted that Levin has had flat growth with some growth at Waitarere but there are two potential growth cells to the east and one to the north (Fairfield area)• If the new SH doesn't go through Levin, it needs to be closely linked <p>Jo</p> <ul style="list-style-type: none">• Opportunity to bypass Levin; faster and safer for through traffic but may be some disbenefits.• Noted that 20 year old study stated that only a small percentage of through traffic actually stopped in Levin; is this still the case? <p>Alan Catchpole</p> <ul style="list-style-type: none">• Noted that Levin is a destination in its own right so much of the traffic that stops in Levin is local or is not 'through' traffic• Providing a new route enables mitigation of effects from through traffic, which isn't able to be undertaken on the existing route <p>Wally Potts</p> <ul style="list-style-type: none">• Noted that the Council would like more people to stay longer, but the traffic and parking issues on the highway is one factor	
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	<p>which prevents this from happening. Fast food outlets are located one away from the main central shopping area so through traffic often access those only. Central area parking is mostly only used by locals.</p> <p>Jo</p> <ul style="list-style-type: none"> • Want to ensure old road left in good condition for local authorities • Opportunity to reduce severance through Levin <p>Sylvia Allan</p> <ul style="list-style-type: none"> • Noted that after the Wellington Northern Corridor RoNS is completed, Levin is likely to be only 1 hour away and therefore more accessible as a destination from Wellington <p>Anne Redgrave</p> <ul style="list-style-type: none"> • Reduction in trip length could also increase commuting from Levin to Wellington and Palmerston North 	
12:00 – 12:45pm	Lunch	
12:45 – 1:45pm	<p><u>Risk Discussion</u></p> <p>Phil presented the top risks as determined by the study team. Slides attached.</p> <p>A discussion on each risk was then undertaken and the attendees rated the likelihood of the risk occurring and the severity of the consequence should the risk be realised.</p> <p>Attendees were also asked whether any additional risks should be added to the list.</p> <p>The results of this session are presented in a risk register which is also attached.</p>	Phil Peet
1:45 – 2:00pm	<p><u>Next Steps, Closing Comments</u></p> <p>Bob and Jo thanked all the participants for their input and Bob said that there are already benefits from the collaboration exercise.</p> <p>Richard Orzecki questioned the project name “Otaki to Levin” and its implication in terms of the northern boundary which is actually some distance to the north of Levin, and also omits the area to the east of Levin.</p> <p>Following on from discussion earlier in the day, Jo confirmed that she would like to undertake a series of blessings at marae within the project area at the start of the project process.</p> <p>Jo noted that the next collaboration workshop would not be until after the general election but before the first round of public consultation; i.e. around December. However, regular contact throughout the year is proposed with all groups represented today.</p> <p>Kaumatua closed the meeting.</p>	Bob Barraclough/ Jo Draper

Attachments:

PowerPoint Presentation – Morning Session– Jo Draper, Sylvia Allan and Phil Peet

PowerPoint Presentation – Major Risks – Phil Peet

Risk Register

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Roads of national significance


  Ōtaki to Levin Expressway

Collaboration Workshop

Horowhenua District Council Offices, 7 April 2011

JO DRAPER, O2L PROJECT MANAGER, NZTA

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Roads of national significance  Ōtaki to Levin Expressway


About the RONS

Roads
of
National
Significance

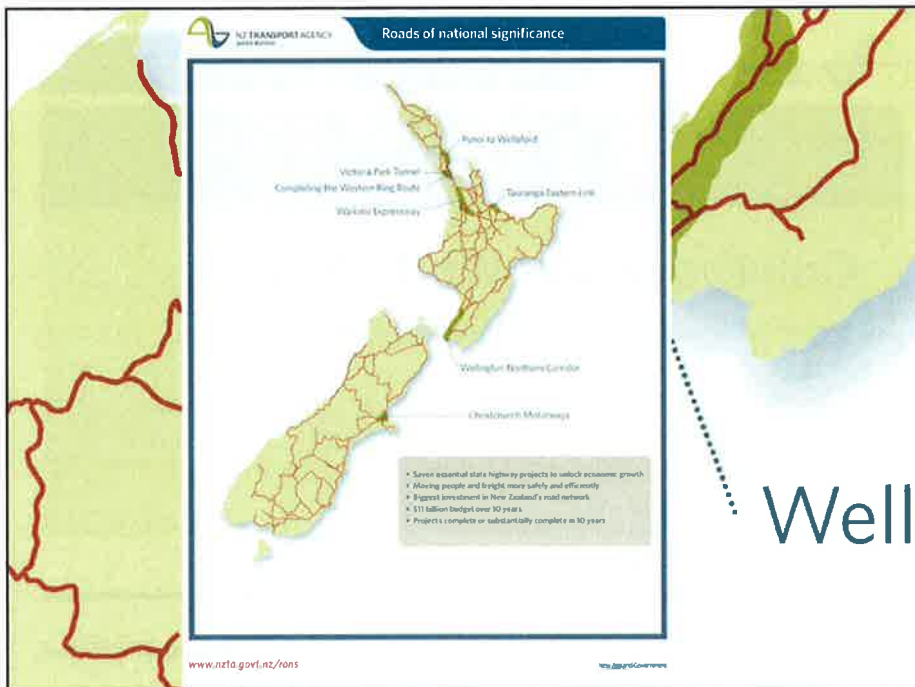
March 2009: government announcement of first seven RoNS:

"These are seven of our most essential routes as a country, that require work to reduce congestion, improve safety and support economic growth,"

Steven Joyce - 19 March 2009

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Roads of national significance
 Ōtaki to Levin Expressway


About the RoNS

WELLINGTON NORTHERN CORRIDOR RONS OBJECTIVES

- To enhance inter regional and national economic growth and productivity
- To improve access to Wellington’s CBD, key industrial and employment centres, port, airport and hospital;
- To provide relief from severe congestion on the state highway and local road networks;
- To improve the journey time reliability of travel on the section of SH1 between Levin and the Wellington airport; and
- To improve the safety of travel on State Highways


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Roads of national significance  Ōtaki to Levin Expressway

Eight project sections

- Wellington "Urban" RoNs
 - Ngauranga to Aotea Quay - "hard shoulder running"
 - Airport to Mt Victoria Tunnel (including Victoria tunnel duplication and four laning Ruahine St and Wellington Rd)
 - State highway improvements around the Basin Reserve
 - Terrace Tunnel duplication
- Linden to MacKays (Transmission Gully)
- MacKays to Peka Peka
- Peka Peka to Otaki
- Otaki to Levin



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Roads of national significance  Ōtaki to Levin Expressway

Planning History of the Project

- Levin Bypass Study (1991)
- Levin Transportation Study (1995)
- TNZ Board Decision (2000)
- Himatangi to Waikanae Study (2003)


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Roads of national significance  Ōtaki to Levin Expressway

Project Scope

- “four-laning of Otaki to Levin, Levin Bypass and improvements to the section north of Levin to include passing lanes.”
- Designations to be sought for a four lane expressway between Otaki and north of Levin
- Project team keen to identify staging opportunities

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Roads of national significance  Ōtaki to Levin Expressway

O2L Project Objectives

- To provide a value for money proposal which will achieve the RoNS goals for this corridor of building a high quality expressway route between North of Otaki and North of Levin;
- To provide an appropriate roading solution by considering the road user, the local communities and the surrounding environment;
- To provide a solution which is consistent^[1] with other projects within Wellington Northern Corridor RoNS;
- To improve journey time between North of Otaki and North of Levin;
- To reduce and progressively eliminate at-grade intersections between North of Otaki and North of Levin;
- To improve road safety;
- To engage effectively with key stakeholders and the community; and
- To lodge NoR and key resource consents with the appropriate consenting authority by June 2013.

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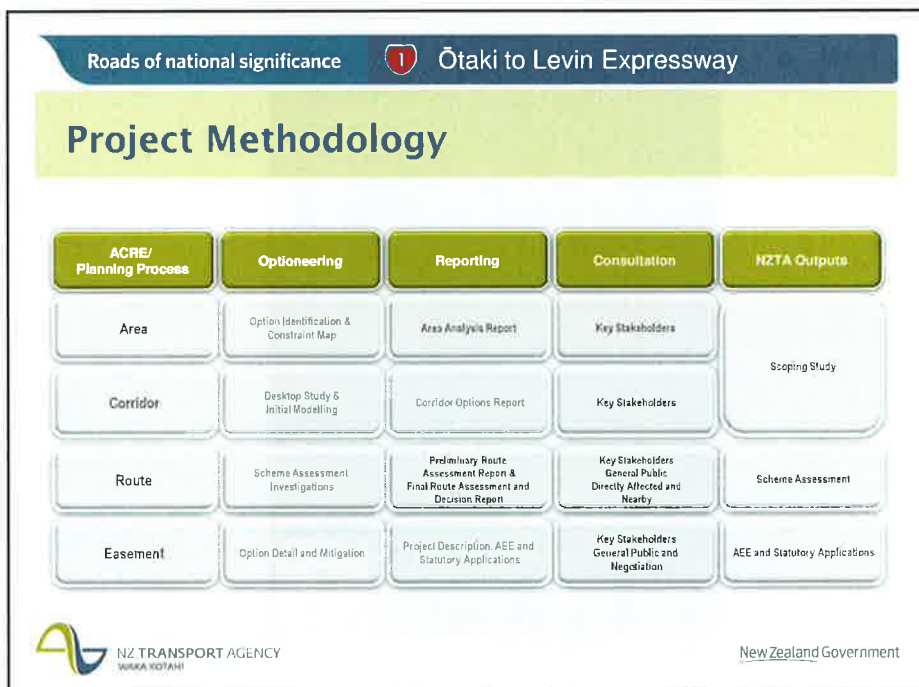
Roads of national significance  Ōtaki to Levin Expressway


What is an expressway?

	Local Road	Collector Road	Arterial Road	Expressway	Motorway
Traffic Function	traffic movement is the secondary consideration	traffic movement and land access are of equal importance	traffic movement is the primary consideration	traffic movement is the primary consideration	optimised traffic movement is the primary consideration
Land Access Function	land access is the primary consideration	land access and traffic movement are of equal importance	some access control	rigid access control	no access
Traffic Volume (AADT)	<1000	<5000	<12000	>8000	>8000
Flow Characteristics	interrupted flow	interrupted flow	uninterrupted flow except at intersections (signalised)	uninterrupted flow except at signalised intersections	free-flow grade separated intersections
Design Speed (km/h)	50 - 110	60 - 110	80 - 130	100 - 130	100 - 130
Average running speed in free flow conditions (km/h)	50 - 90	50 - 90	60 - 100	60 - 100	70 - 110
Vehicle type	cars, light / medium trucks, occasional heavy trucks	all types, up to 30% trucks in the 3 t to 5 t range	all types, up to 20% heavy trucks	all types, up to 20% heavy trucks	all types, up to 20% heavy trucks
Normally connect to:	locals, collectors	locals, collectors, arterials	collectors, arterials, expressways, motorways	arterials, motorways	arterials, expressways, motorways

Table 2.1: Road Classification Characteristics







Roads of national significance  Ōtaki to Levin Expressway

ACRE Process

- Area → Corridor → Route → Easement
- Logical step-wise approach for network planning
- Accepted by BOI for other projects, meets RMA requirements
- Consistent with NZTA processes
- Integrates environmental/social/transport considerations
- Consultation at key stages


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Roads of national significance  Ōtaki to Levin Expressway


Area Stage

- Identify Area of interest (Study Area)
- Constraints mapping
- Includes “degree of difficulty” considerations in mapping
- At end of stage, identify preliminary broad corridors (may be like a braided river)
- Report




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Roads of national significance  Ōtaki to Levin Expressway

Corridor Stage

- Review of preliminary corridors, refining of edges
- Further investigation of constraints/opportunities in corridors
- Evaluation of corridors using MCA method
- Retain one or more corridors for further investigation
- Report (X-over to Scoping Study)


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Roads of national significance  Ōtaki to Levin Expressway

Route Stage (i)

- Route stage is effectively two stages
- Firstly, refine corridor down to narrower “route/s” within corridor (may include sub-options)
- Collect further information and undertake preliminary evaluation (start of AEE documentation)
- Draft report
- Major consultation (see later)


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Roads of national significance  Ōtaki to Levin Expressway

Route Stage (ii)

- Identify preferred route, refine to extent possible, work on mitigation considerations
- Second stage consultation on preferred route
- MCA of options
- Refinement of preferred route to preferred option
- Last two points may be an iterative process
- Report (X-over to Scheme Assessment)


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Roads of national significance  Ōtaki to Levin Expressway

Easement Stage

- Identification of centreline and land required
- Detailed documentation/reporting (statutory purposes)
- Continuing consultation/negotiation with landowners
- NoRs and Applications


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Roads of national significance  Ōtaki to Levin Expressway


Timeframes

- Area – Underway
- Corridor – Mid-late 2011
- Route (i) – Late 2011/Early 2012
- Route (ii) – Early 2012
- Lodge NoR/Consents – Summer/Autumn 2013



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Roads of national significance  Ōtaki to Levin Expressway


Project Process – Transportation Aspects

AREA STAGE


Building transportation model

- Collating traffic and land use data from councils
- Undertaking traffic counts and surveys
- Building base network in SATURN

Identifying transport constraints

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Project Process – Transportation Aspects

CORRIDOR STAGE


Completion of the transportation model

- Running base network for current and future years
- Preliminary modeling of up to three corridors

Preliminary costing of corridor options

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Project Process – Transportation Aspects


ROUTE STAGE

Preliminary design of routes within agreed corridors


Modeling of route options

Cost estimation of route options

Economic Evaluation (BCR)

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Roads of national significance  Ōtaki to Levin Expressway


Consultation

PROJECT METHODOLOGY

ACRE/ Planning Process	Optimising	Reporting	Consultation	NZTA Outputs
Area	Option Identification & Constraint Map	Area Analysis Report	Key Stakeholders	Scoping Study
Corridor	Desktop Study & Initial Modelling	Corridor Options Report	Key Stakeholders	
Route	Schema Assessment Investigations	Preliminary Route Assessment Report & Final Route Assessment and Decision Report	Key Stakeholders General Public Directly Affected and Nearby	Scheme Assessment
Easement	Option Detail and Mitigation	Project Description, AEE and Statutory Applications	Key Stakeholders General Public and Negotiation	AEE and Statutory Applications


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Roads of national significance  Ōtaki to Levin Expressway

Role of Consultation

- Sharing of information (including information and values held by the community)
- Understanding actual and potential effects
- Help inform decisions to be made by NZTA
- Identifying and developing mitigation options
- Contribute to managing overall process


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Roads of national significance  Ōtaki to Levin Expressway

Area Stage

- No formal consultation
- Inform about project/process
- Public information and “open door” for receipt of comments, questions
- Contact with key Stakeholders


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Corridor Stage

- Continuation of approach from Area Stage
- More contact with key Stakeholders and possibly widen this group




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Route Stage (i)

- Major public launch of options being considered – open consultation
- Direct consultation with potentially directly affected and nearby people
- Open days, woolshed meetings, etc, etc


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Route Stage (ii)

- Much the same as Route Stage (i)
- Focus on details of preferred option, mitigation, project refinement



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Roads of national significance



Ōtaki to Levin Expressway

Easement Stage

- Moves from consultation towards negotiation/mediation
- Largely focus on directly affected people and interests of key Stakeholders





This slide is the title page for a presentation. It features the NZ Transport Agency logo and name in the top left. A dark blue header bar contains the text 'Roads of national significance' and a red shield icon with a white '1'. Below this, a photograph of a multi-lane highway with cars is shown. To the right of the photo, the text 'Ōtaki to Levin Expressway' is displayed. The main title 'Collaboration Workshop' is in a large, bold, dark blue font, followed by the subtitle 'Major Risks' in a smaller, bold, dark blue font. Below the subtitle, the date and location 'Horowhenua District Council Offices, 7 April 2011' are listed. At the bottom left, the presenter's name 'PHIL PEET, DEPUTY TEAM LEADER, MWH' is provided. The bottom right corner features the 'New Zealand Government' logo.

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Roads of national significance

Ōtaki to Levin Expressway

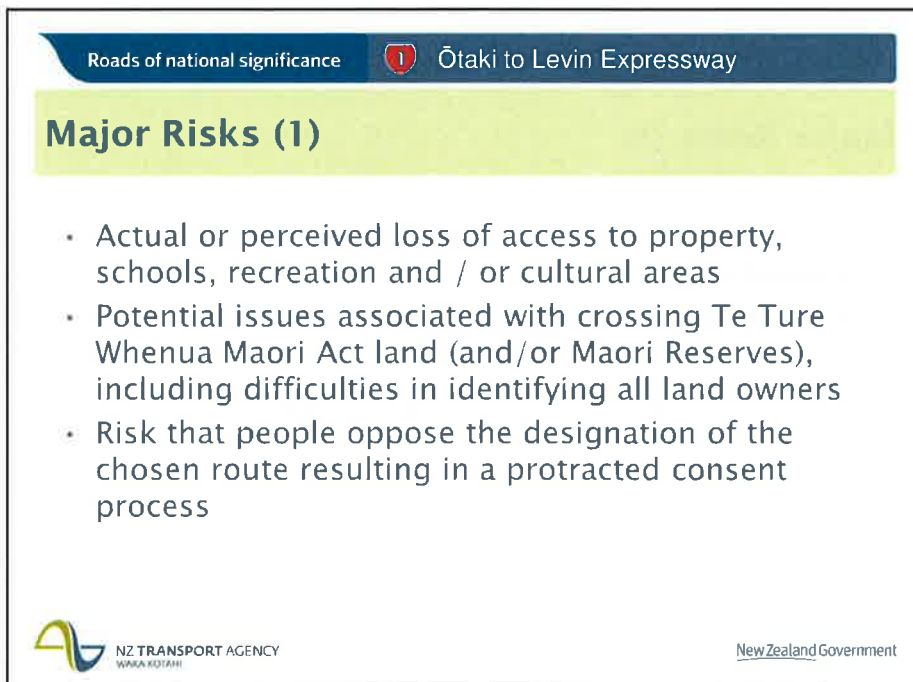
Collaboration Workshop

Major Risks

Horowhenua District Council Offices, 7 April 2011

PHIL PEET, DEPUTY TEAM LEADER, MWH

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This slide lists the major risks for the Ōtaki to Levin Expressway project. It has a dark blue header bar with the text 'Roads of national significance' and a red shield icon with a white '1', followed by 'Ōtaki to Levin Expressway'. The title 'Major Risks (1)' is in a large, bold, dark blue font. Below the title, there is a bulleted list of three risks. The bottom left corner contains the NZ Transport Agency logo and name, and the bottom right corner contains the 'New Zealand Government' logo.

Roads of national significance


Ōtaki to Levin Expressway

Major Risks (1)

- Actual or perceived loss of access to property, schools, recreation and / or cultural areas
- Potential issues associated with crossing Te Ture Whenua Maori Act land (and/or Maori Reserves), including difficulties in identifying all land owners
- Risk that people oppose the designation of the chosen route resulting in a protracted consent process


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Roads of national significance  Ōtaki to Levin Expressway

Major Risks (2)

- Delays to project in gaining agreement with/approvals from third parties – e.g. significant stakeholders
- Consultation participants may try to reopen discussions on alternative options further down track
- Values around dune-lands, urupa, waahi tapu and pa sites, and potential protracted consultations delay and add costs to the consent process


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Roads of national significance  Ōtaki to Levin Expressway

Major Risks (3)

- Unexpected cultural/archaeological find during construction
- Detrimental economic impacts to businesses on or near existing State Highway
- Inadequate demonstrable expressway benefits

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Roads of national significance  Ōtaki to Levin Expressway

Major Risks (4)

- Adverse impacts on areas of environmental significance or special values – e.g. landscape, ecology, natural character
- Possible geotechnical surprises discovered during design and development phase
- Project compromises future development of key infrastructure


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Roads of national significance  Ōtaki to Levin Expressway

Major Risks (5)

- Demand from land owners for early purchase of land
- Areas potentially vulnerable to marine or fluvial inundation
- Potential for delay in maintaining/improving current road(s) to adequate level of service during project development/implementation

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Major Risks (6)

- Undue external pressure favouring a particular alignment or modifying chosen option down track
- New NZTA processes, scheduling changes or funding changes delays project

RISK REGISTER REVIEW

NORTH OF ŌTAKI TO NORTH OF LEVIN PROJECT

FEEDBACK FROM KEY STAKEHOLDERS AND TANGATA WHENUA AT
FIRST COLLABORATION MEETING

Thursday 7th April 2011, 9am to 2pm

Council Chambers, Horowhenua District Council Building, Levin

Risk	Probability	Consequence	Magnitude
Loss of access to property, schools, recreation, Marae, Urupa and / or cultural areas	5	4 to 5	20 - 25
Potential issues with Te Ture Whenua Maori Act land (and/or Maori Reserves), including multi-owner land	5	5	25
Risk that people oppose the designation of the chosen route resulting in a protracted consent process	5	2	10
Delays to project in gaining agreement with/approvals from third parties – e.g. significant stakeholders	3	4	12
Consultation participants may try to reopen discussions on alternative options further down track	3	3	9
Values around dune-lands, urupa, waahi tapu and pa sites	3 to 4	5	15 to 20
Unexpected cultural/archaeological find during construction	5	3	15
Detrimental economic impacts to businesses on or near existing State Highway	5	2 or 5*	10 or 25
Inadequate demonstrable expressway benefits	2	5	10
Adverse impacts on areas of environmental significance – e.g. landscape, ecology, natural character	4	2 to 4	8 to 16
Possible geotechnical surprises discovered during design and development phase	4	3	12
Project compromises future development of key infrastructure	3	2	6
Demand from land owners for early purchase of land	5	3	15
Areas potentially vulnerable to marine or fluvial inundation	5	4	20
Potential for not keeping current road(s) up to adequate level of service during project development	3	2	6
Undue external pressure favouring a particular alignment or modifying chosen option down track	3	1 to 5	3 to 15
Existing NZTA processes, scheduling changes or funding changes delays project	3	2	6
New government, NZTA processes, scheduling changes or funding changes delays project	4	3 to 5	12 to 20
Project compromises future development or development opportunities	2	4	8
Construction work impacts on physical and natural environment, people and communities	5	1 to 5	5 to 25
Areas potentially vulnerable to earthquake hazards including liquifaction, tsunامي, ground shaking	5	5	25
Uncertainty on development with delay on start/completion of construction	5	1 to 4	4 to 20

* Community or Individual economic impact

Notes

This is a draft risk register for the purposes of stakeholder feedback to inform the project risk register

Ratings for the risks are based on no mitigation measures being put in place. Mitigation measures could prevent a risk being realised or minimise the consequence if a risk is realised.

Key

	Probability	Consequence
5	Highly Likely	Severe
4	Probable	High
3	Possible	Medium
2	Unlikely	Low
1	Highly Unlikely	Insignificant

MWH Ref: Z1925700

Client Ref: 464PN

18 June 2012

Stakeholder
Address 1
Address 2
Address 3

Attention: Name1

Dear Name2,

Otaki to Levin Investigations

As you are aware, the NZ Transport Agency (NZTA) and MWH are undertaking investigations into the Otaki to Levin section of the Wellington Northern Corridor Road of National Significance.

We have reached a stage in the process where another collaboration workshop is needed with our key stakeholders and treaty partners.

The aim of this workshop is to bring all parties up to date with the work undertaken so far and to get your feedback on the next stage of the process.

The details of the workshop are as follows:

Date: Friday 6 July 2012

Time: 1:30pm to 3:30pm

Place: Council Chambers, Horowhenua District Council.

You are also welcome to invite a couple of your colleagues. Please confirm numbers and names to me by 29 June 2012.

Yours sincerely



Phil Peet
Deputy Team Leader
MWH New Zealand Limited

phil.peet@mwhglobal.com



MWH

BUILDING A BETTER WORLD

MEETING NOTES

NORTH OF ŌTAKI TO NORTH OF LEVIN PROJECT

SECOND COLLABORATION MEETING WITH KEY STAKEHOLDERS AND TANGATA WHENUA

Friday 6th July 2012, 1:30pm to 3:30pm
Council Chambers, Horowhenua District Council Building, Levin

Purpose of Meeting: To bring all parties up to date with the work undertaken so far and to get feedback on the next stage of the process.

Those invited include NZTA, the MWH NZ Ltd consultant team, representatives of the four local authorities whose areas are within the project, the Department of Conservation, tāngata whenua representatives, KiwiRail, and Historic Places Trust.

Facilitator: Jo Draper, NZTA Project Manager.

Attendees:	Dean Ingoe	NZTA
	Alan Catchpole	NZTA
	Bob Barraclough	MWH Project Team
	Phil Peet	MWH Project Team
	Morrie Love	MWH Project Team
	Sylvia Allan	MWH Project Team
	Sarah Hucker	DOC
	Ian Cooksley	DOC
	Michelle Raill	Greens Otaki
	Ann Hunt	HDC
	Tony Rush	HDC
	Leigh McMeeken	HDC
	Victoria Kaye-Simmons	HDC
	Glen O'Connor	HDC
	Rob Green	HDC
	Wallace Potts	HDC
	Wayne Bishop	HDC
	Doug Law	HDC
	Charles Rudd Snr	He Mokai O Papatuanuku
	Wayne Wallace	Horizons RC
	Jane Gunn	KCDC
	Steve Curry	KiwiRail
	Kerehi Wi Wareneue	MTA
	Vivienne Taucki	Muaupoko Cooperative Society
	Te Waari Carkeck	Nga Hapu Otaki
	Bob Miratana	Ngati Weki Wehi
	Sonia Dolan	NZHPT
	Kathryn Hurren	NZHPT
	Peter Charles Heremaia	Tangeta Whenua

Unable to Attend: Greater Wellington Regional Council



Time	Component	Person
1:30 – 1:40pm	<p><u>Introductions/Confirmation of Agenda</u></p> <p>Kaumatua opened the meeting.</p> <p>Jo welcomed everyone and outlined the agenda for the afternoon.</p>	All
1:40 – 1:50pm	<p><u>Project Objectives and Goals</u></p> <p>Jo covered:</p> <ul style="list-style-type: none"> • Drivers for RONS • RONS nationally and Wellington • O2L project scope <p>Slides attached.</p>	Jo Draper
1:50 – 2:10pm	<p><u>Work done and findings to date</u></p> <p>Bob covered:</p> <ul style="list-style-type: none"> • Constraint mapping • Corridors identified • Multi-criteria analysis • Shortlisted corridors • Costs and benefits • Staging analysis <p>Key outcome is that the costs of an expressway are higher than earlier estimates and the benefits are relatively small. The NZTA have determined that a series of improvements to the existing route represents better value for money than a new expressway.</p> <p>Slides attached.</p>	Bob Barraclough
2:10 – 3:20pm	<p><u>Issues on the existing state highways</u></p> <p>Phil outlined a number of areas of current concern with SH1 and SH57 and asked for feedback from the attendees in regards to issues that they perceive.</p> <p>Slides attached. Items additional to those on the slides which were raised during the workshop are shown below:</p> <p>Safety:</p> <ul style="list-style-type: none"> • Queen Street / railway line in Levin • Short distance between railway line and state highway • "Hump" in road north of Ohau. Consider lowering speed limit • Side road stalls throughout study area • Destination signage improvements needed 	Phil Peet



- Incompatibility of agricultural traffic using current highway
- Culverts and narrow shoulders throughout study area
- Drivers attempt to pass on straight north of Levin which is undulating with poor visibility

Passing Opportunities

- Current passing lanes are not up to standard – particularly their length
- Limited passing opportunities on SH57
- Need to provide wider shoulders for slow traffic
- Kuku passing lane too short
- Ohau passing lane finishes just before urban area
- Passing lanes ending just before right turn bays
- Passing lanes could be better located

Manakau and Ohau Bridges

- Consider a new alignment west of the railway to remove the need for the highway to cross the railway twice.
- Need to consider gap between highway and railway for any local roads that need to cross the railway line
- All bridges have a theoretical design life when constructed. However, the actual life expectancy depends on a number of factors and can be extended through conditional assessments and strengthening / remedial works. The remaining life of the bridges will be considered.

Peri-urban areas (Manakau, Ohau and Kuku)

- Manakau – concern for pedestrian and cycle safely along and across highway – underpass?
- Need to review speed limits. For Ohau consider all the way through to Kimberley Road. Note that this should be accompanied by design measures to reduce speeds.
- Potential for safer driving in these areas once expressway to the south is completed as it will reduce driver frustration
- Kuku unsafe near marae with the end of the passing lane and the right turn bay.
- Consider rationalising intersections and accesses; i.e. consider closing or restricting movements in Ohau at Victoria Terrace, Marsden Terrace and Vista Road.

Heavy vehicles in Levin

- Arapaepae Road (SH57) is an obvious bypass option
- At northern end, intersection with Roslyn Road would need to be replaced / Koputaroa Road another option
- At southern end Kimberley Road or Tararua Road could be used but the latter would need intersection with SH1
- Consider Cambridge Terrace
- Bylaws may need to be used to enforce heavy vehicle bypass
- Consider one-way pair for all traffic to reduce any future bottlenecks

Access

- Matau marae



	<ul style="list-style-type: none">• Huia marae• Ngati Wehi Wehi Marae• Forest Lakes camp• Manakau School• Urupa <p>Other</p> <ul style="list-style-type: none">• Protection of waterways from sediment / pollution. Look for opportunities to enhance run-off quality• Consider visual quality of changes• Note that flooding is a recognised problem• Note ground conditions for road stability• Need good consultation and enough time to consider.	
3:20 – 3:30pm	<p><u>Next steps, timelines, closing comments</u></p> <p>Hope to come back at the end of this year or early next year with proposals for improvement projects.</p>	Jo Draper

Roads of national significance **1** Ōtaki to Levin

Second Collaboration Workshop

Horowhenua District Council Offices, 6 July 2012

JO DRAPER, O2L PROJECT MANAGER, NZTA

New Zealand Government

Roads of national significance **1** Ōtaki to Levin

Context of O2L

Roads of national significance **1** Ōtaki to Levin

RoNS Objectives

WELLINGTON NORTHERN CORRIDOR RONS OBJECTIVES

- To enhance inter regional and national **economic growth** and productivity
- To improve **access** to Wellington's CBD, key industrial and employment centres, port, airport and hospital;
- To provide **relief from severe congestion** on the state highway and local road networks;
- To improve the **journey time reliability** of travel on the section of SH1 between Levin and the Wellington airport; and
- To improve the **safety** of travel on State Highways

New Zealand Government

Roads of national significance **1** Ōtaki to Levin

Project Scope

- "four-laning of Otaki to Levin, Levin Bypass and improvements to the section north of Levin to include passing lanes."
- Designations to be sought for a four lane expressway between Otaki and north of Levin
- Project team keen to identify staging opportunities

New Zealand Government

Roads of national significance **1** Ōtaki to Levin

Work since last year

- Constraints
- Options Assessment
- Broad Route Options
- Review against Scope

New Zealand Government

NZ TRANSPORT AGENCY
ROADS OF NATIONAL SIGNIFICANCE

Roads of national significance

Ōtaki to north of Levin

Collaboration Workshop

Findings from Initial Studies (2011)

Horowhenua District Council Offices, 6 July 2012

Bob Barraclough, Team Leader, MWH

New Zealand Government

Roads of national significance

Ōtaki to north of Levin

Constraints

- Geography and Topography
- Landscape and Urban Design Quality
- Landscape Absorption Capability
- Landscape Features
- Heritage Areas
- Tangata Whenua Areas of Significance
- Lifelines
- Population
- Geology
- Natural hazards (earthquake and erosion)
- Flooding and tsunam
- Ecology
- Land Use Capability
- Land Ownership
- District and Regional Plans
- Contaminated land

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ROADS OF NATIONAL SIGNIFICANCE

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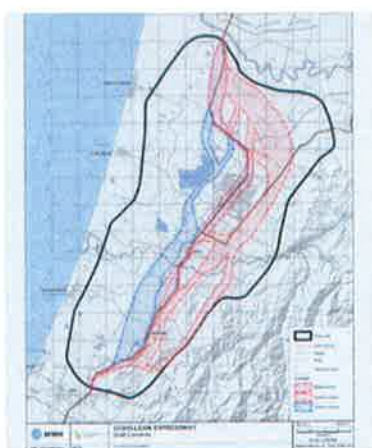
Roads of national significance

Ōtaki to north of Levin

Corridors

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Roads of national significance

Ōtaki to north of Levin

Corridors

- We looked at corridors which avoided the constraints as far as was possible.
- The corridors overlapped and intertwined, giving a large number of possible corridors through the District.
- To make an evaluation of the corridors, we split them into sections and then described each way through the District by its consecutive sections.

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Multi-criteria Analysis

- A multi-criteria analysis is a method for evaluating divergent criteria in a structured way.
- The analysis considered a number of criteria, weighted them and then made an evaluation of their importance for each corridor section.
- The sections were formed into routes and the route scores calculated.
- The four preferred routes were selected based on the scores.



New Zealand Government

Multi-criteria Analysis

- The criteria included
 - Landscape / visual,
 - Ecology,
 - Archaeology / heritage,
 - Tangata whenua values,
 - Dwellings in & near corridor,
 - Specific land uses,
 - District / Regional Plan fit,
 - Geological constraints,
 - Flooding,
 - Contaminated Sites,
 - Specific Land Ownerships,
 - Constructability,
 - Alignment with Project Objectives



New Zealand Government

Optimised routes following MCA



New Zealand Government

Costs and Benefits

- The costs of all four options were similar.
- Estimated costs exceeded earlier estimates.
- The main benefits considered in analysis are safety benefits and travel time benefits.
- Each expressway route is longer than the present highway and so travel time benefits are small.



New Zealand Government

Staging Options

- We looked at staging construction. This reduces the initial cost whilst realising some, many or all of the benefits.
- The staging options we looked at included
 - a 2 lane highway on a new alignment,
 - A 2 + 1 lane highway on a new alignment
 - A 3 stage option which develops a full 4 lane expressway in 3 stages (2 lane new alignment south of Levin followed by widening to 4 lanes followed by extension of the 4 lane route northwards).
- We also looked at a series of improvements along the present highway.



New Zealand Government

Further Studies

- We concluded that the majority of the benefits could be realised by making a series of improvements along the present highway at a fraction of the cost.
- This clearly represents better value for money than a 4 lane expressway and the next stage of the studies will concentrate on improving the present highway.

Roads of national significance

Ōtaki to north of Levin

Collaboration Workshop

Identification of Issues

Horowhenua District Council Offices, 6 July 2012

Phil Peet, Deputy Team Leader, MWH




Roads of national significance

Ōtaki to north of Levin

Issues Identified In Scoping Report

Main Categories:

- Safety
- Passing Opportunities
- Manakau and Ohau Bridges
- Settlements
- Heavy vehicles through Levin
- Access to schools, marae, etc.
- Others?






Roads of national significance

Ōtaki to north of Levin

Safety

- Crash History 2006–2010
 - 476 crashes recorded
 - 14 crashes resulted in fatalities
 - 39 crashes resulted in serious injuries
- Classified by the NZTA as a "High Risk Rural Road"







Roads of national significance

Ōtaki to north of Levin

Safety

- Workshop input
 - Any particular safety issues / locations?






Roads of national significance

Ōtaki to Levin Expressway

Passing Opportunities

- Good passing opportunities south of Levin
- Poor opportunities north of Levin



Roads of national significance 1 Otaki to north of Levin
Passing Opportunities

- Workshop Input
 - Any particular Issues / areas of poor passing behaviour?



New Zealand Government

Roads of national significance 1 Otaki to north of Levin
Bridges

- Ohau and Manakau Rail Bridges
 - Narrow
 - Poor geometry
 - Reduced visibility
 - Near Intersections and driveways
 - Coming to end of structural and economic life



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Roads of national significance 1 Otaki to north of Levin
Bridges

Ohau Bridges



Northbound

Southbound



New Zealand Government

Roads of national significance 1 Otaki to north of Levin
Bridges

Manakau Rail Bridge



Northbound

Southbound



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Roads of national significance 1 Ōtaki to north of Levin

Bridges

- Workshop input
 - Any other issues / pinch points?



Roads of national significance 1 Ōtaki to north of Levin

Peri-urban Areas

- Peri-urban areas typically have high crash rates due to increased activity and conflicting movements



Roads of national significance 1 Ōtaki to north of Levin

Peri-urban Areas - Manakau



Roads of national significance 1 Ōtaki to north of Levin

Peri-urban Areas - Kuku



Roads of national significance 1 Ōtaki to north of Levin

Peri-urban Areas - Ohau



Roads of national significance 1 Ōtaki to north of Levin

Peri-urban Areas


- Workshop input
 - Main issues / concerns?



Roads of national significance **1** Ōtaki to Levin

Revised Project Scope

- A series of targeted safety and efficiency improvements on SH1 and SH57 between Taylor's Road and the Manawatu River Bridge on SH1 and north of Heatherlea East Road on SH57
- Improvements to be investigated:
 - median barriers
 - Intersection Improvements
 - horizontal and vertical realignments
 - Managing peri-urban areas
 - passing lanes
 - management strategies for heavy vehicles



Roads of national significance **1** Ōtaki to Levin

Over the next few months


- 6 July 2012: 2nd Collaboration Workshop
- 11-12 July 2012: Newsletters
- 11-12 July 2012: Media Statement
- August 2012: Start SAR
- December 2012 - February 2013: Initial Design Ideas and targeted consultation



Roads of national significance **1** Ōtaki to Levin

Timelines

Time Steps	Activity	Public Engagement
2011 Summer Autumn Winter Spring	• Evidence investigation	• Mail Management
2012 Summer Autumn Winter Spring	• Preparing business cases WE ARE HERE	• Revised approach to consultation
2013 Summer Autumn Winter Spring	• Review business cases • Update SAR content, public advice and business of procurement	• Funding of project confirmed • Confirmed partners



Roads of national significance **1** Ōtaki to Levin

Thank you

?



info@o2l.co.nz



MWH Ref: 80500902
Client Ref:

Stakeholder
Address 1
Address 2
Address 3

Attention: Name1

Dear Name2,

Otaki to Levin Investigations

As you are aware, the NZ Transport Agency (NZTA) and MWH are undertaking investigations into the Otaki to Levin section of the Wellington Northern Corridor Road of National Significance.

We have reached a stage in the process where another collaboration workshop is needed with our key stakeholders and treaty partners.

The aim of this workshop is to bring all parties up to date with the work undertaken so far and to get your feedback on the potential projects identified. The meeting concerns issues in Horowhenua.

The details of the workshop are as follows:

Date: Monday 29 April 2013
Time: 1:30pm to 3:30pm
Place: Tatum Park (between Otaki and Levin on SH1)

You are also welcome to invite a couple of your colleagues. Please confirm numbers and names to me by 22 April 2013.

Yours sincerely



Phil Peet

**Team Leader
MWH New Zealand Limited**

phil.peet@mwhglobal.com

MEETING NOTES
ŌTAKI TO NORTH OF LEVIN PROJECT
**THIRD COLLABORATION MEETING
WITH KEY STAKEHOLDERS AND TANGATA WHENUA**

Monday 29th April 2013, 1:30pm to 3:30pm
Tatum Park (on SH1 between Otaki and Levin)

Purpose of Meeting: To bring all parties up to date with the work undertaken so far and to get feedback on the next stage of the process.

Those invited include NZTA, the MWH NZ Ltd consultant team, representatives of the four local authorities whose areas are within the project, the Department of Conservation, tāngata whenua representatives, KiwiRail, and Historic Places Trust.

Facilitator: Jo Draper, NZTA Project Manager.

Attendees:	Dean Ingoe	NZTA
	Phil Peet	MWH Project Team
	Morrie Love	MWH Project Team
	Sylvia Allan	MWH Project Team
	Steve Kerr	MWH Project Team
	Jessica Kereama	DOC / Horizons RTC
	John Hewitson	Waikawa Beach Ratepayers Assc
	Pam Edwards	Secretary MDCA
	Jim Edwards	Chair MDCA
	Sandy Walker	Road Transport Assc
	Wayne Wallace	Horizons RC
	Michael Gross	Wellington AA
	Jessica Kereama	DOC/Horizon Transport Committee
	Alan Perry	Wellington AA
	Croyden Lowcay	KiwiRail I&E
	John Skilton	KiwiRail I&E
	Glen O'Connell	HDC
	Yvonne Wehipeihana-Wilson	Ngati Tukorehe
	Tony Atkins	Highway Patrol

Time	Component	Person
1:30 – 1:40pm	<u>Introductions/Confirmation of Agenda</u> Morrie Love opened the meeting. Jo welcomed everyone and outlined the agenda for the afternoon.	Jo
1:40 – 1:50pm	<u>Overview of projects</u> Slides attached.	Jo Draper



<p>1:50 – 3:00pm</p>	<p><u>Information boards and project discussions with team members</u></p> <p>Attendees given the opportunity to read the project boards that will be shown at the open days and to discuss any issues with the team members present.</p>	<p>All</p>
<p>3:00 – 3:20pm</p>	<p><u>Feedback from the wider group</u></p> <p>Group reconvened to discuss issues raised.</p> <p>Forest Lakes</p> <ul style="list-style-type: none"> • Police are concerned about their ability to enforce properly and gain emergency access where there are wire rope barriers. • Oversize vehicles are a concern at wire rope barriers. Need to ensure that signage does not impede oversize vehicles/can be temporarily removed/folded back. Also consider how pilot vehicles would operate. • Need to ensure that there are clear opportunities to turn, eg on side roads. <p>Manakau</p> <ul style="list-style-type: none"> • Uncertainty that the additional proposed realignment is actually needed - instead, for Mokena Kohere St, consider "stacking" of left-turning vehicles from north into a deceleration lane on SH1, and right-turning vehicles from south into an extended central median on SH1. • Waikawa Beach Road intersection is also dangerous, with poor visibility due to poles and vegetation. Would like to see a properly marked deceleration lane here. At present people use the slightly widened road area as a passing lane. Special problems in weekends with backed-up traffic and inability to get onto SH1 because of lack of sight lines. • Concern that realignment may result in "blind spot", as has apparently occurred further south. A preference to retain a straight road indicated by some. If there is sufficient width and traffic management, may be no need to reduce to 80km. • Trains currently wait blocking access to Manakau on Mokena Kohere Street. We can't block access via the railway underpass if trains continue to block Mokena Kohere Street for up to an hour. Also, growing population at south end of Manakau which do use this access point. • Could we construct service roads to connect Waikawa Beach Road and Whakahoro Road, and/or North Manakau Road and Mokena Kohere Street and limit access that way? • Left turning into Mokena Kohere Street, there is hatching which is causing confusion – can it be removed? • Pagespreaders use the old Ravensdown depot. • Concern about the 'curvature' to accommodate the rail crossing queue creating an optical problem with vehicle lights at night (eg was referred near Otaki-Te Horo). • Waikawa Beach Road – concern was expressed that this road is 100kph and a large amount of development occurred in the beach area and whether this speed limit was 	<p>Phil Peet</p>



appropriate coming into the 80kph section proposed for SH1. It was felt that 80kph was more appropriate.

Manakau – Ohau

- More detail is required about how access to the old section of state highway through Kuku would be provided. Whose responsibility would it be to construct accesses off the devolved section of SH – NZTA's or Horowhenua's?
- Proposal to realign the highway is better for Tukorehe marae but will affect maori land.
- There are current wetland restorations around Kuku; this good work should not be compromised, but should be added to.
- Tukorehe would like to front foot environmental restoration work
- Right turners from the quarry access immediately south of the Ohau rail overbridge cause safety problems.
- What will happen to the redundant highway section and bridges if the new alignment progresses? Would Horowhenua DC be happy to accept them if they are at the end of their economic lives?

SH1/57

- The diagram without lines for the SH57 realignment is confusing, and is causing many members of the public to think that they are directly affected.
- The SH1/57 intersection is a known crash hazard. The access to fruit and veggie shops in this area is a safety concern.
- Querying how/whether right turns at the existing SH1/57 would be retained with the bifurcation option?
- The SH57 realignment option is a good start for a heavy vehicle bypass at some future point in time.
- Should also consider SH57 "take-off point" near Kuku Stream on SH1, connecting to Arapaepae Road.

Ohau

- Is it really necessary to reduce speeds through Ohau?
- Need to clarify when 80kph signs will be installed as there is confusion about this.
- Is there any possibility of getting some sort of median between opposing lanes in this area, to allow for improved reaction time if a car veers into opposite side of carriageway.

Levin

- Some confusion over whether or not the NZTA is progressing a Levin bypass.
- Disappointment expressed that no heavy vehicle bypass is proposed - need to plan now for long term and at least secure route. Agree that SH57 is the most appropriate route for this.
- A bypass of Levin should be the eventual result. Taupo bypass is a good model to follow.

Waitarere Curves

- The bumps/undulations on section immediately to the east of



	<p>this section are an equal or bigger concern than Waitarere Beach Road curves, although the curves are a known crash hazard.</p> <p>Whirokino Trestle and Manawatu River Bridge</p> <ul style="list-style-type: none"> • The option that provides the straightest connection – ie new bridge and trestle alignment is probably to be preferred. • Noted that there has been no contact with relevant lwi in this location <p>General</p> <ul style="list-style-type: none"> • Consider regulating the times of day when heavy vehicles (or at least just over-dimensional vehicles) are allowed to operate. • Concerns about speed restrictions. It would be better to provide an engineering solution first, rather than starting with a speed restriction. • There is concern about the definition of “affected” property owners. Landowners nearby (but property not directly affected) may consider themselves affected. Also need to consider tenants as well as landowners. • What is the impact of the RoNS on the mix and volume of traffic through Horowhenua? • We need to provide more information about how access to eg. Kuku Beach Road would be provided. • Level Crossings – generally Kiwirail have a one in, one out policy. • Need to be careful that we don't overlook opportunities by having broken the route down into specific project areas. • A number of rest areas are not up to standard for heavy vehicles; particularly the camber on the entry or the amount of vegetation. • Road widths need to be considered where there are median barriers for oversize trucks • Street furniture needs to be placed appropriately for oversize trucks • The height of any islands in the middle of roads or intersections needs to be lower than the existing as these damage truck tyres if hit by a truck • Would the extension of the rail electrification to Otaki help solve some of the problems in this section of the highway (very generalised comment)?KiwiRail wishes to discuss the railway crossings (level and grade separated) in more detail. It has some ideas or deals it wants to discuss. KiwiRail is also looking at changes at the rail crossing loops in the area. 	
3:20 – 3:30pm	<p><u>Next steps, timelines, closing comments</u></p> <p>Hope to come back early next year with final proposals. Lodge RMA approvals from late 2014 Construction from 2019 (but hopefully earlier)</p> <p>Closing by Morrie Love.</p>	Jo Draper

Roads of national significance

Ōtaki to north of Levin

Collaboration Meeting

Projects for Consultation

29 April 2013

Jo Draper, Project Manager, NZTA

New Zealand Government

Roads of national significance

Ōtaki to north of Levin

Forest Lakes

Ōtaki Rd, Forest Lakes Rd, Levin Rd

LEGEND

- Existing SH1
- Proposed option
- Local Rd
- Proposed motor lane or lane
- Footpath
- Section Markers
- Section
- Drain
- Drill & Inject Sites
- Park Wood Cafe
- Wine Memorial Garden

New Zealand Government

Roads of national significance

Ōtaki to north of Levin

History

- Scoping Report for expressway options undertaken in 2011/12.
- We concluded that the majority of the benefits could be realised by making a series of improvements along the present highway at a fraction of the cost of the expressway.
- Work in 2012 has focussed on what these improvements may look like.

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Roads of national significance

Ōtaki to north of Levin

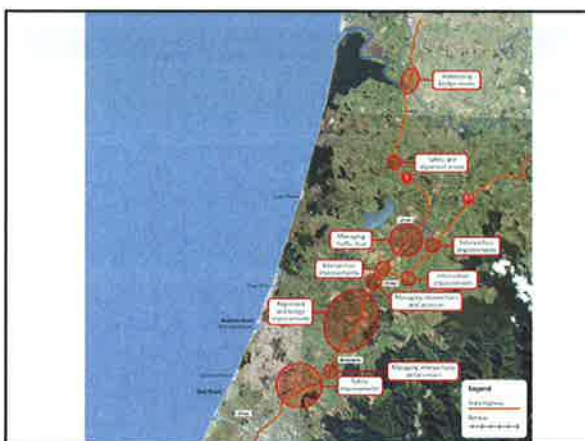
Manakau

Wakelin Beach Rd, Manakau Rd, New Road St, Wilkie St, Park Hill Rd, Tame Ford St

LEGEND

- Existing SH1
- Proposed option
- Local Rd
- Footpath
- Section Markers
- Section
- Drain
- Drill & Inject Sites
- Park Wood Cafe
- Wine Memorial Garden

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Roads of national significance

Ōtaki to north of Levin

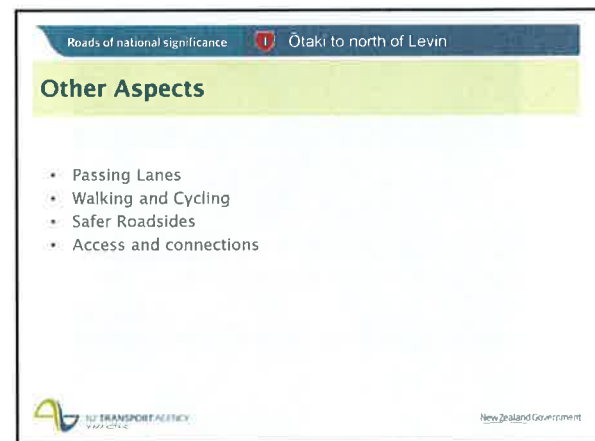
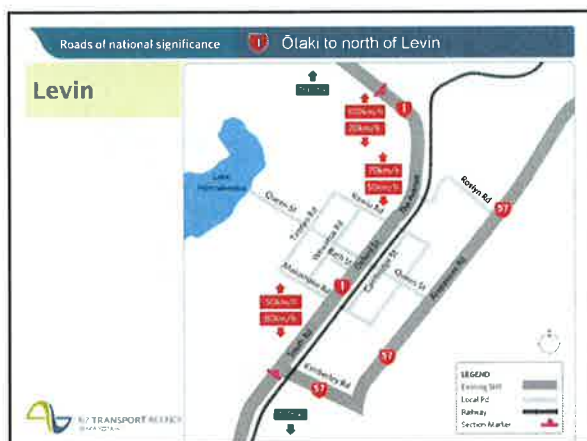
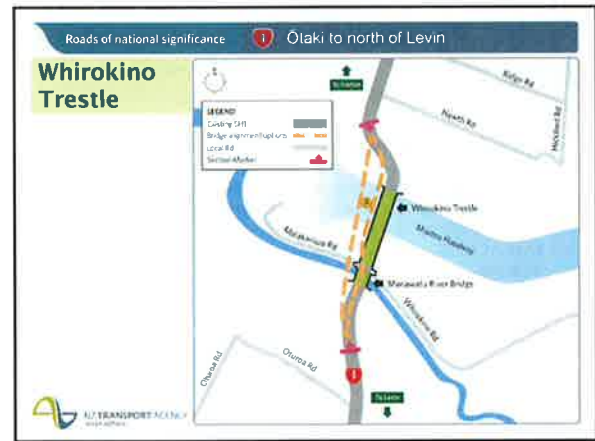
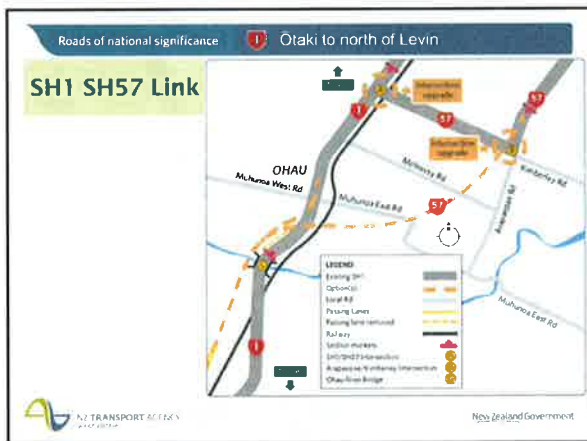
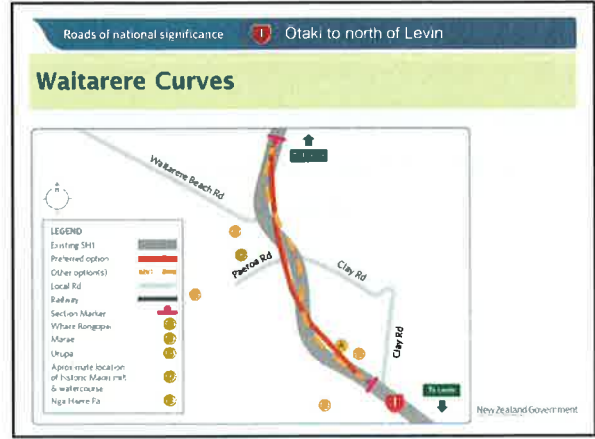
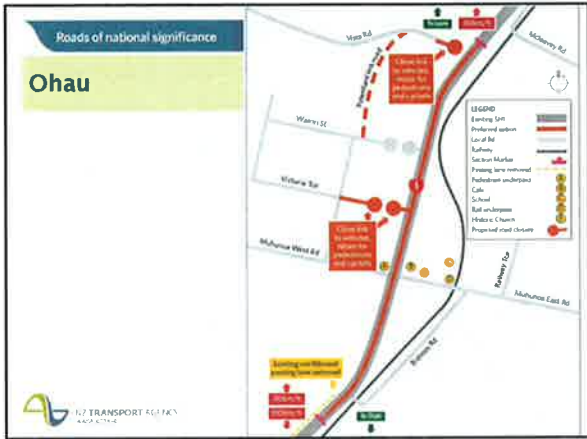
Manakau to Ohau


Wakelin Beach Rd, Manakau Rd, New Road St, Wilkie St, Park Hill Rd, Tame Ford St, Ohau Rd, Ohau Stream, Ohau River

LEGEND

- Existing SH1
- Proposed option
- Local Rd
- Footpath
- Section Markers
- Section
- Drain
- Drill & Inject Sites
- Park Wood Cafe
- Wine Memorial Garden

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Roads of national significance  Ōtaki to north of Levin

Consultation

- Directly Affected Landowner Consultation now
- Public Consultation Begins 26 April
- Collaboration Meeting 29 April
- Open Days on 1, 2 and 4 May

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Roads of national significance  Ōtaki to north of Levin

Next Steps

- Further Investigations mid 2013 - early 2014
- Decisions on projects mid 2014
- Projects split
- Lodge RMA applications from late 2014
- Design from 2016
- Construction from 2019 (or hopefully earlier)

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Appendix E Hui Notes

Meeting Notes

Meeting Name	Otaki to Levin – Raukawa Consultation		
Meeting Venue	Taringaroa – beside Raukawa Marae		
Date Of Meeting	8 July 2011	Time Of Meeting	
Chairperson	Phil Peet	Recorder	Phil Peet

Project Details

Client Name NZTA
 Project Name Otaki to North of Levin RoNS
 Project Number z1925700

Attendees

Rob Kuiti	Raukawa
Moira Patene	Raukawa
Te Waari Carkeek	Raukawa
Yvonne Wehipeihana-Wilson	Raukawa
Huhana Smith	Raukawa
Don Moselen	Raukawa
Andre Baker	Raukawa
Mark Wilson	Raukawa
Simon Austin	Raukawa
Rupene Waaka	Ruakawa
Richard Orzecki	Ruakawa
Marten Oppenhuis	MWH
Phil Peet	MWH
Jo Draper	NZTA
Roger Maxwell	NZTA
Kevin MacFarlane	NZTA
Sylvia Allan	Allan Planning Consultancy
Morrie Love	Raukura Consultancy

Greetings: Te Waari, Morrie, Roger, Andre

Introductions: All

Jo gave an outline of the project.

Who is NZTA? Who is MWH? Marten, Sylvia, Jo, Roger provided comments

Who is the team? Marten, Phil, Sylvia provided comments

Andre:

- What relationship do you want from us?
- We want to tell you what relationship we think is appropriate
- We don't consider the project has started yet as we haven't been consulted.
- Surveyors on site already
- Need to see Jenny Chetwynd to build relationships
- Change of people – Deb, Rob – makes relationships difficult

Yvonne:

- Good to be involved at the start of project
- A lot of gossip in terms of route

- Not much faith in NZTA due to the boundary for the two RoNS projects not matching regional council and tribal boundaries.
- Interested in relationship as well
- Who are you responsible to?

Jo:

- I am responsible to the people/the tax payer
- Agree change in people is difficult
- Agree meeting with Jenny is appropriate to build relationships
- Noted that no staff on this project have entered private land, and would not until route options are public.

Richard:

- Felt exposed at collaboration workshop
- The NZTA/Higgins project replacing the bridge south of Ohau had really good relationship with Ngati Wehi Wehi
 - Important to start with a blessing
 - Come to monthly meetings at marae
- This hui should have happened straight after collaboration workshop

Rupene:

- Who is paying for Maori input? Asked at collaboration workshop
- Don't want to give free advice; our services should be likened to a consultant
- We want to write our own document
- 3 parties
 - Landowner
 - Hapu
 - Iwi

Jo:

- 2 aspects
 - Relationship - No payment
 - Cultural impact assessment – payment as per consultants

Rupene:

- Blessing later once route sorted?

Sylvia presented maps

Huhana mentioned a local research project identified more ecological sites which should be incorporated. Sylvia said MWH ecologists would be in touch at a later date.

Lunch – Attendees were asked to suggest changes to maps if they wished.

Jo:

- Happy for a set of maps to be taken to marae

Rupene:

- Meet with Muaupoko as well - all together
- We will keep adding names to email database

Jo:

- Meet again in September after consultation response?

Rupene:

- We would like to meet two weeks after this release

Roger:

- Meeting with Maori
 - If working group then can pay for services
 - Nothing less than \$50/hr
 - 8hr day but 6hr consultation \$400
- Koha not in NZTA policy except if invited to marae for relationship building
- We can pay cost of catering & venue hire
- If you invite NZTA to a meeting; your cost

Sylvia:

- No public meetings until February next year

Roger:

- What would we bless now?
- Wait until construction?
- Long term process

Richard:

- Money confuses issues
- Blessing is appropriate now.
 - As a Wehi Wehi guest on our land, we want to bless you while you are here doing your work, even if still in planning phase
- Want to take maps back to marae
 - Some information we provide can be used for project but we don't want it added to Council records
- Lets meet in one big engagement
- What about hapu north of Muaupoko?

Roger:

- Big issue is overall relationship between NZTA and Tangata Whenua
- Jenny Chetwynd & I need to take on that responsibility; not a project team responsibility

Morrie:

- Maps high level, have not included all detail such as eel weirs
- it is understood that people don't want to talk about some burial sites
- Northern hapu need to be included
- Agree to all meet together at the end of August

Meeting Notes

Meeting Name	Otaki to Levin Muaupoko		
Meeting Venue	Muaupoko Tribal Authority		
Date Of Meeting	8 July 2011	Time Of Meeting	
Chairperson	Phil Peet	Recorder	Phil Peet

Project Details

Client Name NZTA
Project Name Otaki to North of Levin RoNS
Project Number Z1925700

Attendees

John P Muaupoko
Rob Warrington Muaupoko
Kevin Hill Muaupoko
Steve Hirini Muaupoko
Marokopa Wiremu-Matakatea - Muaupoko
Jo Draper NZTA
Kevin MacFarlane NZTA
Roger Maxwell NZTA
Phil Peet MWH
Marten Oppenhuis MWH
Sylvia Allan Allan Planning Consultancy
Morrie Love Raukura Consultancy

Introductions: All

Jo:

- Background to project
- O2L very early in comparison to other RoNS between Wellington and Levin
- Aim to get local knowledge today
- Maps have been produced showing a number of constraints
- Public consultation on these maps will occur in about 1 month (mid to late August)

John/Steve:

- MOU between NZTA and Muaupoko 90% complete
- Covers all RoNS – would be good to cover all NZTA work

Roger:

- Need to develop relationships – separate to this project
- Also need partnership arrangement for this project

Steve:

- Agrees with Roger's sentiment
- Agree first step is to formalise MOU

Roger:

- Jenny Chetwynd responsible for NZTA relationship and will have an important role

John:

- Check MOU covers O2L
- Use to ensure relationship is enduring

Roger:

- MOU overarching
 - User friendly
 - Discusses objectives etc
- Contract for each project to obtain specific knowledge; like consultants

Jo:

- PP20 & M2PP lodge consent applications this year
- O2L 2 years behind

John:

- We have resource issues which may hinder our ability to respond. We don't want to let either party down

Jo:

- Nikete sorting the overarching MOU
 - Will try to ensure it covers all projects

Rob:

- Would like MOU before agreeing to share our knowledge for this project

Morrie:

- Have a combined meeting with Raukawa next time (and others)
- We are meeting earlier on this project than usual (using collaborative/consultative processes to help shape project)
- Raukawa have similar concerns in relation to contractual agreements
- O2L large amounts of maori land, sites & values
- Agreement Muaupoko very busy with other issues
- Different process this project
 - Mapping to identify constraints. Doesn't show everything yet. Looking at constraints and issues rather than looking directly at routes.

Steve:

- Rumours starting in the community as to where project will go
- We are happy to see maps first - to show whanau and explain process

Roger/Kevin:

- All agree way forward
- Need to recognise sovereignty
- Good thing to meet all together

Roger:

- Yet to meet northern hapu of Raukawa

Jo:

- Consultation
 - These maps will be out for public consultation in about one month
 - No routes yet
 - Route options will be consulted upon in February next year
- The earlier we receive comments the better: it will enable us to take cognisance of them

Sylvia:

- Explained constraints mapping
- Tangata Whenua values very much incomplete
 - Can you add anything?
 - Are there areas there that you don't want to share?



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Jo:

- Need info today if maps are to be changed before consultation

John:

- Will you be asking for out input now, before routes & after routes?

Sylvia:

- Yes
 - Routes will be at least 200m wide and as the road will be significantly narrower, this will help avoid specific local aspects

Rob

- Land bank, land at Kimberley as well as some SOE land appears to be missing from the maps
- Our authority will be up for a lot of questions in 1 month as there are a lot of people potentially affected
- It appears the project will have four lanes up until the Manawatu River; will NZTA be renewing the bridge?

Jo:

- No to renewing the bridge. Staging may mean not 4 lanes immediately
 - Freight traffic is split 50/50 between SH1 and SH57
 - All traffic is split approximately 70/30 between SH1 and SH57

John:

- Concerned about access to property and maraes at route stage

Marten:

- At 1:90,000 at this stage, next stage will be more detailed and we can assess this then

John:

- Identifying areas is going to take time & resources

Roger:

- Can contract as consultants
- Can pay for food & venue and \$50/hr minimum
- Will work with Muaupoko (Steve) to prepare this agreement



O2L Consultation Meeting Record

Date: 4th July 2012
With: **Ngati Raukawa**
Present: Jo Draper, Dean Ingoe, Phil Peet, Morrie Love, Te Waari Carkeek, Lindsay Pohama, Heihana Smith, Trevor Himona, Yvonne Wepipahana- Wilson, Richard Andreson, John Gardiner, Teihana, K MacDonald, Toby Lawton, Te Aroha, Reina Tiplan, Carol MacDonald
Purpose: Stake-holder meeting. Outlining current way forward before 2nd Collaboration Workshop
Notes prepared by: Phil Peet

- NZTA formally welcomed onto Tukorehe Marae.
- Jo outlined the process to date and why the NZTA had not been in contact earlier.
- Jo stated that the NZTA have decided to upgrade the existing route rather than construct a new four lane expressway on a new alignment.
- Phil outlined the process for the collaboration workshop but invited issues with the existing highway to be raised before the workshop.
- Lindsay stated that there are many concerns with the existing highway outside Tukorehe Marae including the end of the passing lane, an informal school bus stop, noise impacts, speed, flooding, start of the right turn bay at the end of the passing lane.
- It was noted that the current alignment of the road is due to it running inside the edge of Maori owned land.
- Lindsay requested that Raukawa be paid to undertake a Cultural Impact Assessment. The NZTA agreed. This will be undertaken by Trevor Himona.
- Other issues raised included:
 - Safety of quarry access road
 - Need for better storm water management
 - Frequency of market gardens creates safety issue
 - Slow agricultural vehicles travelling on the highway is a safety concern; also milk tankers and older drivers.



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O2L Consultation Meeting Record

Date: 4th July 2012

With: **Muoupoko Tribal Authority**

Present: Jo Draper, Dean Ingoe, Phil Peet, Morrie Love, Steve Hirini, Mark, Marokopa Wiremu-Matakatea, Kevin Hill

Purpose: Stake-holder meeting. Outlining current way forward before 2nd Collaboration Workshop

Notes prepared by: Phil Peet

1. Jo outlined the process to date and why the NZTA had not been in contact earlier.
2. Jo stated that the NZTA have decided to upgrade the existing route rather than construct a new four lane expressway on a new alignment.
3. Phil outlined the process for the collaboration workshop but invited issues with the existing highway to be raised before the workshop.
4. Kevin stated that some drivers undertake unsafe passing manoeuvres on the undulating road between Koputaroa Road North and South – very limited visibility especially when passing heavy vehicles
5. Steve stated that they were comfortable that upgrading the existing route is the right way forward
6. Identified that the NZTA need to talk in more detail with Ngati Huia at Proutawhao as there are a few constraints in that area.
7. Acceptance that a heavy vehicle bypass of Levin would be a good idea but noted that there are industrial areas and VTNZ located within Levin that the trucks would need to access.



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O2L Consultation Meeting Record

Date: 23rd April 2013 2pm
With: **Ngāti Raukawa, Ngāti Tūkorehe, Ngāti Wehi Wehi**
Present: Jo Draper, Phil Peet, Morrie Love, Sylvia Allan, Lindsay Poutama, Richard Orzecki, Yvonne Wehipeihana- Wilson, Toby Lawton, Carol MacDonald, Mary Judd (local resident), Glen O'Connell (HDC), Rowena Bullen (Ohau Playcentre)
Purpose: Outlining proposed projects before public consultation.
Notes prepared by: Phil Peet

- NZTA formally welcomed onto Tukorehe Marae.
- Jo outlined the process to date and the projects that are proposed for public consultation.
- Particular interest in the Manakau to Ohau project and the Manakau and Ohau township improvements.
- Richard queried need for alterations to Mokena Kohere intersection as few heavy vehicles use it now that Ravensdown are no longer there. Noted that the school only uses a 20 seat bus.
- Other constraints in the area were also outlined:
 - a. Te u a whaki on property #12 near Whakahoro Road
 - b. Puna near the bush on property #16 and on the other side of the railway line.
 - c. Significant area of bush on property #22
 - d. Urupa for still born children south of the old Kuku Dairy Factory
- Attendees expressed a real desire to extend the 80km/h speed limit much sooner and as far south as Kuku East Road. Also removing the southbound passing lane sooner.
- Other concerns included:
 - a. Muhunoa East Road intersection
 - b. Kuku East Road intersection
 - c. Informal bus stop outside Tukorehe Marae and traffic not slowing
- Due to the impact on Wehi Wehi Marae it was agreed that another Hui will be had with Marae representatives and local landowners within the next couple of weeks.

O2L Consultation Meeting Record

Date: 23rd April 2013 10am
With: **Muaupoko Tribal Authority**
Present: Jo Draper, Phil Peet, Morrie Love, Sylvia Allan, Steve Hirini, Kevin Hill, Wayne Kiriona, Neville Heihei, Te Uira Kereoma
Purpose: Outlining proposed projects before public consultation.
Notes prepared by: Phil Peet

1. Jo and Phil outlined the process to date and the projects that are proposed for public consultation.
2. Particular interest was in any Levin Bypass due to the impact of heavy vehicles through the town centre. Phil replied that the investigations showed that there is not a short term solution for this, however improvements to SH57 at the southern end mean that this is more attractive to be developed as the main bypass in the future.
3. Some Muaupoko whanau own land affected by the Waitarere Beach Road curves project. This included the following:
 - a. Property #66 has been owned by the adjacent Matau Marae for around 20 years and is reserve land. There are long term plans for its use including Kaumatua flats, papakainga and facilities for children. Contact Wayne Kiriona.
 - b. Property #67 is owned by the Hill family in trust with Trevor and Kevin Hill. Trevor's contact details were obtained.
 - c. Property #68 is the Whare Rongopai which has a history dating back to the early 1950s and is significant for locals. It is part of Ngati Huia and has acted as a church and marae. Attendees stated that either option would have significant effect on its use. The possibility of relocating it was briefly discussed, but this is dependent on many factors including its structural condition and the availability of appropriate land nearby. Contact Te Uira Kereoma.
 - d. Property #71 is owned by the Hirini Family. Contact details were obtained. It was noted that they also own the two parcels to the west of this parcel.
4. Other constraints in the area were also outlined:
 - a. Potential old Marae site on the property #74 at the northern corner of the SH1 / Paeroa Road intersection.
 - b. Potential bones on ridges in the vicinity of the site, in particular on property #77 but also on the other side of the highway
 - c. Paeroa Road is an important road as it provides access to the urupa. The movement from the Marae on Clay Road to Paeroa Road is therefore important. The intersection of Clay Road was noted as being substandard due to visibility, lack of turning facilities, poor markings and little shoulder. Closing this intersection and opening up the paper road connecting Clay Road to SH1 opposite Paeroa Road was discussed, but it was noted that all the property access is near the existing SH1 / Clay Road intersection.
5. For the Whirokino Trestle project, it was suggested that discussion be had with other hapu of Ngati Raukawa (Ngati Rakau at Foxton and also Rupene Waaka of Ngati Pare). Te Kenehi Taylor was also mentioned as a contact for Foxton.

O2L Consultation Meeting Record

Date: 10th July 2013
With: **Ngati Wehi Wehi, Manakau Residents Association and Waikawa Beach Road Ratepayers Association**
Present: Te Kotahitanga o Te Iwi o Ngati Wehi Wehi: Richard Orzecki (Chairman), Marshall and Sally Petly, M Matehaere, Bob and Dolly Miratana, Hoko Gardiner, Joe Matehaere, Rev Te Hopehuia Hakaraia, Lossy Meaclem, Lois Ruruku, Minnie Clark, Keri Gardiner, Anaru Barnes, Leesha Miratana
Manakau Community: Judy Keall, Sharon Taylor, John Hewitson, Kimbal McHugo, Councillor Wayne Bishop, Renee Taylor, Marcus and Molly Gibson, Geoff and Sue Stent
NZTA: Jo Draper Principal Transport Planner, Morrie Love Maori Advisor, Phil Peet and Caroline van Halderen MWH
Apologies received: Pam and Jim Edwards, Paddy Sannazzaro, Juliana Mansvelt, Ben McHugo, Sandra Eckert, Paddy Jacobs
Purpose: Outlining current options for the Wehi Wehi Marae and the Manakau area.
Notes prepared by: Caroline van Halderen

- A hui, attended by about 25 people was held at Wehi Wehi Marae to discuss the proposed road upgrades between Otaki and Levin. Attendees included members of the marae, landowners, members of the hapu, and representatives of both the Manakau Residents Association and Waikawa Beach Road Ratepayers Association.
- The purpose of the hui was to discuss the proposed roading options in the vicinity of the marae and Manakau.
- Richard Orzecki, Chairman of Te Kotahitanga o Te Iwi o Ngati Wehi Wehi, welcomed everyone. The Rev Te Hopehuia Hakaraia opened with a Karakia and mihi whakatau which Morrie Love responded to and then introduced the New Zealand Transport Agency's Otaki to Levin project
- Richard outlined the issues around safety by identifying the crashes that have occurred in the vicinity of Manakau over the past 10 years. He stressed the problem of traffic and access to the marae especially when tangi were held and there were large numbers of people gathering on the marae. This was also a concern at the urupa further down the road.
- The project team gave a background to the Otaki to Levin roading project with the focus on the Manakau section of the project.
- Two options were presented – the one option partly following the existing alignment and diverting the road to the west of the railway line; and the other option forming a curve behind the marae. Both options would include passing lanes and bridges to cross the Waikawa Stream, Kuku Stream and Ohau River. These options avoid having to build replacement bridges over the railway line, and also avoid listed or cultural buildings of significance that are located alongside the existing highway. The options create a safer and more efficient direct route thereby reducing travel times.
- The Wehi Wehi Marae representatives and other attendees welcomed proposals that would result in a safer access to the marae and other nearby properties. Both options could potentially achieve this. Given that the roading improvements seek to limit direct access onto the highway, and depending on which option is selected, service road(s) may be required to access the marae and private properties, many of which are long narrow land parcels. The connections between the bisected properties to enable farming operations to continue may also need to be provided.
- More detailed investigations around access will be undertaken during the next stage of the project. These investigations will also include possible link roads between Whakahoro and Waikawa Beach Roads.



- Discussions also included the proposals in Manakau and in particular the Mokena Kohere Street intersection with SH1. Concerns around heavy traffic through Manakau accessing the highway at this point was raised.
- It was noted that it is not Maori protocol to approach a marae from the rear.
- There is an urupa next to the marae – this is located a distance from the road proposals and the exact position was noted on the aerial map.
- Discussions also included the proposals in Manakau and in particular the Mokena Kohere Street intersection with SH1. Concerns were:
 - heavy traffic through Manakau
 - articulated trucks from the Otaki quarry use this road to get onto the highway
 - perhaps a by-law could be introduced to address this problem
 - suggestion was for the underpass to be used only for emergencies – also only to be used for traffic turning onto the highway
- Jim Edwards was unable to attend the hui but Richard presented another option for Jim. This involved a route on the eastern side of the railway line.
- The project team was given valuable feedback by attendees, and this feedback will be used to inform the next stage of the investigation process. The NZTA will be issuing another newsletter with updates on the project at the end of August.

 NZ TRANSPORT AGENCY
WAKA KOTAHĪ

Roads of national significance

Ōtaki to north of Levin


Wehi Wehi Hui

Projects for Consultation

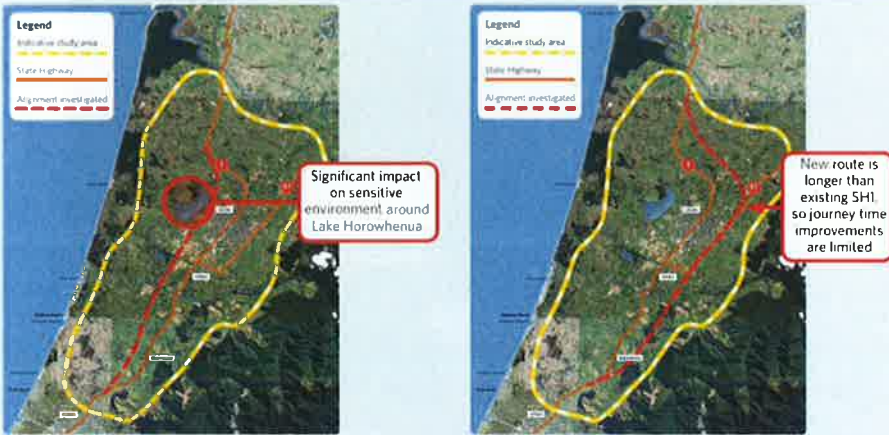
10 July 2013

Jo Draper, Project Manager, NZTA
Phil Peet, Team Leader, MWH

[New Zealand Government](#)

Roads of national significance  Ōtaki to north of Levin

History



Legend
Indicative study area
State Highway
Alignment investigated

Significant impact on sensitive environment around Lake Horowhenua

New route is longer than existing SH1, so journey time improvements are limited

Roads of national significance **1** Ōtaki to north of Levin

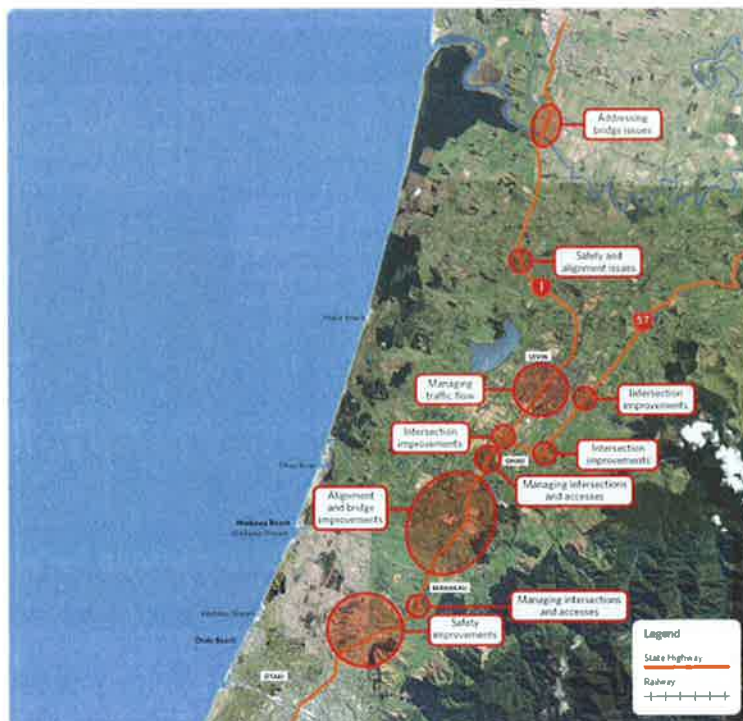
Consultation

- Directly affected landowners from April (continuing)
- Public Consultation 26 April – 31 May 2013
- Open Days on 1, 2 and 4 May 2013
- Consultation Report will be published in August

- Happy to receive feedback at any time



New Zealand Government



Manakau to Ohau

- Feasibility investigation only
- Much more work required particularly on connectivity and impacts



Manakau to Ohau – Preferred Option

- [Consultation Plan](#)



Roads of national significance  Ōtaki to north of Levin

Manakau to Ohau

	Upgrade Existing	Railway Alignment (excludes loop behind marae*)
Length	5.0km	4.7km
Bridges	5	3
Cost	\$50.3M	\$36.4M
BCR	0.4	1.1

* Loop behind Wehi Wehi marae is yet to be evaluated

Roads of national significance  Ōtaki to north of Levin

Manakau to Ohau - Issues from Consultation

- Widespread support for railway alignment
- Queries related to access to properties, access to the existing highway and access to Kuku Beach Road
- These aspects will be considered in the next stage of investigation

Next Steps

- Consultation report published August 2013
- Current investigations focussed on:
 - SH1/57 Split
 - Levin Bypass
 - Short term safety for Manakau and Ohau
- Further investigation on all projects until early/mid 2014
- Decisions on projects mid/late 2014
- Projects split
- Lodge RMA applications from late 2014
- Design from 2016
- Construction from 2019 (or hopefully earlier)



New Zealand Government



Roads of national significance **1** Ōtaki to north of Levin

Forest Lakes



NZ TRANSPORT AGENCY
WIKIKA KŌTIAHI

New Zealand Government

Roads of national significance

Manakau



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WIKIKA KŌTIAHI

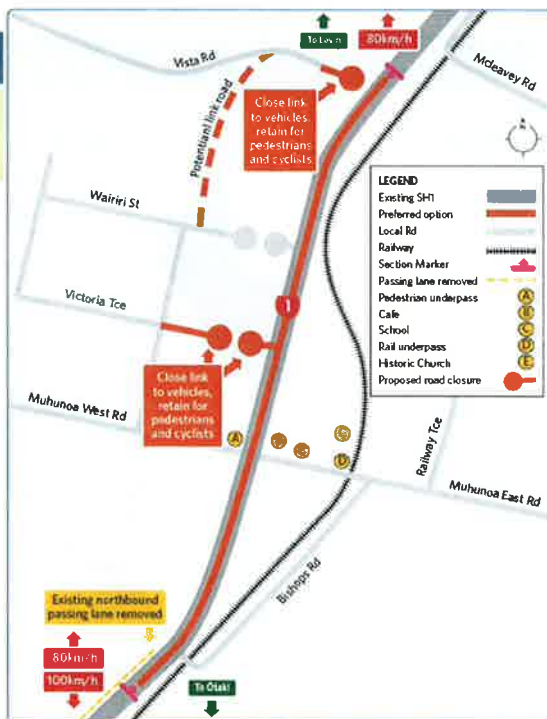
Roads of national significance 1 Ōtaki to north of Levin

Manakau to Ohau



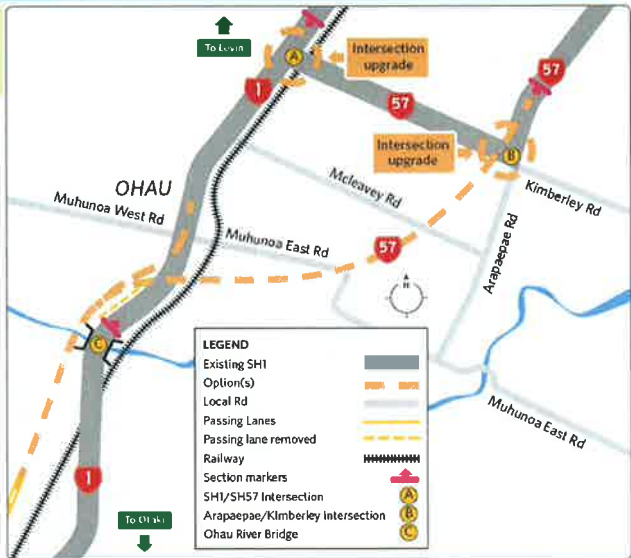
Roads of national significance

Ohau



Roads of national significance **1** Ōtaki to north of Levin

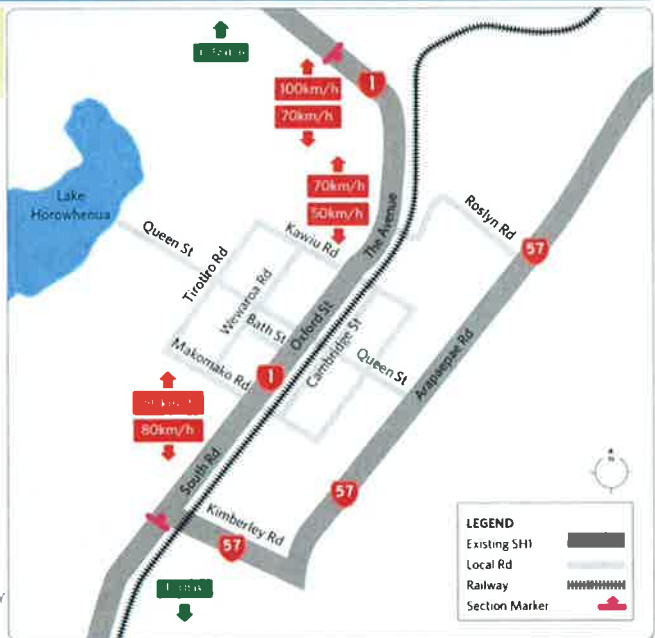
SH1 SH57 Link



New Zealand Government

Roads of national significance **1** Ōtaki to north of Levin

Levin



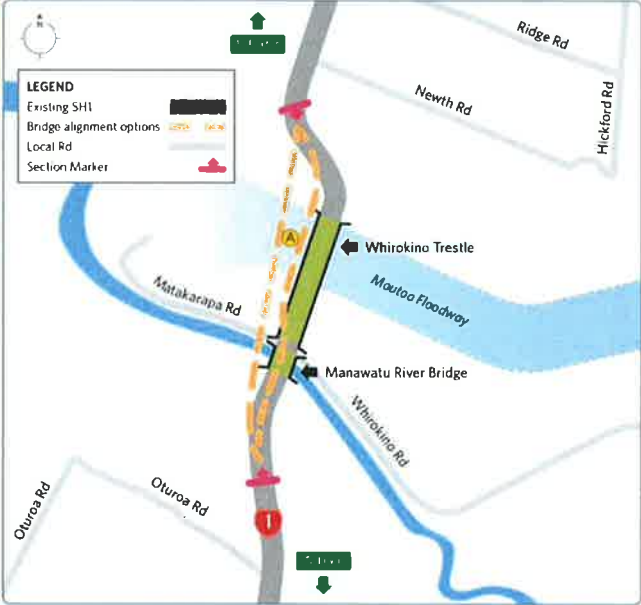
Roads of national significance **1** Ōtaki to north of Levin

Waitarere Curves



Roads of national significance **1** Ōtaki to north of Levin

Whirokino Trestle





Other Aspects

- Passing Lanes
- Walking and Cycling
- Safer Roadsides
- Access and connections

Appendix F Stakeholder Meeting Notes



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BUILDING A BETTER WORLD

O2L Consultation Meeting Record

Date: 5th June 2011
With: **Department of Conservation**
Present: Kris Erikson, Richard Gill, Rowan Oliver, David Cameron, Sylvia Allan.
Purpose: Second Stake-holder meeting. Review consultation Area maps.
Notes prepared by: Sylvia Allan

1. Discussion of consultation map content, including enlarged map with extended detailed notes for ecological values.
2. Richard noted that the endangered items included a mix of indigenous species and some of little value (e.g. Australian frogs). Need to have a close look at this when we are at route stage.
3. Suggested all maps show the Waewae Stream and lakes. Also, the snails at the east end of Queen Street should be within a larger blob, because in a DOC reserve (Kimberley Reserve).
4. Confirmed DOC land ownership
5. Noted the importance of Waiopēhu Scenic Reserve, Piruea Wetland and Koputaroa Scenic Reserve (snails).
6. Would like to continue collaboration throughout the project. Very happy to work with Adam Forbes and David Cameron.
7. Offered to take maps and check with local field staff, especially Ian Cooksley who is based in Manakau. (See follow-up email exchange).

O2L Consultation Meeting Record

Date: 6th June 2011
With: **Historic Places Trust**
Present: Ann Neill, Jo Draper, Sylvia Allan.
Purpose: Second Stake-holder meeting. Review consultation Area maps.
Notes prepared by: Sylvia Allan

1. Ann noted HTP had not been able to be at the earlier collaboration meeting, and welcomed this contact.
2. Noted the possible/probable need for HPA S18 approvals for any physical investigation work. We advised that would almost certainly not occur until after the route options are made public next February. Can be issued quite quickly, but we need to think about this in advance.
3. Regarding the expanded, enlarged heritage map with notations, noted absence of Te Rauparaha Memorial north of Lake Horowhenua, and recent listing of Kohitere Boys Home building.
4. Cross-check our mapped information against the HPT register – Ann suggested the best way into the system was to tick the local authority box, get a list, then look up individual items (legal description included).
5. Noted the need to cross-check with the Notable Trees Trust website.
6. Noted varying views of local iwi and hapu.
7. Regarding engagement of Bruce McFadgen. Ann suggested two local historians – Otaki-based Anthony Dreaver and Foxton Beach-based Tony Hunt who he should contact.
8. HPT and NZTA have a MOU – need to get a copy.
9. We suggested we would get back in September/October when Bruce McFadgen's preliminary report has been done. NZHPT has a confidentiality agreement with NZTA and is happy to review work on a confidential basis (has a series of systems in place to ensure confidentiality).

O2L Consultation Meeting Record

Date: 14th June 2011
With: **Horizons Regional Council**
Present: Ann Sheridan, Pen Tucker, Ian Lowe, Wayne Wallace, Jo Draper, Sylvia Allan.
Purpose: Second Stake-holder meeting. Review consultation Area maps.
Notes prepared by: Sylvia Allan

1. Discussion on known fault lines – no changes thought necessary.
2. Tsunami maps will be available. Done for the Regional Emergency Management Group – the Region provides environmental advice to this group.
3. Flooding – modelling based on Lidar is only available on specific catchments – some updated information is available and will be provided.
4. NZTA agreed to leave the draft maps with Horizons in case they found additional issues.
5. Changes to maps identified now:
 - heritage trees – turn diamonds into triangles for ease of reading
 - show all rivers
 - show key road names
 - versatile soils – discussion about whether to show. We noted that LUCS had been mapped, but not shown because limited number of maps.
 - suggestion to show examples to “bring things to life”.

O2L Consultation Meeting Record

Date: 14th June 2011
With: **Horowhenua DC staff**
Present: Wally Potts, Dorstan Hayman, Ross Nicholson, Quentin O'Connor, Jo Draper, Sylvia Allan
Purpose: Second Stake-holder meeting. Review consultation Area maps
Notes prepared by: Sylvia Allan

1. Council staff noted that they have had a couple of queries from the Otaki Community Board (in KCDC) about process.
2. Regarding the maps:
 - would like to see an outline of lakes – especially on first map.
 - regarding heritage plane trees on SH1 in town centre – would like to see these trees shown as a line of trees on the map – iconic to Levin.
 - Moutere Road – shown on cadastral as a paper road and by Gazette. Truebridge Surveyors have done an investigation which shows not a legal road and may never have been.
 - landscape features – what are they? Suggest clarify as built and natural.
 - add Council covenants
 - important stand of totara south of Ohau
 - add Kimberley to Crown land mapping
 - snails – Queen Street toward hills
 - queried ecological values shown at northern part of district (north of east-west part of SH1)
 - discharge to land area from Horowhenua WWT plant – contaminated site?
 - two new joined up area of road – South of Manakau and Sheffield / Baltimore Streets in south-west Levin
3. Tsunami mapping – has been done for the district by GNS for Horizons on basis of Lidar data. Suggest ask Horizons – Shane Bailey and Ross Branagan.
4. Noted district has high water table – flooding from below as well as streams and rivers. Huge ground water influence. There is flooding of SH1 at Manakau, Ohau, Kuku Stream and at big bend north of Levin. Think our flood map is about right. Ohau is on river gravel. Manawatu (N) end of district is on silty substrate.
5. Dorstan thinks the NZTA designation has lapsed. Says David McCorkindale will know.
6. Council is now protecting areas of highly versatile soils – protection against subdivision.
7. Noted the interests of Maniapoto, Rangitane and Raukawa in the District.



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BUILDING A BETTER WORLD

O2L Consultation Meeting Record

Date: 23rd April 2013 7pm
With: **Otaki Community Board**
Present: James Cootes (Chair), Colin Pearce, Penny Gaylor, Marilyn Stephens, Jackie Elliot, Gael Fergusson, Jo Draper, Sylvia Allan
Purpose: Outlining proposed projects before public consultation.
Notes prepared by: Sylvia Allan

- The Agenda Item, Otaki to Levin Update, was moved forward on the Agenda.
- Jo outlined the current approach to this part of the RoNS, the process to date and provided a description, talking to the plans, of the projects that are proposed for public consultation at the southern end of the O2L section.
- There was a request for a public display to be set up in the township – eg in the library, after the open days. Jo is to liaise with Gael over an appropriate venue and content.



Meeting Notes

Meeting Name	Otaki to Levin – KiwiRail Consultation		
Meeting Venue	Kaiwharawhara Depot		
Date Of Meeting	8 July 2011	Time Of Meeting	8 am
Chairperson	Phil Peet	Recorder	Phil Peet

Project Details

Client Name NZTA
Project Name Otaki to North of Levin RoNS
Project Number Z1925700

Attendees

Phil Peet – MWH
Marten Oppenhuis – MWH
Walter Rushbrook – KiwiRail
Steve Curry – KiwiRail

Kiwi Rail noted the following projects which are yet to be fully investigated.

- Curve out of Otaki – part of Peka Peka to Otaki project
- North of southern boundary, high speed track to north of Manakau

KiwiRail noted their objective to decrease travel time Auckland → Christchurch.

Noted potential for double tracking further north from Waikanae. Therefore O2L will need to ensure future provision for such an eventuality.

Need to work together for like objectives.

Recently built new bridges through wetland to the far north of the O2L area are unlikely to change alignment here again.

If crossing rail south of wetland – consider new rail alignment to enable lines be straightened.

KiwiRail concerned about new level crossings on new side roads.

Contaminated land near rail especially at northern end. KiwiRail requested further information on this.



To NZHPT
From Josephine Draper
Date 17 June 2013
Subject Minutes of Historic Places Trust Meeting on Otaki to Levin Project 13 June 2013

Attendees:

Sonia Dolan (NZHPT)
Ann Neill (NZHPT)
Kathryn Hurren (NZHPT)
Alison Dangerfield (NZHPT)
Jo Draper (NZTA)
Dean Ingoe (NZTA)

JD outlined the background to the Otaki to Levin RoNS project and the current proposals which have recently been out for public consultation.

JD confirmed that the NZTA have been liaising with Muaupoko and Raukawa and would be liaising with these groups to produce Cultural Impact Assessments during the SAR phase of the project.

NZHPT advised that given the relatively small scale of the project generic skills for an archaeologist would be acceptable, and that potentially smaller teams and/or different archaeologists for different projects would be an acceptable approach.

NZHPT advised that Kimberley Hospital has heritage value.

Actions

- NZTA was to confirm timeframes for NZHPT to include the SAR release and public consultation periods. Dean Ingoe is to be the contact person for NZTA and Sylvia Allen is main contact for the project for heritage matters.
- NZHPT advised that the HDC and KCDC have recently added new historic sites to their heritage schedule. SD advised that there may be a new wahi tapu site near Taylor's Road and to contact Hannah Bateman at KCDC to discuss this. David McCorkingdale is contact at HDC: davidbm@horowhenua.govt.nz.
- NZTA to feed back any assessment information to HPT as available. HPT have requested that the NZTA supply a shape file of the proposed corridor for GIS use when available.
- NZHPT have requested that the project archaeologist, when appointed, is to have a site visit with HPT.



Minutes of First Steering Group Meeting 20 June 2013

Attendees	Wally Potts (HDC), David Clapperton (HDC), Selwyn Blackmore (NZTA), David McGonigal(NZTA), Jo Draper (NZTA)
Date	20 June 2013
Meeting Location	Horowhenua District Council Offices, Oxford Street, Levin

Action

Terms of Reference:

The Terms of Reference has been circulated and sets out the means of engaging between HDC and NZTA during the O2L project, including responsibilities for liaising with politicians. It was agreed that the Terms of Reference is acceptable, subject to changes made by HDC and will be circulated for signing.

JD

Update on Consultation:

JD advised that NZTA comms staff are seeking a location to house the information boards within Levin. WP/DC advised that Te Takere (Library) is a good location.

JD advised of plans to issue a newsletter advising on the outcomes of consultation in August. HDC will endeavour to provide a submission and council decision by mid August.

NZTA
HDC

DC advised that the Community Connection (HDC newsletter) could be used as a vehicle for communication in lieu of mailed newsletter.

Proposed Next Steps on Project

JD advised that NZTA would like to fast-track investigations into (a) connections at SH1/57 (b) potential for a Levin bypass and (c) Manakau and Ohau safety improvements within designation as a result of consultation feedback. These pieces of work will be respectively delivered within 5 weeks, 7 weeks and 14 weeks of approval to start work. The steering group collectively agreed to approve the commencement of this next stage of work.

Backfill Staff (HDC)

HDC advised that they will be appointing Beca (Eric Whitfield) to support them in their responses on the O2L project. WP is happy for NZTA to liaise directly with Beca.

JD/
Beca

LIDAR

WP advised that he is happy to share LIDAR data with NZTA and has provided contact details for the consultants processing LIDAR data

Next Meeting

WP and JD will agree the date of the next meeting and advise. It is likely to be in August 2013.

JD/WP

Appendix G Copy of Newsletters

Roads of national significance

1 Otaki to north of Levin Expressway

Wellington Northern Corridor

The Wellington Northern Corridor runs from Wellington Airport to north of Levin and completing it will assist regional and national economic growth as well as delivering a range of benefits including:

- support for a growing regional population
- support for the transport of increasing freight volumes
- relief from the current road congestion
- improved safety for road users
- improved journey time reliability
- improved access to Wellington's key facilities such as the port, central business district, airport and hospitals.



The Wellington Northern Corridor is made up of the following eight sections as shown on the map. The focus for the next two to three years is on investigations and consents. Following this, design and construction work will be undertaken in phases as follows:

- Phase 1**
 Transport improvements around the Basin Reserve
 Ngauranga to Aotea Quay
 MacKays to Peka Peka
 Peka Peka to Otaki
- Phase 2**
 Linden to MacKays (Transmission Gully)
- Phase 3**
 Airport to Mt Victoria Tunnel (including tunnel duplication)
 Terrace Tunnel duplication
 Otaki to Levin

About this project

In February 2011 the NZ Transport Agency (NZTA) commenced investigations into the Otaki to north of Levin section of the Wellington Northern Corridor road of national significance. This project seeks to identify a preferred route for the expressway between north of Otaki and north of Levin. Consents and Notices of Requirement for the preferred route will be lodged at the end of the investigation.

Scope

This project seeks to identify a preferred route for a four lane expressway between north of Otaki (north of Taylor's Road) and north of Levin (south of the Manawatu River Bridge). The route of the expressway is currently unknown and a full evaluation of constraints in the study area will be undertaken to determine the factors to be considered in selecting potential routes. The public and key stakeholders will have the opportunity to comment on the proposals at key stages during the project.

The study area covers all potential areas where an expressway may be routed between Taylors Road and south of the Manawatu Bridge.



Study area

The final route will lie within the study area. Initial steps include gathering data to enable the identification of constraints within the study area. Constraints are identified to inform the route selection process. These constraints may include areas of ecological, cultural, historical, environmental or social significance.

The ACRE process

ACRE is a four step process which is followed to help identify the exact route alignment and land requirement for a new road. The project moves progressively from Area through to Easement over the study timeline.

Area - Identify the study area and collect data to identify the constraints within it.

Corridor - Identify study corridors within which the route will be selected.

Route - Identify possible routes within corridors. Public consultation on route options.

Easement - Identify the route centre line and land requirement. Ongoing consultation to refine route.

Project timeline



Project process

A number of previous investigations have taken place into the possible new route alignments for SH1 between Otaki and north of Levin, and preferred alignments have previously been identified. In order to obtain consents for the Otaki to north of Levin Expressway, the NZTA is required to robustly examine alternative routes. This information panel explains the process for developing and identifying a preferred route, after which the NZTA will seek to obtain Resource Management Act approvals. This includes the designation.

For more information

See the project website: www.nzta.govt.nz/otaki-levin-project or contact the NZTA's project team at info@02L.co.nz



Wellington Northern Corridor



Ōtaki to north of Levin expressway

Update
August 2011

What's happening?

The NZ Transport Agency (NZTA) is continuing our preliminary work on improvements to the section of State Highway 1 from north Ōtaki to north of Levin.

This is part of the Wellington Northern Corridor, one of seven roads of national significance across New Zealand. As part of the Ōtaki to Levin project, we aim to build a four-lane expressway between Ōtaki and Levin, an alternative route for Levin and improvements to State Highway 1 to the north of Levin.

One of the first steps is for the Ōtaki to Levin project team to identify constraints to help choose a possible route for an expressway between Taylor's Road and the Manawatu River Bridge.



Lake Horowhenua



SH1 south of Levin

The ACRE process

ACRE is a four step process to help identify the exact route alignment and land requirement for a new road. The project moves progressively from Area through to Easement over the study timeline.

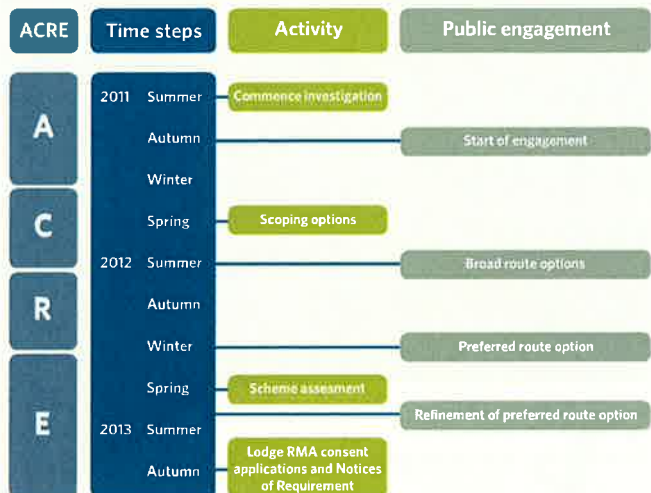
Area – Identify the study area and collect data to identify the constraints within it.

Corridor – Identify study corridors within which the route will be selected.

Route – Identify possible routes within corridors. Public consultation on route options.

Easement – Identify the route centre line and land requirement. Ongoing consultation to refine route.

Project timeline



What is a constraint?

A constraint is a factor that we need to consider when scoping possible routes. Something may be seen as a constraint for many reasons, including heritage, tangata whenua, ecology, landscape, hazards, land ownership and land use. All these factors will inform the project team and stakeholders in identifying possible expressway route options.

It's important that we identify all constraints during the early stages of the project. Once we know and understand what they are, the team will be able to identify potential routes for the expressway and come back to the community for feedback on them.

How have we identified the constraints?

We have worked closely with key groups such as Horowhenua and Kāpiti Coast District Councils, Horizons and Greater Wellington Regional Councils, Historic Places Trust, the Department of Conservation and tangata whenua.

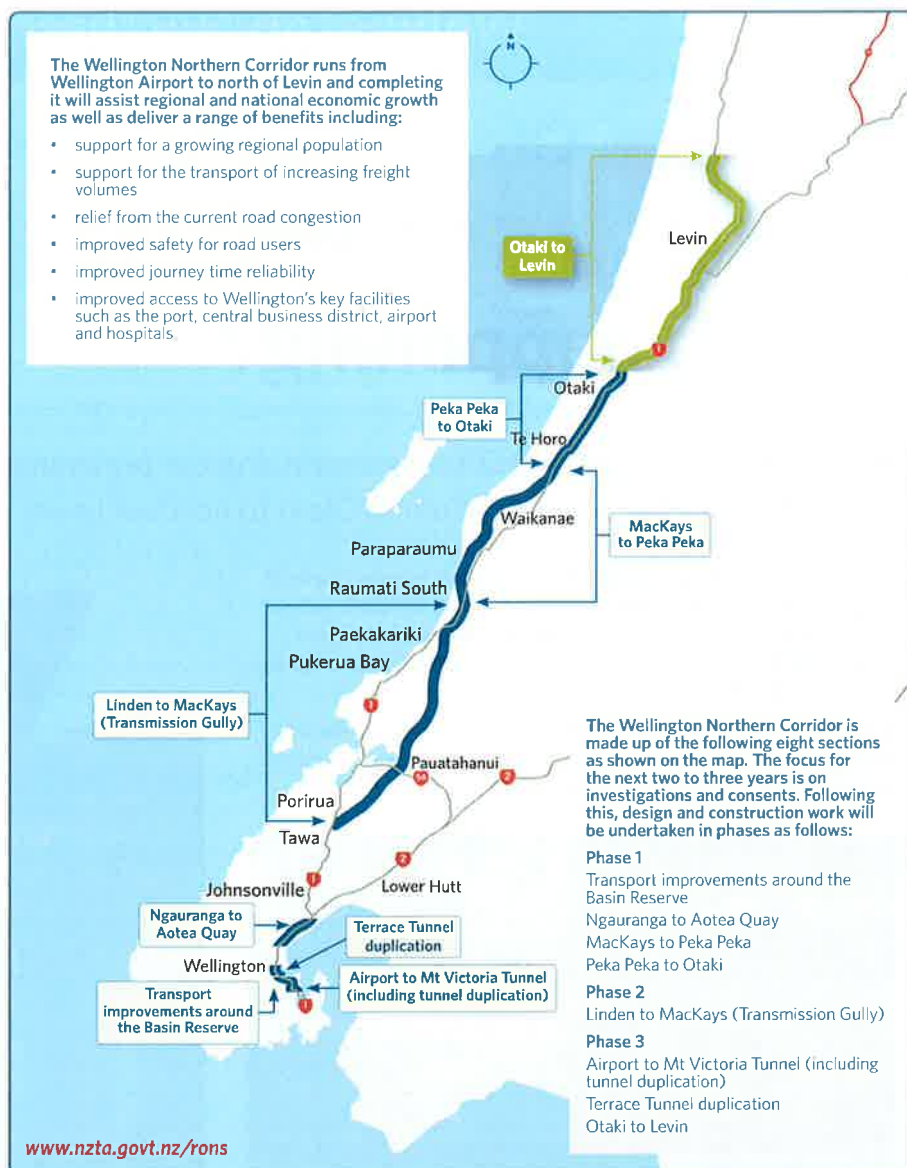
You can see the constraints identified so far by visiting www.nzta.govt.nz/otaki-levin-project.

What happens next?

If you have any comments on the constraints identified so far, please let us know using the contact details below by 23 September 2011.

Once we have identified all constraints, we will develop broad possible route options and put them out to the community for feedback in early 2012.

Wellington Northern Corridor



Your feedback

Your feedback is important in identifying all possible constraints on the north Ōtaki to north of Levin section. If you think we have missed anything, please tell us.

You can tell us what you think via:

Email: info@O2L.co.nz

Post: The Ōtaki to Levin team, PO Box 5084, Wellington 6145

Phone: 04 894 5418

You can also visit the project website on

www.nzta.govt.nz/otaki-levin-project

Please give us any feedback by Friday 23 September 2011



Wellington Northern Corridor



Ōtaki to north of Levin expressway

Constraint maps

Introduction

Seven maps showing areas of constraint have been prepared as background information for the initial consultation phase of the Ōtaki to North of Levin project. Something may be seen as a constraint for many reasons, including heritage, tangata whenua, ecology, landscape, hazards, land ownership and land use. All these factors will inform the project team and stakeholders in identifying possible expressway route options.

It's important that we identify all constraints during the early stages of the project. Once we know and understand what they are, the team will be able to identify potential routes for the expressway and come back to the community for feedback on them.

If you think we have missed anything, please tell us.

You can tell us what you think via:

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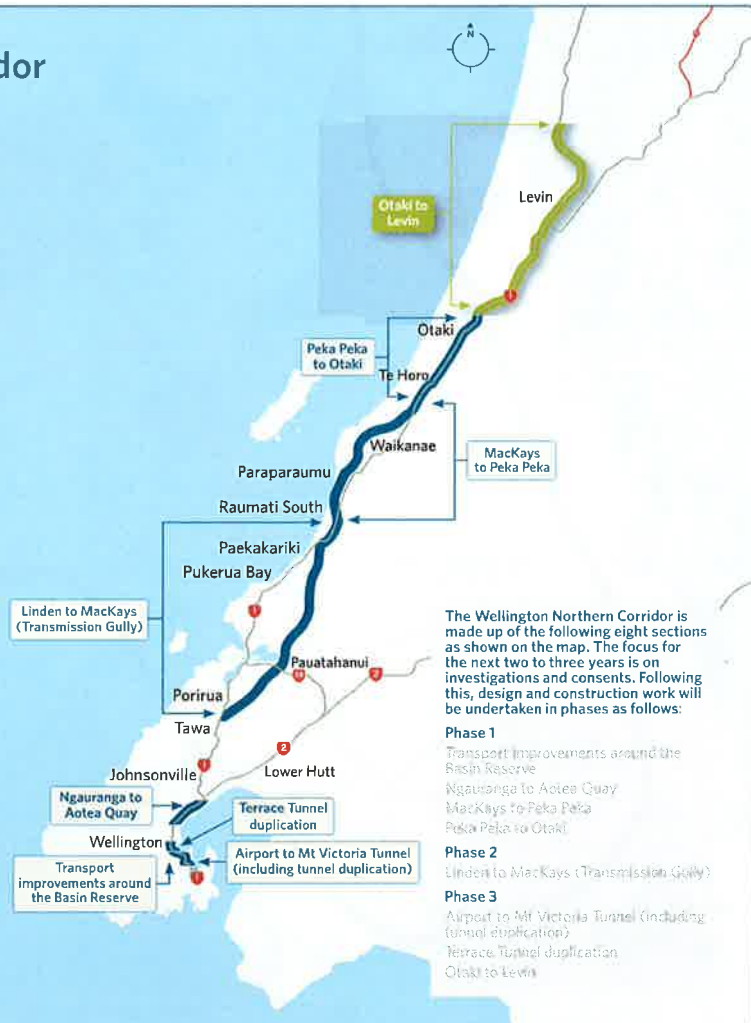
You can also visit the project website on www.nzta.govt.nz/otaki-levin-project

Please send us your feedback by **Friday 23 September 2011**.

Wellington Northern Corridor

The Wellington Northern Corridor runs from Wellington Airport to north of Levin and completing it will assist regional and national economic growth as well as deliver a range of benefits including:

- support for a growing regional population
- support for the transport of increasing freight volumes
- relief from the current road congestion
- improved safety for road users
- improved journey time reliability
- improved access to Wellington's key facilities such as the port, central business district, airport and hospitals.



Map 1. Zoning and land ownership

This is an indicative map of population density. It shows the centre-point of each parcel of land in the area, giving an overall impression of where people live. Land ownership was identified from the Land Information New Zealand (LINZ) database, and land was mapped on the basis of surveyed boundary lines.

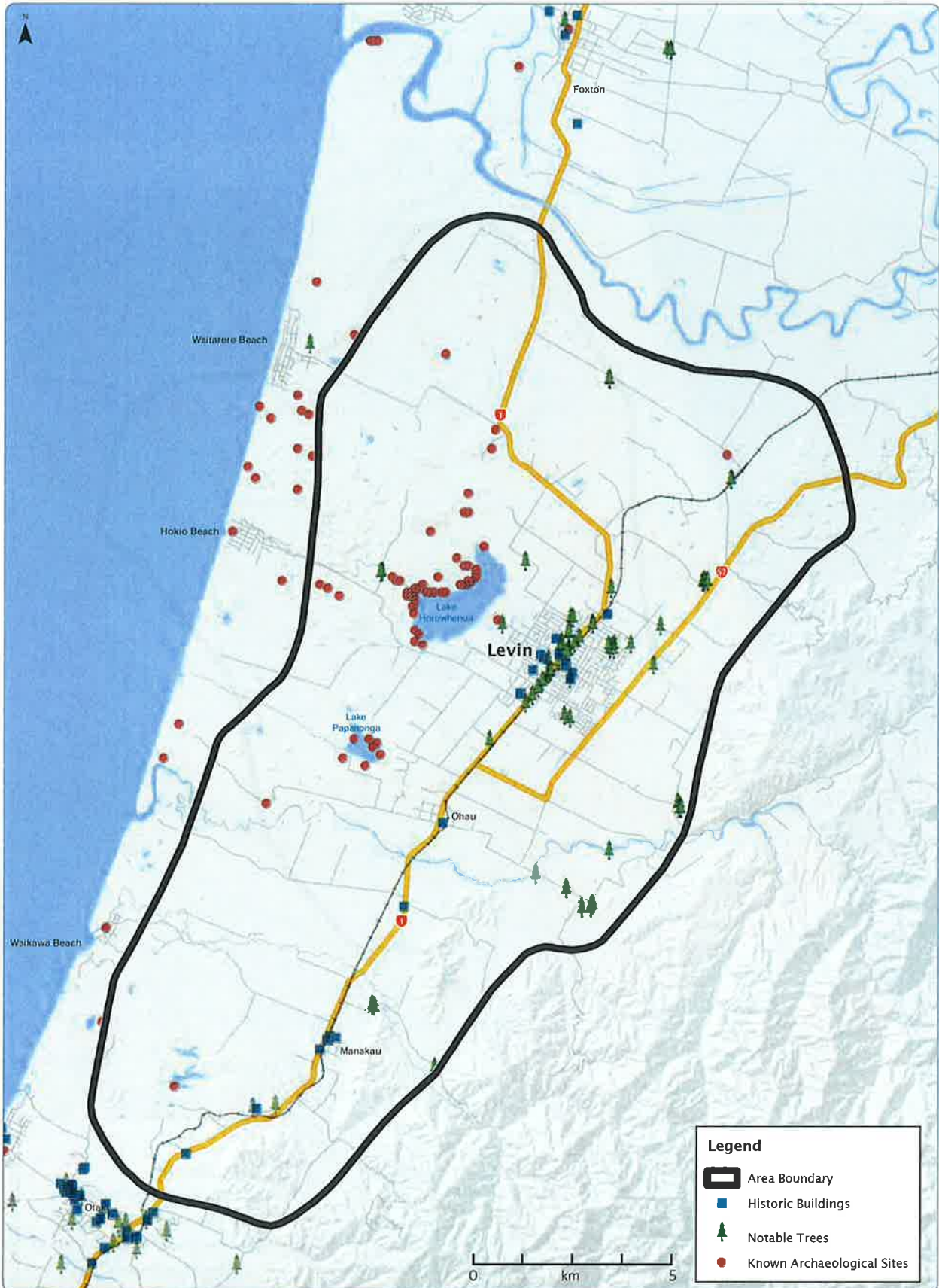
Organisations with a responsibility for statutory planning in this area are the Horowhenua District Council, Horizons Regional Council, Greater Wellington Regional Council and Kapiti Coast District Council. Information was gathered from each of their District and Regional

plans. Areas zoned for residential, open space and conservation were identified as particular constraints due to high population density and potential incompatibility with an expressway. Areas of potential growth are also identified, although plan changes would be necessary for any residential development to occur.



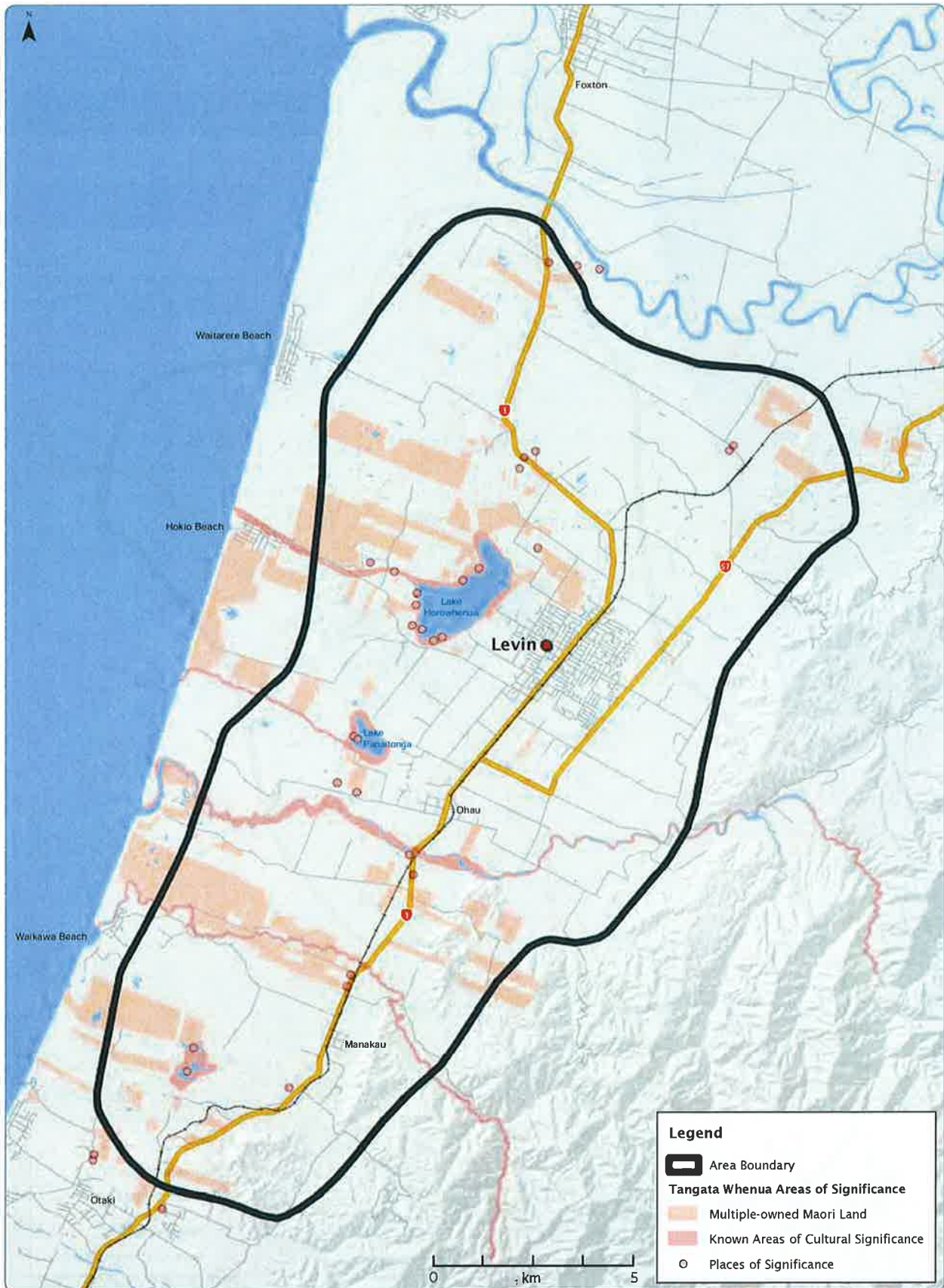
Map 2. Heritage areas

Archaeological sites within the area were identified from the NZ Archaeological Association database. These are known sites and the locations are approximate to within 100m. Notable trees and historic buildings were identified from the Horowhenua and Kapiti Coast District Plans.



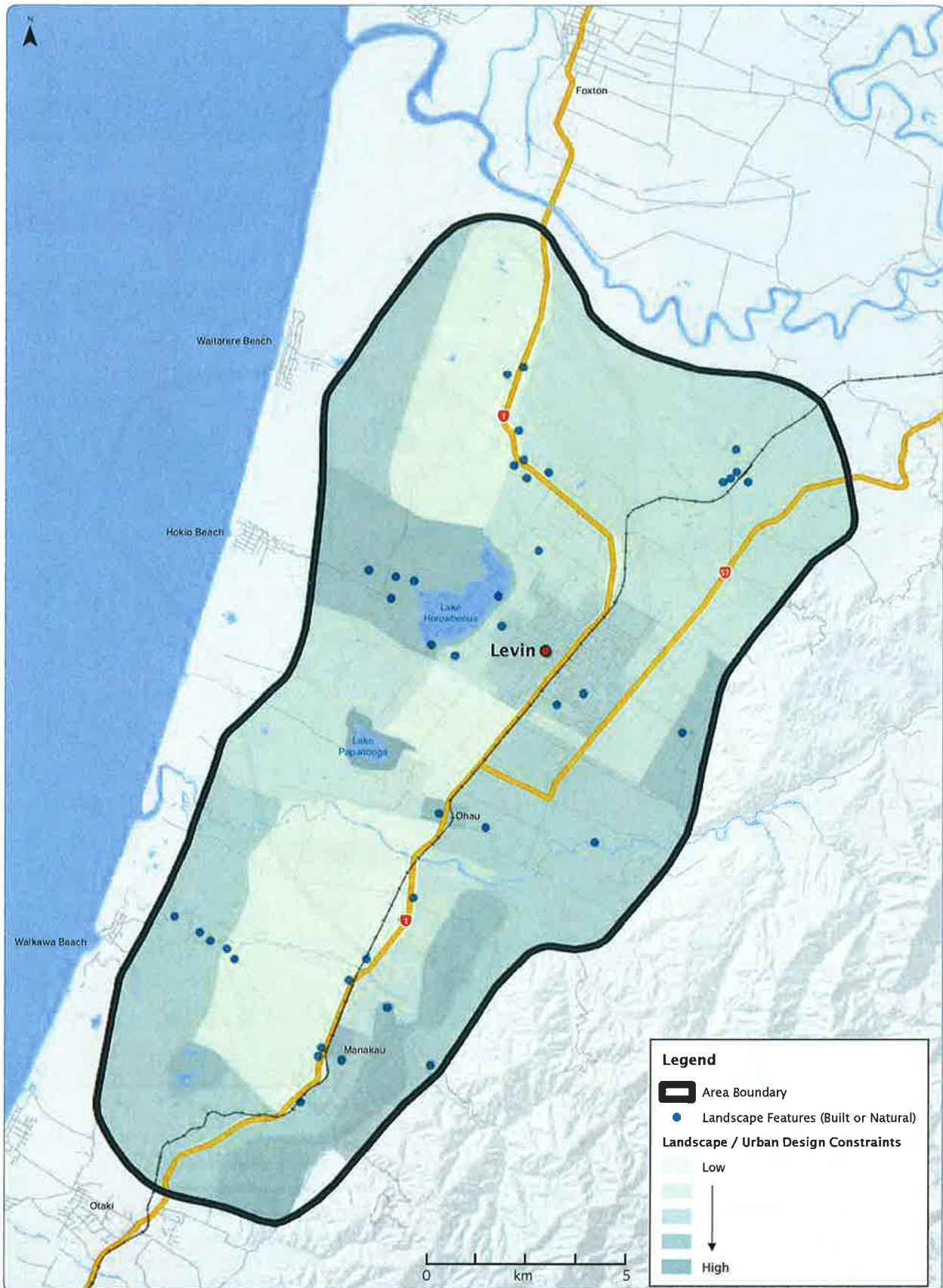
Map 3. Tangata whenua areas of significance

Maori-owned land in multiple or Trust ownership/administration (as per the Te Ture Whenua Maori Act 1993) was identified on the basis of LINZ survey and ownership information. The areas of cultural significance were identified and mapped on the basis of advice from the project's Maori advisor and discussions with tangata whenua.



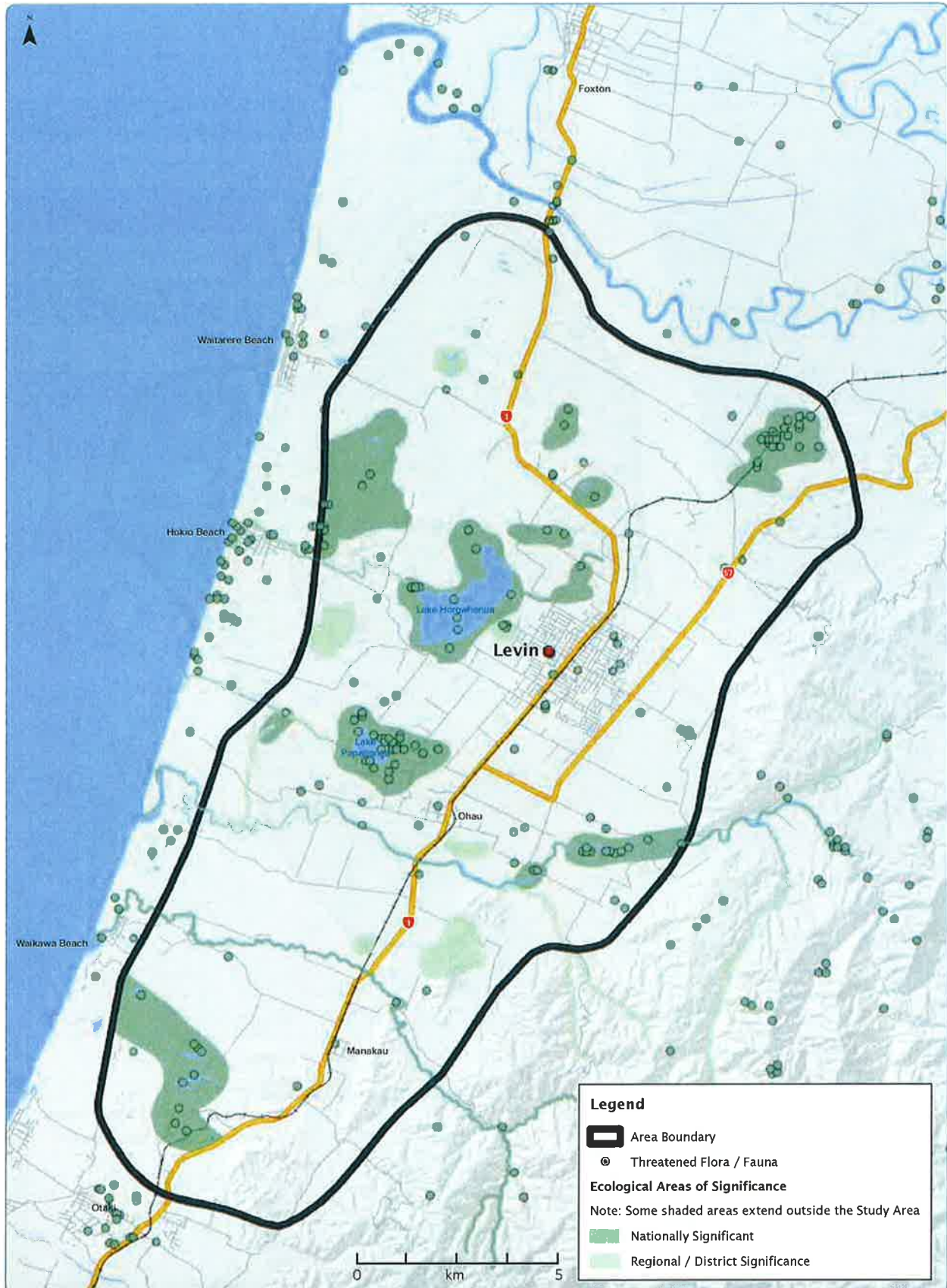
Map 4. Landscape/urban design constraints

This map is based on detailed site analysis by a landscape expert and takes into account landform, vegetation, waterways, aesthetic quality and distinctiveness. Other factors such as historical associations, recreational values, or values that tangata whenua and others might associate with a landscape are also considered here.



Map 5. Ecological areas of significance

This map brings together a range of information. The Department of Conservation provided information on areas of the conservation estate with specific ecological values. Threatened land was also identified, included privately-owned land with recognised ecological values. Horizons Regional Council provided information about surface water management (including sites which provide habitat for native New Zealand species).

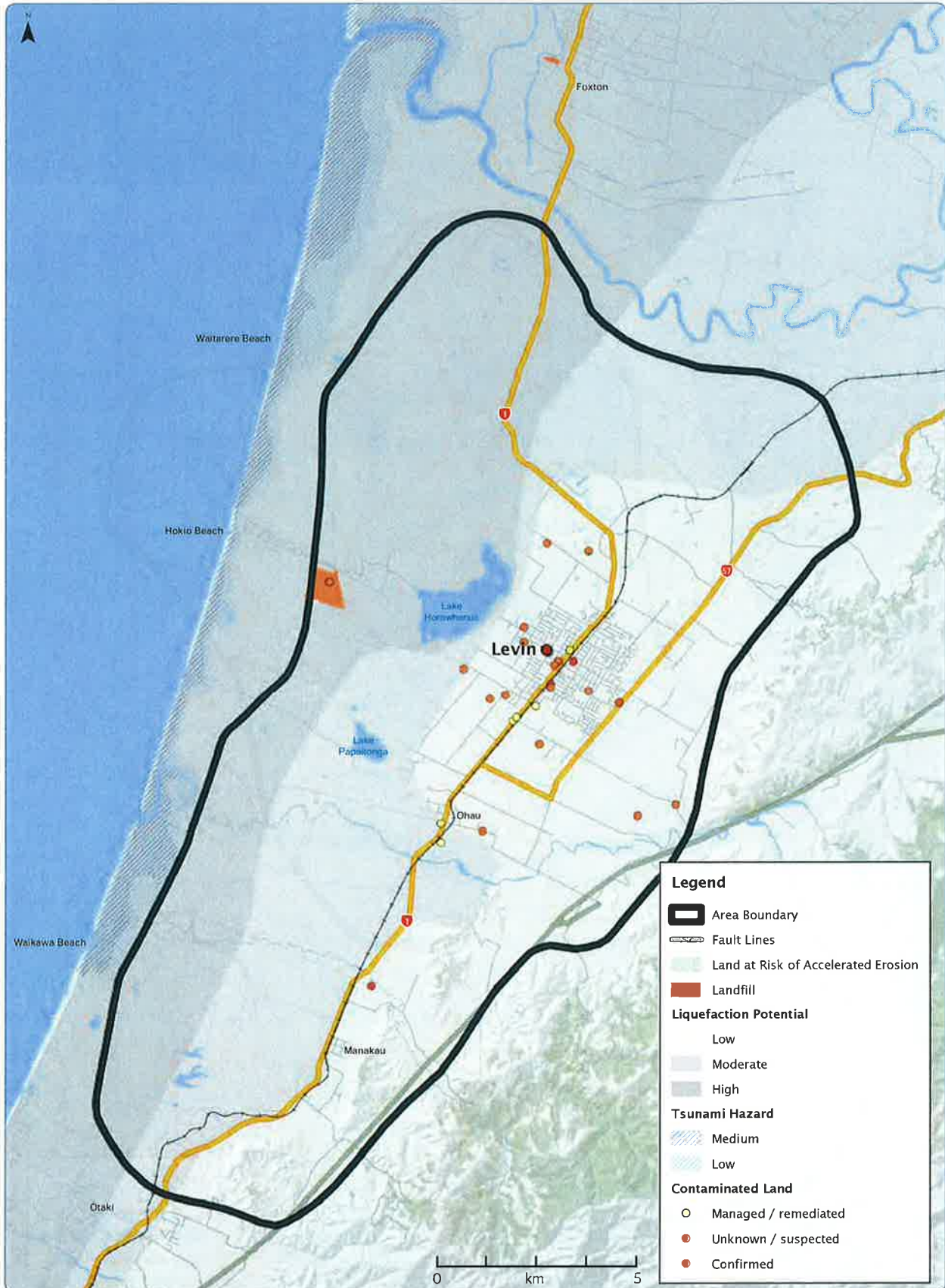


Map 6. Hazards

Seismic hazards and hazards related to soft ground conditions are the predominant geotechnical issues that could impact on the study area.

Information for this map came from a desktop study of ground conditions, groundwater and possible geotechnical hazards. A number of general ground engineering hazards were identified.

Data on contaminated sites was obtained from the Hazardous Activities and Industries List (HAIL) and contaminated sites register held by Horizons Regional Council.



Map 7. Flooding

Data was obtained from Horizons Regional Council. Given the lack of comprehensive flood data for the entire study area, the data is based on areas known to be prone to flooding within 20m of a waterway.





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.



Significant impact on sensitive environment around Lake Horowhenua

A western bypass of Levin between Lake Horowhenua and Levin



New route is longer than existing SH1, so journey time improvements are limited

An eastern bypass of Levin connecting with SH57

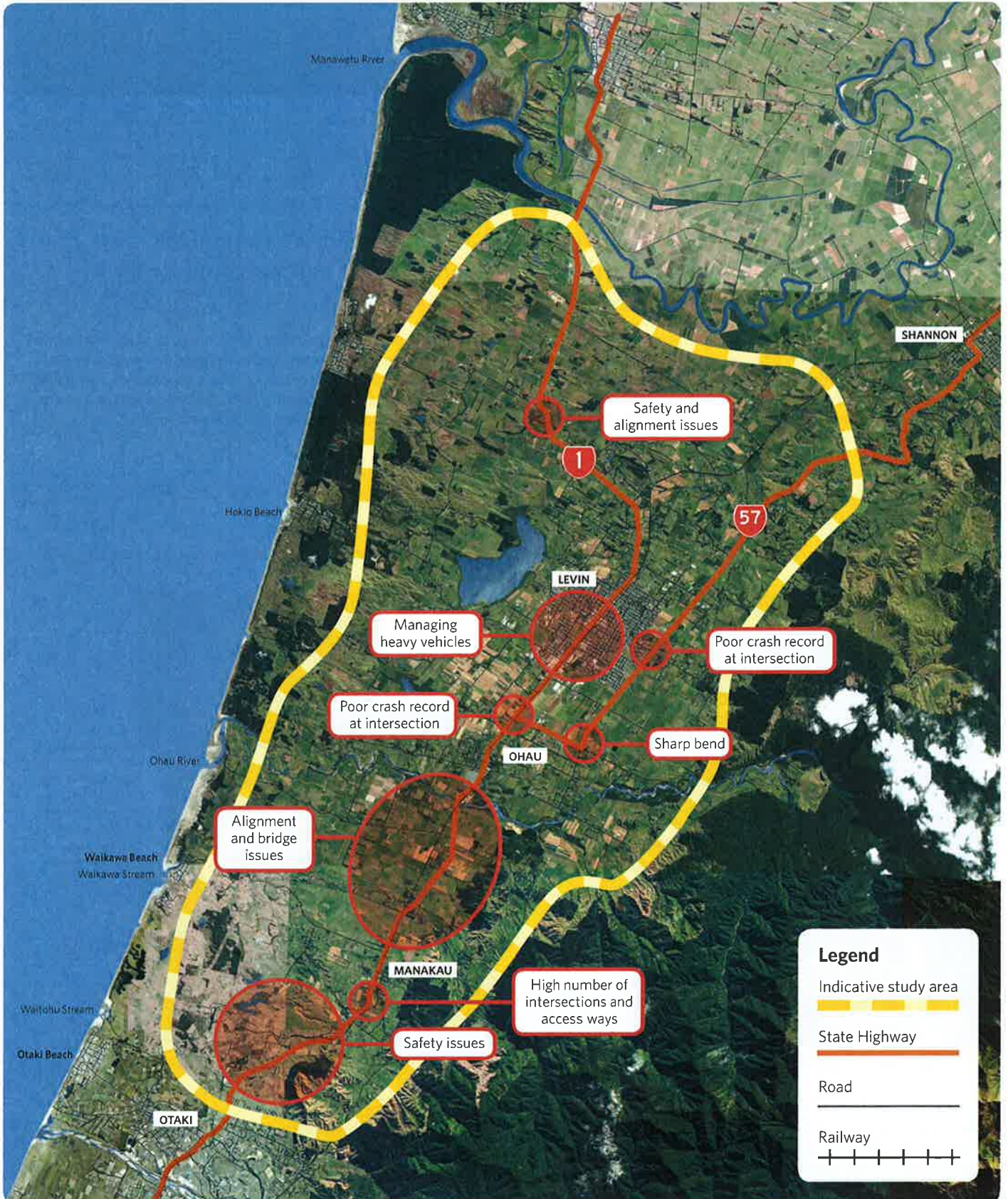
Our initial work has identified that the best option is to target improvements on existing state highways, because this offers better value for money than building a new expressway away from the existing road.

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

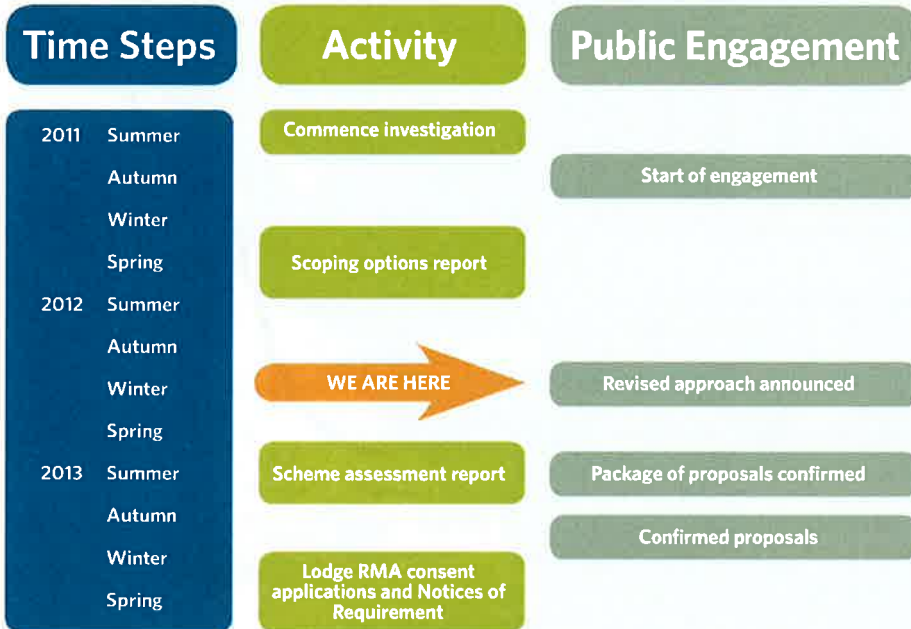
better manage heavy vehicles through Levin. The map below shows where we plan to focus further investigations along the route. If there are other sections of SH1 or SH57 in the study area you would like us to investigate improving, please contact us on info@o2l.co.nz



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.

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.

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



SH1 North of Ohau

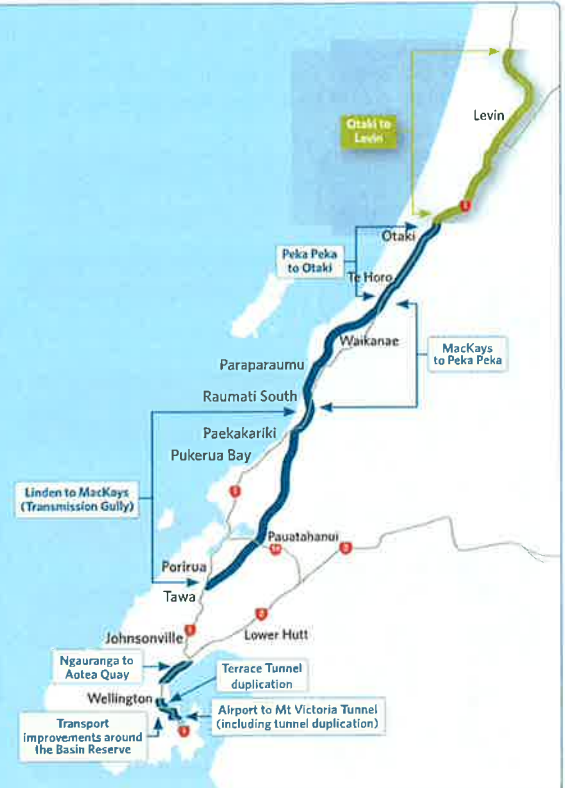
Wellington Northern Corridor road of national significance

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 Walterere Beach intersection

Reports

Our scoping options reports are available on our website now at www.nzta.govt.nz/otaki-levin-project

Your feedback

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



NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government



Wellington Northern corridor

Ōtaki to North of Levin section

Issue 04 March 2013

Project update

Since our update in July last year, we have been investigating potential improvements to the existing state highway.

As part of a staged approach to creating a four-lane highway on the northernmost section of the Wellington Northern Corridor road of national significance, we will initially target safety and efficiency improvements along State Highway 1 and State Highway 57. We are currently finalising our work before asking for public feedback on proposals.

The improvements being considered between Ōtaki and Levin are expected to be split into smaller packages of work. By doing this, improvements will be made in the area sooner, which will provide more effective and efficient benefits to the local communities and road users who regularly travel on this part of the highway.

Wellington Northern Corridor road of national significance

Ōtaki to north of Levin is a section of the Wellington Northern Corridor road of national significance (RoNS). The full corridor, which extends along SH1 between Wellington Airport and Levin, will provide safe and efficient connections that communities and businesses rely upon to grow and prosper.

The Wellington Northern Corridor will completely change how people get around, to and through our region, allowing them to spend more time on the things they want to do.

The key benefits of the Corridor are that it will:

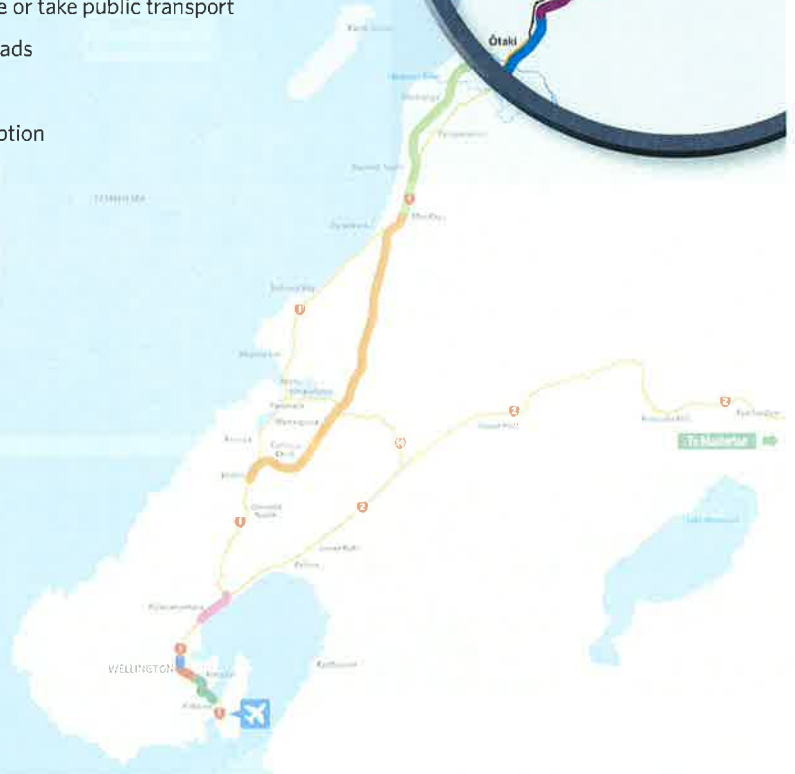
- make travel easier and safer, whether you walk, cycle, drive or take public transport
- reduce journey times and ease pressure on surrounding roads
- help to reduce the cost of travelling and doing business
- offer the region a more resilient route in the event of disruption



LEGEND

- Airport to Mt Victoria Tunnel section
- Tunnel to Tunnel section
- Terrace Tunnel duplication
- Aotea Quay to Ngauranga section
- Linden to MacKays section (Transmission Gully)
- MacKays to Peka Peka section
- Peka Peka to Ōtaki section
- Ōtaki to north of Levin section
- Existing State Highway

} Kapiti Expressway



Improvement locations

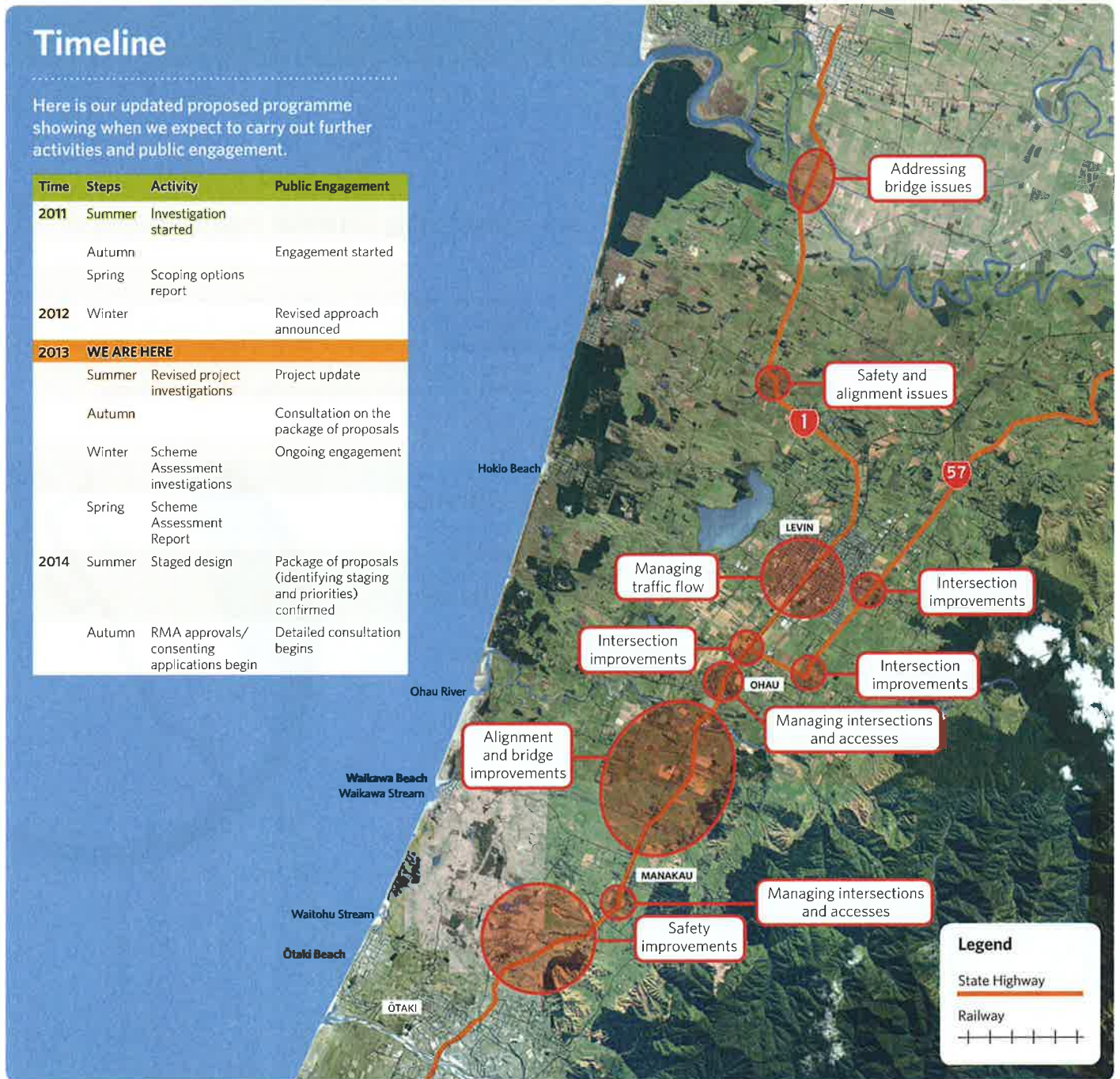
The diagram is an update on our last map, showing the range of improvements currently being investigated. We are considering passing lanes, road realignments, safety barriers and intersection improvements. We are also investigating ways to address issues at

the Whirokino Trestle and the Manawatu River Bridge. The map below shows where we are concentrating our investigations along the route. Public consultation on the range of improvements will be carried out this year.

Timeline

Here is our updated proposed programme showing when we expect to carry out further activities and public engagement.

Time	Steps	Activity	Public Engagement
2011	Summer	Investigation started	
	Autumn		Engagement started
	Spring	Scoping options report	
2012	Winter		Revised approach announced
2013 WE ARE HERE			
2013	Summer	Revised project investigations	Project update
	Autumn		Consultation on the package of proposals
	Winter	Scheme Assessment investigations	Ongoing engagement
	Spring	Scheme Assessment Report	
2014	Summer	Staged design	Package of proposals (identifying staging and priorities) confirmed
	Autumn	RMA approvals/consenting applications begin	Detailed consultation begins



Contact us

See the project website on www.nzta.govt.nz/Otaki-levin-project or contact the NZTA project team at info@o2l.co.nz or at **Otaki to Levin Project Team**
PO Box 5084, Wellington 6145



Wellington Northern corridor

Ōtaki to North of Levin section

Issue 05 May 2013

Have your say

As indicated in the last project update, we have been looking at how our long term goal of four-laning the Ōtaki to North of Levin section of the Wellington Northern Corridor road of national significance might be achieved over time. As a first step, we are focusing on improving the safety and efficiency of State Highway 1 (SH1) at certain locations.

Our work has now reached the point where we want to share our proposals with you and get your feedback on options and issues.

What we are proposing

In July 2012 we decided to take a staged approach to achieving our long-term goal of four-laning SH1 between Otaki and Levin. This initially focuses on improving safety and efficiency at key locations. It also follows on from previous work we did identifying constraints and asked for feedback on in 2011.

This newsletter explains the different proposals for specific locations along SH1 and SH57. We are also looking at how we can improve travel across the whole route, by including changes such as:

- installing more passing lanes on SH1
- widening the existing highway road edges to improve safety for all types of travel
- installing median barriers, such as wire rope barriers
- making road edges safer
- replacing old and narrow bridges
- changing intersection layouts, and
- improving walking and cycling opportunities.

How to provide your feedback

We want to know what you think about our proposals. Your views are important as they will help us to refine the proposals set out in this newsletter further.

There are a number of ways you can give us your feedback – either at one of our open days in the first week of May, on our website or in writing. Our contact details are on the back page of this newsletter. If you want any help talk to us direct by calling us on our freephone number.

We will summarise your feedback into a report that we will make publicly available later in the year.



Transport outcomes

The key to our proposals are the outcomes we want to achieve. While we aim to significantly improve safety and efficiency for SH1 users and the wider regional network, we are also considering how we connect people to employment, education, services and recreation because the land transport system through the project area is critical to the quality of people's lives. This is part of the NZTA's support for, and funding of, wider transport requirements beyond roads.

Equally important is how we connect freight and agriculture across a high performing transport system (including road and rail) to help support economic growth and productivity in the Manawatu/Wanganui and Wellington regions.

As the Ōtaki to north of Levin project crosses over both Greater Wellington and Horizons Regional Council boundaries, the project meets the outcomes sought by both regions' land transport strategies. These strategies aim to provide quick, safe and efficient connections and give people a choice about how they travel, by either bus, train, car, bicycle or on foot. The investment we are making is considerable with a combined cost of up to \$200 million worth of improvements contemplated, and represents the NZTA's approach to funding transport requirements.

The projects:

Our proposed improvements are targeted in different locations along SH1 and SH57. Each individual location has its own specific needs and issues. For each, we have identified the key safety and efficiency issues, what we propose and what we think needs to be considered to refine the designs further.

The locations are:

Forest Lakes (Taylors Road to Pukehou Railway Bridge) (p3)

Manakau (p4)

Manakau to Ohau Bridges (p5)

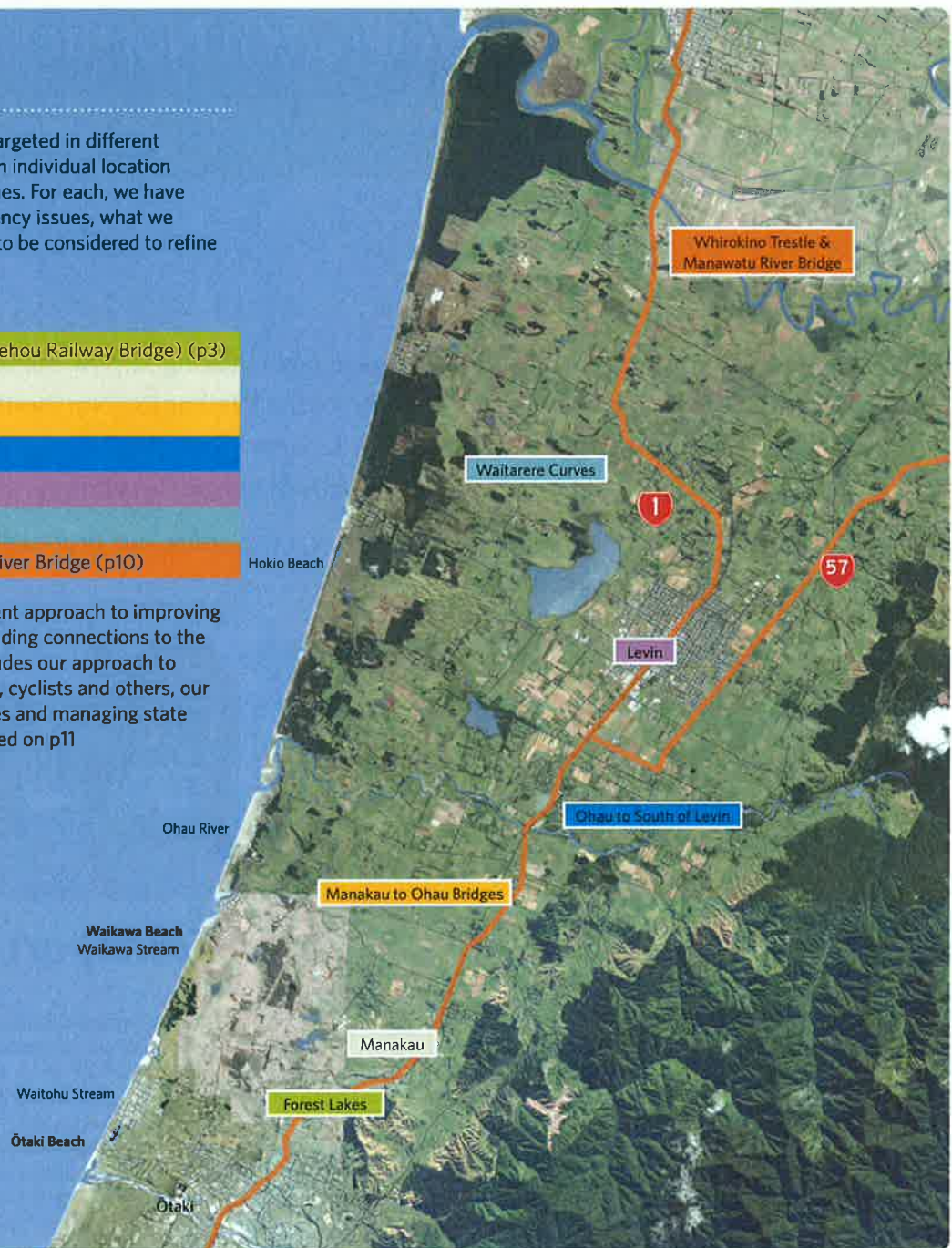
Ohau to south Levin (p6 and 7)

Levin (p8)

Waitarere Curves (p9)

Whirokino Trestle & Manawatu River Bridge (p10)

Our proposals include our consistent approach to improving travel across the whole route, including connections to the wider transport network. This includes our approach to improving facilities for pedestrians, cyclists and others, our approach to providing passing lanes and managing state highway access. This plan is outlined on p11



Why do we need these changes?

As a part of the Wellington Northern Corridor, the Ōtaki to North of Levin section of SH1 is important to ensuring the full SH1 route between Wellington Airport and north of Levin provides a safe and efficient connection that communities and businesses can rely on to grow and prosper.

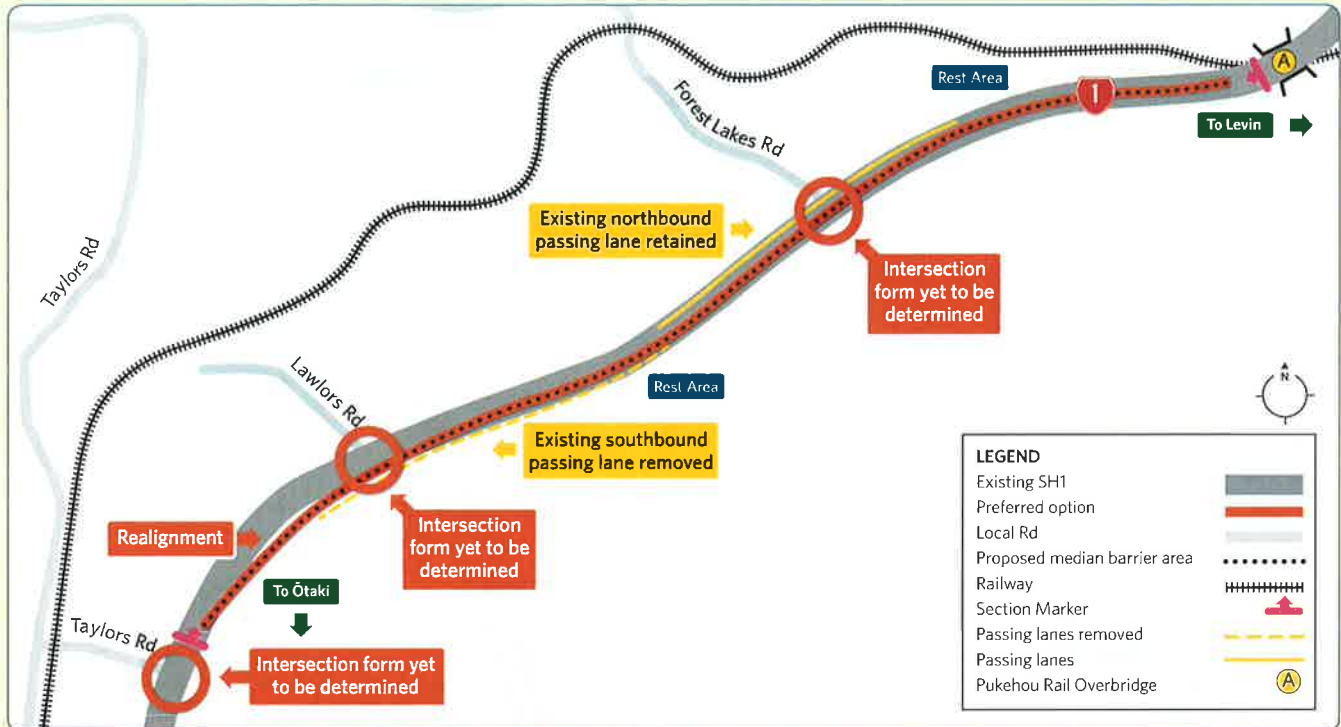
In keeping with the rest of the Wellington Northern Corridor, the changes outlined

for this section will improve how people get around, to and through the region, allowing them to spend more time on the things they want to do.

The key benefits of the Wellington Northern Corridor are that it will:

- make travel easier and safer, whether you walk, cycle, drive or take public transport
- reduce journey times and ease pressure on surrounding local roads
- help to reduce the cost of travelling and doing business
- offer the region a more resilient route in the event of disruption
- supports economic growth and productivity

Forest Lakes (Taylors Road to Pukehou Railway Bridge)



The issues

This section of SH1 covers the area from Taylors Road to the Pukehou Railway Overbridge and connects with the Peka Peka to Ōtaki project to the south.

Safety is a key issue for this section of SH1. This section has a history of serious crashes, most occurring when cars cross into opposing traffic. In the five year period between July 2007 and June 2012 there were 20 crashes, five of them serious. However, there have been other serious and fatal crashes outside that timeframe that need to be considered when making improvements to this section.

What we are proposing

In order to address the safety issues along this section of SH1, we propose the following improvements:

- a wire rope median barrier
- 1.5 metre median strip
- realigning the curve north of Taylors Road
- maintaining the current speed limit
- removing the southbound passing lane (as the Peka Peka to Ōtaki Expressway to the south provides passing opportunities)



Issues to consider

- Property impacts – we may need to purchase property to provide for the wider road space
- Property access – we may need to change how some properties access SH1
- Intersection changes – we will need to change the layout at Forest Lakes Roads, Lawlors Road and Taylors Road

- Connectivity to the Peka Peka to Ōtaki Expressway – how will we ensure we safely and efficiently connect to this project?

What are your thoughts about our proposals?

Is there anything else we should consider at this location?

Manakau

The issues

This area roughly covers the section of SH1 from the railway underpass (which leads to Honi Taipua Street) to just beyond Waikawa Beach Road. It connects with three local roads – Honi Taipua Street, Mokena Kohere Street and Waikawa Beach Road. It has the rail line to the east and other land development on both sides of the road.

Safety is a key issue for this section of SH1. There have been 16 crashes in the five year period between July 2007 and June 2012, the majority of them from a car being rear ended. At their worst they caused minor injuries, however, there is a more serious crash history that lies outside the five year period, including one fatality in 2000 and a serious crash in 2012 where a car hit a pole.

A key consideration here is how to improve safety for SH1 users and maintain local network connections to and across the state highway through Manakau Township.

What we are proposing

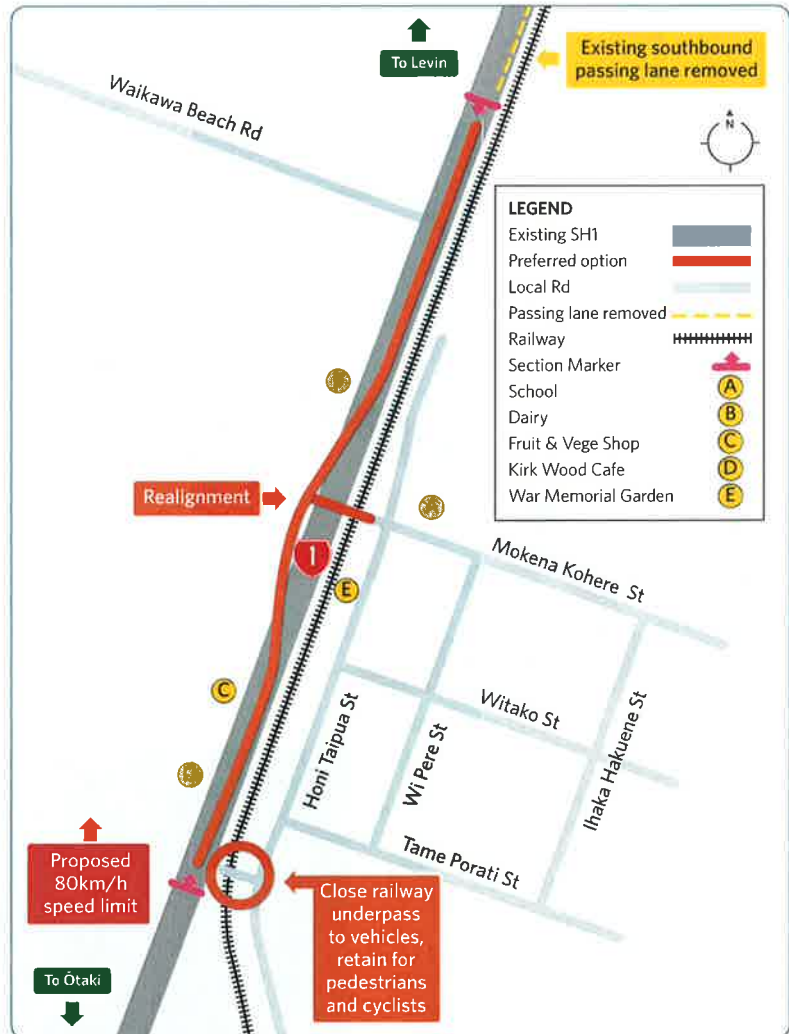
In order to address the safety issues along this section of SH1, we propose to:

- Reduce the speed limit to 80km/h
- Create a painted median strip and a wider road edge
- Remove the southbound passing lane, which ends north of Manakau
- Realign the road and create more waiting space on Mokena Kohere Street for heavy vehicles between the highway and railway tracks
- Close the railway underpass to traffic as there isn't enough space to provide a safe intersection for traffic turning right
- Reuse the railway underpass as a pedestrian/ cyclist/ equestrian only access

We consider an 80km/h speed limit is appropriate for this location given the rural township feel of this section of SH1, as well as providing for other safety benefits.

Issues to consider

- Property impacts – we may need to purchase property to provide the wider road space
- Property access – we may need to change how some properties access SH1
- Travel speed – changing the speed limit could increase travel time
- Intersection changes – we will need to change the layout at the railway underpass intersection, and on Mokena Kohere Street



- Safety adjustments – we may need to change where and how you turn on to or from the highway and where it is safest to park on the roadside

What are your thoughts about our proposals?

Is there anything else at this location that we should consider?

Manakau to Ohau Bridges

The issues

This section of SH1 covers the area roughly from the Manakau Railway Overbridge to just beyond the Ohau River Bridge.

There are a number of safety issues along this section of SH1. There have been 52 crashes here in the five years between July 2007 and June 2012. Two were fatalities and three resulted in serious injuries.

There are five existing bridges along this section of SH1, which may need to be either upgraded or replaced in the medium term. There are also a number of historical and cultural landmarks in the area that need to be considered when looking at possible options for improving this section of SH1.

What we are proposing

Two options were considered for improving the safety and efficiency along this section of SH1. These were to either:

- make various safety and efficiency improvements along the existing SH1, or
- divert the highway along the western side of the railway line.

Both options would include passing lanes and bridges to cross the Waikawa Stream, Kuku Stream and Ohau River.

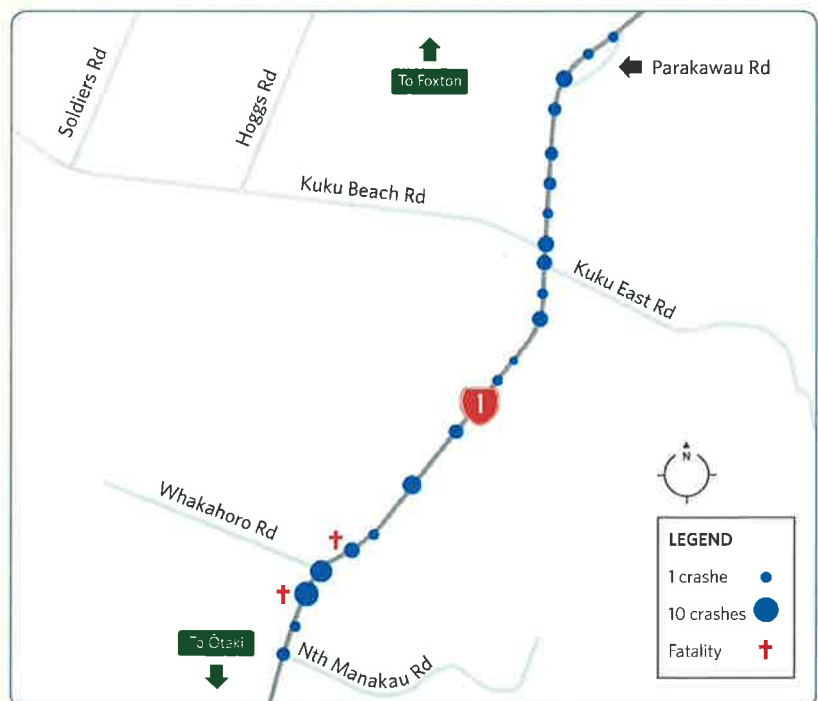
We would prefer to divert the highway. This avoids having to build replacement bridges over the railway track, provides a more direct route (thus reducing journey times), affects fewer properties; and, avoids listed or cultural buildings of significance, which are generally located alongside the existing highway.

This new route can be built to provide four lanes of traffic in future, and would involve constructing passing lanes in a section divided by a wire rope median barrier. Three bridges would be constructed:

- at Waikawa Stream west of the existing bridge
- over Kuku Stream
- at Ohau River west of the existing bridge

Issues to consider

- Property impacts - we will need to purchase property to provide for a wider road space and new section of road
- Property access - we may need to change how some properties access SH1
- Intersection changes - we want to stop right turns in and out of Kuku Beach Road
- Future of the two existing rail bridges - we will need to consider what happens to the bridges assuming the highway is diverted.



What are your views on our options?

Is there anything else at this location that we should consider?

Ohau to south Levin

We are proposing to make key safety and efficiency changes that meet the combined needs of this section of SH1:

- In Ohau, we propose safety improvements on the existing SH1 through the township, and
- Either making improvements to the existing SH1/SH57 intersection and SH57/Arapaepae Road intersection or constructing a new SH1 link to SH57/Arapaepae Road intersection to the east of Ohau. Both are expected to improve travel to Palmerston North and beyond.

While we have explained the changes separately for clarity, the proposals on this page should be considered alongside the ones proposed on page 7. They are two halves of a combined approach for the section between Ohau and south Levin.

Ohau township

The issues

This areas covers the section of SH1 running through the Ohau Township, between Bishops and Vista Roads.

The key issue for this section of SH1 is safety and managing traffic through the Ohau Township.

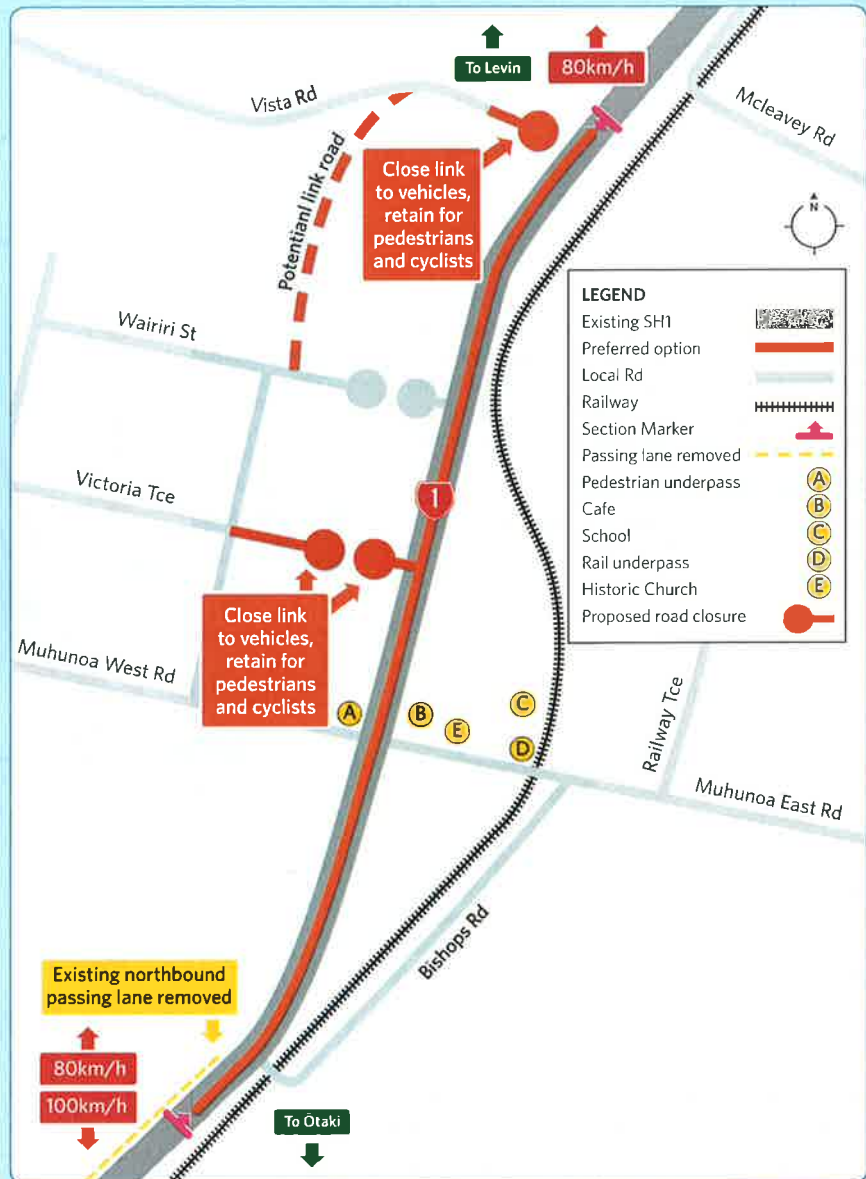
There have been 19 crashes in the five year period between July 2007 and June 2012, most involving rear end crashes, turning or crossing traffic. This happens when vehicles turn against the flow of traffic from local businesses and properties adjacent to SH1.

There was one serious crash in this period, however, like Manakau, there is a more serious crash history outside the five-year period. This includes three fatalities and one serious injury crash.

What we are proposing

To address the safety issues along this section of SH1, we are proposing to:

- Reduce the speed limit to 80km/h from Bishops Road to connect with the 80km/h zone south of Levin
- A painted median strip and a wider road edge
- Removing the passing lane south of Ohau (there will be passing opportunities included in the Manakau to Ohau improvements to the south)
- Closing Victoria Terrace



- Consider closing Vista Road and creating a new local road connection within the township
- Make Muhunua Road the main point to connect with the highway on this stretch of highway.
- Property access – we may need to change how some properties access SH1
- Travel speed – changing the speed limit could increase travel time
- Intersection changes – we want to reduce the number of local road connections with the highway (as described above), which will change the way you travel locally

We consider an 80km/h speed limit is suitable for a state highway that effectively runs through the middle of a rural township, as well as providing other safety benefits.

Issues to consider

- Property impacts – we may need to purchase property to provide the wider road space

What are your views on this proposal?

Is there anything else at this location that we should consider?

Ohau to south Levin

New SH1 link

The proposals outlined below are suggested in addition to the changes indicated on page 6. Depending on which option is preferred, other changes may be required through Ohau township.

The issues

The existing section of SH1 between the Ohau River and Levin includes the key intersection of SH1/SH57 Kimberley Road. A number of safety issues along this constrained part of SH1 have resulted in a high crash history and problems for local travel in Ohau.

The SH1/SH57 intersection has been identified as a key, and problematic, intersection from a safety perspective. On SH57, the Kimberley Road intersection with Arapaepae Road is also considered problematic from a safety and efficiency perspective.

There have been 79 crashes along these sections of state highway in the five year period between July 2007 and June 2012. The most concerning are side-on crashes, which lead to serious injuries and sometimes fatalities when vehicles are travelling at speeds higher than 50km/h. Five crashes were serious and half of all the crashes happened as a result of drivers losing control or turning against traffic.

What we are proposing

To address the safety and efficiency problems on these sections of state highway, we are considering two main options. These are either:

- Make improvements to the existing SH1/SH57 intersection, such as an elevated interchange and improve the Kimberley/Arapaepae Road intersection, or
- Construct a new road to the east of Ohau linking SH1 with the SH57/Arapaepae Road. The alignment for this link is not confirmed, but we expect it will need to be located north of the Ohau River Bridge.

The first option of improving the SH1/SH57 and SH57/Arapaepae Road intersections will significantly improve safety for all SH1 users at these intersections.

Alternatively, a new road would also significantly improve safety as well as provide efficiency benefits. For example, it would remove traffic from Ohau township, reduce conflicts at the SH1/Kimberley Road and



improve the Kimberley/Arapaepae Road intersection (as traffic would be reduced in these two locations).

In addition, a new road will be easier to turn into a four-lane road compared with making intersection improvements as the latter will require bigger changes to provide four lanes.

Any new road would require a new structure, such as an overbridge, so traffic can cross from the new Manakau to Ohau Bridges section of SH1 to SH57 as outlined on page 5 (ie the new road needs to cross over the existing SH1 and the railway line).

Issues to consider

- Property impacts – we may need to purchase properties affected by any of the options
- A new SH1 link road north of Ohau River Bridge may affect more properties
- A new SH1 link road that begins south of the Ohau River Bridge is possible, but is more costly because it needs additional structures.

- Intersection changes – would ensure safety is significantly improved, but to four lane in the future we would need to purchase more properties
- Potential social and environmental effects – there may be impacts from changes required for any of the options
- Cost – we will need to consider what the construction costs for the options would be
- Future highway needs – we need to understand how the options would fit within our long-term approach to provide a four-lane highway
- Future of Kimberley Hospital - we need to understand what may happen to this land and buildings.

What are your views on the options?

What improvements will best meet the district, regional and national current and future needs?

What are your views on our combined approach for Ohau to south Levin?

Is there anything else we should consider in this location?

Levin

The issues

This section of SH1 covers the area through Levin and the connection to SH57 via Queen Street.

Improvements in this area are limited to considering a potential heavy vehicle bypass of Levin, and potential upgrades of existing intersections.

What we are proposing

We have considered a number of heavy vehicle bypass options through Levin, which would divert heavy vehicles off SH1 as they enter and exit Levin onto the existing local road network.

While each of the options investigated had some merit, we found that they would make heavy vehicle travel times longer and were likely to create additional safety issues as the number of heavy vehicle turning movements on and off SH1 would increase. As a consequence, we believe most heavy vehicle operators would not use such a bypass. We also consider that such bypasses may have social and environmental impacts on the local residents and businesses located along the bypass route.

As a result, we have decided to maintain the current arrangement and regularly review the potential need for a bypass, in consultation with the Horowhenua District Council.

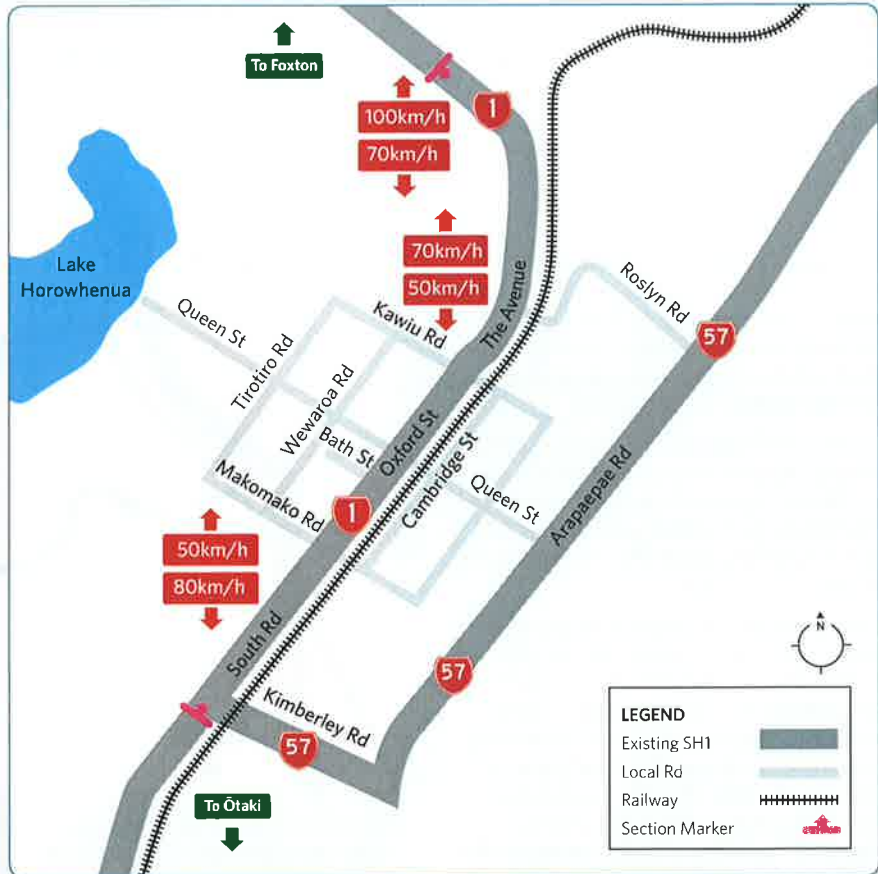
Key intersections - Levin

Key intersections on SH1 through Levin have also been assessed. In particular, we have looked at how the traffic signals could be improved to ensure freight moves efficiently.

We found that the current intersections operate satisfactorily and there is no need to modify them at the moment. A safety review did, however, identify some pedestrian issues, and some improvements are proposed at Bath Street to address this issue.

SH57 and Queen Street intersection

We considered if the intersection of SH57 and Queen Street East could be improved with a roundabout, specifically to address the conflict between traffic heading north on SH57 and vehicles turning right to Levin. Because the costs of a roundabout



and the impact on heavy vehicles would be considerable, we have decided to maintain the current arrangement here also. We will continue to review the performance of this intersection.

What are your thoughts on our decisions?

Is there anything else at these locations that we should consider?

Waitarere Curves

The issues

This section of SH1 is commonly referred to as the Waitarere Beach Road Curves. There are three sharp bends in the road creating a double S bend and fluctuating speeds. The area is surrounded by rural houses and some culturally significant features, including two marae, Urupa, Whare Rongopai.

While the bends or curves in the road were improved before the mid-1970s and further improvements made in more recent years, there have still been 12 crashes, two of them fatal and two serious. Of particular concern are crashes where a vehicle is turning and head-on crashes because they tend to result in more serious injuries.

What we are proposing

Two options were considered to improve the area from north of Clay Road to north of Waitarere Beach Road. The two options were:

- Improving the existing three curves on the road, or
- realign the road.

Our preferred option is to realign the road making this section 330m shorter and creating a new Waitarere Beach Road intersection.

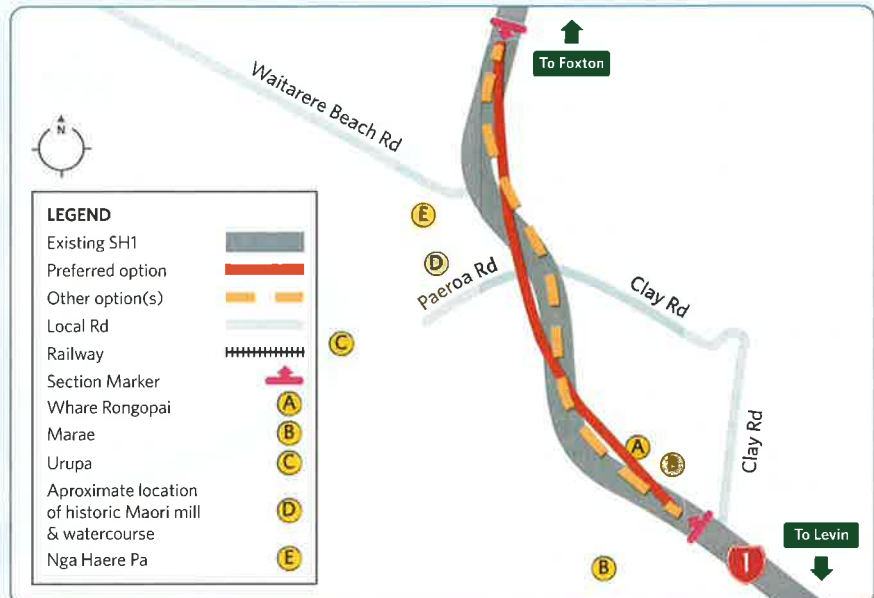
We will also consider installing a section of median barrier with appropriate local road connections in this area to reduce the risk of crashes caused by cars crossing into opposing traffic.

Issues to consider

- Property impacts – we will need to purchase a small number of properties
- Property access – we may need to change how some properties access SH1
- Intersection changes – we will need to consider the social and environmental effects depending on the final layout of the Waitarere Beach Road intersection
- Potential social and environmental effects – realigning the highway takes the road closer to the Whare Rongopai

What are your views on our proposals?

Is there anything else we should consider in this location?



Whirokino Trestle & Manawatu River Bridge

The issues

This section relates specifically to the Whirokino Trestle Bridge and Manawatu River Bridge.

Both bridges either need to be upgraded or replaced at some point within the next 10 years. We currently believe that the costs of either upgrading or replacing the bridges will be similar.

Other issues include:

- Neither bridge is strong enough to provide for High Productivity Motor Vehicles*, resulting in these vehicles needing to take a longer route to access the Wellington region
- The Manawatu River Bridge has a lack of safe, convenient cycle facilities
- Neither bridge provides wide enough lanes or road edges
- The age and condition of the Trestle Bridge increases the risk of it being affected by an earthquake
- Traffic is delayed from regular maintenance and repairs required, and to allow overweight/wide vehicles to cross
- The capacity of the floodway is currently constrained by the bridges.

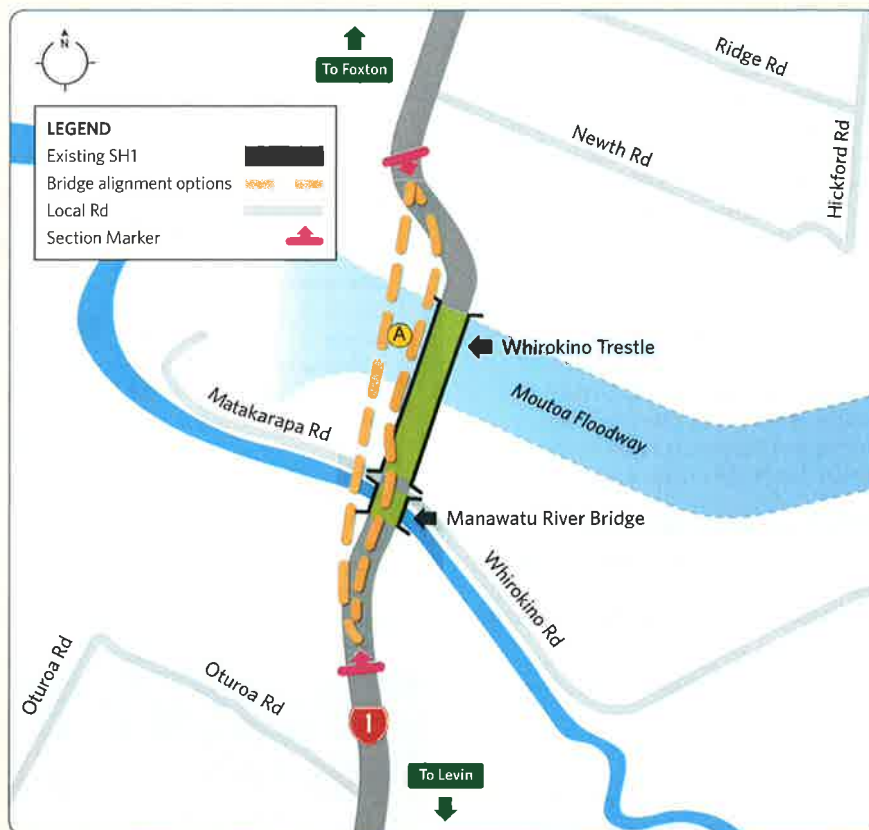
What we are proposing

We are considering upgrade and replacement options for both bridges. Our initial investigations show that the Manawatu River Bridge could be upgraded or replaced, but it is more than likely that the Whirokino Trestle will need to be replaced.

If both bridges are replaced, we need to consider if we keep them more or less on their existing alignment or choose a new alignment for them. The form of the bridges also needs to be considered further.

Issues to consider

- Property impacts - we will need to purchase a small number of properties, particularly if the bridges are to be replaced
- Road alignment - we may need to improve sections at the northern and southern approaches to any new bridge(s)



What are your thoughts on replacing the bridges and potential alignment locations?

Is there anything else at this location that we should consider?

* A High Productivity Motor Vehicle exceeds a mass of 44,000kg and/or the maximum length dimensions allowed for standard vehicles, but meets higher individual axle and axle group limits and is no wider or higher than a standard vehicle. It operates under a route specific permit issued by a Road Controlling Authority (RCA) on roads and bridges that have been determined to be able to accommodate the additional mass and/or length.

A consistent approach to improving your travel



All the previous information concentrates on the specific improvements that could be made at each location along the Ōtaki to North of Levin section. In many of these sections you will see proposals that are similar, such as installing or removing passing lanes, limiting the number of highway connections and widening roads. These improvements are part of a consistent approach for the section to make sure people can travel on the highway and connect with their local communities easily and safely for work, pleasure or business.

Improvements focus on:

- walking and cycling facilities
- the number and location of passing lanes
- providing rural highway connections
- making roadsides safer by widening the road edges and installing edge barriers

These issues are discussed in a little more detail below.

Walking and cycling

Outside Levin, separate walking and cycling facilities are limited and the demand for these facilities are concentrated at Manakau, Ohau and where there are groups of residential properties. Levin provides better facilities with footpaths, hatched areas, zebra crossings, pedestrian signals and a traffic island south of York Street.

We know there have been 20 pedestrian and cyclist crashes in the five year period between July 2007 and June 2012. The worst was one fatality and four serious

pedestrian injuries. Most have happened in Levin and more than half of the people struck were in their 70s or above.

As part of our overall approach to travel on this section of the Wellington Northern Corridor, we are currently focussing on providing short-term improvements, such as:

- sealed road edges for cyclists in all of the previously identified project areas
- cyclist facilities at ramp crossings and intersections
- better pedestrian crossing facilities in Levin, Ohau and Manakau
- make sure existing facilities are not affected negatively by any of the short-term projects

Safe roadsides

We know that safer roadsides help in providing a safer journey for many road users. The improvements we are considering across the whole section include:

- providing wider road edges as they provide significant safety benefits
- removing roadside hazards, such as power poles or protecting travellers from ditches, wherever possible.

Passing lanes

We know that passing lanes make our travel quicker, safer and more efficient. This is why many of the improvements we are suggesting for the full route include passing lanes. In some instances, passing lanes may be removed, but this will be because a better opportunity is included in a different location.

Our long-term approach for passing lanes will be to provide them at roughly 5-10km/h intervals where the road isn't four lanes wide.

Rural network connections with the highway

We know people are busy and want to get to their destinations without delay. In order to create a network that operates more efficiently we will limit the number of driveways that connect with the highway and improve other local road connections. Not only do these changes make travel more efficient, it also makes it safer.

These changes will ensure you can access you or your friends' homes by either linking them to a different highway connection point or creating a new link to an alternative connection, such as a service road.

Why do we limit connections with the state highway?

Every connection with the highway creates potential "side friction" in a high speed environment. In Ohau and Manakau there are vehicles travelling up to 100km/h that then have to slow down to allow people to turn on or off the highway at much slower speeds. You may have seen some near misses or crashes when a vehicle has tried to turn on to the highway from a side road or their own property.

These issues can be avoided by spreading out the highway connection points, regulating speed and providing highway entry points that have good visibility and a high level of safety. This is why in newer road developments the NZTA has less highway access points but better layouts so people merge better with faster traffic or have a separate space to turn off.

Location and time of info days

Wednesday 1 May, Manakau	2pm – 9pm	Manakau Community Hall
Thursday 2 May, Ohau	2pm – 9pm	Ohau School Hall
Saturday 4 May, Levin	10am – 4pm	Levin War Memorial Hall

Next Steps

We welcome your feedback as it will help us further refine our plans for each of the eight projects described in this newsletter.

Please either visit us at one of our public open days in May or send us your feedback via our website or email address. We will be summarising everyone's feedback in a report that we will make publicly available later in the year. Your personal details will remain private.

We expect to refine our proposals further and make key decisions by mid 2014. This will include the order in which different improvements will be made as the projects will be done in order of priority rather than starting with the southernmost project and working our way north. We will keep you informed of how our plans develop between now and then.

We currently expect to lodge RMA applications for some of the proposals either in late 2014 or in 2015 after further assessments have been carried out for the different projects. Detailed designs are expected to start in 2016 or 2017, and construction scheduled to start from 2019. Because a priority order will be established in future work, some projects could be constructed sooner than 2019 based on what delivers the most benefits. We know that splitting the full route into smaller projects gives us a better opportunity to do work faster than if we progressed a whole four-lane route.

Update on Kapiti Expressway projects

Peka Peka to Ōtaki

We lodged RMA applications with the Environmental Protection Authority (EPA) for the Peka Peka to Ōtaki section of the Wellington Northern Corridor on 18 March, 2013. This section (including the Ōtaki Bypass), together with the MacKays to Peka Peka section, form the Kapiti Expressway. We expect public notification of the RMA applications later in the year.

For more information on the RMA applications please visit: www.nzta.govt.nz/projects/peka-peka-to-otaki-application/

MacKays to Peka Peka

The Board of Inquiry for the MacKays to Peka Peka section of the Kapiti Expressway released its final decision on 12 April. Its decision approved the notice of requirement sought by the NZTA and grants the resource consents requested, subject to certain conditions. Construction is scheduled to start later this year.

The Board of Inquiry's Final Report and Decision is available at www.epa.govt.nz/Resource-management/m2pp/Pages/default.aspx. The full application and supporting information is available at: www.nzta.govt.nz/projects/mackays-to-peka-peka-application/.

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Wellington Northern corridor

Ōtaki to North of Levin section

Issue 06 August 2013

Thanks for your feedback

It's been two months since we showed you our plans to improve the safety and efficiency of the highway between Otaki and north of Levin. We're pleased to say that we had a great response from the community to our call for feedback and attendance at information days. Thanks!

Overall we had 669 people through our three information days and 97 submissions, which is a fantastic result. Having this kind of input is all about reflecting what's important to you in the changes we propose to make to the highway and the way you travel in your community. So, to get the outcomes we all want, it's good to know we've got your side of the story.

We've now had time to consider your feedback and compile this into a report that considers all the consultation and feedback to date. Please visit our project website (www.nzta.govt.nz/otaki-levin-project) to download or review a copy of the report.

Results

What we've learned through consultation is that there is general support for our staged approach to upgrading SH1 to four lanes over time, concentrating first on safety and efficiency.

Across the different locations we identified, you have told us that you support most of our proposals. In particular, there is good support for the proposed improvements at:

- Forest Lakes (Taylors Road to Pukehou Railway overbridge)
- Manakau Township
- Ohau Township
- Waitarere Curves, and
- Whirokino Trestle & Manawatu River Bridge

You also told us you supported our proposal to realign the highway to the west of the railway line between the Manakau and Ohau Bridges, but there was no clear preference for the alignment at the southern end (ie whether the road should be west of the marae or along the current road alignment). You also have mixed feelings about realigning the road at Mokena Kohere Street, at Manakau.

There were mixed views about a new SH1 link road that would divert the highway away from Ohau Township, or upgrading the existing road. As a result there was a collective call for us to consider further alternatives to our initial proposals. This is something we are currently working on.

There was also strong feedback for us to look further at the potential of a Levin Bypass, so we are now considering long-term options for this along SH57 Arapaepae Road.

Outcomes

The key to our proposals is the outcomes we want to achieve. Not only do we want to improve safety and efficiency for SH1 users and the wider regional network with the Otaki to north of Levin section, we also want to connect people to employment, education, services and recreation. Helping people to safely and efficiently go about their daily lives is a key part of the NZTA's support for, and funding of, wider transport requirements beyond just roads. We also aim to better connect freight and agriculture so we can help support economic growth and productivity in the Manawatu/Wanganui and Wellington regions.

As the project crosses the boundaries between Greater Wellington and Horizons Regional Council, the Otaki to north of Levin project aims to meet the outcomes sought by both regions' land transport strategies. These aim to provide quick, safe and efficient connections and give people a choice about how they travel, by either bus, train, car, bicycle or on foot.



Next steps

Now that we have your feedback regarding the proposals for the Ōtaki to north of Levin section of the Wellington Northern Corridor, we are going to work on some key proposals. This work will take a few months to be completed and we expect to have more information about these proposals later in the year. In particular, we are going to:

- Focus on developing our safety plans for both Manakau and Ohau Townships. In both locations we will lower the speed limit, remove a short passing lane (southbound at Manakau and northbound at Ohau) and create a new entry to the township that makes it clear people are entering a local community and they should travel accordingly;
- Investigate the long-term options and viability of a SH57 Arapaepae Road connection with SH1 north of Levin's City Centre; and
- Consider other options for improving transport connections between SH1 and SH57 (Ohau to south of Levin link)



An artists' impression of how the entry to Manakau Township could be modified.

We will want to talk to you about our proposals and preferred options for Manakau and Ohau Townships, the Ohau to south of Levin link road and the SH57/SH1 connection north of Levin City Centre later this year. As we haven't finalised the timing of this consultation, we'll contact you closer to the date about getting involved and having your say.

This consultation, along with ongoing work regarding the proposals you have given us clear support for, will help us finalise plans for the full suite of safety improvements between Ōtaki and north of Levin. We want to talk to you again about the whole package of improvements, including preferred options and specific details about intersection changes and highway connections, in mid 2014.

In the meantime, you may like to have another look at the information boards that were on display at our information days. They will be at Te Takere (Levin Library) between 26–31 August and will give you a chance to see the details of our proposals again in light of the work we are currently doing.

While this display will not be staffed, you are always welcome to get in contact with us by either freephone, email, or in writing with any questions or concerns. Our contact details are listed on the bottom of this page.

Check out the website, www.nzta.govt.nz/otaki-levin-project, for other information as this site is home to all our up to date information on the project. It also has all our previous newsletters if you wanted to refresh your memory about what we said we were considering.

Update on Kapiti Expressway projects

Peka Peka to Ōtaki

Our RMA application to the Environmental Protection Agency (EPA) for the Peka Peka to Ōtaki section of the Wellington Northern Corridor was notified on 18 May and submissions closed on 17 June. We are now preparing for a September Board of Inquiry for this application. For more information on the RMA application please visit: www.nzta.govt.nz/projects/peka-peka-to-otaki-application/

MacKays to Peka Peka

A High Court appeal of the MacKays to Peka Peka section Board of Inquiry decision has been heard. The judge's decision has been reserved and we are awaiting a decision. Construction is still scheduled to start later this year, dependent on the outcome of the appeal.

Contact us

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Appendix H Copy of Media Releases



NZTA to start preliminary work on SH1 between Otaki and Levin

27 Sep 2010 | Wellington Regional Office

The NZ Transport Agency (NZTA) is beginning preliminary work on improvements to State Highway 1 from North of Otaki to North of Levin, part of the Wellington Northern Corridor road of national significance. The NZTA is inviting tenders to undertake this work via the Government Electronic Tenders Service website from today.

NZTA State Highway Manager, Rob Whight said the work being tendered includes the investigation of options and preliminary design for the approximately 30km section of State Highway 1 between North of Otaki and North of Levin. This early phase of the project will include geotechnical, environmental, ecological, traffic, social and business effects, and landscape assessment.

"The preliminary work on the project includes investigating the development of a four-lane expressway between Otaki and Levin, investigating options for an alternative route for Levin and improvements to State Highway 1 to the north of Levin.

"Improving safety on State Highway 1 and reducing congestion, by improving the route are priorities for the Agency.

"As part of the Wellington Northern Corridor road of national significance, additional benefits from this work will include the reduction of travel time between Levin and Wellington Airport and economic growth for the area," Mr Whight said.

Tenders will close the week commencing 25 October 2010. NZTA hopes to announce the successful tenderer for the contract before Christmas.

Editor's notes

The Government has identified seven essential state highways projects that are linked to New Zealand's economic prosperity. Called the roads of national significance, or RoNS for short, the NZTA is charged with substantially completing this programme of state highway improvements within the next 10 years. The RoNS programme represents one of New Zealand's biggest ever infrastructure investments.

The seven RoNS projects are based around New Zealand's five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently. Other RoNS may be added in future but currently from north to south the seven projects are:

- Puhoi to Wellsford - SH1
- Completing the Western Ring Route, Auckland - SH16, SH18 and SH20
- Victoria Park Tunnel, Auckland - SH1
- Waikato Expressway - SH1
- Tauranga Eastern Link - SH2
- Wellington Northern Corridor - SH1
- Christchurch Motorways.

More information is available at www.nzta.govt.nz/rons

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NZTA to begin investigations to improve SH1 between Otaki and Levin

25 Jan 2011 | Wellington Regional Office

The NZ Transport Agency (NZTA) is set to begin investigating options to improve State Highway 1 (SH1) from Otaki north to north of Levin. This section of SH1 is part of the Wellington Northern Corridor road of national significance.

NZTA State Highway Manager for Whanganui, David McGonigal said the NZTA has identified MWH as their preferred tenderer to carry out the investigation of options and preliminary design for the approximately 30km section of SH1 between north of Otaki and north of Levin.

During the first phase of the project the NZTA will determine the best options for the project taking into account timings, costs and environmental concerns. The NZTA expects to seek public input during this phase.

"Improving safety and reducing congestion on SH1 is a top priority and this work will help us to identify potential options to make this important route safer and more efficient."

"As part of the Wellington Northern Corridor road of national significance, additional benefits from this work will include the reduction of travel time between Levin and Wellington Airport and economic growth for the area," Mr McGonigal said.

The preliminary work on the project includes investigating the development of a four-lane expressway between Otaki and Levin, investigating options for an alternative route for Levin and improvements to SH1 to the north of Levin.

The NZTA anticipates lodging consents for this project by the end of 2012.

View summary page for Otaki to Levin.

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Editor's notes

The Government has identified seven essential state highways projects that are linked to New Zealand's economic prosperity. Called the roads of national significance, or RoNS for short, the NZTA is charged with substantially completing this programme of state highway improvements within the next 10 years. The RoNS programme represents one of New Zealand's biggest ever infrastructure investments.

The seven RoNS projects are based around New Zealand's five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently. Other RoNS may be added in future but currently from north to south the seven projects are:

- Puhoi to Wellsford - SH1
- Completing the Western Ring Route, Auckland - SH16, SH18 and SH20
- Victoria Park Tunnel, Auckland - SH1
- Waikato Expressway - SH1
- Tauranga Eastern Link - SH2
- Wellington Northern Corridor - SH1
- Christchurch Motorways.

More information is available at www.nzta.govt.nz/rons

newzealand.govt.nz



Otaki to Levin improvements to focus on upgrade of existing highway

12 Jul 2012 | Wellington Regional Office

The NZ Transport Agency has today announced its plans for the next stage of the Otaki to Levin section of the State Highway 1 Wellington Northern Corridor Road of National Significance, proposing a staged upgrade of the existing highway, starting with a series of safety improvements between Otaki and SH57.

NZTA Wellington state highway manager Rod James confirmed that following consultation with the local community, a plan to progressively upgrade the existing SH1 and SH57 has been identified as the preferred approach. Other options considered have included new road alignments to the east and west of the existing highway, with progressive staging scenarios for two and four lane sections over time.

'We've looked at various options on different routes, and we've decided that progressively upgrading the existing SH1 and SH57 routes is the best approach for this section of highway. This will provide for early improvements to address current problems, while also providing for the staged development of a higher standard highway as demand increases over time'.

Mr James says that a detailed package of improvements would now be developed, ahead of further consultation with the community later in the year.

'There will be a strong safety focus to these proposals, aimed at making journeys safer for everyone. In particular, the improvements will be addressing problem areas that will be well known to regular drivers of this route, such as the Forest lakes section, rail and river bridges at Manakau and Ohau, as well as some problem intersections and providing additional passing lanes and barriers'.

Mr James says that this package will be the first stage of a long term programme of improvements, and will be followed in future by further upgrades of SH1, and SH57, progressively increasing the extent of passing lanes and barriers, and upgrades to key intersections.

Mr James says the extension of the safety improvements to the southern section of SH57 recognised the importance of the highway connection between Wellington, Levin and Palmerston North.

'Palmerston North is a key economic hub, and by extending these improvements this will help to ensure we've got a safer, more robust transport and freight route where SH1 and SH57 connect.'

Mr James says studies of future traffic demand at the top section of the Wellington Northern Corridor have been a key factor in the development of this strategy. Moving north from Wellington, these projects provide improved capacity and safety for traffic on this nationally significant route, linking the central North Island with Wellington, its port, ferries and airport. Work on all of the projects between Ngauranga and Otaki has confirmed the need for a four-lane expressway for these projects. However, north of Otaki the need for a four lane expressway in the medium term future reduces, and progressively moves back to a safely designed high quality highway.

Investigations of the Otaki to Levin section have shown that the section from Otaki to SH57 is the most appropriate area for this transition to occur, and that the divergence of traffic between SH57 in the direction of Palmerston North, and SH1 north, will be a further transition point for the staging of improvements over time.

'SH1 between Otaki and Levin is a strategically vital section of highway with high freight volumes, and it acts as a crucial connection for the Capital, both between Palmerston North and SH1 further north. However, our investigations have shown us that in terms of future growth, the projected demands on SH1 between Otaki and Levin are significantly different to SH1 south of Otaki.'

'Traffic modelling has shown it doesn't suffer as much from the dramatic peak traffic spikes that plague drivers between Otaki and Wellington. Traffic flow is more evenly spread out throughout the day, which means there is less pressure on capacity.

'The section of SH1 south of Otaki is also more directly affected by the booming population in Kapiti, whereas the local population north of Otaki isn't growing at the same rate.'

Mr James says leaflets have been sent to residents living in the area, and the NZTA will release more detailed proposals for public feedback in late 2012/13.

The Otaki to Levin project is a section of the **Wellington Northern Corridor Road of National Significance**. The Wellington Northern Corridor (Levin to Wellington Airport) is one of seven roads of national significance that the Government has identified as essential state highways which require upgrading to reduce traffic congestion, improve safety and support economic growth in New Zealand.

More information can be found on the Otaki to Levin project at: www.nzta.govt.nz/otaki-levin-project/.

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Give us your feedback and help us develop the Otaki to North of Levin highway upgrade

26 Apr 2013 | Wellington Regional Office

The NZ Transport Agency is encouraging the public to share their views about the proposed upgrades to State Highways 1 and 57 between Otaki and North of Levin, aimed at making it safer and easier to get around.

NZTA Wellington state highways manager Rod James says the NZTA is hosting information days to share the proposals with the local community, and is encouraging locals to share their views to help it develop the plans further.

Mr James says the improvements will help to make it easier and safer to get around between Otaki and North of Levin, and will have benefits for all road users whether they're local residents, tourists, or farmers getting their goods to market.

"We want to hear from the community so that we can get the best overall result for people. We're holding public information days at three different locations during the first week of May, so you can pop in at your convenience to have a look at the proposed improvements, chat to our project team and tell us what you think."

"The plans are about making improvements to the safety and efficiency of SH1 and SH57 along the Wellington Northern Corridor. This upgrade will provide the biggest single investment this highway network has seen since it was built, and will help to make travel safer and trips shorter."

Mr James says the NZTA plans to do this by splitting the section into smaller packages of work, and working through them in stages. The proposals are the first step to eventually creating a four lane highway along this stretch of road.

Information days will be held in early May at the following locations:

- Wednesday 1 May 2pm – 9pm Manakau Community Hall
- Thursday 2 May 2pm – 9pm Ohau School Hall
- Saturday 4 May 10am – 4pm Levin War Memorial Hall

Proposed improvements include installing more passing lanes on SH1, widening the road edges, installing median barriers, replacing old and narrow bridges, changing intersection layouts and improving walking and cycling facilities at seven key locations, including:

- Forest Lakes (Taylors Road to Pukehou Railway Bridge)
- Manakau
- Manakau to Otau Bridges
- Ohau to south Levin
- Levin
- Waitarere Curves
- Whirokino Trestle and Manawatu River Bridge

Mr James says that SH1 between Otaki and North of Levin is a strategically important section of highway with high freight volumes, and it acts as a vital connection for the Capital, both between Palmerston North and SH1 further north.

"The Otaki to North of Levin section is more than just a highway – it's a hub. It has the crucial job of linking the lower North Island with the north, east and west, particularly for our freight and agriculture industries. By making this hub perform better, we can help to support economic growth and productivity throughout the Manawatu/Wanganui and Wellington regions, and further beyond."

The Otaki to North of Levin project is a section of the Wellington Northern Corridor, which is one of seven roads of national significance identified by the Government as an essential upgrade to reduce traffic congestion, improve safety and support economic growth in New Zealand.

More information can be found on the Otaki to North of Levin project website at www.nzta.govt.nz/otaki-levin-project or by calling the freephone number, 0508 O2L INFO (0508 625 4636).

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Appendix I Newspaper Articles



MWH.



NZ TRANSPORT AGENCY
WAKA KOTAHI

Ōtaki to North of Levin Project
Consultation Report

Appendix I Newspaper Articles

Tenders open for 21km stretch of SH1

TENDERS are open for work on the Otaki to Levin section of the Wellington northern corridor of State Highway 1.

Tenders are being called for options and preliminary design for the 21km section.

They close late next month and are likely to be awarded before Christmas.

The northern corridor would provide faster and safer travel, as well as enhanced journey time reliability for motorists from across the lower North Island to Wellington and the airport, Transport Minister Steven Joyce said.

NZPA



Highway destination: Whirokino Bridge which spans the Manawatu River is the approximate end point to the Wellington Northern Corridor Expressway.

Route is revealed

By KARA LOK

After months of deliberation, the New Zealand Transport Agency has revealed the Wellington Northern Corridor expressway's destination.

The Government's Road of National Significance from Wellington Airport to Levin will end near the Whirokino trestle bridge above the Manawatu River on State Highway 1 between Levin and Foxton, the *Horowhenua Mail* has been told.

NZTA Wellington manager for highways and network operations Craig Nicholson said the bridge had been chosen as the approximate destination of the expressway, despite the fact that a route was yet to be finalised for the Otaki to Levin

leg of the expressway, expected to cost around \$140 million.

The area had been chosen as the end point because the existing roads north of the bridge are suitable for current traffic flows, Mr Nicholson said.

"North of Levin, traffic levels on SH1 fall to around 10,000 vehicles per day, since a large proportion of the freight using SH1 south of Levin is directed to or from Palmerston North via SH57. The existing SH1 north of Levin, with lower freight levels than to the south of Levin, has sufficient capacity to accommodate both existing traffic levels and future growth."

There are no plans to extend the project beyond Levin, but NZTA is conducting a study to consider connections to Palmer-

ston North, Mr Nicholson said.

When choosing a preliminary route, NZTA would make Ohau and Manakau a priority, he said, ensuring residents have access to and from the expressway.

"The NZTA will be engaging with the local community during this investigation and preliminary design phase."

Preliminary work on the Wellington Northern Corridor project begun in December 2009. The project has been divided into eight sections; Wellington Airport to Mount Victoria Tunnel, Basin Reserve, Terrace Tunnell, Aotea Quay to Ngauranga Gorge, Linden to MacKays Crossing - Transmission Gully, MacKays Crossing to Peka Peka, Peka Peka to Otaki and Otaki to Levin.

End of route

The Government's "Road of National Significance" from Wellington Airport to Levin will end between Levin and Foxton, the *Kapiti Observer* has been told.

NZTA Wellington manager for highways and network operations Craig Nicholson said the Whirokino Bridge over the Manawatu River on State Highway 1 was the approximate end of the expressway, despite the route from Otaki to Levin, at an expected cost around \$140 million being as yet unconfirmed.

The area had been chosen because the existing roads north of the bridge are suitable for current traffic flows, Mr Nicholson said.

"North of Levin, traffic levels on SH1 fall to around 10,000 vehicles per day, since a large proportion of the freight using SH1 south of Levin is directed to or from Palmerston North via SH57.

"The existing SH1 north of Levin, with lower freight levels than to the south of Levin, has sufficient capacity to accommodate both existing traffic levels and future growth."

The agency is conducting a study to consider connections to Palmerston North, Mr Nicholson said.



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25-May-2011
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General News
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Fast Levin-Otaki link in the offing

Vicki Waterhouse
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The feasibility of a four-lane expressway between Levin and Otaki is being investigated further by the New Zealand Transport Agency.

Preliminary work has started on the project, aiming to identify a preferred route for the expressway between north of Otaki and north of Levin.

Images are in the Horowhenua District Council foyer to inform the public about the project and how it would go ahead.

NZTA regional state highways manager David McGonigal said the signs explained the purpose of the project, the study area, the process and its schedule.

"This work will help to determine the best options for the project, taking into account timings, cost and environmental concerns," he said.

He said feedback from the public

would be sought early next year.

He said NZTA wanted to upgrade State Highway 1 to improve journey times, provide relief from congestion and improve safety.

The upgrading would also create good connections between the main

freight hubs of Wellington and the South Island and regions to the north and east, such as Manawatu and Hawke's Bay, Mr McGonigal said.

NZTA state highway manager Rob Whight said:

"As part of the Wellington Northern Corridor road of national significance, additional benefits from this work will include the reduction of travel time between Levin and Wellington Airport and economic growth for the area."

The preliminary work includes investigating the development of a four-lane expressway between Otaki and Levin.

It also includes investigating options for an alternative route for Levin and improvements to SH1 to the north of Levin.

"Benefits . . . will include the reduction of travel time between Levin and Wellington Airport."

Rob Whight
NZTA state highway manager

MP welcomes move on roading

Otaki MP Nathan Guy has welcomed the start of public talks on investigative work on a preferred route between Otaki and Levin.

Mr Guy said the 30 kilometre stretch of road from Otaki to North of Levin is long overdue for an upgrade.

"It has many accident blackspots and is now carrying a larger volume of traffic than it was ever designed for.

"Anyone who's been stuck in traffic jams on weekends and public holidays around Otaki will welcome this progress.

"The exact route for the expressway is undecided," he said. NZTA will be carrying out detailed investigation work and engaging with the community before a decision is made.

"This is exciting for Levin, Foxton and Shannon who will ultimately be just an hour's drive from the Wellington CBD."

Inquiries start on new route

Investigations to find the route of the Horowhenua expressway will cover an area from near the Tararua Range to near the district's coast.

The study area has been revealed by the New Zealand Transport Agency as it begins narrowing down the route of the four-lane road stretching from Otaki to the Manawatu River, south of Foxton.

Regional state highways manager David McGonigal said the work will help determine the best options for the project "taking into account timings, cost and environmental concerns".

The agency has placed display panels in the offices of Horowhenua District Council with information about the purpose of the project, the study area, and process and timelines.

The new information outlines a broad "indicative" study area that runs east of State Highway 57 and west of Levin.

"Formal public engagement will be carried out in early 2012 to seek feedback on corridor options," Mr McGonigal said.

**WANT YOUR
GENERAL**

Time to ponder plan

Mayor's Message

with Horowhenua Mayor Brendan Duffy



Public submissions to our 2011-12 draft annual plan closed last Thursday.

We received 141 submissions and submitters have been offered speaking time at the Horowhenua District Council annual plan hearings next week.

The two days of hearings are held next Wednesday June 1 at the amended times of 3.30pm and Thursday June 2 at 3pm in the Council Chambers in Levin, and the public are welcome to attend.

The following week councillors will consider the information collected in a process called annual plan deliberations.

These begin at 4.15pm on Wednesday June 8 and, again, the public are welcome to attend.

We will adopt the annual plan on June 15 and finally, the audited annual plan will be adopted on June 22.

Our new financial year begins on July 1 so the budgets within the annual plan will then be activated.

Thanks to those individuals and groups who have taken the time to participate in the annual planning process.

Our Youth Voice (Youth Council) is active in their support of young people in our community.

Every month they organise a

focused activity and this month they're hosting Horowhenua's Got Talent.

We expect to see some rising stars at the Memorial Hall in Levin on Saturday night and I encourage families to attend this fundraising event for the Te Takere Community and Cultural Centre in Levin.

We've had a steady stream of residents visiting the council offices in Levin where there is a display of the process the New Zealand Transport Agency (NZTA) will use over the next two years to decide the preferred route for the Otaki to North of Levin expressway.

Remember, this is a process of investigation which involves us all and will not provide a result until winter 2012.

I encourage you to track the process, as we are here at council.

We're all affected in some way by the final decision about the preferred route. Council are hosting the display but, like you, we don't have all the answers. We are committed to this important process.

Responsible budget targets spending

From the Beehive

with Otaki MP Nathan Guy

It's pretty unusual for a Government in election year not to increase spending, which is why I'm proud of this year's Budget.

National inherited a disastrous set of financial problems from the previous Labour government. We've had to deal with a global financial crisis and two devastating earthquakes in Christchurch, on top of other challenges.

Most people know that we are borrowing \$380 million a week just to pay the bills. Put simply, we have been spending more than we earn and it can't go on. There will

be a lot more pain for families in the future if we don't make sensible adjustments now.

This year's Budget puts forward a plan to pay off debt, get us back into surplus within four years and focus taxpayer money on the important things — like schools, hospitals and police.

Careful reallocation of money means we can afford to put \$2.2 billion of new spending into health over the next four years. This includes new funding of \$16m for MidCentral DHB and \$27m for Capital Coast DHB, which is great news.

\$1.4 billion is going towards education over the next four years, including an increase of around 3 per cent in operational funding for schools.

Of course, rebuilding Christchurch is a major challenge and \$5.5b will be used to set up the Canterbury Earthquake Recovery Fund.

Minor changes to Kiwi Saver will help us save more as a nation



and keep the scheme affordable. Right now borrowing to save just doesn't make sense. Government subsidies are being reduced and matched with private contributions, although the \$1000 kickstart for new members will remain.

Working for Families will become better targeted towards those in need. Around 75 per cent of families currently receiving this will get an increase in their payment from April 1 2012, while a number of higher income families will receive less or no longer qualify. I think most people will agree this is a sensible move.

None of these changes will happen until after the election. We are clearly setting out our policies in advance and seeking a mandate

from the public.

The good news is we can expect 170,000 new jobs over the next four years and higher wages as the economy recovers.

We can expect to see many of these jobs in Kapiti and Horowhenua with all of our big developments. \$2.2b of investment is going into the Levin to Wellington Airport Road of National Significance, including Transmission Gully. We also have a new school in Waikanae on its way, new paramedics, five new police in Levin, ultra-fast broadband, new trains and flights beginning from Kapiti Coast Airport.

After a tough few years, the future is starting to look a lot brighter.

Otaki to North of Levin Road

The NZTA has started engaging with key stakeholders and iwi on the Otaki to North of Levin Expressway project. This project is part of the NZTA's Wellington Northern Corridor Road of National Significance which will provide a high quality expressway between north of Levin and Wellington Airport. The Otaki to North of Levin study area stretches between Taylor's Road to the south and the Manawatu River Bridge to the north.

The Otaki to North of Levin project is currently identifying constraints to the routing of an expressway and will be working closely with iwi, hapu and whānau to identify areas of maori

significance in the study area. Other constraints which are being identified are areas of ecological, landscape and heritage significance, areas prone to flooding, liquefaction and those areas with existing land use designations. The NZTA will release draft constraints maps in August and will be gathering information on constraints until mid September.

Following the identification of constraints, the NZTA will identify broad corridors of interest for building an expressway and will consult on these corridors in early 2012, when the public will have the opportunity to comment on proposals.

Roading commitment

On the Coast

with Chris Barber



A clear significance of the recent visit to the region by Prime Minister John Key was his government's assurance that the expressway from Wellington to Levin will happen.

Sure, there were a few protesters down south at Waikanae raising concerns about the impact of the expressway through Kapiti. But by and large, Kapiti residents have accepted the coming expressway and are actively working with NZTA to shape a future for their communities.

NZTA is also engaging with the communities of Horowhenua on that stretch of the expressway from Otaki to Levin. In fact, many would have already sent their feedback to NZTA planners on the local constraints facing the route of the expressway.

One of the first steps for the project team is seeking public feedback on identifying problems to help the planners choose the route between Taylor's Road and the Manawatu River Bridge. The feedback period closes on September 23 and the planners intend to seek community feedback on the broad route options early next year.

It is going to happen and we as a region need to embrace the opportunity to help shape the impact of this expressway. Sure there will be some negative effects but the expressway also brings huge opportunities for Horowhenua.

If we need to quantify a single advantage of this multi million dollar infrastructure investment, it is this — it will reduce travel time to the nation's capital including its

airport, port, and gateway across to South Island, to just an hour.

The efficient access will open up Horowhenua's residential, manufacturing and agricultural markets. It will attract business and if we get it right, it will create jobs especially for our young people. To get it right we have to be proactive, get involved with the process to make this government initiative work for the community.

For a start visit the NZTA website at www.nzta.govt.nz/otaki-levin-project. And talk about this to friends, colleagues and neighbours.

8 THURSDAY, SEPTEMBER 8, 2011

Four-lane highway will taper off

By JOEL MAXWELL

Expressway four-laning will only run as far as the Levin bypass, with the Road of National Significance tapering off for its last kilometres till funding allows more work, the Otaki Community Board has heard.

In a briefing to the board on Tuesday, project manager Josephine Draper said there will be four-laning between Otaki and Levin, a bypass of Levin, then meet the current State Highway 1 north of Levin.

Ms Draper said the "project study area" for the planned road extends to just south of the Manawatu River.

"There is a desire to seek designation for a four-lane expressway along that whole route. So, long term that's the goal, but what we think is that probably we won't be building four lanes north of Levin at this time because there probably won't be a demand for it." However, the New Zealand Transport Agency has not done the work yet to confirm this, she said.

The northern end of the planned

corridor running from Wellington has not had a construction date set yet, with consent applications scheduled for 2013.

Preliminary routes for the estimated \$140 million section of expressway will likely be released for consultation early next year, Ms Draper said.

Questioned about the order of construction of the entire corridor, with work in the Kapiti section set to begin first, Ms Draper said the decision came down to funding.

"The answer is, really, cashflow. NZTA has limited funds and some

of those projects are very, very expensive so they are programmed firstly in order of priority, and also in terms of when cash is on hand."

Ms Draper said the agency was trying to work its way up from Wellington, "generally".

The section north of Otaki will run for about 30km, starting at Taylors Rd and finishing immediately south of the Manawatu River Bridge.

The agency won't know what properties will be affected until the preferred route has been con-

firmed - unlikely to be until mid-2012.

Ms Draper said an expressway is essentially the same as a motorway, only without the legal restrictions. "Motorways, you're not allowed to ride a bicycle on it, you're not allowed to reverse on it. Certain types of vehicles aren't allowed to drive on it. You can't have any roundabouts, you can't have any traffic signals."

Theoretically, the expressway would allow those activities, "but in practice it would look and feel a lot like a motorway", she said.

Notes from The Otaki Community Board Public Speaking:

It was standing room only at the recent 6 September 2011 Otaki Community Board meeting as 64 people packed into the Memorial Hall supper room, many to speak about the Te Horo Beach car park logs, others to air their views on the Main Street up grade, others to speak to funding applications and to hear the first proposals from New Zealand Transport Agency on the Otaki to Levin section of the expressway.

Several members of the public spoke of concerns with the Main Street upgrade including three generations of the Sims family farmers and farming contractors and resident Steve Hassell. They all complained of the extremely tight corners at the Main and Te Rauparaha Streets and the reduced width of Main Street.

"Main Street, it's a f... up," Robert Sims told the meeting. With the narrow road he could now be required to use a pilot vehicle escort every time he travelled through, as his vehicles at 3.2 metres wide, are classified overwide. "And that's 15 to 20 times a day!"

The work was referred to as a shambles and too narrow, with tight

corners which made it difficult and dangerous for truck and trailer units and buses to get round them.

Mayor Jenny Rowan said the council would definitely have to look at it. "We're not here to make things difficult for our residents." The council was doing its best for the people in the community, she said. While senior officer, Tamsin Evans told the meeting "if the better option will be reworking what has been done, we'll have to look at it."

Community Board chair, Don Moselen said widening the east end - Matene to Aotaki streets, meant the plans had to be redrawn. "We're trying to find a solution that's worth it."

Six Te Horo beach residents spoke against the beach log and wire barriers put in the beach car park, stopping vehicles on the beach and blocking the unformed track, believed to be part of the historic coaching road. They complained of lack of consultation with from the council and requested the logs be removed.

"Get rid of the logs, get rid of the staples and work with the community. There are plenty of chains saws in Te

Horo," Brent Jarnell told the meeting.

Board member James Cootes told the board there were plenty of Te Horo contractors willing and able to remove the logs at no charge. Ms Evans reported that the logs came off the beach and will go back "roughly to where they came from" with the wires and staples removed. The bollards and low barrier will remain. Ms Rowan said the council did what they thought the community wanted, they look "very, very seriously" the request for their removal.

Peter Curling from the County and Rahui Roads group, reiterated their concerns at lack of any progress on the highway round-a-bout "choke point" and asked what was happening about the pedestrian crossing at the highway and Arthur Street intersection. Mr Moselen told him they were waiting funding for the crossing from NZTA. The options of an overbridge or subway were discounted two years ago as unsuitable. Mr Cootes reminded him the traffic management action plan restricting access to the highway to Waerenga Road had not been needed at long weekends as had been insufficient traffic.

NZTA Northern Expressway:

Josephine Draper from the NZTA spoke of the proposed four lane expressway from north of Otaki, Taylors Road, to Levin with a bypass to the east of the town. This is currently in the earliest stages of looking at the area and possible corridor, mapping places of historic interest such as

significant trees and iwi sites. And finally set a project time line. The final preferred corridor will require a 100 metre easement. The Otaki-Levin was "quite a long way down the pecking order" she said. NZTA was beginning the Wellington to Levin expressway at the most important sections, airport

to Basin Reserve, Ngauranga Gorge, Transmission Gully and McKays to Peka Peka. She was unable to answer any questions from the floor pertaining to the Peka Peka to Otaki section as this section is not in her portfolio.

Public helps find route constraints

By TANYA WOOD

Feedback from Horowhenua residents on the proposed Otaki to north Levin expressway has identified two new areas of constraint.

Residents were given the opportunity to view seven maps of the district, on display at Horowhenua District Council last month, which identified areas of known constraints, including heritage areas, areas of ecological significance, geological hazards, and known flood zones.

New Zealand Land Transport Agency Wellington state highways manager Rod James said a project update, posted in August to all households in the study area, invited feedback on preferred routes for the four-lane expressway from Taylor's Rd, Otaki, to the south of the Manawatu River Bridge by September 23. He said it received 26 responses, and two new areas of constraint were identified, not currently represented on the maps.

"The two new 'constraints' identified and added to the list were at Atkins Bush and St Stephen's Church [Kuku], which have now

been added," he said.

Mr James said all identified constraints would be considered by the project team in scoping possible expressway routes.

"We really appreciate people taking the time to give us their feedback, which will help inform the project team's investigations."

He said at this stage there was no preferred option.

"The next step is to develop broad possible route options, which we will bring back to the community for feedback early next year.

"We expect to lodge resource consent applications and notices of requirement for this project in autumn 2013."

He said the expressway, consisting of eight sections, would see the Otaki to Levin part completed last. However, exact building and completion dates will depend on approval processes, and available funding within the wider NZTA work programme.

The Wellington Northern Corridor, from Wellington Airport to just north of Levin, deemed a road of national significance, is expected to improve journey times, and help regional and national economic growth.



Homeowners fear fallout

Kelsey Fletcher

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Major changes proposed to the road network between Foxton and Otaki have fired up the Horowhenua community, with residents worried about losing their homes and the disruption to their lives.

A \$200 million upgrade to State Highways 1 and 57 is planned as part of the four-lane Wellington Northern Corridor upgrade that also includes the Kapiti Expressway and Transmission Gully.

More than 200 people attended an information and feedback day held by the NZ Transport Agency in Levin on Saturday.

Some families were concerned they would lose their homes if proposals went ahead, while others found the changes would adversely affect their daily lives.

However, everyone the *Manawatu Standard* spoke to agreed something needed to be done.

Gary Travers would lose his house if the proposed linking of State Highways 1 and 57 at Ohau went ahead. "I'm on Kimberley Rd and the proposal goes right through the guts of my house," he said.

"It's a bugger for me because I'm trying to sell my house. I've got interest in my house but if they find a road may be going through they

won't be interested any more. What can you do?"

The proposal would link the state highways at the Kimberley Rd and Arapaepae Rd intersection, bypassing Ohau. Properties would need to be purchased and the future of the old Kimberley Hospital property would need to be considered. The two intersections between the affected highways have had 79 crashes in the five years to July 2012.

Wellington roads of significance development manager Selwyn Blackmore said it was pleasing to see such a high level of community interest in the project.

"There have been over 200 people here, 200 at the Ohau session and 140 at Manakau," he said.

"Generally people are really positive; there have been some really good suggestions."

Mr Blackmore said about 80 people could lose their homes and discussions would continue until a decision is made.

"We've seen all the people who

are potentially affected landowners ... We've also spoken to people nearby who have concerns about being nearby new roads."

PROPOSED PROJECTS

- Forest Lakes (Taylors Rd to Pukehou Railway Bridge) realigning, median barrier and strips and passing lane removal.
- Manakau realigning, reducing speed limit to 80kmh, median strip, passing lane removal, close railway underpass to traffic.
- Ohau Bridge realignment.
- Ohau south to Levin reducing speed limit to 80kmh, median strip, passing lane removal, Victoria Tce closure, Vista Rd closure.
- State Highway 1 and 57 link.
- A heavy traffic bypass and traffic lights at Queen St were considered for Levin but no proposal has been made as options investigated would impact heavy vehicle travel times.
- Waitarere curves realignment.
- Whirokino Trestle and Manawatu River Bridge upgrades.



Discussion point: Gillian Silver of Ohau discusses a point with NZ Transport Agency representative Selwyn Blackmore at an information day in Levin about significant proposed changes to the roading network.

Photo: WARWICK SMITH/FAIRFAX NZ



John Tombs, affected by Ohau State Highway 1 and SH57 link: "We are off Kimberley Rd and my concern is that people use that road every day," he said. "If either option goes through, there are potential closures for the turn north [out of Kimberley Rd] to Levin."



Yvonne Summers and Murray Baker, affected by Ohau SH1 and SH57 link: "The Government is pushing 'roads of significance' without consulting the public about rail," Mr Baker said. Ms Summers said: "We are very suspicious about the link from Ohau at Arapaepae Rd because it says in the brochure it will be a two-laned highway but they will leave options open for a four-lane but [consultants] denied it when I asked."





Linda and Alan Archer, affected by Waitarere Beach turnoff realignment:

"It looks like we could lose a third of our property and if you lose that much or more, you lose all of it," Mrs Archer said. "We've been advised to continue with business as usual but we're just unsure. We do understand the need to straighten the road but the impact it has on people is quite traumatic." Mr Archer said: "We bought our property in January to turn it into a B&B, but this virtually makes it unsaleable. They'll make a decision a year from now but the roadworks could be five or 10 years away."



John Christiansen, affected by the scrapped Levin bypass:

"Levin should have a bypass from St Stephen's Church," he said. "This would solve all the traffic problems in Levin, and 80 per cent of people [who drive through] aren't even interested in stopping."



Gary Travers, affected by Ohau SH1 and SH57 link:

"I'm on Kimberley Rd and the proposal goes right through the guts of my house," he said.

Appendix J Sample Landowner Letters



NZ TRANSPORT AGENCY
WAKA KOTAHI

Level 9, PSIS House
20 Ballance Street
PO Box 5084, Lambton Quay
Wellington 6145
New Zealand
T 64 4 894 5200
F 64 4 894 3305
www.nzta.govt.nz

23 April 2013

Dear

Otaki to Levin Road of National Significance

I am writing to advise that the NZ Transport Agency has developed proposals for improving State highway 1 and State highway 57 between north of Otaki and north of Levin.

This is an important transport development for the Horowhenua and Kapiti Districts and part of the Government's desire to make the improvement of roads on the Wellington Northern Corridor a top priority to improve safety and efficiency. In this regard, the NZ Transport Agency has prepared for consultation a series of improvements between north of Otaki and north of Levin.

We are writing directly to property owners whose properties may, based on the work completed to date, potentially be affected by the proposed improvements to keep them informed and so that we can hear back from them. However we must stress that the plans being consulted on are at this stage only conceptual. The extent of any property impacts will only be known at a much later stage in the project when public consultation and detailed engineering and planning assessments are completed.

The NZ Transport Agency wishes to assist you during this difficult time and if you would like to speak with a representative about the proposed improvements on the Otaki to Levin section of the Wellington Northern Corridor or about impacts on your own property, please call Caroline van Halderen on our freephone number 0508 O2L INFO (0508 6254636), or e-mail info@o2l.co.nz. The project website is www.nzta.govt.nz/otaki-levin-project.

Yours sincerely



NZ TRANSPORT AGENCY
WAKA KOTAHI

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New Zealand
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www.nzta.govt.nz

19 April 2013

Address

Dear

Otaki to Levin Project

I am writing on behalf of the NZ Transport Agency about the Otaki to Levin section of the Wellington Northern Corridor. Hopefully you have received a copy of our recent project newsletter.

We have tried to get in contact by telephone to talk to you about the Otaki to Levin section as the proposals we have been developing have reached the stage where we want to discuss them further. Our work indicates that these proposals may affect your property at xxxx.

We wanted to give you an opportunity to talk to members of our team directly and understand what this means for you.

We would like to meet you to discuss the proposals as soon as possible, preferably before 23 April if you are available. Please contact us by calling 0508 625 4636, or emailing info@o2l.co.nz to set up a suitable appointment time. Please could you also let us have your phone contact details.

If you are unable to meet a member of our team, you are invited to an Information Day to be held at the following venues:

Wednesday 1 May, Manakau:	2pm – 9pm	Manakau Community Hall
Thursday 2 May, Ohau:	2pm – 9pm	Ohau School Hall
Saturday 4 May, Levin:	10am – 4pm	Levin War Memorial Hall

Please make yourself known to one of our team members.

Yours sincerely

Josephine Draper
Principal Transport Planner



NZ TRANSPORT AGENCY
WAKA KOTAHI

24 May 2013

Address

To the owners of

Otaki to Levin Project: Follow up

I refer to my previous correspondence sent during April and would like to follow up with you. I am writing on behalf of the NZ Transport Agency about the Otaki to Levin section of the Wellington Northern Corridor. Hopefully you have received copies of our recent project newsletters.

We have tried to get in contact by telephone to talk to you about the Otaki to Levin section as the proposals we have been developing have reached the stage where we want to discuss them further. Our work indicates that these proposals may affect your property at xxx.

We wanted to give you an opportunity to talk to members of our team directly and understand what this means for you.

We would like to meet you to discuss the proposals as soon as possible. Please contact us by calling 0508 625 4636, or emailing info@o2l.co.nz to set up a suitable appointment time. Please could you also let us have your phone contact details.

Yours sincerely

Josephine Draper
Principal Transport Planner

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20 Ballance Street
PO Box 5084, Lambton Quay
Wellington 6145
New Zealand
T 64 4 894 5200
F 64 4 894 3305
www.nzta.govt.nz

14 August 2013

Address

To the owners of

Otaki to Levin Project: Follow up - High Importance

I refer to my previous correspondence sent during April and again during May, I wish to follow up with you. I am writing on behalf of the NZ Transport Agency about the Otaki to Levin section of the Wellington Northern Corridor. Hopefully you have received copies of our recent project newsletters.

We have tried to get in contact by telephone and by letter to talk to you about the Otaki to Levin section as the proposals we have been developing have reached the stage where we want to discuss them further. Our work indicates that these proposals may affect your property at XXX.

We wanted to give you an opportunity to talk to members of our team directly and understand what this means for you, it is getting to a stage in the project that it is very important that we sit down with you and discuss the potential effects of the proposals on your property.

We would like to meet you to discuss the proposals as soon as possible. Please contact us by calling 0508 625 4636, or emailing info@o2l.co.nz to set up a suitable appointment time. Please could you also provide your phone contact details.

Yours sincerely

Josephine Draper
Principal Transport Planner

Appendix K Display Boards from Open Days



Wellington Northern corridor

Ōtaki to North of Levin section

Roads of National Significance

The Government has identified seven essential state highway projects that are linked to New Zealand's economic prosperity. Called the Roads of National Significance, the NZTA is charged with substantially completing this programme of state highway improvements within the next 10 years. The Roads of National Significance programme represents one of New Zealand's biggest ever infrastructure investments.

The seven Roads of National Significance projects are based around New Zealand's five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently. Other projects may be added in future but currently from north to south the seven projects are:

- Puhoi to Wellsford - SH1
- Completing the Western Ring Route - SH16 and SH20
- Victoria Park Tunnel, Auckland - SH1
- Waikato Expressway - SH1
- Tauranga Eastern Link - SH2
- Wellington Northern Corridor - SH1
- Christchurch Motorways.

Road of national significance and what it means for the district and region

Ōtaki to north of Levin is a section of the Wellington Northern Corridor, a Road of National Significance. The full corridor, which extends along SH1 between Wellington Airport and Levin, will provide safe and efficient connections that we rely on to grow and prosper.

The Wellington Northern Corridor will significantly improve how we get around, allowing us to spend more time on the things that really matter.

Key benefits of the corridor will:

- Make travel easier and safer, whether you walk, cycle, drive or take public transport
- Reduce journey times and ease pressure on surrounding roads
- Help reduce the cost of travelling and doing business
- Offer the region a more resilient route in the event of disruption
- Support economic growth and productivity.

Key transport outcomes

The proposals set out on the following panels will:

- Significantly improve safety and efficiency on SH1 and SH57
- Deliver between \$100 and \$185m of transport benefits and wider economic benefits (such as extra jobs)
- Have the flexibility to be delivered as one package or as separate projects
- Be future proofed for future financing

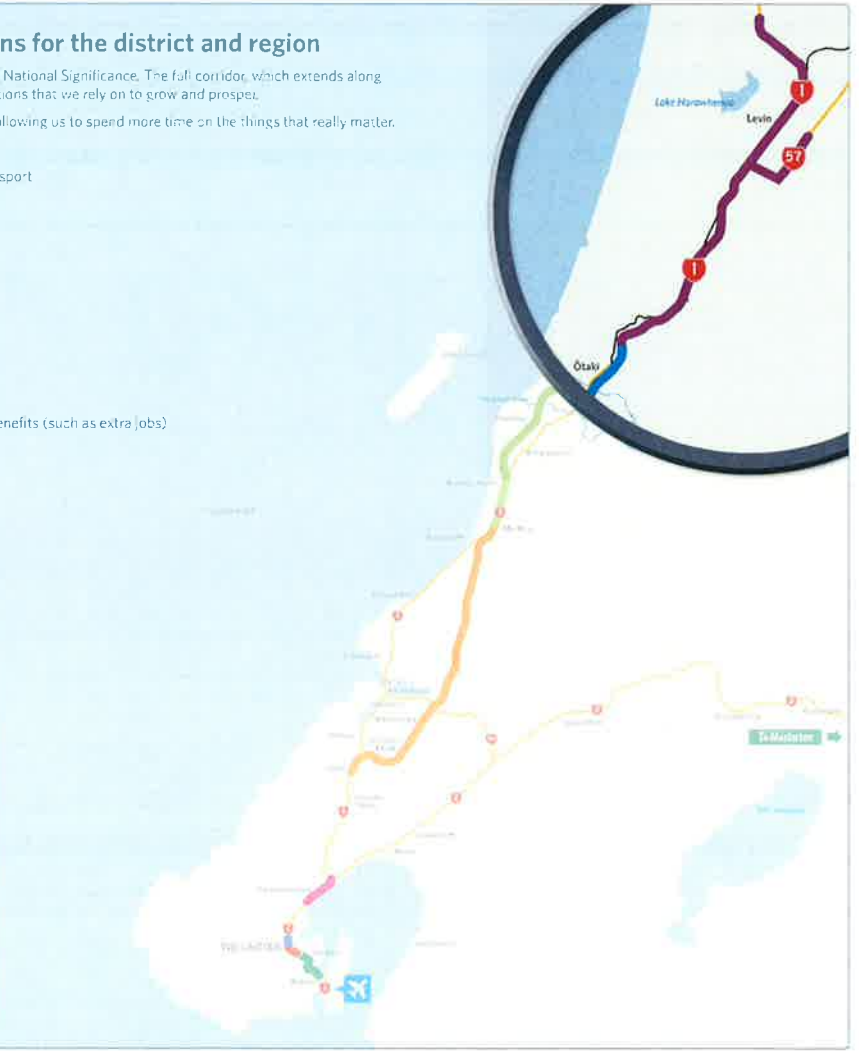
The combined cost of all of the proposals range from \$150m to \$200m.



LEGEND

- Airport to Mt Victoria Tunnel section
- Tunnel to Tunnel section
- Terrace Tunnel duplication
- Aotea Quay to Ngauranga section
- Linden to MacKays section (Transmission Gully)
- MacKays to Peka Peka section
- Peka Peka to Ōtaki section
- Ōtaki to north of Levin section
- Existing State Highway

} Kapiti Expressway





Wellington Northern corridor

Ōtaki to North of Levin section

Have your say and stay connected

We need to improve the state highway between Ōtaki to just north of Levin to make sure you can go about your daily lives safely and efficiently.

While the improvements are part of the northernmost section of the Wellington Northern Corridor Road of National Significance, they are also predominantly about making sure people are connected to employment, education, services and recreation. This is why we support and fund more than state highway improvements. We also fund walking and cycling facilities, local safety campaigns, and the operation of public transport facilities, like trains and buses.

The state highway is part of a transport network through the project area that is critical to the quality of people's lives. It's also critical in ensuring freight and agriculture are connected from the farm and factory gate through to our cities and ports through a high performing transport system (including road and rail). This then allows freight and our industries to support economic growth and productivity in the Manawatu/Wairarapa and Wellington regions.

Why have this open day?

This open day is your chance to learn more about the kinds of improvements we think can improve your travel between Ōtaki and north of Levin.

Transport is at the heart of how we live, whether it's on foot, bicycle, in a car, truck, bus or train and we want you to have your say on our proposals.

We've developed options and, in some places, identified one or two that we think will deliver the best overall outcome. These options are not finalised and need your input before we do.

As you read and discuss the information presented today, think about what you believe we need to know before we do any more work. Tell us how the options will affect you, other ideas you think should be considered, what the issues will be for the community and how best to meet current and long-term requirements for local, regional and national travel.

Have a look at the display material and talk to our project team before completing a feedback form and leaving it at our information desk. Otherwise, have a look at the newsletter we sent to households between Ōtaki and Foxton recently and send your comments to us by email or freepost. Your feedback is important.

Feedback will be summarised into a report that we will make publicly available later in the year. This will inform our next steps and how we develop our proposals for this section of the state highway.

Next steps

We expect to refine our proposals further and make key decisions by mid 2014. This will include the order in which different improvements will be made as the projects will be done in order of priority, rather than starting with the southernmost project and working our way north. We will keep you informed of how our plans develop between now and then.

We currently expect to lodge RMA applications for some of the proposals either in late 2014 or in 2015 after further assessments have been carried out for the different projects. Detailed designs are expected to start in 2016 or 2017, and construction is scheduled to start from 2019. If funding becomes available sooner, some of the projects could be constructed earlier than 2019. We know that splitting the full route into smaller projects could give us a better opportunity to do work faster than if we progressed the proposals as one package.

Time	Steps	Activity	Public Engagement
2011	Summer	Investigation started	
	Autumn		Engagement started
	Spring	Scoping options report	
2012	Winter		Revised approach announced
2013	Summer	Revised project investigations	Project update
WE ARE HERE			
	Autumn		Consultation on the package of proposals
	Winter	Scheme Assessment investigations	Ongoing engagement
2014	Summer	Scheme Assessment Report	Package of proposals (identifying staging and priorities) confirmed and advised
	Winter	RMA approvals/consenting applications begin	Consultation on mitigation options



Have your say

We would appreciate hearing what your thoughts are on our proposals so please talk to one of the project team members and/or fill out a feedback form.

You can also email us on info@O2L.conz or call us on 0508 O2L INFO (0508 625 4636).

Want to find out more?

Visit the project website at www.nzta.govt.nz/network/projects/otaki-to-levin/



Wellington Northern corridor

Ōtaki to North of Levin section

Background to the project

In July 2012 we decided to take a staged approach to achieving our long-term goal of four-laning SH1 between Ōtaki and Levin. This initially focuses on improving safety and efficiency at key locations. It also follows on from previous work we did identifying constraints and asked for feedback on in 2011.

We showed a series of maps that identified potential areas we would want to avoid, such as areas of ecological significance, heritage value or importance, landscape/urban design constraints and areas significant to tangata whenua. Your local knowledge helped us understand the values of the areas, 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 helped shape our earlier investigations and informed our choice to concentrate on safety and efficiency improvements generally to the existing SH1 alignment, as this offers better value for money than building a new expressway away from the existing road.

The broad issues identified in 2011 gave us the opportunity to identify a range of problems we need to resolve, such as managing traffic flow, safety and alignment issues with the existing highway, intersection improvements and managing connections with the state highway. Rather than consider improvements to the route as a whole, we have split the highway into smaller packages of work. This allows us the opportunity to prioritise different packages on the basis of need and seek funding for them sooner, once they have received consent.

The different proposals we have developed for these specific locations along SH1 and SH57 are explained in some detail across our information display boards. They will also let you know about how we're looking to consistently improve travel across the whole route, by including changes such as:

- installing more passing lanes on SH1
- widening the existing highway road edges to improve safety for all types of travel
- installing median barriers, such as wire rope barriers
- making road edges safer
- replacing old and narrow bridges
- changing intersection layouts, and
- improving walking and cycling opportunities.

For more information on these issues please view the board headed "A consistent approach to improving your travel".



One of our constraints maps developed from consultation in 2011, showing heritage areas.

Daily traffic flows

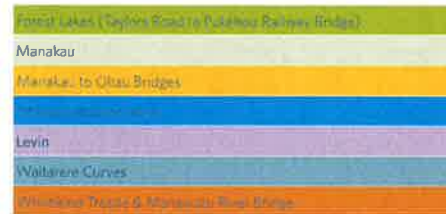
As you can see from the diagram to the right, the highest annual daily traffic counts on SH1 are south of Levin, and in particular south of the SH1/SH57 intersection. North of Levin, traffic flows are much lower.

Our information shows that the amount of traffic travelling on SH1 and SH57 has been growing between 1% and 2% every year. Traffic volumes are expected to increase at a similar rate, or even accelerate, in future as the population in the lower North Island continues to grow.



The projects

Our proposed improvements are targeted in these different locations



We have identified the needs and key safety and efficiency issues in these locations, what we are proposing and what needs to be considered further to refine our designs.



An aerial view of the project area.



Wellington Northern corridor

Ōtaki to North of Levin section

Manakau

The package of work in and around Manakau Township covers the 1km stretch of SH1 from south of Honi Taipua Street to north of Waikawa Beach Road. It connects with three local roads – Honi Taipua Street, Mokena Kohere Street and Waikawa Beach Road. The rail line runs to the east and the land has been developed on both sides of the road.

Why do we need to improve this section of SH1?

Safety is a key issue for this section of SH1. There have been 16 crashes in the five year period between July 2007 and June 2012, the majority of them from a car being rear ended. All their worst these crashes caused minor injuries; however, there is a more serious crash history that lies outside the five year period, including one fatality in 2000 and a serious crash in 2012 where a car hit a pole.

A key consideration here is how to improve safety for SH1 users and maintain local network connections to and across the state highway through Manakau Township. Issues include:

- A 100km/h speed limit through the township and at the end of the southbound passing lane
- Speeding problems caused by the southbound passing lane stopping shortly before the township
- No pedestrian or cycling facilities
- Issues with side roads and side friction
- Commercial development and off-road parking availability
- Movements across SH1 from the township to the shops, particularly the dairy
- Increasing volumes of heavy vehicles/freight
- Not enough space between the railway line limit and the state highway for heavy vehicles to wait before connecting with the highway
- Not enough space for vehicles to wait to turn left onto Mokena Kohere Street when rail crossing barriers are down, leaving them exposed to traffic having just merged at the end of the passing lane
- Cross section (turning movements and pedestrian/cycle provision)
- Waikawa Beach Road intersection is located 125m before the end of the passing lane, posing a risk to people waiting to turn right and to overtaking vehicles
- Steep shoulder to the south of and opposite Honi Taipua Street
- Power poles close to the road, particularly opposite Honi Taipua Street on a steep shoulder.

How do we propose to address these issues?

In order to make this section safer and more efficient, we propose to:

- Reduce the speed limit through Manakau to 80km/h
- Install threshold treatments at either end of the township to alert road users they are travelling through a different environment (see visualisation of how this might look to the right).
- Widen the highway, create a painted median strip and provide a wider road edge
- Remove the southbound passing lane, which ends north of Manakau
- Realign the road and create more waiting space on Mokena Kohere Street for heavy vehicles between the highway and railway tracks
- Close the railway underpass to traffic as there isn't enough space to provide a safe intersection for traffic turning right
- Reuse the railway underpass as a pedestrian/cyclist/ equestrian only access
- Pedestrian and cycle improvements
- Relocate power and lighting poles, which are a roadside hazard that someone may crash into.

These proposals are connected to our proposals to the north for the section between Manakau to Ottau Bridges. It will be beneficial to consider both projects in tandem.



How changes will affect the community and the way you travel

A slower speed limit of 80km/h may make travel time longer, but this limit is considered appropriate for a rural township, particularly as it will provide other safety benefits. Intersections with the highway will be improved, ensuring the way people move to and through the Manakau community are both safe and efficient.

Issues to consider include:

- Property impacts – we may need to purchase property to provide the wider road space
- Property access – we may need to change how some properties access SH1
- Travel speed – changing the speed limit could increase travel time
- Intersection changes – we will need to change the layout at the railway underpass intersection, and on Mokena Kohere Street
- Safety adjustments – we may need to change where and how you turn on to or from the highway and where it is safest to park on the roadside.

Questions to consider in your feedback

What are your thoughts about our proposals?

What sort of intersection layout will allow you to stay connected with your community?

How do you feel about connections to the state highway being spread further apart?

What pedestrian and cyclist issues should we be aware of?

Is there anything else at this location that we should consider?



An artistic rendering of how the entrance to Manakau Township could look in the future



Looking south, this is the area where our proposal would realign the road to give more waiting space on Mokena Kohere Street (intersections visible on the left)



Wellington Northern corridor

Ōtaki to North of Levin section

Manakau to Ohau Bridges

This section of SH1 covers the area roughly from the Manakau Railway Overbridge to just beyond the Ohau River Bridge.

Why do we need to improve this section of SH1?

There are a number of key safety and efficiency issues along this section of SH1 between the Manakau and Ohau Townships. There have been 52 crashes along this length in the five years between July 2007 and June 2012, two were fatalities and three resulted in serious injuries.

There are five existing bridges along this section of SH1, which may need to be either upgraded or replaced in the medium term. There are also a number of historical and cultural landmarks in the area that need to be considered when looking at possible options for improving this section.

Other issues include

- A number of sharp curves including one over the railway line at Manakau (the scene of a 2007 fatal crash)
- A bridge over Waikawa Stream
- Issues with vehicle speeds, passing lanes, and side roads close to Tukorohe Marae
- How to make improvements without affecting historically and culturally significant landmarks such as marae, the Kuku Dairy Factory Historic Building, Tatum Park and St Stevens Church



This diagram shows the number of crashes that have occurred along this section of SH1

How do we propose to address these issues?

A variety of options were originally investigated, with two being considered in more detail. These options are to:

- make various safety and efficiency improvements along the existing SH1 alignment, or
- divert the highway along the western side of the railway line.

Both options would include passing lanes and bridges to cross the Waikawa and Kuku Streams and Ohau River.

We would prefer to divert the highway. This avoids having to build replacement bridges over the railway track, provides a more direct route (which reduces journey times), affects fewer properties, and avoids listed or cultural buildings of significance, which are generally located alongside the existing highway.

This new route can be built to provide four lanes of traffic in future, and would involve constructing passing lanes in a section divided by a wire rope median barrier. Three bridges would be constructed:

- at Waikawa Stream west of the existing bridge
- over Kuku Stream and
- at Ohau River west of the existing bridge.

Other options considered

A variety of options were considered at the initial concept stage, broadly following the principle of upgrading the existing route or providing a new alignment running parallel to the rail line. There was only one feasible option running parallel to the railway line, which is outlined above.

Two other options were considered to improve the existing highway alignment. These included:

- realigning the SH1 curve south of Waikawa Stream or
- creating a new link road to the east of the existing highway from Kuku Stream to SH57.

The option of realigning the SH1 curve south of Waikawa Stream was discounted as it generated less travel time savings and was more expensive when compared to other options.

The new link road north-east of the existing Kuku Stream was also discounted because it requires two river bridges, since the road would split south of the Ohau River, and it would also be necessary to reconstruct both rail overbridges (at Manakau and Ohau).

How changes will affect the community and the way you travel

Our two key options mean that we will need to purchase property. This is required because we either need to be able to provide a wider road space or a completely new section of road. The only way to do this is by purchasing property.

Other issues to consider:

- Property access - we may need to change how some properties access SH1, perhaps providing a new access lane.
- Intersection changes - we want to stop right turns in and out of Kuku Beach Road and redirect traffic to safer intersections.
- Future of the two existing rail bridges - we will need to consider what happens to the existing bridges assuming the highway is diverted.



Questions to consider in your feedback

What are your thoughts on our proposals?

Do you prefer improvements to the existing State Highway or a diverted road?

How do you feel about state highway connections being spread further apart?

Is there anything else at this location that we should consider?



Looking south, the Man Aris and Croft's store on the left, is one of the cultural landmarks in the area that needed to be factored in to our proposals



Wellington Northern corridor

Ōtaki to North of Levin section

Ohau to south of Levin – Ohau Township

We are proposing to make key safety and efficiency changes that meet the combined needs of this section of SH1 between Ohau and Levin. The changes are explained separately for clarity.

The changes we're proposing to make are:

- In Ohau, safety improvements on the existing SH1 through the township; and
- Either making improvements to the existing intersections of SH1/SH57 and SH57/Arapaepe Road or constructing a new SH1 link to SH57/Arapaepe Road intersection to the east of Ohau. Both are expected to improve travel to Palmerston North and beyond.

While we have explained the changes suggested above separately, the proposals should be considered in parallel. They are two halves of a combined approach for the section between Ohau and south Levin.

Ohau Township

This 1.5km section of SH1 extends from south of Bishops Road, through Ohau Township to north of Vista Road. The speed limit through this area is 100km/h and approximately 300m runs through the built-up Ohau Township. There are five intersections within close proximity of each other.

Why do we need to improve this section of SH1?

The key issues for this section of SH1 are safety and managing traffic through the Ohau Township.

There have been 19 crashes in the five year period between July 2007 and June 2012, most involving rear end, turning or crossing traffic crashes. This happens when vehicles turn against the flow of traffic from local businesses and properties adjacent to SH1.

There was one serious crash in this period, however, like Manakau, there is a more serious crash history outside the five-year period. This includes three fatalities and one serious injury crash.

Key issues which need to be addressed include:

- Northbound passing lane leading into a settlement
- 100 km/h speed limit
- Limited pedestrian and cyclist facilities
- Residential and retail/commercial developments close to the roadside which creates side friction
- High number of side roads
- High number of vehicles crossing the highway
- Increasing heavy vehicle volumes
- Short distance between the limit line and railway line on Bishops Road
- Narrow cross section including narrow shoulders
- Curve at Bishops Road, also within the passing lane
- Curve at Marsden Terrace with a limited sight distance
- Curve south of Vista Road
- Power poles located close to the road posing a risk in a crash situation
- Steep slopes at the northern end of the section, along with large trees within the clear zone.

How do we propose to address these issues?

We're looking at the following proposed improvements to make the route safer and more efficient for motorists and the local community by:

- Reducing the speed limit to 80km/h from Bishops Road to connect with the 80km/h zone south of Levin
- Widening the highway to add a painted median strip and a wider road edge
- Removing the passing lane south of Ohau (there will be passing opportunities included in the Manakau to Ohau improvements to the south)
- Closing Victoria Terrace
- Possibly closing Vista Road and creating a new local road connection within the township
- Make Muhurua Road the main highway connection point on this stretch of highway
- Installing threshold treatments at either end of the township to indicate travellers are entering a different environment
- In addition, if a new link is constructed to the south of Ohau (see Ohau to south of Levin proposals), traffic flows through Ohau will reduce, resulting in reduced conflict between vehicles, pedestrians and cyclists.

How changes will affect the community and the way you travel

A slower speed limit of 80km/h may make travel time longer, but this limit is considered appropriate for a rural township, particularly as it will provide other safety benefits. Intersections with the highway will be improved, ensuring the way people move to and through the Ohau community are both safe and efficient.

Other issues to consider include:

- Property impacts – we may need to purchase property to provide the wider road space
- Property access – we may need to change how some properties access SH1 and may need to consider establishing an access lane between Wairiri St and Vista Rd
- Intersection changes – we want to reduce the number of local road connections with the highway (as described above), which will change the way you travel locally.



Questions to consider in your feedback

What are your thoughts about our proposals?

What sort of intersection layout will allow you to stay connected with your community?

How do you feel about state highway connections being spread further apart?

What pedestrian and cyclist issues should we be aware of?

Is there anything else at this location that we should consider?



Potentially closing Vista Road (just in front of the trees to the right of this picture) is one of the suggestions to address safety and efficiency in this area.

1 Wellington Northern corridor

Ōtaki to North of Levin section

Levin Improvements

This section of SH1 covers the area through Levin and the connection to SH57 via Queen Street. Two key intersections, which are just over 500m apart, are integral to this section - the SH57/Queen Street East intersection, east of Levin and the SH57/Meadowvale Drive intersection, approximately 500m to the south of Queen Street East.

Why do we need to improve this section of SH1?

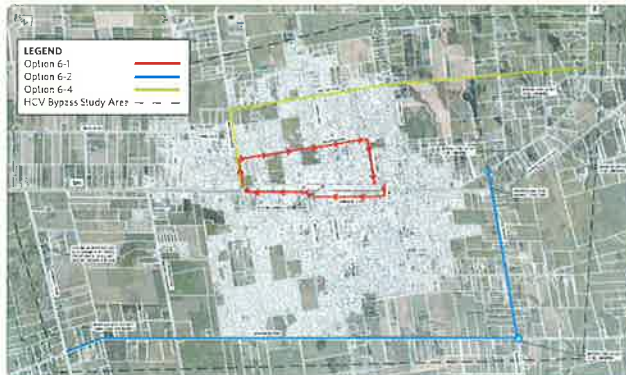
A high number of vehicles use these intersections, located within a 100km/h speed environment. Both intersections have a poor safety and high crash record, and are the main cause of traffic delays in the area.

How do we propose to address these issues?

Improvements in this area are limited to considering a potential heavy vehicle bypass of Levin, and potential upgrades to existing intersections.

We have considered a number of heavy vehicle bypass options through Levin, which would divert heavy vehicles off SH1 as they enter and exit Levin onto the existing local road network. Some were discarded early because they created other problems, leaving four main options to consider. These are:

- **One-way Pairs** - Providing separate northbound and southbound heavy commercial vehicle routes either side of the central city area
- **Roslyn Road Bypass** - This option would use SH57 and Roslyn Road to bypass Levin, requiring a significant upgrade of the existing Roslyn Road together with improved connections to SH1 and SH57
- **Greenfields Heatherlea East** - This option has a number of similarities to the Roslyn Road bypass except that a new road is proposed linking SH1 near to Heatherlea East Road to SH57 approximately 500-700m north of Roslyn Road
- **Tiro Tiro Road Extension** - This option would require a 2.4 km extension to Tiro Tiro Road on the eastern side of Levin through to SH1, allowing heavy vehicles to bypass the main street.



A depiction of how some of the options would operate

While each of the options investigated had some merit, we found that they would make travel times for heavy vehicles longer and were likely to create additional safety issues as the number of heavy vehicle turning movements on and off SH1 would increase.

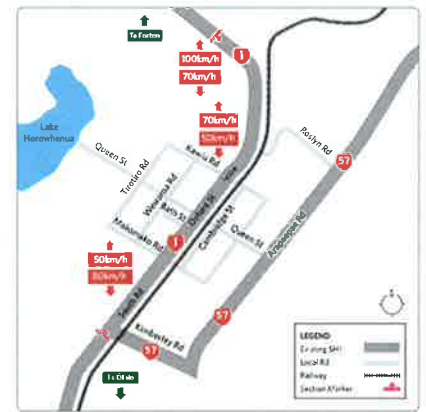
As a consequence, we believe most heavy vehicle operators would not use such a bypass. There may also be associated social and environmental impacts to local residents and businesses located along the bypass routes.

As a result, we have decided to maintain the current arrangement and regularly review the potential need for a bypass, in consultation with the Horowhenua District Council.

Key intersections - Levin

Key intersections on SH1 through Levin have also been assessed. In particular, we have looked at how the traffic signals could be improved to ensure freight moves efficiently.

We found that the current intersections operate satisfactorily and there is no need to modify them at the moment. A safety review did, however, identify some pedestrian issues, and some improvements are proposed at Bath Street to address this.



SH57 and Queen Street intersection

We considered if the intersection of SH57 and Queen Street East could be improved with a roundabout, specifically to address the conflict between traffic heading north on SH57 and vehicles turning right to Levin. Because of the costs of a roundabout and impacts on heavy vehicles, we have decided to maintain the current arrangement here also.

We will continue to review the performance of this intersection, including how to best improve pedestrian access.

What are your thoughts on our decisions?

Is there anything else at these locations that we should consider?



A high number of vehicles travel through Levin, including heavy vehicles.



Wellington Northern corridor

Ōtaki to North of Levin section

Waitarere Beach Road Curves

This 2.3km section of SH1 is commonly referred to as the Waitarere Beach Road Curves. It's a two-lane highway not separated by any barriers, stretching from Clay Road in the south to north of Waitarere Beach Road.

There are three sharp bends in the road creating a double S bend (when viewed from above) and fluctuating speeds. The area is surrounded by rural houses and some culturally significant features, including two marae, Urupa, Whare Rongopai.

Why do we need to improve this section of SH1?

A number of serious crashes have been reported in recent years involving vehicles crossing the centreline and running off the road.

While the bends or curves in the road were improved before the mid-1970s, and further improvements made in more recent years, there have still been 12 crashes, two of them fatal and two serious. Of particular concern are crashes where a vehicle is turning, and head-on crashes because they tend to result in more serious injuries.

The speed limit through this section is 100km/h, however, the three curves in this area reduce speeds to between 80 – 90km/h.

The following issues have been identified as key safety concerns:

- Dangerous curves – the curves between Clay Road and Waitarere Beach Road are below the standard required for a 100 km/h highway
- No median barrier
- Narrow shoulder widths
- A large number of highway connections/accessways.

How do we propose to address these issues?

Two options have been considered to improve safety in this area and include realigning curves, widening the shoulders and protecting roadside hazards. Both will retain the existing intersection layout and form for Waitarere Beach Road and Paeroa Road.

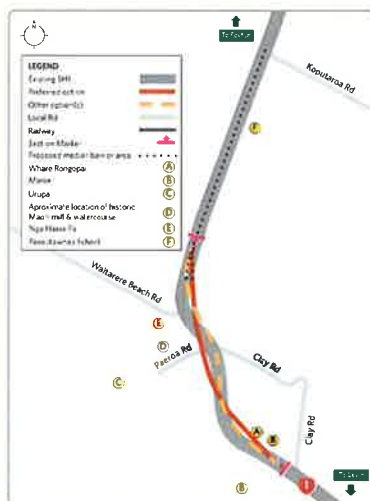
The two proposed options are:

- Improving the existing three curves on the road – giving this route a consistent design speed of 100km/h and closing a number of highway accessways in consultation with landowners, or
- realign the road – close to the current route with only two curves on a slightly different, safer alignment. This may have more of an impact on local residential dwellings.

A number of other options were reviewed but discarded because of the effects they would have on local cultural and historical places of interest.

Our preferred option is to realign the road making this section 330m shorter and creating a new, safer Waitarere Beach Road intersection.

We will also consider installing a section of median barrier with appropriate local road connections in this area to reduce the risk of crashes caused by cars crossing into opposing traffic. This is proposed to extend between Koputarua Road to just north of Waitarere Beach Road.



Other issues to consider:

- Property impacts – we will need to purchase a small number of properties
- Property access – we may need to change how some properties access SH1
- Intersection changes – we will need to consider the social and environmental effects depending on the final layout of the Waitarere Beach Road intersection
- Potential social and environmental effects – realigning the highway takes the road closer to the Whare Rongopai.

Key questions to consider in your feedback

What are your views on our proposals?

What are your thoughts on the road being realigned?

What sort of intersection layout will allow you to stay connected with your community at Waitarere Beach Road?

How do you feel about state highway connection points being spread further apart?

Is there anything else we should consider in this location?



Improving the Waitarere Beach Road connection with the highway will be part of the solution for the Waitarere Beach Road curves section of SH1.



The Waitarere Beach Road intersection as seen when heading north.



Wellington Northern corridor

Ōtaki to North of Levin section

Whirokino Trestle & Manawatu River Bridge

This section relates specifically to the Whirokino Trestle Bridge and Manawatu River Bridge located along SH1.

The Whirokino Trestle Bridge is a 1100m long, reinforced concrete bridge constructed in 1938 to carry traffic over the Manawatu flood plain. Pedestrians and cyclists use a separate pathway across the floodplains at ground level alongside the structure.

The Manawatu River Bridge is a 180m long, steel plate girder structure constructed in 1942 to carry traffic over the Manawatu River. There are currently no dedicated facilities for cyclists and pedestrians, therefore they use the existing bridge width.

Why do we need to improve these bridges?

Both bridges either need to be upgraded or replaced at some point within the next 10 years as they are old, unsafe and narrow. We currently believe that the costs of either upgrading or replacing the bridges will be similar.

We need to make this an efficient freight route and ensure we provide a safe and secure route over the Motus Floodway for years to come.

Key issues include:

- Neither bridge is strong enough to provide for High Productivity Motor Vehicles*, resulting in these vehicles needing to take a longer route to access the Wellington region
- The Manawatu River Bridge has a lack of safe, convenient cycle facilities
- Neither bridge provides wide enough lanes or road edges
- The age and condition of the Trestle Bridge increases the risk of it being affected by an earthquake
- Traffic is delayed by regular maintenance, repairs required, and to allow overweight/wide vehicles to cross
- The capacity of the floodway is currently constrained by the bridges.

* A High Productivity Motor Vehicle exceeds a mass of 4,000kg and/or the maximum length, dimensions allowed for all motor vehicles, but exceeds high individual axle and axle group limits and is wider or taller than a standard vehicle. It operates under a special mass permit issued by a Road Controller (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z) and bridges that have been determined to be able to accommodate the additional mass and/or length.

How do we propose to address these issues?

We are considering upgrade and replacement options for both bridges. Our initial investigations show that the Manawatu River Bridge could be upgraded or replaced, but it is more than likely that the Whirokino Trestle will need to be replaced.

If both bridges are replaced, we need to consider if we keep them more or less on their existing alignment or choose a new alignment for them. The form of the bridges also needs to be considered further.

In more detail the two options we have considered are:

- Strengthening and replacing bridges on the existing state highway – this keeps the existing route and would strengthen the existing Manawatu River Bridge and replace the Whirokino Trestle Bridge with a similar structure or
- Replace both bridges on a new alignment.

Issues that we will need to consider when making a decision are:

- Property impacts – we will need to purchase a small number of properties, particularly if the bridges are to be replaced
- Road alignment – we may need to improve sections at the northern and southern approaches to any new bridge(s)
- Short-term plan – if a new bridge is to be constructed, a short-term strategy of installing edge barriers on both bridges to improve safety could be considered.



Key questions to consider in your feedback

What are your thoughts on replacing the bridges?

What potential alignment locations do you think would be suitable if both bridges are replaced?

Is there anything else at this location that we should consider?



Looking south of Whirokino Trestle, the narrow lanes are evident.



Seen from below, the structure's age is obvious.



Wellington Northern corridor

Ōtaki to North of Levin section

A consistent approach to improving your travel

All the previous information concentrates on the specific improvements that could be made at each location along the Ōtaki to North of Levin section. In many of these sections you will see proposals that are similar, such as installing or removing passing lanes, limiting the number of highway connections and widening roads. These improvements are part of a consistent approach for the section to make sure people can travel on the highway and connect with their local communities easily and safely for work, pleasure or business.

Improvements focus on:

- walking and cycling facilities
- the number and location of passing lanes
- providing rural highway connections
- making roadsides safer by widening the road edges and installing edge barriers.

These issues are discussed in more detail below.

Walking and cycling

Outside Levin, separate walking and cycling facilities are limited and the demand for these facilities are concentrated at Manakau, Ohau and where there are groups of residential properties. Levin provides better facilities with footpaths, hatched areas, zebra crossings, pedestrian signals and a traffic island south of York Street.

We know there have been 20 pedestrian and cyclist crashes in the five year period between July 2007 and June 2012. The worst was one fatality and four serious pedestrian injuries. Most have happened in Levin and more than half of the people struck were in their 70s or above.

As part of our overall approach to travel on this section of the Wellington Northern Corridor, we are currently focussing on providing short-term improvements, such as:

- sealed road edges for cyclists in all of the previously identified project areas
- cycle facilities at ramp crossings and intersections
- better pedestrian crossing facilities in Levin, Ohau and Manakau
- making sure existing facilities are not affected negatively by any of the short-term projects.

Safe roadsides

We know that safer roadsides help in providing a safer journey for many road users. The improvements we are considering across the whole section include:

- providing wider road edges as they provide significant safety benefits
- removing roadside hazards, such as power poles or protecting travellers from ditches wherever possible.



Providing wider road edges along SH6 and SH67 between Otaki and North of Levin will have significant benefits for people who like to stop and buy fresh produce in the med, such as at this shop near the SH67 turn-off on the NH.

Passing lanes

We know that passing lanes make our travel quicker, safer and more efficient. This is why many of the improvements we are suggesting for the full route include passing lanes. In some instances, passing lanes may be removed, but this will be because a better opportunity is included in a different location.

Our long-term approach for passing lanes will be to provide them at roughly 5-10km/h intervals where the road isn't four lanes wide.

Rural network connections with the highway

We know people are busy and want to get to their destinations without delay. In order to create a network that operates more efficiently we will limit the number of driveways that connect with the highway and improve other local road connections. Not only do these changes make travel more efficient, it also makes it safer.

These changes will ensure you can access you or your friends' homes by either linking them to a different highway connection point or creating a new link to an alternative connection, such as a service road.

Why do we limit connections with the state highway?

Every connection with the highway creates potential "side friction" in a high speed environment. In Ohau and Manakau there are vehicles travelling up to 100km/h that then have to slow down to allow people to turn on or off the highway at much slower speeds. You may have seen some near misses or crashes when a vehicle has tried to turn on to the highway from a side road or their own property.

These issues can be avoided by spreading out the highway connection points, regulating speed and providing highway entry points that have good visibility and a high level of safety. This is why in newer road developments the NZTA has less highway access points but better layouts so people merge better with faster traffic or have a separate space to turn off.

Key questions to consider in your feedback

What are your thoughts on this approach to your travel?

Is there anything else we should know about to meet pedestrian and cyclists' needs?

What are your thoughts on our approach to limit the number of state highway connections?

Do you understand the purpose of providing safe roadsides?

Is there anything else we should know in order to consistently improve your travel across the whole Ōtaki to North of Levin section?



Limiting state highway connections will ensure people are safer when they travel as they will have enough space and visibility to merge with other, often fast moving, traffic.



Wellington Northern corridor

Ōtaki to North of Levin section

Ohau to south Levin – New SH1 link

The proposals outlined below are suggested in addition to the changes indicated for Ohau Township. Depending on which option is preferred, other changes may be required through Ohau Township.

Other options considered

A number of other options were considered and discarded at an early stage because they didn't provide enough benefits or would create other problems. These included:

- Traffic signals at SH1/57 intersection
- Improving and reclassifying Tararua Road as SH57
- Creating a new state highway alignment from SH1/57 to Tararua Road/SH57.

We have considered options for the SH1 link road to start to the south of the Ohau River Bridge. Although these options are feasible they are considerably more expensive to construct because they would require two new river crossings rather than just the one needed for a link road to the north of the Ohau River Bridge. It would also mean that the proposals for the Manakau to Ohau Bridges section would be affected as it is unlikely that SH1 could be realigned to the west of the rail line. This would result in two new rail overbridges also being required along this section.

Issues to consider regarding the different options:

- Property impacts – we may need to purchase properties affected by any of the options
- A new SH1 link road north of Ohau River Bridge may affect more properties
- Intersection changes – this would ensure safety is significantly improved, but to four lane in the future we would need to purchase more properties
- Potential social and environmental effects – there may be impacts from changes required for any of the options
- Cost – we will need to consider what the construction costs would be for the options
- Future highway needs – we need to understand how the options would fit within our long-term approach to provide a four-lane highway.

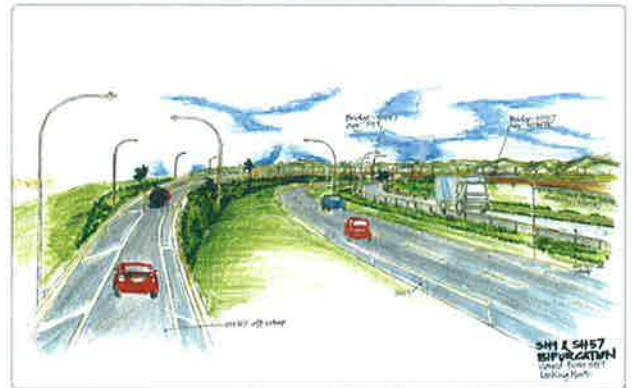
Questions to consider in providing your feedback

What are your views on the different options?

What improvements will best meet the district, regional and national current and future needs?

What are your views on our combined approach for Ohau to south Levin?

Is there anything else we should consider in this location?



Another artist's impression of the highway sweeping to the right and then travelling over the existing SH1 and rail tracks if a new link road were constructed



The 350Z Ac-coupler Road infrastructure is even more essential than a safety net strategy approach

Appendix L Open Day Notes



OPEN DAY NOTES

ŌTAKI TO NORTH OF LEVIN PROJECT

**FIRST OPEN DAY
WITH THE PUBLIC**

**WEDNESDAY 1ST May 2013, 2:00pm to 9:00pm
Manakau Community Hall**

Purpose of Open Days: To provide information to the public on the proposals for the RoNS project between Ōtaki and north of Levin and give them the opportunity to talk to project team members about their comments and/or questions.

Project Team Attendees:	Jo Draper	NZTA
	Dean Ingoe	NZTA
	Andree Kai Fong	NZTA
	Mark McGavin	NZTA
	Cole O'Keefe	NZTA
	Phil Peet	MWH Project Team
	Sylvia Allan	MWH Project Team
	Caroline van Halderen	MWH Project Team
	Simon Stewart	MWH Project Team
	Rebecca Tong	MWH Project Team

Public Attendees: A total of 137 people were counted as attending. An attendance register was kept for those who wanted to sign in.

The table below outlines particular comments made during the day. Not all comments were recorded, typically just those that provided a particular point of view or added information of which the project team was unaware.

Project	Feedback
Forest Lakes	Several suggestions that Forest Lakes Road be connected to Taylors Road away from the highway where the roads converge to be about 250-300m apart. Evidently Pritchards had a previous proposal for this along with other development in the area.
	Suggestion for connectivity to be provided by some form of grade separated facility at Lawlors Road as the current topography could facilitate this. Also this could allow service roads in either direction therefore reducing direct access to the highway. This would also future proof the highway for further development in the vicinity and eventual four laning. Note there is only one house on Lawlor's Road.
	A resident has developed the wetland at the bottom of Forest Lakes. Would like a layby to allow for people to pullover and view the wetland.
	There is concern at Taylors Rd and Forest Lakes intersections regarding southbound traffic turning right. It is a high crash area. Supports removing passing lanes. Notes historical proposed link between Forest Lakes Rd and Taylors Rd, however KCDC declined this.
	It is difficult to turn right out and into Taylor's Road. Turning bays would be



	beneficial.
	Concern that a new link between Taylor's Road and Forest Lakes would potentially alter the character of the area.
Manakau	The hatched markings for the left turn into Mokena Kohere Street (at the end of the passing lane) result in left turners staying within the through lane rather than pull to the left.
	Mixed reaction to 80km/h speed limit proposal. Some considered it would improve safety; others are frustrated at the amount of 80km/h speed limited road already on SH1. One person had calculated the time loss (he said 7.4 seconds) in travel time, and thought we should be publicising this to show how little cost for a major benefit.
	Noted that the cluster of houses immediately north of Waikawa Beach Road on the western side were set back from the highway to allow for a service road.
	Noted that the Tukorehe Marae is the end of the MoE bus route hence the number of parents picking up children in this location. Requests that this be extended to Manakau, although it was understood that this would be longer than the maximum length allowed.
	Many people relayed that trains waiting in the loop often block the intersection for up to 10 minutes or more at least once a day. Some mentioned KiwiRail proposal to double track and avoid the situation of trains stopping across Mokena Kohere Street. Until train problem is resolved, do not want the rail underpass closed otherwise there is no alternate access for residents or emergency services.
	Request to extend the 80km/h proposed speed limit south to past Gleasons Road (which accesses Stephens Restaurant and dairy farms).
	Noted that there are very narrow shoulders opposite Waikawa Beach Road.
	Queries in regards to the realignment for Mokena Kohere Street as very few heavy vehicles use this street now that Ravensdown have left. However, others also strongly supported the proposal.
	Suggest keeping the railway underpass left out only.
	In favour of the speed limit reduction but queried if engine braking restrictions would be put in to reduce the noise effects. Also, what surface would be used. Asphalt is quieter than chip seal. Suggested starting the 80km/h restricted zone from south Manakau Road through to Tatum Park. Suggests the 80km/h restriction should be put in as soon as possible. Like the Manakau township entry treatments.
	What happens to Manakau Store? Will it be relocated?
	Widespread support for removing the passing lane.
	Agrees with a wider median strip – a lot is happening in the area with the school, church, hall, bowling club and hotel as key gathering points for the community. The median strip will make it safer.
	Suggest also construct a feeder/free-turn for northbound traffic from Waikawa Beach Road.
	Brochure states that Manakau speed reduction increases travel time, but does not state how much. Concern that others will worry about any significant time increase. Should be stated in brochure.
	Property is located adjacent to the SH to the south of Manakau and will be just to the south of the new 80km zone, and landowner concerned that he will now have elevated levels of noise from engine braking etc.



	Concern about school children crossing SH1.
	Suggestion that we implement variable speed limits through Manakau since an 80kph speed limit might not be required at night.
	There is a possible paper road at the back of Manakau towards North Manakau Road. Could this form an emergency access route?
Manakau to Ohau	Concern about connectivity to the stretch of current highway between the railway overbridges if the railway alignment proceeds.
	Several people noted that Kuku Beach Road carries a significant number of heavy vehicles accessing dairy farms and cool stores. Therefore specific consideration will need to be given to this intersection with the new alignment. Questions around the left in and left out at Kuku Beach Road – not acceptable. There is an unwillingness to turn around at Manakau or Ohau if turns are restricted at Kuku Beach Road.
	Manakau to Ohau Bridges –considerable support for these improvements, but queries about the management of the “old” road, access in general in this area, and the effect to Tatum.
	Include an underpass for Kuku Beach Road.
	Kuku Beach road/SH1 intersection dangerous due to power poles obstructing sight. Needs immediate attention.
	Property owner was concerned about access onto the SH, also can their properties be fenced?
	Overwhelming support for realigning the road to the west of the rail line.
Ohau Township	Query about why we would keep Bishops Road open.
	Agreement with closing Victoria Terrace.
	Indications that there are problems with the land in the area where a link road is proposed because of a dormant lake bed. Worry that this could lead to flooding of the houses in the area. Belief that a bypass of Ohau is the most logical, particularly because of trucks speeding up the hill to reach Levin, they can be going at speeds of up to 120km/h.
	Concern about school children crossing SH1.
	Close off Victoria Terrace as soon as possible.
	Don't add northbound turning lane to Ohau intersection, as it would otherwise create more nose-to-tail accidents.
	Suggestion that we implement variable speed limits through Ohau since an 80kph speed limit might not be required at night.
SH1/57 Link	Preference for the SH1/57 improvements to be on line (with a larger radius curve for the SH1/57 intersection ramps) or an alternate alignment for SH57 which traversed south of the Totara trees.
Levin	Desire for a Levin Bypass sooner rather than later. At least plan for the future by protecting a route now.
	Concern that there are no arrow-controlled turning phases at the junction of Queen and Oxford Streets.



	There is a hump at the intersection of Boulton Road and SH1 to the north of Kimberley Road which is a danger to trucks and B-trains.
General Comments	Suggested also using an upgrade of Heatherslea East Road in conjunction with SH57 bifurcation.
	Ensure that passing lanes are sufficiently long for safe overtaking.
	Speed signs should be painted on the road.
Other Comments (other issues or projects)	Cyclist advocate concerned about what will be done for cyclists. In favour of improvements, but indicates some of the proposals that work for vehicles cause problems for cyclists i.e. rumble strips limit the space for cyclists and can cause them to crash. Also identified problems when reseals are done that the seal is not taken to the edge and this erodes the space available for cyclists further. He ideally wants suitable shoulder space for cyclists if we do not provide anything else. Feels there are going to be speed problems when Waitarere Curves are resolved that will affect cyclists but likes Forest Lakes proposals at the southern end.
	Suggestion to realign the railway line through Levin and use the rail corridor for SH traffic.

OPEN DAY NOTES
ŌTAKI TO NORTH OF LEVIN PROJECT
**SECOND OPEN DAY
WITH THE PUBLIC**

THURSDAY 2nd May 2013, 2:00pm to 9:00pm
Ohau School Hall

Purpose of Open Days: To provide information to the public on the proposals for the RoNS project between Ōtaki and north of Levin and give them the opportunity to talk to project team members about their comments and/or questions.

Project Team Attendees:	Jo Draper	NZTA
	Dean Ingoe	NZTA
	Selwyn Blackmore	NZTA
	Cole O'Keefe	NZTA
	Phil Peet	MWH Project Team
	Sylvia Allan	MWH Project Team
	Jon England	MWH Project Team
	Simon Stewart	MWH Project Team
	Rebecca Tong	MWH Project Team

Public Attendees: A total of 196 people were counted as attending. An attendance register was kept for those who wanted to sign in.

The table below outlines particular comments made during the day. Not all comments were recorded, typically just those that provided a particular point of view or added information of which the project team was unaware.

Project	Feedback
Forest Lakes	A number of queries in relation to the form of the intersections.
	Supports new intersection for Taylors Road. Would like a "Taylors Road" meeting for all indirectly affected landowners on Taylors Road.
Manakau	For underpass (under railway), keep but make left-turn only (left in, left out).
Manakau to Ohau	Widespread support for the realignment to the west of the rail line.
	Large number of queries in regards to connectivity of new highway to existing route through Kuku, including access for properties close to the proposed new highway.
	Emphasised the large number of trucks using Kuku Road – Henry's Poultry, Kuku Packhouse, Jonghoal (trucking firm owns 6-7 trucks), Kapiti Green all down this road, plus trucks/tractors used by farmers.
	Concern that an earlier option to connect through from bend between bridges to Arapaepae Road/SH57 could be resuscitated and affect this project.



	A number of questions on how will the connection with the new SH and Kuku Beach Road work with the rail way being right there?
Ohau Township	In favour of closing roads accessing SH1 but only if there is a northern outlet for Ohau Traffic. i.e. connect to Vista and keep this open, or connect up to Buller. A connection to Buller or Bruce Road would give the advantage of a non-SH connection between Ohau and Levin benefiting locals and cyclists.
	Residents advised that they are supportive – they prefer coming down to Ohau to turn around and have done so when too difficult to turn into Vista road –they advised that the café on the corner was moving down to Stefan’s. They also advised that sometimes there are people who wait to turn right into Vista Road from both the centreline and the shoulder. They like the idea of 80 km/hr speed limit.
	Support for 80km/h reduction (noted trucks speed on uphill portion at 110kph).
	Large support for removal of passing lane.
	Closing Victoria means that all traffic has to leave out of Muhunua West. This is a particular concern for old or slow cars as there is then an uphill slope. If this is carried forward, suggestion to put in a long acceleration lane.
	Noted that access to beach at the end of Muhunua West Road will be better connected once a proposed subdivision proceeds. Accordingly both the subdivision and improved access will significantly increase traffic volumes on this road.
	If local road connections to SH1 closed then the local roads themselves may need to be widened to accommodate the traffic volume increases.
	Is there potential to avoid impacts on the SH1/Muhunua Roads intersection and the Ohau garage by bringing in the new alignment into SH1 south of this intersection?
	Requests for grade separated facilities of some sort at the Muhunua Roads intersection. Noted that topography could allow for this by building an overbridge just north of Muhunua Roads.
	Cycling is very constrained through Ohau. Could new cycling connections be provided off SH1?
	There is a new Vodafone tower proposed on Vista Road
	Suggestion that we should re-prioritise the intersection of Victoria Terrace and Jervois Terrace if closing some of the roads.
	At least one heavy vehicle owner uses Victoria Terrace to access SH1.
	Marsden Terrace – serves one house on north and two on south. Current barrier preventing access to the east could be shifted and these houses could connect to potential link road. Three houses further north legally connect back to Jervois Terrace. Drainage issues for link road critical, as Wairiri/Jervois corner floods. Very keen on bypass link road, if properly managed (including upgrade of internal roads).
	Considerable support for SH57 bypass being south of Ohau to overall reduce traffic through Ohau.
	For Vista Road, add a merging lane for northbound traffic (pulling out of Vista Road).
	If closing Victoria Terrace and adding link to Vista Road, upgrade Jervois Terrace road conditions and add footpaths and/or cycleways, for the increased traffic.



SH1/57 Link	Many requests for the option leaving the current SH1 at Kuku and joining into SH57 Arapaepae Road to be reconsidered.
	Support for an option with better connections to SH57 to enable SH57 to be the bypass of Levin in the future.
	Some parts of the affected area are subject to flooding. Also, need to confirm wouldn't cut off water rights/access to spring.
	Concerned about the loss of property at the SH57/Arapaepae intersection.
	Concerned that both options will affect local businesses.
	Notes that McLeavey Road has an important drain (in terms of volume of water), and rises at that point.
Levin	Many would like the SH57 bypass option to be considered now.
	Many comments that the SH1/57 page in the brochure is confusing as it lacked lines.
	Appeared to be roughly 50% support for SH1/57 link and 50% for upgrading the SH1/57 intersection at Kimberley Road.
	Suggestion to use Muhunoa Road West to access Levin rather than the existing SH1.
	Kimberley Reserve is a popular recreation spot at the eastern end of Kimberley Road with heavy use of Kimberley and Arapaepae Road to access it. The access should be maintained and improved. Could we provide an off-road facility along SH57?
	For resilience, provision of a second bridge at Ohau is urged.
Waitarere Curves	Support for larger curve as preferred.
Whirokino Trestle	Support for "straight-line" option at trestle and bridge.
	Keep existing trestle as a cycleway if using the straight option
General Comments	Motorcyclist concerns that wire rope median barrier much harder to see than safe hit posts due to the white fading over time.
	Can we get on and do the speed changes now?
	Consider a different route to 4-lane up to Shannon (using proposed bifurcation), then cross river westward to north of Foxton. This would be the new SH1, and would also allow a 'second bridge' in the case of a disaster.
Other Comments (other issues or projects)	Residents live in the vineyard development and advised that they get their water via a spring ~ 800 litres / day.
	Kuku Beach Road has high volumes of HCVs.
	Concern about property values.
	Concern that removal of passing lanes and speed reductions will increase travel times. Needs to be staged so that there is no overall loss in travel time/road capacity. Passing opportunities need to be preserved.
	Would like to see more focus on cycling both nationally and locally.



OPEN DAY NOTES

ŌTAKI TO NORTH OF LEVIN PROJECT

**THIRD OPEN DAY
WITH THE PUBLIC**

**SATURDAY 4th May 2013, 10:00am to 4:00pm
Levin War Memorial Hall**

Purpose of Open Days: To provide information to the public on the proposals for the RoNS project between Ōtaki and north of Levin and give them the opportunity to talk to project team members about their comments and/or questions.

Project Team Attendees:	Jo Draper	NZTA
	Dean Ingoe	NZTA
	Selwyn Blackmore	NZTA
	Maggie Buttle	NZTA
	David McGonigal	NZTA
	Marten Oppenhuis	MWH Project Team
	Sylvia Allan	MWH Project Team
	Steve Kerr	MWH Project Team
	Simon Stewart	MWH Project Team
	Rebecca Tong	MWH Project Team

Public Attendees: A total of 286 people were counted as attending. An attendance register was kept for those who wanted to sign in.

The table below outlines particular comments made during the day. Not all comments were recorded, typically just those that provided a particular point of view or added information of which the project team was unaware.

Project	Feedback
Forest Lakes	When 4-laning, use gully to the East. The centre of the road can be a drain, separating north and southbound traffic.
	Connect Taylor's Road and Aitkin's Road.
Manakau	There was concern about pedestrian access across the highway to schools (e.g. Manakau and Ohau).
	When 4-laning, go around the West of Manakau. Should be done now rather than later.
	Historic Gates at 1050 SH1, Manakau, need to be preserved. These are located immediately south of the dairy.
	Note there is an archaeologically significant site immediately west of Manakau Rail overbridge.
Manakau to	Connectivity issues for large landowners (with stock) in the vicinity with land on both



Ohau	sides of railway.
	There was a lot of feedback on the Kuku area, particularly east-west access between Kuku Beach and Kuku East Roads. North-south manoeuvres were off concern with 'left-in' and 'left-out' only access. There was concern about how cyclists were to be managed around Kuku area. Create underpass for Kuku Beach Road, for east-west traffic.
Ohau Township	There was concern about pedestrian access across the highway to schools (e.g. Manakau and Ohau).
	Instead of building a new link road for Vista Road, build an underpass for southbound traffic turning in to Vista Road.
SH1/57 Link	Questions about areas of land which will be cut off and landlocked, but form an important part of a farming property.
	Create underpasses for McLeavey Road and Muhunoa Road, as people traverse the roads between properties.
	A lot of concern from people living at Tui Glen Drive that they have a major diversion if they want to head north up SH1. The options do not allow them to turn right.
	The lack of lines on the SH1/57 diagram in the brochure is confusing. A further brochure is requested with detailed lines on it.
	Many crashes at Arapaepae/Kimberley go unreported but are observed by local residents. General support for improvements in this area.
Levin	Great disappointment that nothing is being done for Levin. Proposals too limited and will not get heavy and odorous traffic out of main street.
	There is a new Council walkway at Queen Street east of SH57, but it is very difficult for pedestrians to cross SH57 to use it. Sought reduction to 80kph speed to assist pedestrians crossing and a safety refuge in middle.
	Trucks turning at Queens Street and Bath Street take over two lanes and are intimidating for other traffic.
	Strong support to protect a bypass route in the vicinity of Roslyn Road for the long term.
	Roslyn Road intersection – there is no right turn, but can't see to turn left. Road surface issues at Queen Street and Bath Street intersections – ruts and hydrants sticking up. Whole area is bad for older people.
	Concern that there were no alternative routes shown for a by-pass around Levin. There are a number of stock trucks that go by every day and ruin the tourist value of the town. There were also multiple comments that the heavy vehicle bypass could be formed by a new link from Kimberly Road to SH1 past Levin and force HCVs to use it.
	Left filters should be in place at both intersections and pedestrian crossing phases should be synced better.
	Suggestion of turning parking from angle to parallel in Levin High Street to allow space for four lanes in order to facilitate a crawler/parker lane separate from through traffic
	Are lights required at Bath Street? Instead cross movements could be prevented.
Waitarere	Undulating area to east/south. Could these be smoothed out and a passing lane



Curves	added here. This would overcome the dangerous overtaking that currently goes on at Waitarere Curves as a result of people getting frustrated further south.
	Can the Waitarere Beach Road be grade separated making use of the topography of the sand dunes in the area?
Whirokino Trestle	Suggestion to go further west and avoid the floodway altogether, and link straight to Foxton – one river crossing only plus safety benefits from straight alignment.
	Supportive comments – this needs to happen.
	Ensure bridges are sufficiently high to accommodate silting.
General Comments	Will there be a 2.5 m shoulder throughout the section of highway (even in areas that were not shown on the plans) associated with cycling ways – inadequate.
	A 30-year plan for 4-laning should also be published, so public can relate proposed projects to the longer term plan.
	Need to include walkways and cycleways to all new alignments.
	Queen Street/Arapaepae Road intersection needs overpass.
	Consider western bypass around Levin instead. Much land is already owned by NZTA.
	Supportive comments that improvements are required between Ōtaki and Levin.
	Arapaepae Road/Tararua Road intersection is dangerous and requires turning bays. It has poor visibility.
	Suggestion of realigning rail to east of Levin (with station at the end of Queen Street) and using the space for construction. Excavation fill could be sent to the west side of the Whirokino viaduct.
	Query about where passing lanes would be provided north of Levin. Should these be on “undulations” between Waitatere and Levin?
Other Comments (other issues or projects)	Comment from very experienced driver – reductions to 80kph has unforeseen consequences in that people get frustrated and take more risks. Need more safe passing opportunities. Priority should be to spend more \$\$\$s on education.
	All passing lanes should be double yellow lined – should be a national standard.
	Ōtaki to Levin website is hard to navigate.
	Waihou Road on SH57 has two accesses onto SH57 and only needs one.
	Avenue North (north of Levin) has two accesses onto SH1 and only needs one.

Appendix M Copy of Feedback Form

Consultation

Note: Fields marked with (*) are mandatory.

Name*

Postal address*

City/Town*

Email address*

Organisation

Submissions are public information. Please indicate if your comments are commercially sensitive or, for some other reason, you consider they should not be disclosed. This field is optional.

Your comments – You can answer as many or as few questions as you wish.

What do you think of our approach for the Otaki to North of Levin section?

What are your thoughts about our proposals for Forest Lakes (Taylors Road to Pukehou Railway Bridge)?

What are your thoughts about our proposals for Manakau?

What are your thoughts about our proposals for Manakau to Ohau Bridges?

What are your thoughts about our proposals for Ohau to south of Levin?

What are your thoughts about our proposals for Ohau Township?

What are your thoughts about our proposals for a new State Highway 1 link road between Ohau and south of Levin?

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What are your thoughts about our decisions for Levin?

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What are your thoughts about our decisions for the intersection of State Highway 57 and Queen Street?

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What are your thoughts about our proposals for Waitarere Beach Road Curves?

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What are your thoughts about our proposals for Whirokino Trestle and the Manawatu River Bridge?

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Is there anything we should know about pedestrian and cyclists' needs?

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Do you have any other comments?

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Please indicate whether you prefer to be contacted by post or email
Thank you for helping us develop our plans for this section of State Highway 1 between Otaki and North of Levin.