

1 Ōtaki to north of Levin

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

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

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

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

Find out more and have your say

Your feedback and local knowledge can help ensure the highway serves your community effectively and we are managing any effects appropriately. We will be hosting events in May where you can learn more about this project and talk to the project team.

For details on these events visit www.nzta.govt.nz/O2NL-new-highway

You can also find out more or have your say online before **Thursday 26 May 2022.**

Email O2NL@nzta.govt.nz
Phone **0508 625 4636**



A safer, more resilient SH1

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

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

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

What you told us in 2020

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

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

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

Our outcomes



Improving safety



Building network resilience



Supporting economic growth



Enhancing walking and cycling

What we've done since we last spoke

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

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

We have also considered how the project could impact on the local road network, and how it will integrate with the proposed Tara-Ika development, and the rail crossings in Levin.

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

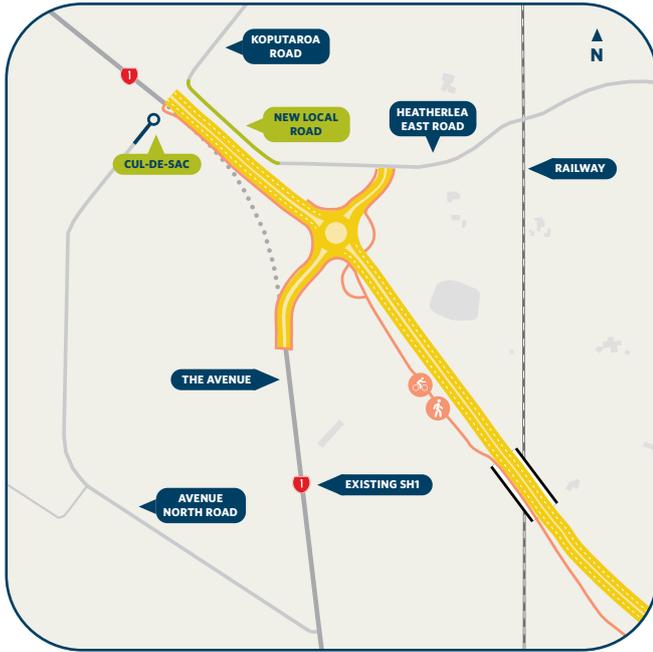




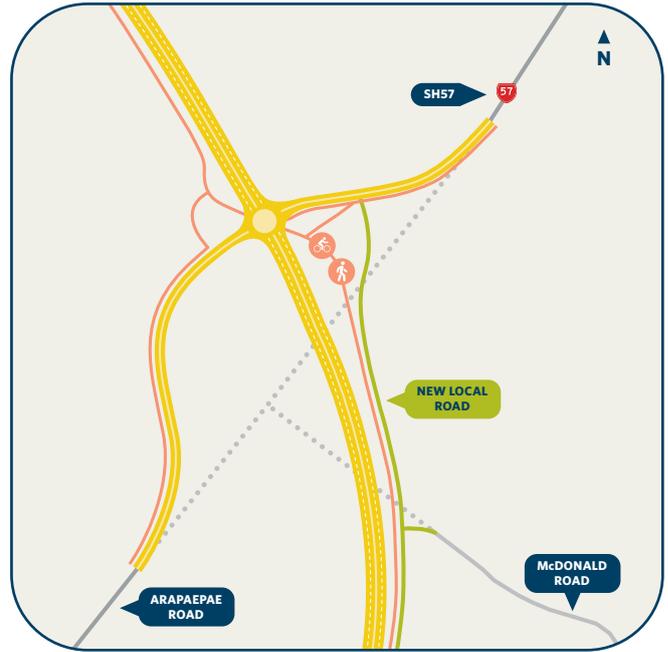
Joining and leaving the new highway

As part of the ongoing concept design process, we are looking at highway connections. Regional and through traffic using the new highway will be able to connect to key community facilities via local roads in the area using interchanges or large roundabouts.

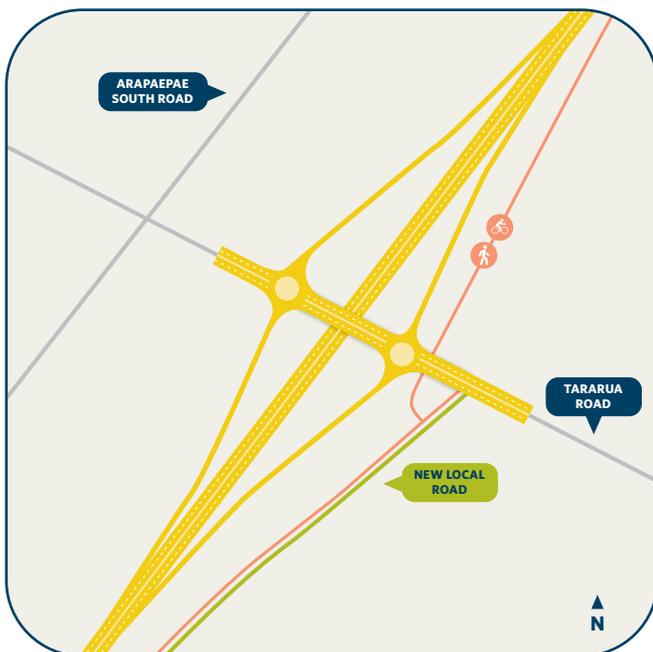
- New highway
- Existing road
- Road removed
- New shared user path
- New cul-de-sac
- New local road



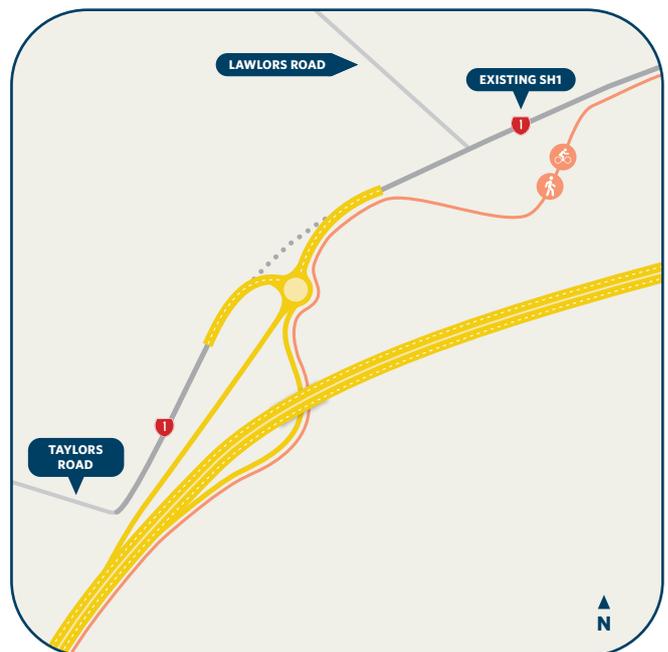
New dual-lane roundabout to connect the new highway to the existing SH1 near Heatherlea East Road. Avenue North Road will connect to the existing SH1 in the south and will end in a cul-de-sac at the northern end.



New dual-lane roundabout to connect the new highway to SH57.



Grade separated diamond interchange at Tararua Road.



A half interchange with south-facing ramps is also planned near Taylors Road and the connection to the new Peka Peka to Ōtaki expressway.



New and altered local roads

In August 2020, we shared options for reconnecting local roads to the new highway. With our preliminary designs, we can now share a bit more information about what these connections will look like. Designs include creating new road links and intersections.

East-west connections will be retained with:

- Overpasses at Honi Taipua Road, North Manakau Road, Kuku East Road, Muhunoa East Road and Tararua Road (part of the interchange)
- Underpasses at link to existing SH1 near Taylors Road, South Manakau Road and Sorensens Road
- Option to reconnect Queen Street East is being investigated

Some local roads will no longer connect in the same way when the new highway is built, and will need to be reconfigured with cul-de-sacs. Avenue North Road, Waihou Road, Arapaepae South Road and Kimberley Road will need to be reconfigured.



Waihou Road



Kimberley Road and Arapaepae South Road



New opportunities for walking and cycling

As part of this project, we'll create a shared path for people who choose to walk or cycle.

Currently, our plans for the path will run adjacent to the new highway with easy and convenient access to townships and local roads.

In the south the current plan is for the shared path to be to the west of the new road, crossing to the east near Ohau to provide better connections for the communities there.

The path is proposed to form part of the network within Tara-Ika, with walking and cycling paths into Levin proposed on Queen Street East and Tararua Road.

The new shared path will extend the walking and cycling network provided by the Kāpiti Expressway in the south.



Designing with neighbours in mind

The new highway will mean a number of changes in the local environment which have been identified through the recent environmental assessments.

During the design process, we have been working through ways to address these changes.

Noise

The potential change in the noise environment has been raised by communities and we have been working with them to share information and ideas that help to address noise impacts.

We have carried out initial noise assessments, including field measurements, to inform project design investigations. The design of the road will include noise mitigation features that meet or exceed the New Zealand Standards, with the aim of allowing people to comfortably enjoy the environment and their properties. Features include:

- Low-noise open graded porous asphalt (OGPA) will be used to surface the entire length of the project
- Additional depth OGPA which will help reduce noise further, for 14km of the highway - this new form of treatment provides a higher standard than any other previous roading project in the North Island
- Avoiding audible rumble strips near houses
- Careful design of bridge joins to make them less noisy
- Installing high concrete safety barriers, in some locations, rather than wire barriers to further reduce noise from the road

Changing Environment

The new highway will cross a number of streams and rivers, and will also have some effects on wetlands and vegetation. These changes also affect the landscape and visual character of the area.

There are many ways we can address these changes during the design process. We are looking at bridge crossings over waterways, using 'fish-friendly' culverts, and diverting streams and recreating natural channels with planting. You can learn more about how we are managing changes and effects of the project at our community events or on our website.



Timeline of the next steps

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

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

Aug/Sept 2020

Community consultation on draft preferred alignment

March 2021

Refined draft preferred alignment announced and preliminary design began

December 2021

Preferred alignment announced

2022

Active property acquisition begins

April/May 2022

Public engagement - opportunity to give feedback before consents are lodged

2022

Resource Management Act consent applications lodged - processing begins

2023-2024

Detailed design and construction readiness

2025

Construction starts

2029

Construction complete



For more information about the new highway scan this QR code

www.nzta.govt.nz/O2NL-new-highway