
SH1 Ōtaki to north of Levin: Engagement Summary Report

MAY – JULY 2017



Levin Market, 3 June

August 2017

APPROVAL

PREPARED BY	REVIEWED BY	ENDORSED BY
Hannah McCashin / Jo Wilkins	Sarah Cronwright Lonnie Dalzell	Sarah Cronwright Lonnie Dalzell
Incite / Stantec	NZTA	NZTA
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Ōtaki to north of Levin

ENGAGEMENT HIGHLIGHTS

May - July 2017



7 open day events



1,676+ people attended open days, drop in sessions and community meetings in June and July 2017



553 pins and stickers on the maps



6 ways to give feedback

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



217 feedback forms completed



2 newsletter languages
- English
- Te Reo



300 sausages eaten at Family Fun Day

HOUSEHOLDS CONTACTED

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



FEEDBACK SUMMARY



Route suggestions

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



Bypass

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



Safety

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



Values

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

YOU SAID...

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



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

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



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

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



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

NEXT STEPS

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

1. PURPOSE OF THIS REPORT

The report describes the process used for, and feedback findings of, the Ōtaki to north of Levin project's public engagement. The engagement period ran from 29 May to 7 July 2017. This report also provides some information about the background of the project.

2. ŌTAKI TO NORTH OF LEVIN PROJECT

2.1 Project overview

The Ōtaki to north of Levin (Ō2NL) project will start at Taylors Road, Ōtaki to tie in to the Peka Peka to Ōtaki expressway. The northernmost extent of the Ō2NL project is immediately south of the Manawatū River at State Highway 1.

The project forms part of the Wellington Northern Corridor Road of National Significance (RoNS). The RoNS corridor improvements seek to ensure the State Highway 1 (SH1) route between Wellington Airport and north of Levin provides safe, efficient and reliable travel that communities and businesses can rely on to grow and prosper. We are working closely with Horowhenua District Council and Kāpiti Coast District Council to create a transport system that meets these objectives.

During previous consultation, the public told us about the urgent need for safety improvements to SH1 in the project area. This stretch of road is known for a high number of accidents causing deaths and serious injuries (DSI) and also for pinch points that slow traffic. To respond to these urgent needs, changes have already been made, including improvements at Manakau and Ōhau. These improvements have made this stretch of road safer, slowed traffic and reinforced the village character of these areas.

The current SH1, however, is still not designed in a way that meets the transport demands expected of a RoNS. We have identified a number of safety issues that still exist in the current state highway, namely:

- The road does not meet current safety requirements/standards;
- the road is straddled by townships/towns;
- there are a number of narrow curved bridges; and
- there are a large number of conflict points i.e. side roads and access points.

It is expected that these issues will be further exacerbated once expressways further south are open (Mackays to Peka Peka, which opened February 2017; and Peka Peka to Ōtaki, which is expected to open to traffic in 2020).

Our technical work so far has indicated that an expressway from Taylors Road to north of Levin, in the general vicinity of Koputaroa, provides good safety outcomes, ties in with the expressway to the south and enables Levin to grow and improve the town centre. For this to work, a bypass around Levin would be required. However before we can make a decision on this, we need to hear from the public. Community engagement and consultation is a key component to the success of the project.



Figure 1: Roads of National Significance - map of the Wellington Northern Corridor

2.2 Previous consultation reports

There have been three previous Consultation Reports prepared for the Ō2NL project, published in August 2013, April 2014 and February 2016. These documents can be found on the project website¹.

Although we have already consulted on the project a number of times, changes in the project scope – expanding to consider future long term plans for the corridor (see Appendix A), the NZ Transport Agency felt that it was timely and important to check back in with the community. We wanted to know if what we’ve previously been told is still relevant and we wanted to communicate what has changed since the last time we consulted with the public. Figure 2, which formed part of the display boards, (see Appendix B.1) sets out the story so far.

¹ <http://o2nl.nzta.govt.nz/Ōtaki-to-north-levin/documents>



Figure 2: The engagement story so far

3. ENGAGEMENT OVERVIEW

3.1 Engagement purpose and objectives

The purpose of this round of engagement was to update the community since the last engagement in 2015. This included what has changed since then, along with specific elements of the proposal to extend the expressway from Ōtaki to north of Levin. We sought to clarify the scope of Ō2NL and update key messages, in particular around the extent of the project and the bypass of Levin.

The objectives of this period of engagement with stakeholders and the community were:

- to update the public on what's been happening on the Ō2NL project since our last consultation;

- to create understanding of decisions that have been made on project scope and how previous consultation has informed these decisions;
- to gather meaningful information from the community on areas they are able to influence;
- to maintain a two-way communication process and build trust between the Transport Agency and the community;
- to maintain and nurture existing relationships with iwi, the community and key stakeholders; and
- to front up to the people of the region in a honest and transparent fashion.

3.2 Engagement Approach

We focused engagement on areas identified as able to be influenced by the community and stakeholders. The document 'Ōtaki to north of Levin Project Scope and Community Influence' dated May 2017 (Appendix A) sets out those areas.

The feedback we have received will be used along with our technical work to develop one or more alignment options. We plan to come back to the public later in 2017 to show the results of this work, and seek further feedback. This will form the basis of a recommended option we will take to the Transport Agency Board for endorsement in early 2018.

4. WHO WE ENGAGED WITH

4.1 Community Engagement

Community engagement has been a key component of the project since its inception. Engagement helps us to understand community values and expectations and to make well-founded decisions.

To understand the values and expectations of the public, we engaged with the following groups and key stakeholders:

1. Landowners potentially affected and previously identified as affected by the project.
2. Local communities including:
 - Landowners
 - Road users
 - People who live along the network
 - Community interest groups
 - Business owners
3. Officers at the district and regional councils:
 - Horowhenua District Council
 - Kāpiti Coast District Council
 - Horizons Regional Council
 - Greater Wellington Regional Council
4. The Project Reference Group, which comprises representatives from:
 - Department of Conservation

- Heritage New Zealand (formally New Zealand Historic Places Trust (NZHPT))
 - Kāpiti Coast District Council
 - Horowhenua District Council
 - Greater Wellington Regional Council
 - Road Transport Forum NZ
 - Road Transport Association
 - NZ Heavy Haulage Association
 - Automobile Association
 - Federated Farmers
 - NZ Police
 - NZ Fire Service
 - St John Ambulance
 - KiwiRail
 - Cycle Aware Manawatu
 - Manakau District Community Association
 - Waitarere Beach Road Residents Association
 - Waikawa Beach Road Ratepayers Association
 - Levin Business Networking Group
 - Poroutawhao Residents Group
 - Ōtaki Community Board
5. Government organisations – via the Project Reference Group
- Department of Conservation
 - Heritage New Zealand
 - KiwiRail
6. Non-Government organisations – via the Project Reference Group
- Federated Farmers
 - Emergency Services

4.2 Iwi Engagement

As partners to the Treaty of Waitangi and mana whenua of the area iwi have and will continue to be engaged with throughout the O2NL project. The iwi/hapū identified through the engagement process to date includes:

- Nga Hapū o Ōtaki
- Te Kotahitanga o Te Iwi o Ngāti Wehi Wehi
- Te Iwi o Ngāti Tukorehe
- Ngāti Pareraukawa
- Ngāti Kikopiri
- Kereru Marae

- Ngāti Huia ki Huia
- Ngāti Huia ki Matau
- Te Runanga O Raukawa
- Muaupoko Tribal Authority

5. ENGAGEMENT ACTIVITIES

5.1 Overview

The engagement period opened on Monday 29 May and was initially planned to run until 30 June 2017. This was extended by a week to 7 July 2017 due to a high level of interest from the public and requests from local communities for several additional events.

Previously contacted landowners were contacted in May 2017 prior to the formal opening of the engagement period with an update on the project. We engaged closely with key stakeholders and community groups through meetings, and carried out a number of community consultation events through June and the beginning of July, where Transport Agency staff were available to talk to people and hear their thoughts. People were encouraged to contribute their ideas at those events, as well as through written submissions, and online options. Details of the events were advertised widely.

5.2 Letter to parties previously identified as affected

On 19 May 2017, a copy of the May 2017 Project Update Newsletter (Appendix B.2) was sent with a letter (Appendix B.3) to the owners of 54 properties that were previously identified as being affected by option 5A. This gave landowners who had previously had dealings with us a heads up regarding what was happening with the project. It also allowed us to offer to meet with landowners individually to discuss the project in more detail prior to the public engagement.

5.3 Newsletters

Three Project Update Newsletters were sent to the electronic mailing list during the engagement period between 29 May 2017 and 7 July 2017. There were 383 subscribers at the start of the engagement period; newsletter sign-up grew over the engagement period to over 750 subscribers. Copies of the newsletters are attached in Appendix B.2.

A copy of the first Project Update Newsletter (May 2017) was delivered to 13,000 households and businesses across the Horowhenua in the seven days beginning 23 May 2017. The version was also translated into Te Reo Māori. It was given out at hui and made available via the website, council offices and the Levin library.

5.4 Media releases and newspaper adverts

Two media releases were issued. The first was several weeks before the start of the engagement period (5 May 2017), updating the community about the project, detailing the upcoming engagement and calling for people to give feedback when the engagement started. The second (19 July 2017), thanked those who had responded, celebrated the high number of feedback we received and detailed next steps.

During the week starting 29 May 2017, the Horowhenua Chronicle (circulation area from Opiki/Tokomaru down to Ōtaki, distribution 15,500) and the Horowhenua Mail (circulation area includes Levin, Foxton and Shannon, distribution 26,000) carried public notice advertisements to promote the engagement and open days. These adverts continued throughout June.

A public notice advertisement was also placed in the Dominion Post (distribution 98,000) on Wednesday 31 May.

Appendix B.4 shows copies of the media releases, Appendix B.5 shows copies of the advertisements and Appendix C details relevant media articles.

5.5 Social media campaign

In addition to the printed media advertising, the Transport Agency also regularly promoted the engagement period and open days on Facebook and Neighbourly. These channels included direct links to the online engagement platform. Posts were often liked and shared too.



NZ Transport Agency - Wellington
31 May · 🌐

Read about the latest news on the Ōtaki to north of Levin project here - www.nzta.govt.nz/O2NL

There are a number of community events throughout June - with our first event this Saturday morning - where you can find out more and have your say.

We look forward to seeing you there!

Ōtaki to north of Levin | NZ Transport Agency
The Ōtaki to north of Levin project will provide a modern transport system that can accommodate expected future traffic volumes and support the...
NZTA.GOV.T.NZ

Sponsored Post

 **Have your say on the Ōtaki to north of Levin project** New

New Zealand Transport Agency (nzta) from Wellington Central in Noticeboard



The NZ Transport Agency are looking at [options to upgrade](#) State Highway 1 (SH1) between Taylors Road, Ōtaki to north of Levin all the way up to just south of the Manawatu River. We want to hear from our stakeholders and communities what's important to you, what issues you think should be ...[View more](#)

[Read more](#)

 Like  Thank

 **Have your say on the Ōtaki to north of Levin project**
New Zealand Transport Agency (nzta) from Wellington Central

1 day

The NZ Transport Agency are looking at [options to upgrade](#) State Highway 1 (SH1) between Taylors Road, Ōtaki to north of Levin all the way up to just south of the Manawatu River. We want to hear from our stakeholders and communities what's important to you, what issues you think should be addressed, what opportunities you see and any other ideas you have for the Ōtaki to north of Levin project.

Find out more and have your say [online](#) or come along to one of our community events running throughout June 2017.

[Learn more](#)



Shared with 144 Other Neighbourhoods in Noticeboard



O2NL: Have your say.

Do you have any questions on the Ōtaki to north of Levin project? If you're available and interested to hear more, head down to the Levin RSA tonight, at 32 Bristol Street between 4pm - 8pm, where we are holding a drop-in information session.

More info and updates can be found here: www.nzta.govt.nz/O2NL



Ōtaki to north of Levin | NZ Transport Agency

The Ōtaki to north of Levin project will provide a modern transport system that can accommodate expected future traffic volumes and support the...

NZTA.GOV.T.NZ



High engagement on Otaki to North of Levin project | NZ Transport Agency

The NZ Transport Agency would like to thank the Horowhenua community and others for their recent engagement on the Ōtaki to north of Levin project.

NZTA.GOV.T.NZ

Examples of Facebook and Neighbourly posts

5.6 The project webpages

The project webpages on the Transport Agency's website acted as a hub for the online engagement, it was updated throughout May and June with the following information:

- Copies of the information boards (Appendix B.1)
- The project update newsletters (Appendix B.2)
- Media releases (Appendix B.4)
- Project FAQs (Appendix B.6)
- Details of the community engagement events
- A link to the online engagement website: <http://o2nl.nzta.govt.nz>

During the consultation period, there were 2,678 visitors to the Ō2NL web pages, viewing the pages 8,580 times.

5.7 Online engagement platform

An additional engagement website, hosted on the Bang the Table platform, was created for the project. This went live on 2 June and closed on 7 July 2017. The website was accessed from the main NZTA project webpage and direct links were provided in newsletters and on social media. During the consultation period, there were more than 2,500 visits to the website (see Figure 3).

The website provided an overview of the project, contained links to the recent project updates and details of the community engagement events. Previous consultation and technical reports were provided on the site, as were the project FAQs. There was also the opportunity for people to interact with various feedback tools. These included an online version of the feedback form (140 completed online forms), discussion boards and a map of the project area inviting comments on what was important to people.

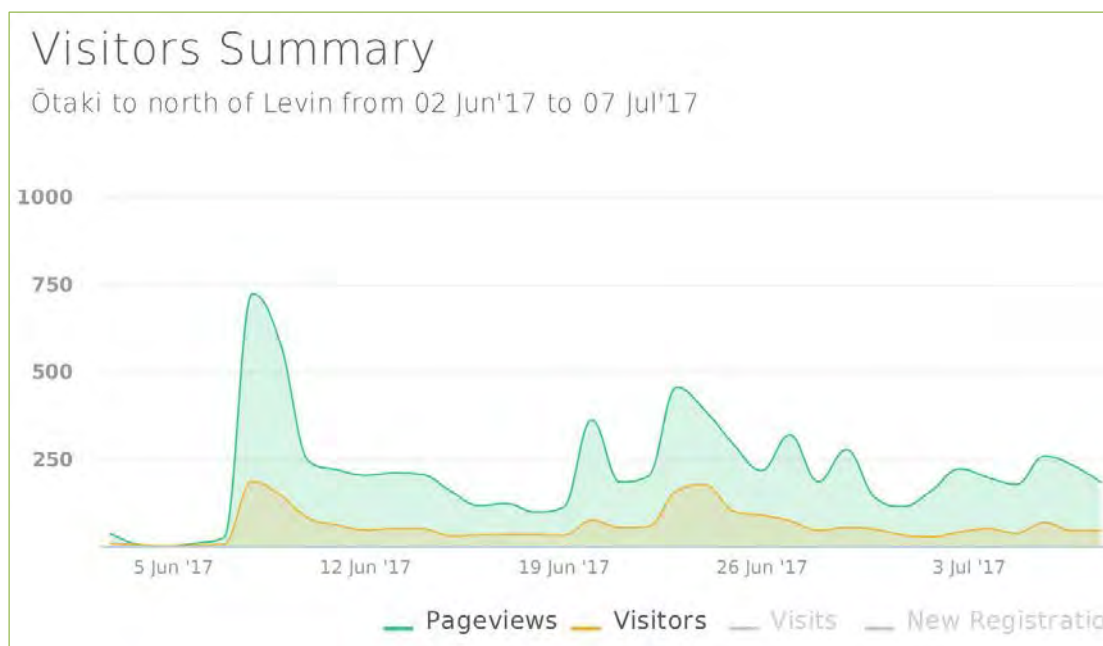


Figure 3: Visitor numbers and page views for the project engagement website

5.7.1 Discussion Boards

76 comments were made on discussion boards. We asked the following questions:

- What would make your journey through Ōtaki to north of Levin easier?
- Do you think there should be a bypass of Levin?
- Where should pedestrian and cycling routes go?
- Tell us your ideas on what you would like to see happen north of Levin.
- What are the safety issues you want to highlight?

5.7.2 Interactive Map

The mapping feature enabled people to place a pin on areas of importance across the project corridor. 132 people pinned 397 features to the map – Figure 4 shows an example of the online map.



Figure 4: Online map with comments

5.8 Ō2NL inbox and phone line

Emails to the project team (o2nl@nzta.govt.nz) and a dedicated free phone number (0508 625 4636) have been available throughout the life of the project. Both channels have been well utilised by members of the public seeking information about the project before, during and after the engagement period. We also received some written feedback via the email address.

5.9 Levin drop in sessions

A member of the project team was available for drop in visits at Horowhenua District Council between 9am-3pm on each Thursday throughout June and the first Thursday in July.

Questions about the project were answered and the various information sheets for the project were available. Attendees could be signed up to the mailing list and feedback forms were provided.

Over 100 groups of people attended the drop-in sessions over the six week period.

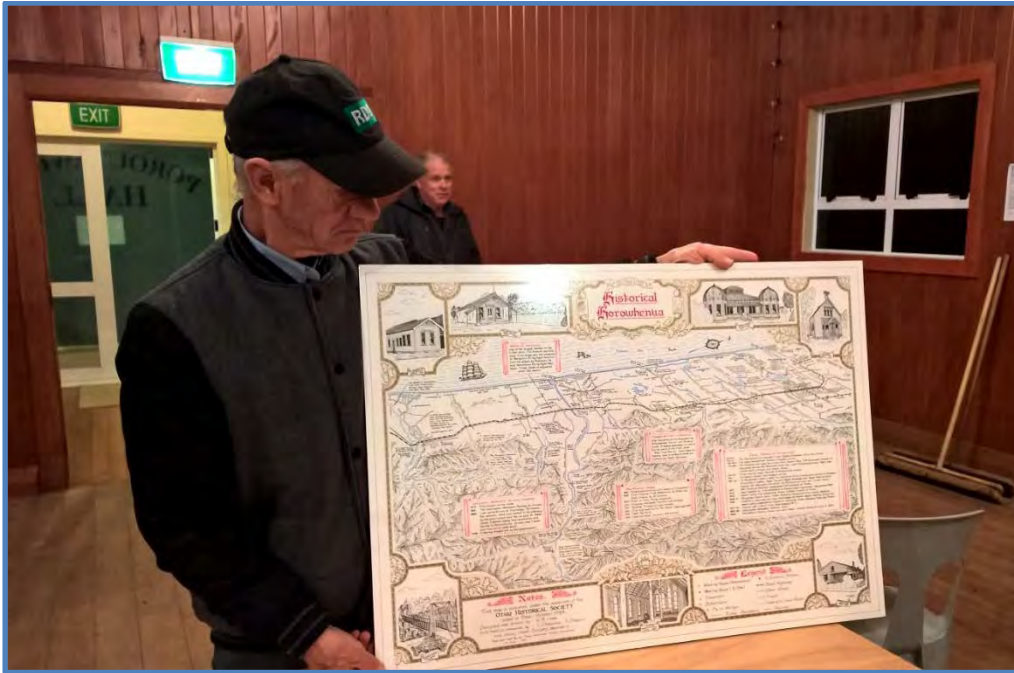
5.10 Community engagement events

The project team hosted community engagement events throughout June and early July. At least 1,276 people attended the seven events – table 1 sets out more detail of where and when events were held.



Levin Family Fun Day, 10 June

The community engagement events provided information display boards that gave an overview of the project, set out the story so far, gave detailed information on Roads of National Significance and the top FAQs. There was also an indicative timeframe for next steps (see Appendix B.1). Paper copies of the Project FAQs and Property FAQs were available, as were copies of the May 2017 project update newsletter and the display boards. Attendees were able to sign up to the mailing list and hard copy feedback forms (appendix B.7) were provided.



Lloyd Shearman with his Historical Horowhenua map – Lloyd brought this map along to the Poroutawhao community drop-in.



Table 1: Community engagement events for Ō2NL

Event	Date	Location	Attendees
Levin Market	Saturday 3 June, 8am-11.30am	Levin Uniting Church. 87 Oxford Street, Levin	140
Family Fun Day	Saturday 10 June, 9.30am-4pm	Levin Adventure Park	345
Ōhau Market	Saturday 17 June, 9am-1pm	Ōhau Public Hall, Muhunua West Road, Ōhau	200
Poroutawhao Drop-in Session	Thursday 22 June, 3pm-7pm	Poroutawhao Community Hall, 800 State Highway 1, Poroutawhao	57
Levin RSA Drop-in Session	Friday 23 June, 4pm-8pm	Levin RSA, 32 Bristol Street, Levin	166
Koputaroa Drop-in Session	Wednesday 28 June, 2pm-4pm	Koputaroa Community Hall, 399 Koputaroa Road, Koputaroa	68
Manakau Community Meeting	Sunday 2 July, 10am-12pm	Manakau Community Hall, 12 Mokena Kohere Street, Manakau	300+



Koputaroa drop-in, 28 June

5.11 Project Reference Group

A Project Reference Group (PRG) was established for the project. The PRG met on 11 May 2017 before the start of the engagement period and again on 14 June 2017 during the engagement. At the time of writing, another meeting is planned in for 17 August 2017, with the intention being that the PRG continue to meet throughout the duration of the project. Members of the PRG will also be invited to take part in the Multi-Criteria Analysis (MCA) process which will feed into the decision making for option selection.

The purpose of the PRG is to provide key stakeholder and community input into the decision-making process during the investigation phase of work, and develop a close working relationship with the project team for further stages of Ō2NL. The intention is that the PRG will feedback information to their respective organisations and communities, ensuring stakeholder awareness of the process and project.

The organisations and community groups who have attended the PRG meetings are listed in above in section 4, copies of the agendas and minutes appear in Appendix D.

5.12 Internal Drop-in sessions

Two internal Agency drop-in sessions were held to talk to members of staff who were interested in the project from either a personal or a work point of view:

- Wednesday 7 June in the Wellington office (30 attendees)
- Monday 19 June in the Palmerston North office (50 attendees)

Engagement collateral was used and feedback forms were available.

5.13 Other meetings

A hui with Ngāti Tukorehe was opened up to the Ōhau and Kuku local community, with approximately 40 people attending.

Meetings and information sessions were held with other community groups as requested. We met with a group of residents from the east of Arapaepae Road (150+ attendees), the Levin 60's Up Club (approx. 50 attendees), Federated Farmers (30 attendees) and Levin Rotary Club (30 attendees).

We also provided an update to officers and Councillors from Horowhenua District Council. The presentation given to them is attached in Appendix B.9. The content of the presentations given to the other groups was similar to this, but catered to their area of interest.

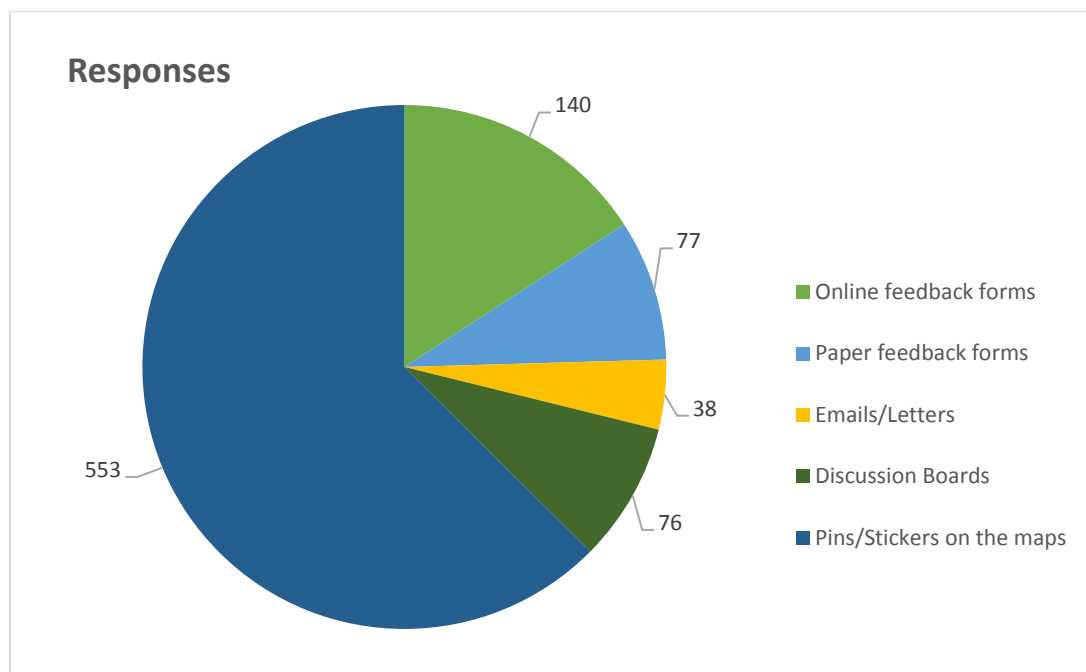
6. SUMMARY & ANALYSIS OF THE FEEDBACK

This section outlines the summary of the feedback received during the engagement period. The findings will be combined with other stakeholder feedback and technical information to develop a preferred alignment and option for the Transport Agency to take forward for final design.

The engagement was focussed on the areas identified as able to be influenced by the community. These matters are set out in the Project Scope and Community Influence document, dated May 2017 (see Appendix A).

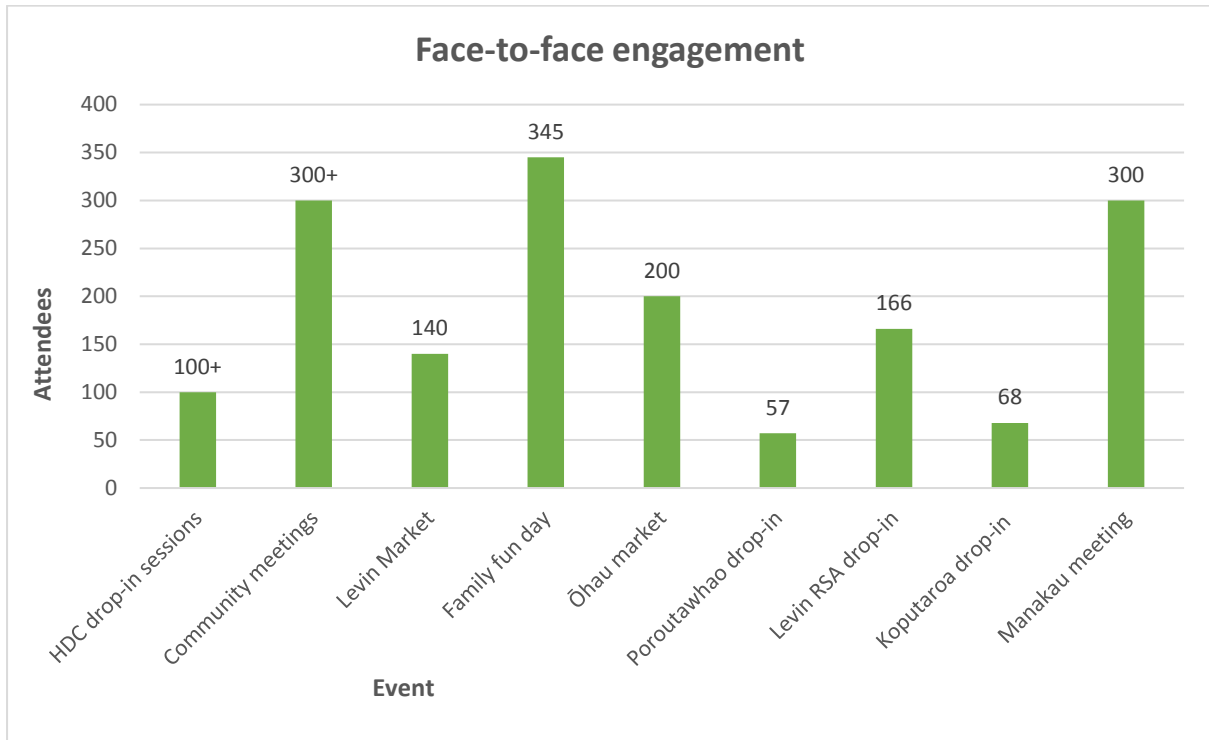
Feedback was received in the following ways:

- the feedback form, (filled in either in hardcopy (Appendix B.7) or online through the engagement website),
- written submissions via email and hardcopy letters,
- verbally at events, meetings and the drop-in sessions held at HDC,
- discussion boards on the engagement website, and
- stickers on the maps (Appendix B.8) that were displayed at the community events or pins via the online version of the map.



We received a total of 884 responses during the engagement period.

- 217 feedback forms (140 online and 77 paper)
- 38 email and mail submissions
- 76 contributions to the discussion boards
- 553 pins and stickers on the maps
- Approx. 1,276 attended the community events; over 100 groups of people came to a HDC drop-in session and more than 300 people came to a meeting.



In interpreting the feedback, the following points were noted:

- This was not a formal survey and was self-selecting, so that the feedback findings are not statistically representative. People responded if they were motivated to do so.
- People could respond using one or more of the feedback channels.

6.1 Feedback Form

We asked five open ended questions on the feedback form to draw out people's likes and dislikes; issues; opportunities and ideas.



Levin Family Fun Day, 10 June

What do you like/dislike about the current transport system in the project area?

People were more likely to express their dislikes of the transport system than their likes.

Likes

- Levin is a convenient and pleasant place to stop with a shopping centre and park.
- The safety improvements at Ōhau have been very successful for local residents.
- The road going through the town brings in money.
- The split of traffic at SH1 and SH57 works well.

Dislikes

Safety

- There are many dangerous intersections, particularly for right turning traffic, onto and off of SH1 and SH57 all along the project area.
- The narrow bridges at Manakau and Ōhau.
- There's a lack of safe passing opportunities to get around slow drivers or past local agricultural vehicles that are a common user of the roads.
- A lot of the road is too narrow. This is dangerous for vehicles who have to share the road as well for cyclists.
- There are a number of dangerous railway crossings within the area.

Journey experience

- Congestion and delays through Ōtaki and Levin. This is bad at weekends and even worse over long weekends = bottlenecks.
- The time it takes to get through Levin.
- Multiple speed limits along State Highway 1 that slow drivers down.

Resilience

- If there's an accident or flooding which causes the road to be blocked, it can cause delays of hours and often there are no alternative routes.

Amenity

- Ōhau and Manakau are cut in half by SH1.
- Levin is difficult and unpleasant to navigate on foot given the volume of through traffic.
- The volume of heavy vehicles that travel through the centre of towns.

Quotes

“Levin is a convenient and pleasant place to stop on an intercity road trip, with a park and a large shopping centre. However, it is very difficult to walk through, and frustrating to drive through.”

“It's annoying having to drive through the main street of towns when I'm just passing through. There is often lots of traffic, and the trip is delayed by intersections and traffic lights. A route that bypasses all those towns would be preferable.”

“Congestion on current roads is too heavy for the existing roads and travelling through townships makes the problem worse. The cost to industry in man hours lost in travel is too great, as is the loss in quality of life for families who regularly travel the route.”

“I like that the roads pass through small villages and towns, helping to sustain their small economies as well as providing scenery of idyllic places for New Zealanders from large cities as well as tourists keen to see such towns.”

What are the main issues the Ōtaki to north of Levin project should address?

The main issues that were raised pointed out that the dislikes regarding the existing road from Ōtaki to north of Levin should be fixed. The following matters were also identified in terms of how the road should work:

- It's important to manage the conflict between local traffic and SH1 traffic.
- The carbon costs of the route must be considered from an environmental perspective.
- The way local people travel through and around the area needs to be maintained. They shouldn't need to travel a number of extra kilometres to get to where they want to go.
- The road needs to be future proofed to cope with growth and future travel methods and patterns.
- How traffic travelling north is split between SH1 and SH57.
- There must be two routes up the coast to provide resilience.

A number of unique aspects of the district were identified as being important when deciding where the road may go:

- The highly productive soils of the district need to be protected.
- The integrity of the villages and marae along the route need to be maintained.
- Productive farm and horticultural land needs to be protected.
- The rural lifestyle and amenity that the area offers needs to be maintained. This includes the peaceful rural noise environment and the green landscape.
- There is a spiritual connection between Lake Horowhenua and the Tararua Ranges that must be respected.
- Local roads should be returned to local communities.
- The heritage features of the district, such as waahi tapu, Manakau village and various historic homesteads within the area, need to be protected.

Quotes

“The project should preserve the pristine countryside of the Levin area, and take the expressway along already existing roadways rather than cutting a giant swath through the currently natural area.”

“As our corridor to the east of Levin and Manakau is so developed, being able to fit an expressway down this narrow strip is a huge issue. It’s where all the top quality soils and greenbelt residential developments are, and the impact on the communities would be huge. At least to the west there is more room and less development and low quality soils.”

“There should be the least possible impact on valuable farming land which is an enduring local benefit (taonga), and important for the continuing economic viability of Levin.”

“Provide a seamless link between the Ōtaki end of the expressway and the Whirokino Bridge over Manawatu River, but allow good on/off access as well. However, the location should provide the least possible disruption to local property owners as well as not taking away any of the highly fertile horticultural land which allows Levin to produce much of the vegetables for the Wellington population.”

“Future-proofing our transport - making sure roads built today are what's needed for the traffic of tomorrow. The project should take into account expected growth of the area, as well as the changes we may expect in the way we use transport (e.g. electric cars, public transport-trains).”

“I think the project needs to maintain the visual landscape and cultural heritage of the area. It is crucial that this project minimise impacts on key recreational and high-value growth areas such as the Greenbelt Residential area east of Levin. Furthermore, as a region reliant on agriculture, any impacts on farms need to be limited to protect livelihoods as well as family heritages. Many in our community have been on their land for multiple generations.”

“A west side bypass of Levin would provide a shorter route but ground conditions will be technically challenging, although not in-surmountable. Historical and cultural issues will be significant to tangata whenua.”

“The main issue should be to move traffic that wants to go North/South in a safe, quick and efficient way. Drivers should have the shortest route available to them in order to get to their destination BUT have easy, quick access to town centres so if they want to get off the expressway they can. This would encourage them to stop and refresh themselves knowing that the time and effort to exit/return is not a major issue.”

What are the opportunities associated with the Ōtaki to north of Levin project?

Opportunities associated with the project focussed around the following main points:

- **Improved driving**
 - A bypass will give better time cost economy for motorists simply wanting to travel north.
 - Better roads equal safer journeys.
 - The new expressway will be a major safety improvement to mitigate the conflict between cars, heavy vehicles and farm vehicles.
 - Will provide an alternative route should the main road be closed.
- **Future proofing**
 - There is the opportunity to think about future infrastructure needs, such as stops for electric cars.
 - Provide a safe and adequate multi-lane road system that will accommodate foreseeable traffic growth.

- **Opportunities for the towns**
 - Connecting previously 'split' communities. This will allow the towns along the existing SH1 to be revitalised and to become more pedestrian-friendly.
 - Removing heavy traffic from the town centre.
 - Being less than an hour away from Wellington will potentially attract thousands to the area for the lifestyle and fundamentally regenerate the district.
 - There is a golden opportunity if the bypass goes west of Lake Horowhenua. The area could be made into something quite beautiful which, including the lake restoration, could encourage people to come in to Levin rather than driving on by.

- **Economic opportunities**
 - The faster commuting times will help the district grow and bring economic benefits. The project will bring the towns along SH1 "closer" to Wellington thereby helping the district to grow while bringing economic benefits. For example, there may be opportunities for industrial growth given the space and the labour availability in Levin that is in short supply in Wellington.
 - There are opportunities for tourism in improving the quality of our national highway as well as for economic activity, both locally and from a national perspective.
 - The construction of the road may provide local employment.

- **Recreation**
 - This project can improve the opportunities for walking, cycling and horse-riding in the area.

- **Alternatives**
 - Having better train access and services are needed.
 - Allow for cycle tracks.

Under these questions, there were several positive mentions about the new Mackays to Peka-Peka expressway. Those who have used the road see the benefits and understand what a new expressway might look like.

Quotes

"Make it like the new expressway on the Kāpiti Coast. That is fantastic!"

"Economic growth for Levin - more people moving here due to safer and faster travel times between Levin and Wellington. More job opportunities due to businesses relocating to Levin because of more efficient travel and freight times, and more access to labour to carry out their work. Levin may finally become the proud town that it so deserves to be!"

"You need to ensure there is a dedicated cycle/walking path along the length of the expressway. There is the potential for a Palmerston North to Wellington cycleway if we link up the expressway corridors. This would bring huge economic benefits to this region. Currently we are the worst served region & this could change with this project."

"I feel that opportunities for Levin citizens will be lost especially if the road were to go east of Levin as this is where the areas of highly productive land and future housing areas are. The east side of Levin currently has great opportunities for the people and great potential for the future. I feel it would be better having the expressway located west of Levin as this will cause less disturbance to the citizens of Levin and still retains opportunities for business, agriculture, farming, housing etc on the land to the east."

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

However not all submissions were positive. There were concerns about how a new road may impact some communities:

Quotes

"Being a resident, I don't see opportunities in terms of a positive impact. It has the potential to cause significant negative impact on the impacted residents in the area."

"The placement of the bypass/expressway could have an effect on availability of areas to build/expand into."

Do you have any specific views or ideas for the Ōtaki to north of Levin project you'd like to share?

- Access points to Levin should be northern, central and southern. When deciding the location of the road there also needs to be consideration of how current residents move around the area.
- A four-lane expressway from Ōtaki to Levin is a good idea, then north of Levin it should probably transition more towards the type of road environment north of Foxton.
- Many of the people who live in these areas do so because they were attracted to Levin, or to the other towns in the project area, by the opportunities for outdoor recreation and pursuits that the Tararua Ranges provide. The ranges are a treasured part of the landscape, which would be blighted by a road breaking through it. If there is an option to build the road west of Levin, this must be seriously considered.
- Levin has a predominant western wind direction, so any major highway would create further fumes etc. if a bypass was to the west of the town.

- Why would you want to build an entirely new road when Arapaepae Road is already there with what appears to be lots of room to widen and improve it for future traffic increases.
- A number of submitters pointed to previous plans to construct a western bypass Levin. For example, the 1947 plan by Bob Semple, the then Minister of Works, between Levin and Lake Horowhenua.
- It might be an idea to route a bypass, closer to Palmerston North, rather than the current Manawatu River crossing at Whirokino. This would bring traffic from the south to the largest town in the area. This road could join SH3 out of PN and hence the route north from Bulls.
- Safety and access for Poroutawhao School (and any other schools on the route) needs to be a priority.
- It is important to find routes through less densely populated areas minimizing the impact on residential and agricultural land. The eastern side of Levin is a culturally, recreationally and ecologically significant area which should be preserved.
- Ensure noise mitigation is to a high standard and include prevailing winds and topography in these considerations.

Quotes

"I like the roundabouts outside Taupo which make me think, do I want to stop or not. At least I have the opportunity to make a decision and am not directed past it. I would like this kind of decision making point outside Levin and not just an off and on ramp."

Is there anything else you'd like the team to know or consider?

Route Preference

Although no corridors have been identified and the question was not asked, of the 217 feedback forms that were completed, 95 identified a western route as their preferred choice. 15 people suggested the expressway should go along Arapaepae Road, with 17 people suggesting it should be located further east. Four responses had a particular focus on Manakau, with three suggesting the road should be west of the village and one stating a preference for east of Manakau. 86 respondents did not express a preference for the location of the corridor.

People also used the map to indicate where they thought the road should be located.

Certainty

There were several comments from all feedback channels about the need to provide certainty to the community regarding this project and 'getting on with it'. People want to see a decision on the route as quickly as possible so people can plan and move on with their lives.

Quotes

"Time to let these communities have some certainty and stop 'studying' and start with some action...so people can get their lives back."

"Just do it - People naturally hate change but LOVE it when it's deployed"

6.2 Other written feedback

The project team received a number of feedback emails to the o2nl@nzta.govt.nz inbox and written letters. These tended to focus on similar themes that have arisen through the feedback form:

- The need for a bypass: the importance of removing the large volume of traffic from Levin town centre.
- Huge growth in population in the Horowhenua area – understandable that the Transport Agency need to re-think the project.
- Access to Wellington.
- Continuing the route further north – thinking strategically.
- Many lines have been drawn over the years, with no new road ever resulting. Keen on seeing a hard line drawn on the map.
- Local environmental features and concerns – quality of the land; water drainage issues; noise; tree planting.
- Catering for cyclists and pedestrians.
- Local heritage buildings; land; environments and village character.
- Minimise the effects of a new road on local communities and maximise the opportunities of a better road.
- A mixture of route suggestions for both the eastern side of Levin and the western side.

Some of the responses were appreciative of the information provided and the process.

6.3 Events

There were several types of events during the course of the engagement period. The project team attended existing community events (markets) and also organised drop-in sessions throughout the area at suitable locations, such as community halls, the RSA and the Levin Adventure Park. All these events were successful in terms of connecting with the local community. The team was responsive to the suggestion of organising extra events from the community in Koputaroa and Manakau. The team also attended existing community meetings to talk about the project.

As well as attending these organised events and community meetings, a member of the project team was available at the Horowhenua District Council offices in Levin on the six Thursdays throughout the engagement period. This was a good opportunity for those who couldn't attend one of the other events to chat to a member of the project team.

For all the events, the engagement material was made available and attendees were encouraged to talk to the project team, ask questions and note down their comments. They were able to do this either by filling in a feedback form, placing a sticker comment on the map or by going online after the event to leave their feedback.



Levin RSA, 23 June

6.4 Forum boards

We had five discussion boards online, topics were:

- What would make your journey through Ōtaki to north of Levin easier?
- Do you think there should be a bypass of Levin?
- Where should pedestrian and cycling routes go?
- Tell us your ideas on what you would like to see happen north of Levin.
- What are the safety issues you want to highlight?

A total of 76 comments were put forward on the various discussion forums. The nature of the forums meant that people could read what others were giving feedback on and interact with other people's comments – this happened a fair bit, people agreeing and adding additional points.

What would make your journey through Ōtaki to north of Levin easier?

We prompted responses by asking for thoughts on interchanges, desired alignments and areas that are of significance to the community. 33 people told us about where they would like the road to go, how many lanes the road should be and how far north the road should go.

Western route

- It should go west as less people's homes and lives will be affected.
- A western route would allow better access to Hokio and Waitarere beaches.
- A western route would be much shorter and more direct. "Simply put, the shorter the distance, the lower the end user costs".
- Go west - there is a spiritual connection from Lake Horowhenua to Kohitere Trig which the expressway should not break.
- Better for economic development.
- Should run from Ōhau to connect at the Waitarere turn-off.
- Too many archaeological areas on the western side.

- Will avoid the need to construct two rail crossings.
- Avoid highly productive soil and leaves land available for future housing growth.
- Improved resilience for the transport of goods through the region as it creates a second route to SH57.
- Shorter route to the west is better for fuel consumption and the environment.
- Cultural and ecological significance of the area to the west of Lake Horowhenua.

Eastern route

- Arapaepae Road should be the bypass. This would cause the least impact to existing residents.
- Two lanes with passing lanes as needed would be sufficient.
- Would encroach upon valuable productive farmland.
- Would necessitate the building of under-passes on all roads to the east of Arapaepae and a great cost just to enable people access to their own town.
- An eastern route would put a stop to Levin's housing growth and would devalue people's assets.
- This would sever Levin in two.

Other

- The bridge over the Manawatu River should be four lanes.
- There needs to be thought given to access and exit points to ensure people don't need to double back to get to where they want to go.
- Must provide a good solution both for through traffic and local users.
- Four lanes to Foxton.
- The expressway should run as far as either Bulls or Palmerston North.
- Palmerston North is the next major centre north of Wellington that serves as a strategic logistics point for freight in the lower North Island.
- The expressway should serve the predicted growth in freight volumes. It should also complement the existing railway connections.
- Get on with it and stick with the original option 5A.
- Both an eastern expressway and a western expressway should be built.
- SH1 alignment from Koputaroa onwards only needs to be two lanes, but should have a wire median barrier.

Do you think there should be a bypass of Levin?

Support was expressed for a bypass, with many of the 26 posts suggesting that all towns on the route should be bypassed, not just Levin. There were no comments made against a bypass of Levin.

Key considerations for a bypass include:

- A western bypass of Levin would be a shorter, more direct route.
- Bypassing Levin via an eastern route maintains the important connection to Palmerston North, which is a transport hub.
- Towns that are bypassed must be easily accessible to not impede their economic activities
- Bypassing Levin is essential for both productivity and safety improvements an expressway would bring.

“The main highway needs to bypass every possible town, it needs to bypass; Ōhau, Manakau, Levin and Ōtaki. Ideally I would like to see a four lane, uninterrupted expressway from Wellington to Bulls”.

Where should pedestrian and cycling routes go?

Seven comments were posted on this question. There was strong support for incorporating a pedestrian and cycle route into the project. It was also raised that bridleways should be included in the scope of the project, as horse riders would also be users of the route.

Safety of the pedestrian and cycling route was highlighted as a priority, with support for the route to be separated from the road carriageway.

Two comments suggested that while the route should largely be constructed adjacent to the new expressway, it could detour away from the expressway to highlight the features of the area:

- It could deviate to pass through some of the local communities that have cafes, toilet facilities, scenic highlights etc., to provide natural rest areas for the cyclists/pedestrians and provide multiple entry points for people to join the pathway.
- It should follow alongside the road as far south as Levin, then split to the west and go around Lake Horowhenua while the expressway bypasses Levin on the east.

The importance of retaining the use of the district’s local roads for recreational users was also raised.

Tell us your ideas on what you would like to see happen north of Levin.

Five people contributed to the discussion board and provided the following ideas:

- Bypass Levin to the west of Lake Horowhenua with access to Hokio Beach Road and Waitarere Beach Road.
- A new expressway around Levin, splitting off to head to both Foxton and Palmerston North.
- There should be a bypass of Foxton.
- The road wouldn’t necessarily need to be four-lanes once traffic has split off to SH57.

What are the safety issues you want to highlight?

Speed, access and vehicle type in town and certain intersections were the issues raised here:

- Manakau Rail Bridge needs attention well before the expressway is expected to be built. Lower the speed limit here to 80km.
- Ensure safe access for recreational users to the Ōhau River at Muhunua, Kimberley and Gladstone Roads.
- Southbound traffic should not be able to turn right into Whakahoro Road, Manakau. The design of the rail bridge means by the time you can see a car that is waiting to turn right, there’s no time to stop.
- All intersections on the expressway and new roads should be grade separated with wire-rope medians and protected shoulders. This should apply to SH1 and SH57.
- Turn-offs to Hokio and Waitarere Beaches.
- Large trucks that go through the centre of the towns on SH1.

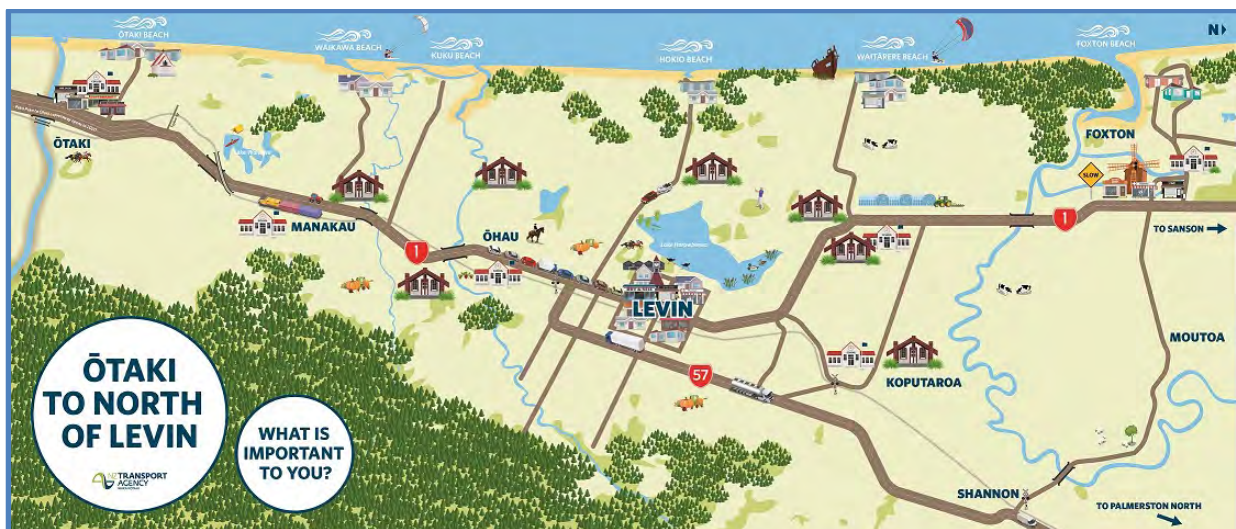
- Roundabout on Queen Street and Arapaepae Road intersection and a 70km speed limit.
- Railway crossing to corner from Roslyn Road. Safety issues for turning into SH1 north or south. Already accidents here, a roundabout would be good.
- Make a 80km speed limit from Meadowvale Drive to Heatherlea East Road

6.5 Map

We had a physical map available for people to interact with at the open days and meetings. There was also an online map where people could leave feedback. The map enabled people to put a geographic location to their particular comment. There were several topics we asked for comments to be categorised as:

- Important local attraction / **beaches**
- Important local park / **open spaces**
- Important **social and community** place / **family** / **schools**
- Important **residential** area
- **Environmentally** significant place
- **Culturally** significant area
- **Shops**
- Significant to my business or the **economy**
- Significant to allow **accessibility**
- **Safety**
- Area of **growth**
- Significant areas for **sport and recreation**
- **Place of worship**
- Places of significant **farming and agriculture**
- **Townships**

Text in **bold** = physical map sticker categories



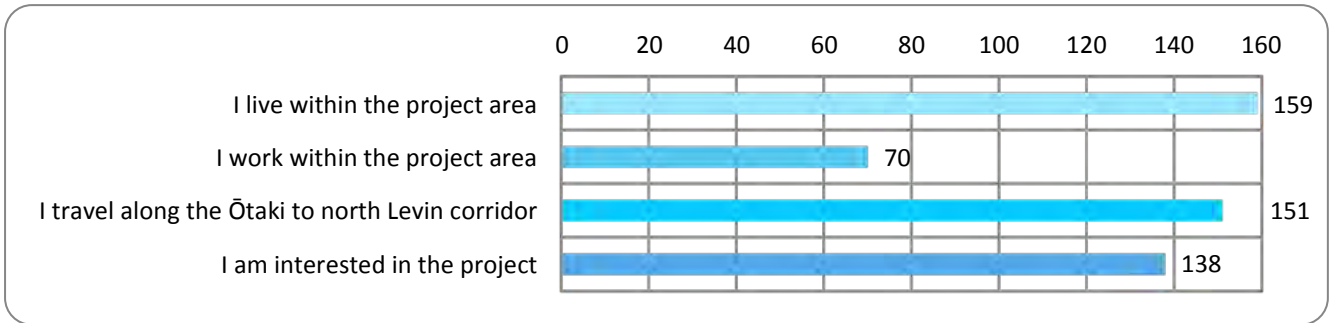
A total of 553 comments were left on the maps. The comments from the physical map were input online following the closure of the engagement period, this ensures they are all located in one place.

6.6 Who engaged with us?

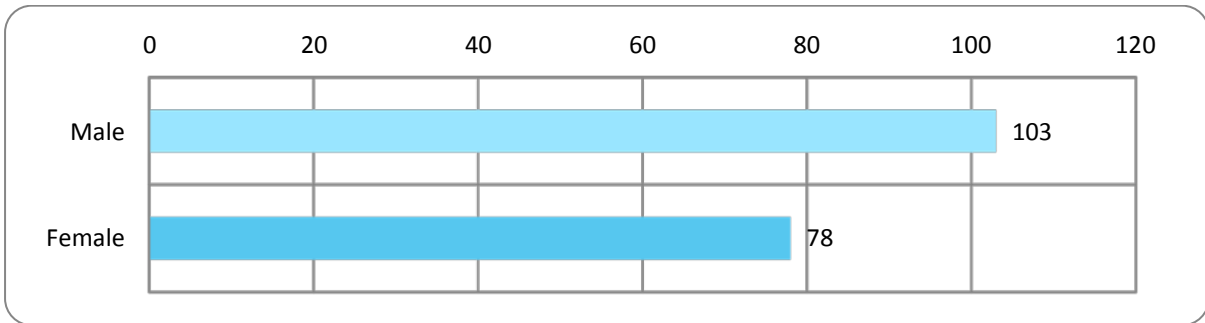
We included a couple of demographic questions on the feedback forms. This captured people’s age, gender, ethnicity and their relationship to the project corridor. It was optional for people to complete these questions.

What is your relationship to the Ōtaki to north of Levin corridor?

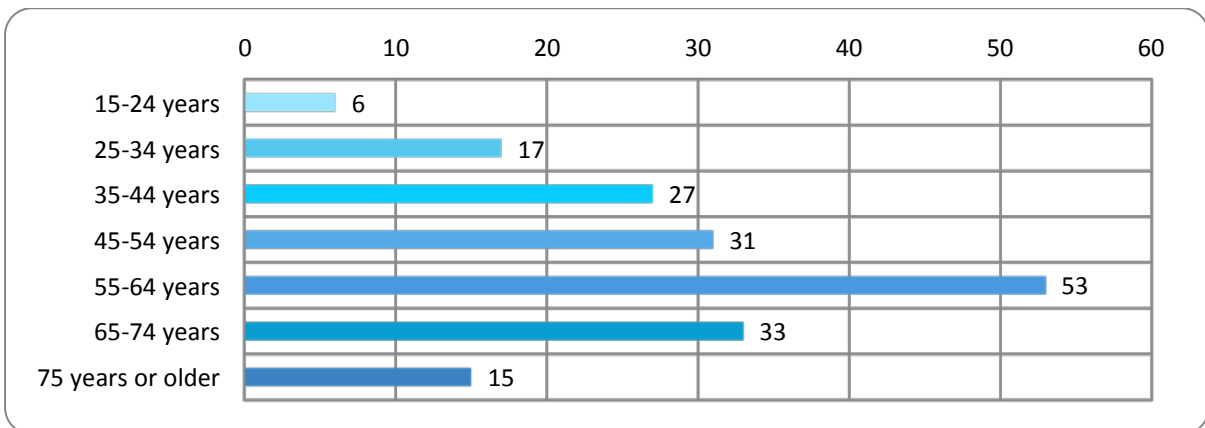
People could tick more than one



What gender do you identify as?



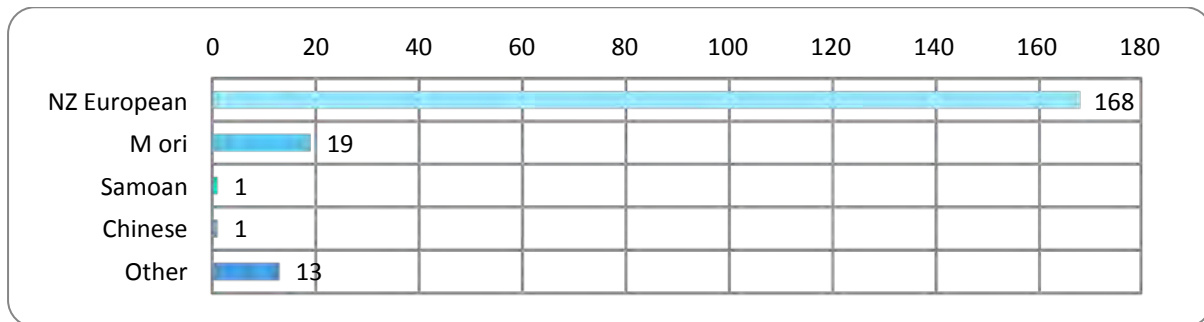
Which of the following best describes the age group you belong to?



An age breakdown of those who provided this information shows that respondents tended to be older. Over half were over 55 years old.

What ethnicity/ethnicities do you identify with?

The majority of respondents identified with NZ European.



7. CONCLUSION

In conclusion, the public engagement period has provided valuable feedback for the project. The team has a better understanding of values, what's important, route preferences and where there are safety concerns.

Route suggestions

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

Bypass

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

Safety

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

Values

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

8. NEXT STEPS

We will use the feedback we received, along with our technical work, to develop one or more alignment options.

We have targeted October/November 2017 for the next round of public engagement where various corridor options will be discussed. This will include addressing the feedback received and providing more technical information to help people understand how and why decisions have been made.

Feedback from the next round of consultation will form the basis of a recommended option we will take to the Transport Agency Board for endorsement in early 2018.

In 2019 further engagement with the community will take place, with construction likely to begin from 2021.

APPENDIX A – PROJECT SCOPE & COMMUNITY INFLUENCE

Ōtaki to north of Levin Project Scope and Community Influence

May 2017

Project Scope/area of interest	Explanation	Will the community* be able to influence this?
How far north the Ōtaki to North Levin (O2NL) project goes	The original scope with the Wellington Northern Corridor road of national significance is to immediately south of the Manawatū River and this is extent of project.	No
4 lanes expressway from Taylors Road (end of Peka Peka to Ōtaki) to north of Levin in the general vicinity of Koputaroa	The Transport Agency Board agreed to the scope of the investigations to include on-line and off-line proposals to progressively upgrade the Ōtaki to North Levin section of the Wellington Northern Corridor (WNC).	Yes (form of road will be off-line option therefore 2+1 and 4 lanes could still apply for this section although our stated preference is an expressway)
Form of road between north of Levin in general vicinity of Koputaroa to immediately south of Manawatū River	This section of the road will be in general accordance with the road of national significance guidelines and could be 2 lanes plus passing lanes (2+1), or 4 lanes expressway.	Yes
Corridor of location of road	While preliminary work (and previous consultation) identified initial constraints and options, the corridor of the new road has not yet been determined.	Yes
Exact location of new road	Once a preferred corridor has been identified, affected parties and landowners will be engaged as part of determining location of road.	Yes
A new connecting road, between SH1 north of Manakau and SH57 at Arapaepae Road (Option 5A)	This was identified and publicly stated as our preferred option in 2015. Subsequent feedback on this option was negative and there are concerns about consentability. While this option or a variation could be feasible, the Transport Agency's position is that this is no longer the preferred option as we need further community input to determine a preferred option for the entire O2NL route from Taylors Road to immediately south of Manawatū River.	Yes
Bypass of Levin	An expressway to north of Levin would need to include a bypass of Levin. The Levin Town Centre strategy undertaken by Horowhenua District Council identified opportunities for the town centre to be enhanced, especially if there were to be a bypass of Levin, as well as supporting and enabling growth.	Yes
Location and form of interchanges	These are yet to be identified and will be informed by road corridor and location and discussions with Councils.	Yes

* Community includes partners/stakeholders such as iwi, Councils and other agencies

Project Scope/area of interest	Explanation	Will the community* be able to influence this?
Changes to local road network as a result of O2NL	We will need to work closely with Council to understand impacts and any changes needed on local roads as a result of the O2NL project.	Yes
Proposed 'interim' safety improvements - <ul style="list-style-type: none"> ▪ North of Levin Passing Lanes - Investigation phase ▪ Waitarere Beach Road curve safety improvements - currently going through the RMA consenting process/appeals ▪ Whirokino Trestle and Manawatū River Bridge Replacement - Construction phase 	<p>North of Levin passing lanes will form part of the engagement. This is because we are seeking community input to determining the form and location of O2NL in general vicinity of Koputaroa to immediately south of Manawatū River. If the preferred option is a 4 lane expressway then this could negate need for North of Levin passing lanes.</p> <p>Based on community feedback and to align with the overall O2NL project, the Transport Agency has decided to delay the consenting and land purchase for the Waitarere Beach Road Curves Realignment project to ensure that the final solution meets stakeholder/ community expectations, addresses the specific safety concerns and is aligned with proposed O2NL project alignment.</p> <p>We will commit to discussing/co-designing with the community the 'interim' safety improvement options which can be completed online between now and a decision being made on the long term solutions.</p> <p>The Whirokino Trestle and Manawatū River bridge replacement is not impacted as an option to build a road of national significance standard road further north would include additional bridges. This is a cost effective alternative to a single four lane bridge, without delaying the current contract which was awarded in December 2016.</p>	<p>Yes (Waitarere Curves and North of Levin passing lanes)</p> <p>No (Whirokino trestle replacement)</p>
Pedestrian and cycle facilities	General pedestrian and cycle facilities are part of the scope of the project. Location and form to be determined.	Yes
Public transport facilities (bus, rail)	No plans yet identified but could form part of project.	Yes
Urban design and landscaping	Yet to be determined but forms part of project.	Yes
Timing of project, i.e. construction start / finish dates	Will be determined by the Government Policy Statement (the GPS)/ funding.	No
Staging of project	There is a possibility the project could be built in stages. Feedback on highest priority areas could influence staging.	Yes
Cost of project	The cost of the project will depend on the preferred option. O2NL has been identified as a road of national significance so requests to spend money on other projects/initiatives in other locations will not be considered.	No
Tolling	Funding for O2NL to be determined by Government/Transport Agency.	No

* Community includes partners/stakeholders such as iwi, Councils and other agencies

APPENDIX B – ENGAGEMENT MATERIAL

- B.1 Display Boards
- B.2 Project Update Newsletters
- B.3 Landowner letters
- B.4 Media release
- B.5 Advertisements
- B.6 FAQs
- B.7 Feedback form
- B.8 Maps
- B.9 Update Presentation

OVERVIEW

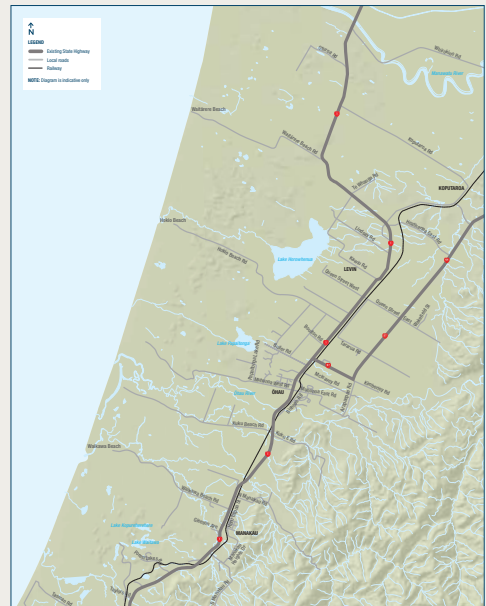
The NZ Transport Agency is working closely with local councils to create a transport system that better meets the needs of local communities, stimulates growth and development in the Horowhenua and Kāpiti Coast Districts and contributes to inter-regional and national economic growth. We want to enable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

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

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

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

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



WE NEED YOUR HELP

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

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

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

This round of consultation will run throughout June 2017.

WHAT IS AN EXPRESSWAY?

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



STORY SO FAR



WHEN

WE ASKED

YOU TOLD US

AND NOW...

2011

What are the issues and problems?

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

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

2012

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

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

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

EARLY
2013

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

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

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

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

LATE
2013

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

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

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

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

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

2014

Safety issues

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

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

2015

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

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

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

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

June 2017

FREQUENTLY ASKED QUESTIONS

WHY ARE WE DOING THIS PROJECT?

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

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

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

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

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

IS THERE A PREFERRED ALIGNMENT OR OPTION?

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

WILL THERE BE A BYPASS OF LEVIN?

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

HOW MUCH WILL ŌTAKI TO NORTH OF LEVIN PROJECT COST?

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

WHEN WILL CONSTRUCTION BEGIN?

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

ROADS OF NATIONAL SIGNIFICANCE

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

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



WELLINGTON NORTHERN CORRIDOR

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

The key benefits of the corridor are:

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

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

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



June 2017

WHAT'S NEXT?

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

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

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

INDICATIVE TIMELINE



GET INVOLVED

You can have your say online - www.rmta.govt.nz/O2NL

Email us: O2NL@rmta.govt.nz

Write to us - Ōtaki to north of Levin Project Team
PO Box 5084, Thorndon, Wellington 6145

Call us - 0508 625 4636



An update on the Ōtaki to north of Levin Project



Kia ora, my name is Lonnie Dalzell and I'm the Project Manager for the Ōtaki to north of Levin project. I moved to the Kāpiti region almost two and half years ago, relocating from Otago.

I grew up in Rotorua and since starting my career in construction I have worked around NZ for almost 15 years. When not working I spend my time playing football in the Horowhenua/Kāpiti league, enjoying time with my wife and kids, and renovating our house and property.

I have been working on the project since January this year and am excited about the potential opportunities the project offers the Kāpiti and Horowhenua districts. The project team and I are fully committed to working closely with the community throughout this project.

Moving forward we will engage with you to help develop the best outcomes for the project and the community, taking into consideration your views as we move forward with this dynamic project. I strongly encourage you to engage with our team, either in person at one of our events, by writing to us, or online, or by calling our project hotline. I look forward to meeting everyone who is keen to be involved in the project in the upcoming months.

About the project

- We are looking at options for a road from Taylors Road (to tie in to the Peka Peka to Ōtaki expressway) to north of Levin, all the way up to just south of the Manawatū River.
- Our technical work has indicated that a four lane expressway from Taylors Road to north of Levin in the general vicinity of Koputaroa is desirable as it provides good safety outcomes, ties in with the expressway to the south and enables Levin to grow and improve the town centre. This would require a bypass around Levin. However, we have not made a decision as we want to hear the council and community's views to ensure this is the best outcome for the region, and for road users who need to go through the region.
- No decision has been made on the recommended corridor for the project. We require public engagement on the project to help us understand the full range and nature of environmental effects and community issues, and inform our decision on a preferred alignment.

Time to re-engage

In 2015 we identified a preference for option 5A, a new connecting road between SH1 north of Manakau and SH57 at Arapaepae Road. We received feedback from the local community and stakeholders around the implications of this option. We have spent time doing some more work on what these issues are, what they mean for the community, and whether there are other and better ways to achieve a roading connection in this area.

At the same time we have been working with Horowhenua District Council on exploring what higher than anticipated growth and traffic volumes in the area might mean. In order to deliver the best outcomes for everyone - the local residents, businesses, road users and connecting areas - we have decided that we need to re-engage in a different way; one that means we can hear what really matters to all interested parties to find solutions that work for the majority.

For this project to be successful we need to check back that what we've previously been told is still relevant, letting you know what's changed since then and understand how the Ōtaki to north of Levin project can support community aspirations for Levin and beyond.

Once we have gathered this information we will use it, along with our technical work, to develop one or more alignment options. We will come back to you at that time.

Have your say

This newsletter provides a very brief explanation of the project and how we propose to move forward, but we understand that it will not answer all your questions. We would like the opportunity to meet you and hear your thoughts so you can help us understand what the community values. You can also write to us, provide feedback online or phone us.

There are a number of community events planned for June and we'd love to see you there.

EVENT: LEVIN MARKET

Location: Levin Uniting Church, 87 Oxford Street, Levin

Date and Time: Saturday 3 June, 8am - 11:30am

EVENT: FAMILY FUN DAY

Location: Levin Adventure Park

Date and Time: Saturday 10 June, 9:30am - 4pm

EVENT: OHAU MARKET

Location: Ohau Public Hall, Muhunoa Road West, Ohau

Date and Time: Saturday 17 June, 9am - 1pm

EVENT: DROP-IN INFORMATION SESSION

Location: Poroutawhao Community Hall, 800 State Highway 1, Poroutawhao

Date and Time: Thursday 22 June, 3pm - 7pm

EVENT: DROP-IN INFORMATION SESSION

Location: Levin RSA, 32 Bristol Street, Levin

Date and Time: Friday 23 June, 4pm - 8pm

EVENT: THURSDAY DROP IN VISITS (JUNE 2017)

If you are unable to make one of the events, a team member will be available for drop in visits

Location: Horowhenua District Council, 126-148 Oxford Street, Levin

Date and Time: Every Thursday throughout June 2017 between 9am - 3pm. No appointment is required.



Contact us

You can have your say:

Online: www.nzta.govt.nz/O2NL

Email us: O2NL@nzta.govt.nz

Write to us: Ōtaki to north of Levin Project Team
PO Box 5084, Thorndon, Wellington 6145

Call us: 0508 625 4636



Mauri ora he whakamarama mo te kaupapa o Ōtaki ki Levin



Kia ora, ko Lonnie Dalzell tōku ingoa, ko au te kaiwhakahaere waitara mō te kaupapa i Ōtaki ki te raki o Taitoko. I hūnuku au mai Ōtākou ki te rohe o Kāpiti, tau ana, kua noho ki te rohe nei mō ngā tau e rua me te hāwhe.

I tipu ake ai au ki Rotorua, nō korā tīmata ai āku mahi hanganga, kua roa nei tāku mahi i Aotearoa, tōna 15 ngā tau. I ngā wā kāore āku mahi, he painga nōku ki te tākoro whutupōro mō te riki Horowhenua/Kāpiti. Te noho pai hoki ki te taha o tōku whānau ka mahi te whakahou i tō mātou kāinga.

I te marama o Hānuere 2017 tīmata ai tāku mahi mō te kaupapa nei, e hīkaka ana mō te pūmanawa o te mahi e tāea ana te hoatu ana ki ngā takiwā o Kāpiti, o Horowhenua hoki. Ka mahi tata ana au me tōku tīma kia whakaū i ngā mahi ki te hāpori puta noa i te kaupapa.

Kia anga whakamua, mā mātou e mahi tahi kia whakawhanake ngā tino hua o te kaupapa, te hāpori hoki, i te mea ko o uaratanga e whakaaro nui tonu ana kia anga whakamua ai tēnei kaupapa. He akiaki tēnei ki a koe ki te whakawhanaunga mai me tōku tīma, ā-kanohi nei, ā-kupu nei i te ipurangi, mā te reta me te wāea hoki. Kei te tino hihiko te ngākau ki te tūtaki i a koutou e kaha ana ki te whakaū i tēnei kaupapa i ēnei marama tata e whai ake nei.

He whakamarama i te kaupapa

- Kei te āta tirohia e mātou ki ētahi kōwhiringa hanganga rori mai te rori Taylors (kia ranga i te ara matua mai Peka Peka ki Ōtaki) ki te raki o Taitoko, tata atu ki te tonga o te awa o Manawatū
- Kua tohu tā mātou mahi; e hiahia kia whakapara e whā ngā ara i te ara matua mai te rori Taylors, ki te raki o Taitoko i roto te pae matua o Kōputaroa, me te aha he hua haumarū ēnei, ka ranga i te ara matua e haere ki te tonga, kia whakawhanake kia whakanui hoki ai te tāone o Taitoko. Kia hiahia tēnei i tētahi ara autaki huri noa te tāone o Taitoko. Engari kāore anō mātou kia whakatau i tēnei whakaritenga i te mea, e pīrangi ana ki te rongo i ngā whakaaro o te hāpori me te kaunihera, kia mōhio pai mātou e tika ana ēnei hua mō te rohe me ngā kaiwhakamahi i te rori e para ana i te huarahi.
- Kāhore anō kia whakarite rā mō te kauhanga o te kaupapa nei.

E hiahia ana ki te mahi tahi ki te hunga tūmata-whānui mō te kaupapa nei, kia mārara mātou ngā āhuatanga tūturu o ngā take taiao, o ngā take hāpori, kia whakamōhio o mātou whakaritenga i te hora tika

Huihui mai ano

I te tau 2015 i tohungia e mātou he tino hiahia mō te kōwhiringa 5A, he rori hou e whakaranga ana i waenganui SH1 (raki o Manakau) me te SH57 (rori o Arapaepae). Kua whakahoki kōrero mai te hāpori mō ngā hua o tēnei kōwhiringa. Kua āta toro atu mātou ki ēnei take, he aha i motuhake ai i te hāpori, ka mutu mehemea he kōwhiringa pai ake kia tūtuki tētahi rori e whakakotahi te rohe.

Heoi anō e mahi tahi ana mātou ko te Kaunihera-ā-Rohe o Horowhenua, kia tōmene ngā tino whakawhanaketanga; i ngā ngā kaiwhakamahi ara nō roto mai te taiwhanga. Kia tūtuki pai ai ngā hua mō te katoa – ngā hāpori, ngā kaupakihi, ngā kaiwhakamahi rori me ngā taiwhanga e tuitui ana – kua ariari tā mātou whakatau kia huihui anō tētahi atu ara; kia rongopai mātou i ngā take tūturu o ia roopu, kia kimi hua kia whakaaetia e te nuinga.

Kia ea ai te kauapapa me tiro tiro whakamuri mātou ki ngā kōrero i hāngai tonu ana, kia whakamōhio atu kia koutou he aha ngā tinihanga me te mārama mā hea te kaupapa Ōtaki ki te raki o Taitoko e tautoko ana i ngā manako o te hāpori o Taitoko e haere ake nei.

Kia oti kau mātou i te kōhi kōrero ka whakamahia, waihoki ō mātou mahi kaupukaha, kia whakawhanake i ngā hora tika. I tērā wā mā mātou e whakamōhio atu ki a koutou.

Ō whakaaro, kōrero mai

He paku whamāramatanga tā tēnei panui-karere nei mō te kaupapa waihoki ngā pēwheatanga kia anga whakamua, engari e mārama ana kāore pea ēnei e whakautu ō pātai katoa. Heoi me he pātai, he whakaaaro tāu, tēnā e manawanui ana mātou ki te rongopai ki ō kōrero kia mārama mātou ngā uaratanga o te hāpori. E āhei hoki koutou ki te tono reta mai, kia whakahoki kōrero mā te ipurangi, wāea rānei.

Ko ēnei ngā huihuinga haapori, kua whakamāhere mō te Hune e whai ake nei.

TAKAHANGA: LEVIN MARKET

Kei whea: Levin Uniting Church, 87 Oxford Street, Levin

Wātaka: Rāhoroi te 3 o Hune, 8am – 11:30am

TAKAHANGA: HE RANGI WHAKAWHANAUANGATANGA

Kei whea: Levin Adventure Park

Wātaka: Rāhoroi te 10 o Hune, 9:30am – 4pm

TAKAHANGA: OHAU MARKET

Kei whea: Ohau Public Hall, Muhunua Road West, Ohau

Wātaka: Rāhoroi te 17 o Hune, 9am – 1pm

TAKAHANGA: DROP-IN INFORMATION SESSION

Kei whea: Poroutawhao Community Hall, 800 State Highway 1, Poroutawhao

Wātaka: Taite te 22 o Hune, 3pm – 7pm

TAKAHANGA: DROP-IN INFORMATION SESSION

Kei whea: Levin RSA, 32 Bristol Street, Levin

Wātaka: Paraire te 23 o Hune, 4pm – 8pm

TAKAHANGA: TAITE DROP IN VISITS (HUNE 2017)

Mēnā kāore pea e tāea ana te haere mai, anei ngā mema o te tīma e tāea ana te tūtaki

Kei whea: Horowhenua District Council, 126-148 Oxford Street, Levin

Wātaka: la Taite puta noa te mārama o Hune 2017 i waenganui ngā wā 9am – 3pm.

Ehara i te mea me whakarite wā.



Contact us

You can have your say:

Online: www.nzta.govt.nz/O2NL

Email us: O2NL@nzta.govt.nz

Write to us: Ōtaki to north of Levin Project Team
PO Box 5084, Thorndon, Wellington 6145

Call us: 0508 625 4636

Project update

Public Engagement Underway

June 2017

Public engagement on the Ōtaki to north of Levin project is underway and we'd love to hear from you -

www.O2NL.nzta.govt.nz

Find out more about the project, show us on a map the areas that are important to you, or join the discussion on whether the project should include a bypass of Levin.

Our community events have also commenced if you'd like to meet the team in person.



Community Engagement Events

Family Fun Day (free childrens entertainment and sausage sizzle)

Saturday 10 June 9:30am - 4pm, Levin Adventure Park, Levin

Ōhau Market

Saturday 17 June 9am - 1pm, Ōhau Public Hall, Muhunua Road West, Ōhau

Drop-in Information Session

Thursday 22 June 3pm - 7pm, Poroutawhao Community Hall, 800 State Highway 1, Poroutawhao

Drop-in Information Session

Friday 23 June 4pm - 8pm, Levin RSA, 32 Bristol Street, Levin

If you are unable to make one of the events, a team member will be available for drop in visits at Horowhenua District Council, 126-148 Oxford St, Levin every Thursday throughout June 2017 between 9:00am – 3pm. No appointment is required.

More information

For more information on the Ōtaki to north of Levin project, contact us at o2nl@nzta.govt.nz

Visit our website www.nzta.govt.nz/o2nl

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Project update



Additional community engagement events

June 2017

We have had a fantastic response to the Ōtaki to north of Levin project, and over 1,000 people have attended various events and meetings so far throughout June.

Due to requests from local communities several additional events are now planned, and we have extended our feedback timeframe to Friday 7 July 2017.

Event Drop In Information Session
Location Koputaroa Community Hall, 399 Koputaroa Road, Koputaroa
Date Wednesday 28 June
Time 2pm–4pm

Event Manakau Community Meeting
Location Manakau Community Hall, 12 Mokena Kohere Street, Manakau
Date Sunday 2 July
Time 10am–12pm

A team member will also be available for an additional drop in visit at Horowhenua District Council on Thursday 6 July between 9am–3pm

We'd like to thank the community for their engagement with us so far. There is still time to have your say online at www.O2NL.nzta.govt.nz until Friday 7 July 2017.

More information

For more information on the Ōtaki to north of Levin project, contact us at o2nl@nzta.govt.nz

Visit our website www.nzta.govt.nz/o2nl



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22 May 2017

Dear

State Highway 1 Ōtaki to north of Levin (O2NL) project

In 2014 we wrote to you and identified your property as being potentially affected by the State Highway 1 Ōtaki to north of Levin project. We apologise for the time it's taken for us to get back to you with the next steps for this project, and are writing to give you an update on what has happened and our plans for moving forward.

As you are probably aware, as part of the approach to improving State Highway 1, the Transport Agency identified in 2014 a preference for "option 5A", a new connecting road, between State Highway 1 north of Manakau and State Highway 57 at Arapaepae Road. After this announcement feedback from stakeholders and the community on this option was mixed and there was a call to consider further alternatives to our initial proposals.

Since then we have been working with Horowhenua District Council, as well as doing further technical work on whether there are other alternatives. This has included a re-consideration of the scope of the project given higher than anticipated growth in the Horowhenua area and the recognition that longer term planning for the wider route is desirable.

We are now engaging on options for a road from Taylors Road, Ōtaki (to tie in to the Peka Peka to Ōtaki expressway) to north of Levin, all the way up to just south of the Manawatū River. Our technical work has indicated that a four lane expressway from Taylors Road to north of Levin in the general vicinity of Koputaroa provides good safety outcomes, ties in with the expressway to the south and enables Levin to grow and improve the town centre. For this to work it would require a bypass around Levin. While elements of what was previously called option 5A **could** form part of a recommended alignment or option for the project, we have not made a decision on the recommended route as we want to hear the community's views to ensure that what is proposed is the best outcome for the region, as well as for road users who need to go through the region.

No decision has been made on the recommended corridor for the project. We need to hear the perspectives of those that live, work and travel in the area, to help us understand the full range of community values and interests for example cultural, environmental, business and social issues. This valuable information will then be used alongside the technical information to assist in developing a recommended alignment.

As a property owner in the area we would like to hear your views on the Ōtaki to north of Levin project. Enclosed for your information is a newsletter which outlines the project and a number of community events planned throughout June. You are welcome to attend any of these events to talk to the team, or we are happy to meet with you individually to discuss the project in more detail. Please contact me, Lonnie Dalzell, Project Manager lonnie.dalzell@nzta.govt.nz, ph 04 894 5247 or the project team O2NL@nzta.govt.nz, ph 0508 625 4636 if you would like further details or to arrange a meeting.

Giving feedback online will also be available through our website www.nzta.govt.nz/O2NL from the beginning of June 2017.

We will be coming back to the community in the months after the June engagement period to show you the outcomes of this engagement, and give further updates on the project.

Thank you and we look forward to working with you on this important project.

Yours sincerely



Lonnie Dalzell

Ōtaki to north of Levin Project Manager

Ōtaki to north of Levin engagement to commence

5 May 2017 12:10 pm | NZ Transport Agency

The NZ Transport Agency is engaging with the community and stakeholders in order to work together on the Ōtaki to north of Levin project over the upcoming months.

"We understand that there have been delays and some uncertainty about the project, in particular for local residents," says NZ Transport Agency Highway Manager Ross l'Anson.

"Our commitment moving forward is to work closely with the community and key stakeholders so that you can clearly understand what we are doing, how you can influence the project and how your views will be taken into consideration as we make decisions about the project.

"Although we previously identified options for the alignment, the scope of Ōtaki to north of Levin has been expanded to consider future long term plans for the corridor and we need the community's input to develop a preferred route. We will be looking at how best to connect to the Peka Peka to Ōtaki expressway in the south, all the way up to the Manawatū River. It's really important to stress that there is no preferred option for this route currently.

"We need to check that what you've previously told us is still relevant, to find out if there is anything new we need to know about, what the key issues are for the community, and how the project can support community aspirations," says Mr l'Anson.

Previously contacted landowners will be contacted in May 2017 with an update on the project. We will be engaging closely with key stakeholders and community groups, as well as carrying out community consultation events in June 2017, where Transport Agency staff will be available to talk to people and hear their thoughts. People will be encouraged to contribute their ideas at those events, as well as through written submissions, and online options. Details of the events will be advertised widely.

The results of the June consultation will be used to help develop options for the project and that information will be shared later in the year and this will provide an opportunity for more public feedback. It's anticipated a recommended option will be put to the Transport Agency Board in early 2018.

For more information and to subscribe for updates, visit the [Ō2NL project page](#).

High engagement on Ōtaki to North of Levin project

19 Jul 2017 10:21 am | NZ Transport Agency

The NZ Transport Agency would like to thank the Horowhenua community and others for their recent engagement on the Ōtaki to north of Levin project.

“We’ve had an overwhelming response from people interested in the project which has been fantastic” said Ross I’Anson, Regional Transport System Manager – Manawatū-Whanganui & Taranaki.

“More than 1500 people have taken the time to come along to one of our community events throughout June 2017 and talk to the project team. We’ve also had great feedback through our online channels and email, with hundreds of responses received.”

“We’d like to thank everyone for their valuable insights which we are now collating and analysing. We will come back and share the results of this engagement in the next two months.”

The NZ Transport Agency have targeted October 2017 for the next round of public engagement where we intend to discuss corridor option(s). This will include addressing feedback received and providing more technical information to help people understand how and why decisions have been made. We anticipate taking a recommended corridor to the NZTA Board for approval early 2018.

The O2NL section of the Wellington Northern Corridor aims to provide a modern and safe state highway network that can accommodate future traffic volumes and enhance inter-regional and national economic growth and productivity. For further information on the Ōtaki to north of Levin project please visit our webpage: www.nzta.govt.nz/o2nl

The NZ Transport Agency works to create transport solutions for all New Zealanders – from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads.

ŌTAKI TO NORTH OF LEVIN PROJECT

COMMUNITY ENGAGEMENT DAYS – JUNE 2017



An update on the Ōtaki to north of Levin Project

We are looking at options for a road from Taylors Road (to tie in to the Peka Peka to Ōtaki expressway) to north of Levin, all the way up to just south of the Manawātū River.

We would like the opportunity meet you and hear your thoughts so you can help us understand what the community values. You can also write to us, provide feedback online or phone us.

There are a number of community events planned for June and we'd love to see you there!

SATURDAY 3 JUNE 2017

8AM – 11:30AM

LEVIN MARKET

Levin Uniting Church, 87 Oxford Street, Levin

SATURDAY 10 JUNE 2017

9:30AM – 4PM

FAMILY FUN DAY

Levin Adventure Park

SATURDAY 17 JUNE 2017

9AM – 1PM

OHAU MARKET

Ohau Public Hall, Muhunua Road West, Ohau

THURSDAY 22 JUNE 2017

3PM – 7PM

DROP-IN INFORMATION SESSION

Poroutawhao Community Hall, 800 State Highway 1, Poroutawhao

FRIDAY 23 JUNE 2017

4PM – 8PM

DROP-IN INFORMATION SESSION

Levin RSA, 32 Bristol Street, Levin

FOR MORE INFORMATION VISIT www.nzta.govt.nz/O2NL

ŌTAKI TO NORTH OF LEVIN PROJECT

COMMUNITY ENGAGEMENT DAY - 10 JUNE 2017



Ōtaki to north of Levin Family Fun Day

Saturday 10 June between 9:30am and 4pm at Levin Adventure Park, 93 Oxford St, Levin.

Come along to find out what's been happening with the Ōtaki to north of Levin project, meet the project team and give us your views.

We will be there rain or shine with free children's entertainment and a sausage sizzle.

FOR MORE INFORMATION VISIT www.nzta.govt.nz/O2NL

ŌTAKI TO NORTH OF LEVIN PROJECT

COMMUNITY ENGAGEMENT DAYS – JUNE 2017



An update on the Ōtaki to north of Levin Project

We are looking at options for a road from Taylors Road (to tie in to the Peka Peka to Ōtaki expressway) to north of Levin, all the way up to just south of the Manawatū River.

We would like the opportunity meet you and hear your thoughts so you can help us understand what the community values. You can also write to us, provide feedback online or phone us.

There are a number of community events planned for June and we'd love to see you there!

If you are unable to make one of the events, a team member will be available for drop in visits at Horowhenua District Council, 126-148 Oxford St, Levin every Thursday throughout June 2017 between 9:00am – 3pm. No appointment is required.

SATURDAY 17 JUNE 2017

9AM – 1PM

OHAU MARKET

Ohau Public Hall, Muhunoa Road West, Ohau

THURSDAY 22 JUNE 2017

3PM – 7PM

DROP-IN INFORMATION SESSION

Poroutawhao Community Hall,
800 State Highway 1, Poroutawhao

FRIDAY 23 JUNE 2017

4PM – 8PM

DROP-IN INFORMATION SESSION

Levin RSA, 32 Bristol Street, Levin

HAVE YOUR SAY ONLINE www.O2NL.nzta.govt.nz

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Levin RSA, 32 Bristol Street, Levin

HAVE YOUR SAY ONLINE www.O2NL.nzta.govt.nz

Frequently Asked Questions

May 2017

Who is involved in the Ōtaki to north of Levin (O2NL) project?

The NZ Transport Agency is working closely with local Councils to create a transport system that better meets the needs of local communities, stimulates growth and development in the Horowhenua and Kāpiti Coast Districts and contributes to inter-regional and national economic growth.

Why are we doing this project?

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

- they do not meet current safety requirements/standards;
- they are straddled by townships/towns;
- they include narrow curved bridges; and
- there are a large number of conflict points i.e. side roads and access points.

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

What are the desired outcomes / objectives of the project?

The O2NL section of the Wellington Northern Corridor aims to provide a modern and safe state highway network that can accommodate future traffic volumes and enhance inter-regional and national economic growth and productivity.

Scope

What is the extent of the project?

The O2NL project will start at Taylors Road, to tie in to the Peka Peka to Ōtaki expressway which is due to start construction in July 2017. The northernmost extent of the O2NL project is immediately south of Manawatu River at State Highway 1.

Is there a preferred alignment or option?

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

Will there be a bypass of Levin?

Our technical work has indicated that a four lane expressway from Taylors Road to north of Levin in the general vicinity of Koputaroa is desirable as it provides better safety outcomes, ties in with the expressway to the south and enables Levin to grow and improve the town centre. This would require a bypass around Levin. However before we make a decision on this, we need to hear the community's views.

Will the project include new interchanges?

Yes, new interchanges will be required as part of the O2NL project. - We require the public's input to determine how these can be provided to best suit the local community.

Does the project include walking and cycling facilities?

Yes. We will require your input to help us develop where these go and what they look like.

What's happening with the Waitarere Beach Road Curves project?

Based on community feedback and to align with the overall O2NL project, the Transport Agency has decided to delay the consenting and land purchase for the Waitarere Beach Road Curves Realignment project to ensure that the outcome meets stakeholder/community expectations, addresses the specific safety concerns, and is aligned with the wider O2NL project.

We will commit to discussing/co-designing with the community any 'interim' safety improvement options which can be completed online between now and a decision being made on the long term solution/s.

Consultation

Why haven't I heard anything for the past two years? What has the Transport Agency been doing during this time?

After we identified a preference for option 5A, we received feedback from the local community and stakeholders around the impacts and implications of this option. We have spent time doing some more work on what these issues are, what they mean for the community, and whether there are other and better ways to achieve a roading connection in this area.

At the same time we have been working with Horowhenua District Council (HDC) on exploring what the impacts of higher than anticipated growth and traffic volumes in the area might mean. In order to strategically plan and deliver the best outcomes for local residents, businesses, road users and connecting areas we are now relooking at long term solution(s) for the section of State Highway 1 from Taylors Road (to connect to the Peka Peka to Ōtaki expressway), north as far as the Manawātū River.

Frequently Asked Questions **continued...**

May 2017

We understand that our current project scope is different to what we have previously advised. We apologise for any confusion and uncertainty that this project and its timeline has caused the community, in particular property owners. Our commitment moving forward is to work closely with the community and other key stakeholders so that you can clearly understand what we are doing, how you can influence the project, and how your views will be taken into consideration when we make decisions about the project.

What has happened to the feedback from the previous consultation?

In earlier consultations you have told us about the urgent need for safety improvements to State Highway 1 (between Ōtaki and Levin). This stretch of State Highway 1 has frequent crashes resulting in high instances of deaths and serious injuries, and pinch points that slow or gridlock traffic. In years to come these issues will become worse with the growing number of vehicles on State Highway 1.

To respond to these urgent needs, improvements have been made including safety improvements at Manakau and Ōhau, which have slowed traffic and maintained the village character of these places on State Highway 1. Further safety improvements are proposed as part of this project that will further reduce the risk of deaths and serious injuries in the time period before O2NL can be built.

What's changed since last time?

We are now looking at options for a road from Taylors Road to north of Levin all the way up to just south of the Manawatū River.

Our technical work has indicated that a four lane expressway from Taylors Road to north of Levin in the general vicinity of Koputaroa Road is desirable as it provides better safety outcomes, ties in with the expressway to the south and enables Levin to grow and improve the town centre. Before we make a decision on whether this should be an expressway, we need to hear the community's views on this.

No decision has been made of the long-term form of the section between the general vicinity of Koputaroa Road and Manawatu River. Options could include continuing to update the existing State Highway 1, or a separate expressway. We require community input on this moving forward.

My property was previously identified as needed for the project. Is this still the case?

As outlined above, we confirm that Option 5A is no longer our preferred option. We currently have not identified a preferred alignment or route option and we will require community input to develop this, and will be going out to talk to the community in the upcoming months. Therefore at this stage we cannot advise what or how particular pieces of land could be affected. We realise this creates uncertainty for property owners and apologise for this. Moving forward we will contact all previously identified property owners to ensure they are kept up to date with our plans and to reiterate that they have the opportunity to work with us as we determine the project alignment and options.

Why are you doing more consultation?

As the scope of O2NL is relooking at long term solutions, we want to work with the community to make sure we develop the best option for the entire route from Taylors Road to Manawatū River. We need to check back that what you've previously told us is still relevant, what's changed since then and how O2NL can support community aspirations for Levin and beyond.

Once we have gathered this information we will use it, along with our technical work, to develop one or more alignment options. We plan to come back to you later in 2017 to show you the results of this work, and seek further feedback on what you think. This will then form the basis of a recommended option we will take to the Transport Agency Board for endorsement in early 2018.

How can I have my say?

There will be two rounds of consultation. Firstly, various community events will be organised from June 2017 onwards where you will be able to have your say. Our website www.nzta.govt.nz/O2NL will also have options for you to give your thoughts and feedback or you can send us a written submission. Following this, we'll use your feedback alongside technical information to come back to talk to the community again later in 2017.

When will I know if my property is affected by the project?

During the second round of consultation in 2017 we will have a better idea of where the alignment of O2NL may be, as the community input will directly influence this. Note that we anticipate that we will be in a position to recommend an option to our Board early 2018. The alignment is not considered a preferred option until the Board has endorsed it.

General Information

What are the timeframes?

We will be re-engaging our key stakeholders including Councils and iwi from April & May 2017 onwards to ensure our proposed public consultation aligns with local thoughts and needs. We will then be asking the community to get involved in having their say.

There will be a second round of consultation later in 2017 where we'll report back on what you told us and how we've used that information to further develop the project. We anticipate going to our Board early 2018 with a recommended option for their approval.

Once the Board has endorsed the recommended option, we will commence more detailed investigation, including preparing statutory consent applications in 2018/19. During the Resource Management Act (RMA) approvals stage there will be a further opportunity for the community to be involved. Should the RMA approvals be successful, our plan is to start construction of the new highway in 2021.

Frequently Asked Questions **continued...**

May 2017

What is an expressway?

Expressways are dual carriageways that allow motorists to drive safely at speeds of up to 100km/h. They are designed to be straighter and flatter than other roads. For safety reasons, traffic in each direction is separated by a central barrier or strip of land. A four-lane expressway allows for higher volumes of through traffic than can be accommodated by a two-lane road. Providing two lanes in each direction also allows fast-moving traffic to overtake slower-moving vehicles. Access from local roads to the expressway is restricted to reduce points of conflict which in turns decreases the risk of crashes and allow more consistent travel times. Where access is provided, this usually takes the form of an interchange. As a consequence, there will need to be some changes to the local roading system.

Mackays to Peka Peka is an example of a recently completed expressway.

What benefits will we see?

There are many benefits that you can expect when O2LN is fully operational. They are:

- A continuation of high quality roads similar to Mackays to Peka Peka
- Less traffic on local roads meaning easier travel around the district
- Safer roads with fewer side accesses or turning traffic and less tight curves
- Relief from congestion when traffic reaches peak points
- Shorter journey times and better reliability for road users
- Relief from growing noise levels and air pollution for those living along the existing State Highway 1
- Quicker and easier access to important facilities such as Kāpiti and Wellington airports, hospitals, central business district and universities
- Enhanced connections between the main freight hubs of Wellington (and the South Island) and regions to the north and east, such as Palmerston North and Hawke's Bay
- Good quality and safe connections from local roads to the expressway.

Building the road may be staged over time, so that the benefits are realised progressively.

What will happen to the old State Highway 1 if it is replaced by an expressway?

In general the current State Highway 1 will become part of the local road network and will still be available for local and shorter trips and for access to properties. It will also provide an alternative route in case of emergencies.

What changes will Levin town centre see?

We are working with Horowhenua District Council to create road transport solutions that ensure that traffic will readily flow in, through and around Levin. The transport improvements proposed for State Highway 1 will help to improve safety and stimulate investment in both the Levin Town Centre and its surrounding areas. This fits with the Council's plans to make the town centre a more attractive place for people to visit and businesses to thrive. Horowhenua District Council will be consulting on the Levin Town Centre Strategy in the coming months.

Who will pay for the O2NL?

The funding for the project will come from the NZ Transport Agency. Note that funding for the current investigation phase has been approved.

How much will O2NL cost?

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

When will construction begin?

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

Contact Information

Can I sign up for project updates?

You can sign up for project updates on our webpage:
www.nzta.govt.nz/O2NL

Where do I go for more information?

Website - www.nzta.govt.nz/O2NL

Email address - O2NL@nzta.govt.nz

Phone number - 0508 625 4636

Property Frequently Asked Questions

June 2017

- The NZ Transport Agency is a Crown agency that is responsible for construction, operation and maintenance of the state highway network.
- In New Zealand, the Public Works Act 1981 provides the power to acquire property for public works and also entitles affected land owners to compensation. Land Information New Zealand (LINZ), on behalf of the Crown, is responsible for administering this Act. Further information on the Public Works Act 1981 is available at www.linz.govt.nz/crown-property/acquisition-and-disposal-land/public-works.
- At this stage we are not sure which properties will definitely be affected, or how much land will be required. We would typically only buy properties once we have firm land requirement plans in place, and these will depend on the outcomes of consultation, more detailed investigations and consenting. Construction timing is also a consideration.
- Where the NZ Transport Agency requires your property for a public work, a LINZ accredited supplier is engaged to carry out the negotiations on its behalf.
- If your property, or part of your property, is required for the project the NZ Transport Agency will pay compensation on the basis of market value. Market value is not the personal value to you or the value to the NZ Transport Agency, but is based on an assessment by an independent registered valuer.
- You may also be eligible for additional compensation of up to \$50,000, depending on whether there is a dwelling on your property that will need to be acquired and whether that dwelling is used as your principal place of residence.
- In addition to the market value of your property, reasonable legal and valuation fees and moving costs are reimbursed by the NZ Transport Agency once they have been approved by LINZ.
- If you have a business located on your land, you may claim compensation for business loss resulting from the relocation of the business. The loss may include loss of profits and goodwill, although the loss of profits must relate to proven loss of "actual profits". Loss of "anticipated profits" is not provided for in the Public Works Act.



If you have any specific questions relating to your property, please get in touch with the Ōtaki to north of Levin team O2NL@nzta.govt.nz or **0508 6254636**

What are the opportunities associated with the Ōtaki to north of Levin project?

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Do you have any specific views or ideas for the Ōtaki to north of Levin project you'd like to share?

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Is there anything else you'd like the Ōtaki to north of Levin Project team to know or consider?

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About you (optional)

We have a few optional questions which will help us understand a bit more about you. Please note, the following questions help us understand which groups of the community are engaging with the Transport Agency.

What gender do you identify as? Male Female Gender diverse

Which of the following best describes the age group you belong to?

- 14 years or under 15-24 years 25-34 years 35-44 years
- 45-54 years 55-64 years 65-74 years 75 years or over

What ethnicity/ethnicities do you identify with?

- NZ European Māori Samoan Tongan
- Chinese Indian Other

Thank you very much for providing your feedback.

If you have any questions, please contact us: O2NL@nzta.govt.nz

Keep up-to-date with the project on our website: www.nzta.govt.nz/O2NL

ŌTAKI TO NORTH OF LEVIN ISSUES AND OPPORTUNITIES



LEGEND

- Existing State Highway
- Local roads
- Railway

NOTE: Diagram is indicative only



WE WANT TO HEAR FROM YOU

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

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



ŌTAKI TO NORTH OF LEVIN

WHAT IS IMPORTANT TO YOU?



Ōtaki to north of Levin

Project update April 2017



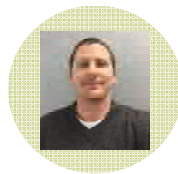
New Zealand Government

Introductions

The team



Ross l'Anson
Highways Manager
Palmerston North



Lonnie Dalzell
Project Manager



Sarah Cronwright
Project
Engagement
Manager



New Zealand Government

Council are a key partner



Ōtaki to the north of Levin Project



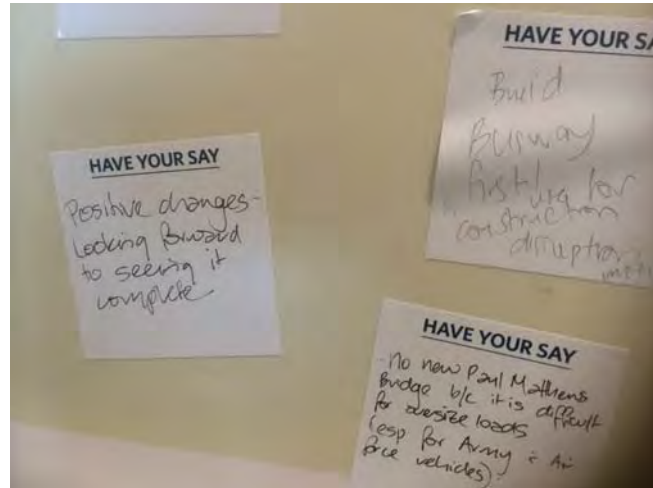
Waitarere Curves Update



The Way Forward

- Open engagement (versus consultation)
- Collaborative approach – more than just ‘show and tell’
- Stocktake – what you’ve told us, what has changed?
- Values – what is important to Horowhenua and the surrounding communities?
- How can O2NL support these values?
- Need to show how community input influences our decisions
- Clear timeframes on what’s happening

Your turn



Questions

Top 3 concerns/issues you would like us to know about?

Top 3 opportunities you see?

Project Objectives



Community concerns/key issues



Severance/Land Use



Safety



Timing

Timeframe Moving Forward

- Key stakeholder meetings – April onwards
- Previously affected/interested parties contacted – May
- Wider public engagement & events – end May/June
- Feedback to design team and development of corridor(s) – July/August
- Second round of engagement – September/October
- Recommended corridor to NZTA Board – early 2018
- Lodge Statutory Approvals 2019
- Construction 2021

Expectations?



APPENDIX C – MEDIA ARTICLES

SH1 upgrade could reach from Wellington past Manawatu River

KAROLINE TUCKEY

Last updated 18:42, May 5 2017



Karoline Tuckey

A planned SH1 roading project linking Levin south to the Kapiti Expressway, could be extended north of Levin.

An extended expressway north of Wellington could reach beyond the Manawatu River and take a different route than earlier planned.

The NZ Transport Agency last year decided to go back to the drawing board to rethink a long-planned Ōtaki to Levin roading project.

Transport Minister Simon Bridges indicated extending the project beyond Levin was on his agenda at the opening of the Kapiti Expressway in February.



Joel Maxwell

Looking south down the first section of the Kapiti expressway, from the new bridge over the Waikanae River.

On Friday, the NZTA said it would begin a revised round of community consultation this month to help develop a route for the northern corridor, with a focus on long-term needs.

"We will be looking at how best to connect to the Peka Peka to Ōtaki expressway in the south, all the way up to the Manawatu River," NZTA highway manager Ross I'Anson said.

The river intersects State Highway 1 just below Foxton.

There was no preferred route, and feedback would be sought about the community's aspirations for the future.

Horowhenua mayor Michael Feyen said many people were frustrated about uncertainty around the planning and, paired with increased traffic, this had left people feeling less safe. However, he welcomed the chance for the community to have their say.

Building the expressway past the Manawatu River should be considered, he said.

Horowhenua District Council chief executive David Clapperton said an NZTA officer would soon be based at the council's main office one day a week for residents to talk with.

Consultation with landowners was to begin in May, and community consultation events would be organised for June.

It was expected a preferred option for the project would be presented to the NZTA board early next year.

Work is also planned to start this year on a \$70 million replacement to the 1.1-kilometre Whirokino Trestle and the 180-metre Manawatu River Bridge, on SH1 north of Levin.

- Stuff

<http://www.stuff.co.nz/motoring/92273344/SH1-upgrade-could-reach-from-Wellington-past-Manawatu-River>

Expressway bypassing Levin is best

26 May, 2017 10:15am



Horowhenua Vintage Car Club members Rachael and Rebecca Gibson, in a 1964 Sunbeam Alpine, lining up to drive the length of the Mackays to Peka Peka expressway.

A four-lane expressway from just north of Ōtaki to north of Levin "in the general vicinity of Koputaroa" and that bypasses Levin is the latest proposal from the government's road builder.

It would tie in with the planned \$330 million Peka Peka to Ōtaki expressway, due to open in 2020.

NZ Transport Agency regional highway manager Ross I'Anson said the north of Ōtaki option was desirable as it provided good safety outcomes, tied in with the expressway to the south and enabled Levin to grow and improve the town centre.

No decision had been made on a corridor for the road and further consultation would take place.

A recommended option for the route was anticipated to go to the NZTA board in early 2018, Mr I'Anson said.

The agency also appeared to be rethinking its 2015 proposal for a connecting road between SH1 north of Manakau and SH57 at Arapaepae Road.

"We received feedback from the local community and stakeholders around the implications of this option. We have spent time doing some more work on what these issues are, what they mean for the community, and whether there are other and better ways to achieve a roading connection in this area," Mr I'Anson said.

"At the same time we have been working with Horowhenua District Council on exploring what higher than anticipated growth and traffic volumes in the area might mean."

Meanwhile, as part of the project's consultation process, an NZTA project team member would be at the Horowhenua District Council building every Thursday in June between 9am and 3pm for drop-in visits.

The project team also planned to attend community events during June to get feedback on the project from residents and better understand what the community valued.

- Horowhenua Chronicle

(http://www.nzherald.co.nz/wanganui-chronicle/horowhenua-chronicle/news/article.cfm?c_id=1503788&objectid=11863712)

Horowhenua Chronicle – Wednesday, 7 June 2017

Discussing expressway



NZTA'S Hannah McCashin, left, and Jo Wilkins at the NZTA stall, as project manager Lonnie Dalzell, second from right, talks to Levin resident Cliff Meredith about the proposed Levin bypass.

By ADAM SHELTON

A four-lane expressway bypassing Levin was up for discussion at the first of the open community sessions held by New Zealand Transport Agency.

NZTA plans to build a new main road from Otaki to the Manawatu River, which could have a four-lane expressway connecting to the expressway being built to the south.

This month NZTA will hold community events throughout Horowhenua to explain the project's objectives and hear residents' thoughts. At the Levin Uniting Church monthly market on Saturday, the NZTA stall was busy with residents questioning the six staff about the proposed road.

The agency has yet to announce a corridor for the road but NZTA staff told some residents it would likely bypass Levin to the east.

Project manager Lonnie Dalzell said "lines had been put on paper" but it was hard to discuss overall objectives when people saw a drawing as they

immediately took a position on it.

"We've done a lot of technical work in the background and now we want to make sure it is correct in terms of the community values, what the community actually wants. The intention is to come back later this year and present a couple of corridors and then we can have that conversation about lines on paper," he said.

Mr Dalzell was also meeting monthly with a project reference group of roading organisations, iwi, residential groups and councils to help them understand the project and then have them spread information back to the community.

Technical work on the road had been underway for five years and a lot of people had been in limbo about their options. NZTA had been quiet for the past two years and it was now important to be transparent, he said.

Levin resident Cliff Meredith visited NZTA's stall on the weekend. He said although the information he got from NZTA was non-specific it was a good opportunity to get a feel for their thinking.

APPENDIX D - PRG AGENDAS AND MINUTES

Meeting Agenda

Meeting Name	Ōtaki to north of Levin – Project Reference Group Meeting		
Meeting Venue	Ante Room, Horowhenua District Council, 126 Oxford Street, Levin		
Date	Thursday 11 May	Time	4pm – 6pm
Chairperson	Lonnie Dalzell	Recorder	Jo Wilkins

Time	Item
	Tea, coffee and scones on arrival
4pm	Welcome and introductions
4.15pm	Purpose, Terms of Reference and membership
4.30pm	Overview of the Ōtaki to north of Levin project
4.45pm	Group discussion on key issues & opportunities
5.30pm	Public Engagement
5.45pm	Next steps and future actions
6pm	MEETING CLOSE

Ōtaki to north of Levin Project Reference Group Meeting #1

Meeting Name	Ōtaki to north of Levin – Project Reference Group Meeting		
Meeting Venue	Ante Room, Horowhenua District Council, 126 Oxford Street, Levin		
Date	Thursday 11 May	Time	4pm – 6pm
Chairperson	Lonnie Dalzell	Recorder	Jo Wilkins

Attendees:

Name	Organisation
Lonnie Dalzell	New Zealand Transport Agency
Sarah Cronwright	New Zealand Transport Agency
Jo Wilkins	MWH now part of Stantec
Richard Peterson	MWH now part of Stantec
Nienke Itjeshorst	Kapiti Coast District Council
N. Hayes	Greater Wellington Regional Council
Tina Ware	NZ Heavy Haulage Association
Alan Perry	Automobile Association (AA) – Wellington
Michael Gross	Automobile Association (AA) – Wellington
Garry Goodman	Automobile Association (AA) – Manawatu
Kristy McGregor	Federated Farmers
Kris Burberry	NZ Police
Ian King	NZ Fire Service
John Hailwood	Manakau District Community Association
Geoff Lewis	Economic Development Board – Horowhenua District Council
Graeme Bagrie	Poroutawhao Community Group
Lindsay Poutama	Ngati Tukorehe
Justin Tamihana	Ngati Huia
Neville Heihe	Ngati Huia ki Matau
Wayne Kiriona	Ngati Huia ki Matau
Jeremy Manks	Waitarere Progressive
Heather Heron-Speirs	Poroutawhao Community Group
Phil Hindrup	Horizons Regional Council
Geoff Kane	Federated Farmers
Tim Armstrong	Kapiti Cycling
Lyndon Hammond	KiwiRail
Ken Shirley	Road Transport Forum
Catherine Manning	Ngati Tukorehe
Myra Poutama	Ngati Tukorehe
Yvonne Wehipeihene-Wilson	Ngati Tukorehe
Zoe Poutama	Ngati Tukorehe

Apologies:

Name	Organisation
Ross l'Anson	NZTA
Nick Green	Levin Business Networking Group
Daniel Haigh	Horowhenua District Council

Non-Attending Members:

Name	Organisation

Introductions – from the project team and introductions around the room

Is anyone not represented?

Officers from Horowhenua District Council and members from of the Well-being Committee

Technical Steering Group

Made up of officers from Horowhenua District Council and the Transport Agency.

Question: Why isn't someone from iwi involved in the technical steering group?

There's opportunity for people to be involved further – an offline discussion will happen and discuss at next PRG meeting.

Why?

We are five years into the project – why have a Project Reference Group (PRG) now?

Ideas from the floor:

- Community engagement
- Change in the project/process
- Previous engagement hasn't gone well

We want to understand values and interests.

Aspects of: safety; social; environment; cultural; and economic are important.

At this stage, we're not talking about lines on the map.

Terms of Reference - Purpose

Action: members of PRG are to consider the Purpose of the group and all agree, some initial ideas are provided.

Project Reference Group (PRG) is to provide:

- Stakeholder and community input into the decision making process
- Develop a close working relationship with the Project team
- Feedback information to their respective organisations
- Assist in awareness of the process and project
- Develop an understanding of each other

Terms of Reference - Principles

Action: members of PRG are to consider the Principles for how the group will function and interact. This needs the members to agree. Ideas from previous PRG's are provided.

Potential Principles:

- To be chaired by the Transport Agency.
- Representatives from the Project team will attend all PRG meetings (where practicable).
- Frequency of meetings for will be determined by the PRG; potentially held on a 4-6 week basis.
- Minutes will be taken at each PRG and distributed within one week of the meeting. Agreed actions assigned to members of the PRG will be followed up prior to the next PRG meeting.

- Any conflicts of interest are to be declared to the PRG.
- The Transport Agency as the Project owner will make the final decision with respect to project scope and deliverables.
- The PRG will act in a transparent, collaborative manner. It is expected that members will openly share and discuss their organisation's issues and views with the PRG, once they feel comfortable
- The PRG will recognise and respect the different areas of expertise and insight members bring to the table.
- PRG members have the mandate to speak and represent their organisation's issues and aspirations.
- When requested, confidentiality of issues discussed at meetings will be respected and not disseminated outside the PRG.
- Regular attendance at the PRG is expected in order to ensure continuity of input and information.
- If preferred, organisations can become non-attending members of the PRG, with minutes of meetings circulated for information only.
- Additional stakeholder consultation can occur outside the PRG as required.
- Any media enquiries are to be directed to the Transport Agency's Communications Manager.

Potential Additional Principles

- Value and respect community expertise and knowledge.
- Recognition of Te Tiriti o Waitangi (Treaty of Waitangi)
- The PRG needs to consider the whole project not just our specific areas, so that knowledge can spread consistently throughout the project.

Project update

- Project newsletter to be issued during the week beginning 22 May, online newsletter will be sent to all members. . If you would like hard copies sent to you to distribute please let Sarah know (sarah.cronwright@nzta.govt.nz)
- Post meeting note: The newsletter will be available in Te Reo. The Transport Agency is currently having the translated newsletter prepared.
- Waitarere Beach Curves – will be part of this O2NL project; we will be talking with the local community about some interim safety.
- Option 5a – this is no longer a preferred option.
- Project update presentation has been undertaken with HDC officers and HDC elected members
- Presentation was repeated of all attendee which included:
 - The Way Forward
 - Project objectives – Roads of National Significance
 - Iwi engagement
 - Potential Bypass
 - Scope of Engagement – to be sent out to the group
 - Severance
 - Safety
 - Timing – re. the project
 - Expectations

Comments from the group:

Iwi engagement – there have been issues with regards to recent projects, especially to the north of Levin. The Transport Agency have commenced individual hui with hapu however

Ngāti Raukawa representatives would like a combined hui. On a hapu and iwi level the Transport Agency want to work with iwi to figure how engagement will look moving forward.

Heavy Haulage – have we talked to industry about Waitarere Beach Road interim improvements? Location about medium barriers? **Action:** NZTA will commit to engaging with road users as part of interim safety improvements.

Problems on expressways – how do we avoid this (i.e. truck pullover areas)? This will be part of the engagement process and one of the reasons why the PRG is important to the success of the project.

Poroutawhao Community Group – honesty is needed; unhappy with the consultation that happened at the Waitarere Beach Road, but happier with this process...so far. Transparency will be key, no surprises and talking to each first. It's a complex process – however we need to consider should 'we' do it quickly or do it well?

We need a 'translator' to bridge gaps between Technical Steering Group and the wider community – pleased to see that there's space within this group.

Add to the Principles – valuing the expertise in the community; being open; listening; transparency; empowering.

Has there been any work done on the M2PP benefits? Some evidence about how this translates. KCDC has done traffic counts and can provide evidence. The new route was well used at the start and traffic levels have gone down to predicted numbers.

KCDC representative will remain as part of the group and receive emails, but won't attend future meetings. The report on economic predictions for the O2NL will be made public soon.

Action: Sarah to locate any relevant post-project reports on other large roads.

In general Wire medium barriers can't cope with large agricultural vehicles.

Whirokino Bridge – flooding, heavy traffic going through. Why is Whirokino Bridge not part of the project? The Whirokino Bridge is unsafe and needs to be replaced as soon as possible. If there was a new road or expressway which finished in this location it would be more cost efficient to build a separate bridge for this new road rather than try and widen the 'new' Whirokino bridge.

Timeframes – we want to be in a position to present a recommended option to the Agency board early next year for decision making. This timeframe is achievable as we're not starting from scratch, but there's a lot of engagement and analysis to happen between now and then.

Talking about a six months period of time – between now and decision making. Technical work has been done – information is available online (MCA report still being finalised).

Share the technical background (incl. routes that have been thought about). Routes are taking Māori land – show intentions. **Action:** Transport Agency to send link to previous technical information on Webpage.

<http://www.nzta.govt.nz/projects/wellington-northern-corridor/otaki-to-north-of-levin/technical-reports/>

As the corridor is being defined bring the information to the PRG.

Who are they project experts from NZTAs that have the cultural competencies? Can we have local iwi representation as part of the MCA process?

Significant interest in understanding NZTA's overall long term vision for SH1 through the entire Lower North Island/North Island – in terms of its future form and role. Also interest in how this project links with other adjacent projects. Traffic volumes are increasing. We need to ensure that the road fit for today and for 25 years time. The Transport Agency is currently undertaking studies around the Region; Ross l'Anson will be able to provide more information around these studies.

The recent Neighbourly poll wasn't put forward by NZTA – it was a local person with an interest.

Police – concerns are safety and congestion – don't want to recreate the same problems on other parts of the route or on other roads.

Feedback questions:

There are a lot of unknowns – what and where?

What do you want? i.e. Two / Four lanes

Where do we want a new road? i.e. not in populated areas

Action: Scope of Engagement is currently being produce by the Transport Agency for the public. A copy will be issued to PRG once finished.

Opportunities

- Social Opportunities/Education – construction leading to jobs
- M2PP – initially everyone wanted to use the new road; but then things settled down. Places return to a village like atmosphere; more agreeable environment.
- A proper road Network; people living along SH1 – it used to be a link road connecting towns and villages; historically it was a local road that you could walk along. This changed – connectivity has gone; blocked by wire barriers – return to community roads, because a new expressway will handle the through traffic.
- This group working together (alongside the other communities)
- There will always be affected parties – we are in control of the way we can assist these groups by helping understand why decision have been made
- Holistic view of the route; do we have a goal for the project that's not constrained by the ends of the project
- The promise of NZTA closing the loop
- Meaningful engagement for iwi and community – east; main road and the west: voices need to be heard at the Project Steering Group level
- Iwi and Hapu at this level and then their permission to continue
- Difference in opinions in this group is a good thing, one of the critical part of the PRG working effectively

Consultation with individual land-owners will be important – more so at the next stage when we get to a potential option.

Technical reports: <http://www.nzta.govt.nz/projects/wellington-northern-corridor/otaki-to-north-of-levin/technical-reports/>

Action: PRG attendees to ask their organisations if they want the team to come and engage with them outside the PRG – please contact Lonnie (lonnie.dalzell@nzta.govt.nz) or Sarah (sarah.cronwright@nzta.govt.nz) to arrange this.

PRG would like data prior to the next meeting – traffic data, growth etc. Also, information on the various options previously considered as part of the project; scope and technical base information.

Lindsay (Ngati Tukorehe) mentioned the iwi hapu group meeting occurring at the start of June (first Tuesday), we'd be welcome to attend/present. **Action:** Transport Agency to follow up and arrange.

Kristy (Federated Farmers) hold a local meeting with members towards the end of the month. **Action:** Transport Agency to follow up and arrange.

Barry Rollins – president of Rotary Club – 0272775619 (suggest presentation to Rotary Club, over 100 people will attend). **Action:** Transport Agency to follow up and arrange.

Engagement

- Public open days will be shown in the newsletter and advertised in the usual papers. Also available on website - <http://www.nzta.govt.nz/projects/wellington-northern-corridor/otaki-to-north-of-levin/consultation/>
- Next meeting proposed date: **Wednesday 14 June** (4pm – 6pm) – Totara Room, Te Takere, Levin.
- Pre-circulate agenda, attendees, relevant information

Ōtaki to north of Levin PRG – Meeting #2

Meeting Name	Ōtaki to north of Levin – Project Reference Group Meeting #2		
Meeting Venue	Te Takere, Totara Room, Levin		
Date	Wednesday 14 June	Time	4pm – 6pm
Chairperson	Lonnie Dalzell	Recorder	Jo Wilkins

INVITEES

Name	Organisation	Name	Organisation
Lonnie Dalzell	NZTA	Graeme Bagrie	Poroutawhao Community Group
Sarah Cronwright	NZTA	Lindsay Poutama	Ngāti Tukorehe
Jo Wilkins	MWH now part of Stantec	Justin Tamihana	Ngāti Huia
Richard Peterson	MWH now part of Stantec	Neville Heihei	Ngāti Huia ki Matau
Nienke Itjeshorst	Kāpiti Coast District Council	Wayne Kiriona	Ngāti Huia ki Matau
Natasha Hayes	Greater Wellington Regional Council	Jeremy Manks	Waitarere Progressive
Tina Ware	NZ Heavy Haulage Association	Heather Heron-Speirs	Poroutawhao Community Group
Alan Perry	AA – Wellington	Phil Hindrup	Horizons Regional Council
Michael Gross	AA – Wellington	Tim Armstrong	Kāpiti Cycling
Chris Clarke	AA – Manawatū	Lyndon Hammond	KiwiRail
Kristy McGregor	Federated Farmers	Ken Shirley	Road Transport Forum
Geoff Kane	Federated Farmers	Catherine Manning	Ngāti Tukorehe
Kris Burberry	NZ Police	Myra Poutama	Ngāti Tukorehe
Ian King	NZ Fire Service	Yvonne Wehipeihene-Wilson	Ngāti Tukorehe
John Hailwood	Manakau District Community Association	Zoe Poutama	Ngāti Tukorehe
Geoff Lewis	Economic Development Board – HDC	Daniel Haigh	Horowhenua District Council
Denise Kidd	Community Wellbeing – HDC	Nick Green	Levin Business Networking Group
Ross l'Anson	NZTA		

AGENDA

1. Finalise Purpose and Term of Reference
2. Scope of Engagement – Review and discussion
3. Engagement Update
 - Open Day information
 - Feedback
4. Other NZTA studies around the district
5. Next step?
6. Other matters..

NEXT MEETING:

Project Reference Group

Meeting Name	Ōtaki to north of Levin – Project Reference Group Meeting #2		
Meeting Venue	Open Meeting Room, Te Takere, 10 Bath St, Levin		
Date	Wednesday 14 June	Time	4pm – 6pm
Chairperson	Lonnie Dalzell	Recorder	Jo Wilkins

Attendees:

Name	Organisation
Lonnie Dalzell	New Zealand Transport Agency
Sarah Cronwright	New Zealand Transport Agency
Amos Kamo	New Zealand Transport Agency
Jo Wilkins	MWH now part of Stantec
Richard Peterson	MWH now part of Stantec
Daniel Haigh	Horowhenua District Council
Tina Ware	NZ Heavy Haulage Association
Michael Gross	Automobile Association (AA) – Wellington
Garry Goodman	Automobile Association (AA) – Manawatu
Kristy McGregor	Federated Farmers
Geoff Kane	Federated Farmers
Jeremy Manks	Waitarere Progressive
Heather Heran-Speirs	Poroutawhao Community Group
Tim Armstrong	Kapiti Cycling
Janine Smart	Horowhenua Shared Pathways/Community Wellbeing Committee
Chris Clarke	AA - Manawatu
Pam Robinson	Tararua / Kimberly / Queen or East Side
Peter J Cameron	

Apologies:

Name	Organisation
Ross I'Anson	New Zealand Transport Agency
Lyndon Hammond	KiwiRail
Ian King	NZ Fire Service
Geoff Lewis	Economic Development Board – Horowhenua District Council

Introductions – from the project team and quick introductions around the room

Circulation of minutes from last meeting (these include the draft principles and terms of reference); some engagement documents; and the scope of engagement.

Minutes of these meetings and associated documents will be circulated to those who are on the distribution list – so even if you don't attend, you'll receive the minutes.

Map exercise

The group took a look at the large map detailing some of 'what's important' to the local community – members of the group also added their own comments. This map is being used at the community events and a similar map is available online.

Terms of Reference

We'd like to finalise these over the coming weeks, a draft is included in the previous minute – the group had nothing to add at this stage. Please email thoughts through to Sarah or Lonnie. We'll send through as a stand-alone document.

Comment: Query about the extent of the project – towards the north. Knowing the corridor would be useful.

Response: Not relevant for the terms of reference, but important point. It's something that Ross l'Anson can talk to, he will be present at the next PRG meeting. Adjoining projects do need to interact with each other and we've got that in mind.

FEEDBACK: You can't have a good route without knowing what's happening at the northern end. This will affect how people choose options on this route. The strategic view of what is happening to the north is key.

Comment: Waiting on a workshop on the Palmerston North ring-road – this will link into to this project (SH57). Palmerston North Chamber of Commerce are meeting to talk about what's happening in their patch.

Scope of Engagement

This is an NZTA produced document to guide the extent of the engagement. It details what the community can influence and what we will be seeking feedback on.

Comment: Point to note on toll roads – overweight vehicles are not allowed on toll roads (overweight = 39 tonnes +)

Comment: Public Transport – what does that mean?

Response: We're working with the Regional Council and KiwiRail; they will be part of these conversations (NZTA is about transport networks) – more relevant at the next stage. If we receive feedback that's outside of NZTA's scope, but we can pass it on to our partners

Engagement Overview

What are we asking people?

- What's important to you?
- What do you like/dislike?
- What are the main issues to be addressed?
- What are the opportunities?

How are we asking?

- Large printed map of the project area.
- A second map for drawing out issues and opportunities
- Display boards detailing the project overview, the story so far, FAQs, RoNS and a timeline
- 1:1 discussions
- Printed feedback forms
- Online: electronic version of the feedback form; interactive map and group discussion forum: www.O2NL.nzta.govt.nz

The engagement period is open until at least Friday 30 June.

Levin Market: Saturday 3 June (140 people)



Levin Adventure Park: Saturday 10 June (345 people)



What people are saying:

What's important? Pins being map:

- Safety
 - o High accident areas
 - o Busy intersections
 - o Speed issues
- Cultural
 - o Grave site / Cemetery
 - o Sites of importance
- Economic
 - o Corner shop in Manukau
- Environmental
 - o Areas prone to flooding
 - o Camping grounds
 - o Parks and reserves

Hot Topics:

- How does the land purchase work?
- What options have we considered?
 - o western
 - o eastern
 - o foothills
- Will existing State Highways be upgraded?
- Timing
- Agree with bypass/effects of a bypass
- Whirokino Bridge – why are we still progressing?
- Four lanes – extent of the project; further north
- Access and interchanges

Upcoming events:

EVENT: LEVIN MARKET

Location: Levin Uniting Church, 87 Oxford Street, Levin
Date and Time: Saturday 3 June, 8am - 11:30am



EVENT: FAMILY FUN DAY

Location: Levin Adventure Park
Date and Time: Saturday 10 June, 9:30am - 4pm



EVENT: OHAU MARKET

Location: Ohau Public Hall, Muhunua Road West, Ohau
Date and Time: Saturday 17 June, 9am - 1pm

EVENT: DROP-IN INFORMATION SESSION

Location: Poroutawhao Community Hall, 800 State Highway 1, Poroutawhao
Date and Time: Thursday 22 June, 3pm - 7pm

EVENT: DROP-IN INFORMATION SESSION

Location: Levin RSA, 32 Bristol Street, Levin
Date and Time: Friday 23 June, 4pm - 8pm

EVENT: THURSDAY DROP-IN VISITS (JUNE 2017)

If you are unable to make one of the events, a team member will be available for drop-in visits.

Location: Horowhenua District Council, 126-148 Oxford Street, Levin
Date and Time: Every Thursday throughout June 2017 between 9am - 3pm.
No appointment is required.

this weekend

Other studies

- Safer Roads - SH57; SH1 to Shannon corridor safety improvements
 - o Construction commencing August 2017
- Accessing Central New Zealand – PBC to start in the 18/19 financial year on areas:
 - o SH1 Manawatu River to North Bulls
 - o SH57/SH56 to Palmerston North
 - o SH3 PN to Bulls safety improvements
 - o SH54 PN connection to Feilding
 - o SH1/SH3 intersection at Bulls
- HPMV Hawkes Bay to Palmerston North, including the rail overbridge at Longburn
- SH56 resilience improvements at Opiki (possibly interim investment to 2.b above)

Technical Information

- Crash data – to be released (and circulated) soon
- Constraint Maps – available online: <http://www.nzta.govt.nz/assets/projects/otaki-to-north-of-levin/docs/constraints-maps-1-7.pdf>
- Traffic Volumes (2015) – to understand where are people going; this will be available soon.

Economic [Market] Research

Preparing a summary of this research and then we will release alongside other project information. When releasing information, we need to be careful that we don't influence people's comments.

Comment: [this study or others] does need to look at the potential impact on farming, agriculture and other economics factors outside of the Levin town centre.

All the research will get more refined as we move through the process. Criteria in a Multi Criteria Analysis (MCA) will address the various topics. Advantages and disadvantages / pros and cons for each criteria will be considered.

At some stage during the project, it would be good to get the PRG involved in the MCA process to score the options.

For more on MCAs please take a look at the Agency's guidance:

<https://www.nzta.govt.nz/about-us/consultations/multi-criteria-analysis-for-transport-business-cases-guidance/>

Technical Steering Group

Not much technical work is taking place at present. There was the question at the last meeting about having iwi representative on the group. This is still being considered.

To remain open and transparent, the Technical Steering Group are looking at:

- Having a terms of reference
- Opening up the meetings to the public
- Having a nominated representative from the PRG to report to the Technical Steering Group
- Issuing the meeting minutes.

When more technical work is occurring the PRG can assist with working through, understanding and retelling the technical information for the wider community. Acting as a sounding board to test information prior to put this in front of the public.

There was some interesting in hearing HDC views and expectations (esp. from the District Planning point of view) – any big picture comments on the strategic view for the HDC would be useful for this group. People keen to see a leadership role from Council in this project.

Daniel: HDC have their town centre and growth strategy, focused on outcomes (walking / cycling; connectivity; severance). Working closely with NZTA at this stage.

HDC will put a submission in on the engagement (endorsed by council and to be made public in due course). Daniel is happy for his contact details to be circulated to the group.

Daniel Haigh

Growth Response Project Manager • Kaihautū Rangapū Hinonga Arawaka

126 Oxford Street, Levin • Private Bag 4002, Levin 5540

(06) 366 0999 • M: +64275321000

www.horowhenua.govt.nz

Comment: Scope – up to the south of the Manawatu River, but where exactly? We shouldn't try to have this road being all things to all people. Avoid having two locations for bridges – need to understand what the extent and route of this project is and then choose a location for the [northern] bridge.

Comment: Balancing act to avoid alienating the existing population vs making people travel further. Is the PP2O an online solution?

Response: PP2O – offline road, but parallel to the existing road.

Comment: Protecting existing rural, farms and countryside is important, as discussed at the Federated Farmers meeting

Action: Issue the minutes from the Federated Farmers.

Next Meeting:

- Engagement running until early July
- Engagement report early August
- We'll come back to the PRG and present on the engagement process and report.

Action: Members of the PRG – can be having conversations with their networks and communities. Please encourage people to get involved, either online www.O2NL.nzta.govt.nz or by coming along to one of our open days.

Action: Members of the group are requested to help dispel rumours when comments are overheard about routes and lines on maps (put people in touch with Lonnie).