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# Ōtaki to north of Levin

Horowhenua District Council Briefing



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# Agenda

- 2017 Recap
- Further Investigations Outcomes
- February Engagement

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# June 2017 Engagement

## FEEDBACK SUMMARY



### Route suggestions

Some people talked about routes to the east of Levin, 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.



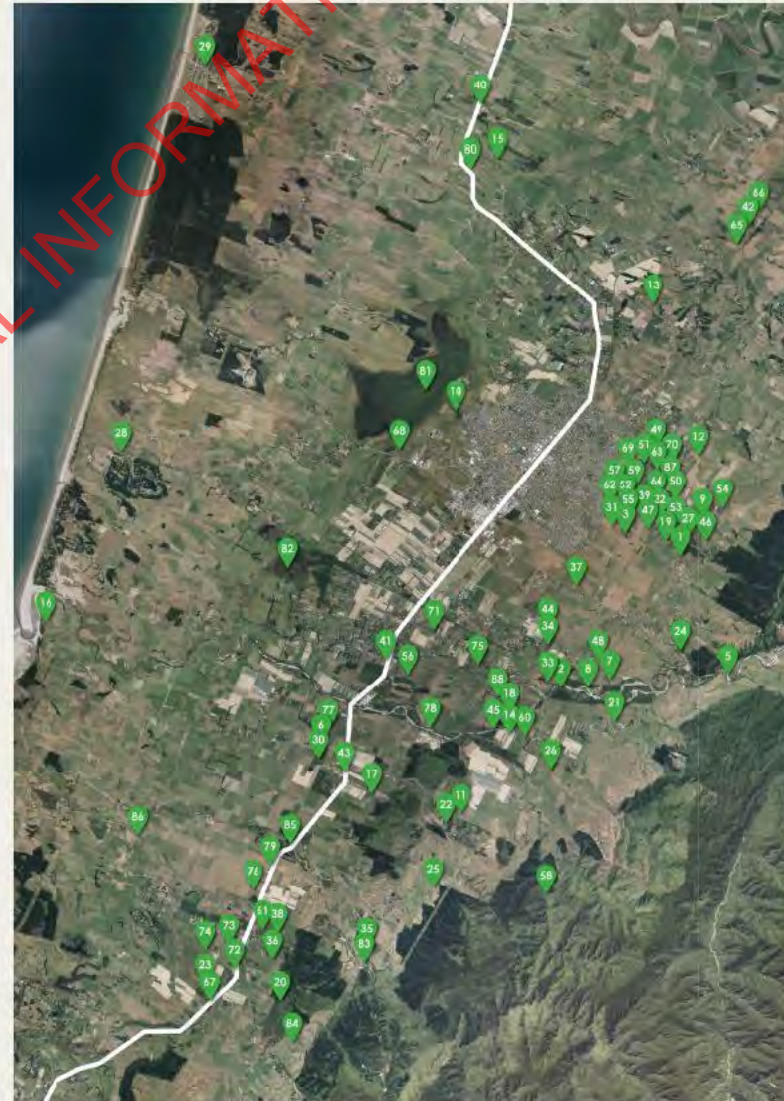
### Safety

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.

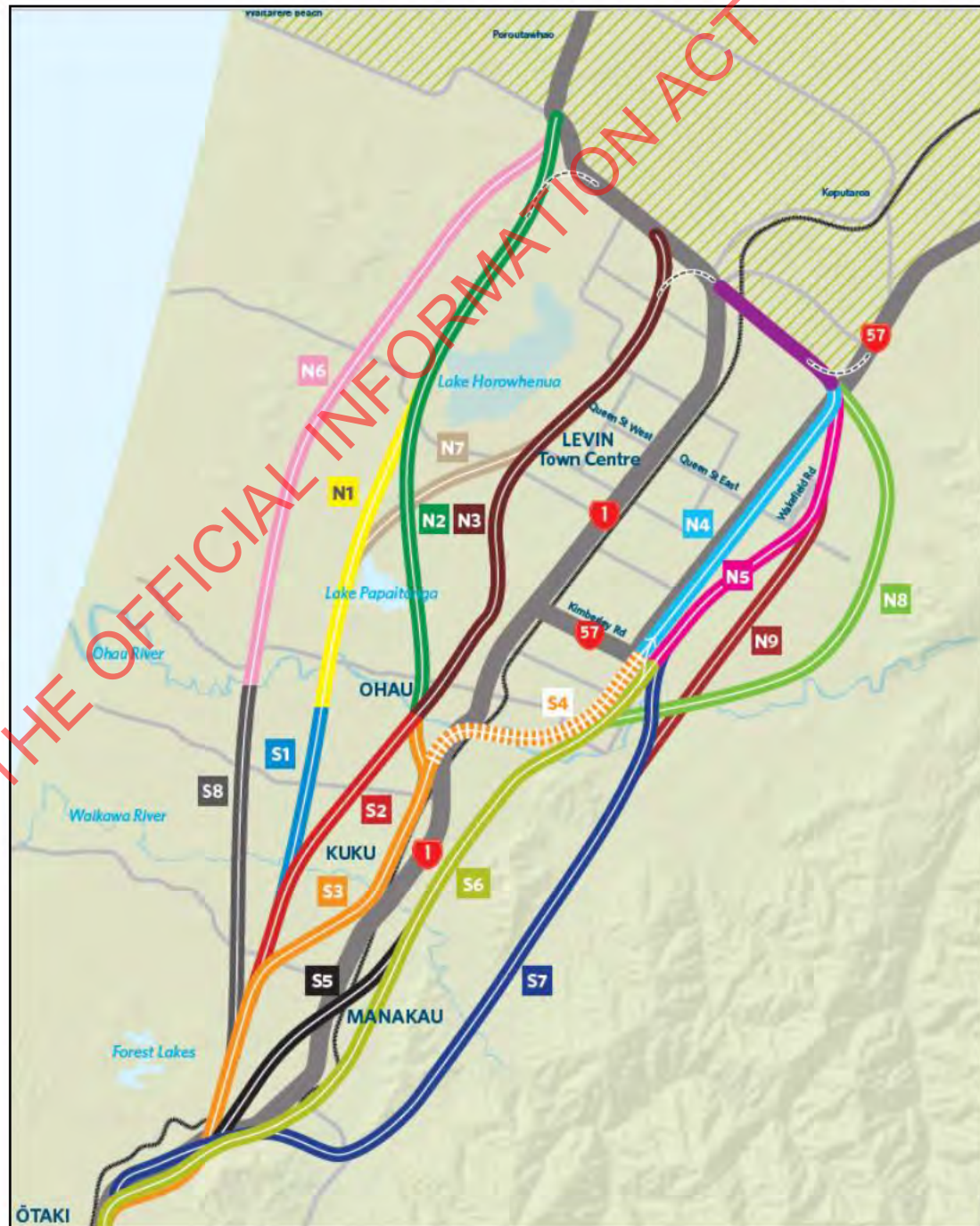


The figure above shows the areas of interest and/or importance identified by the community through the June 2017 engagement. You can see this information on our website [www.nzta.govt.nz/o2nl](http://www.nzta.govt.nz/o2nl)

# MCA

## Workshop

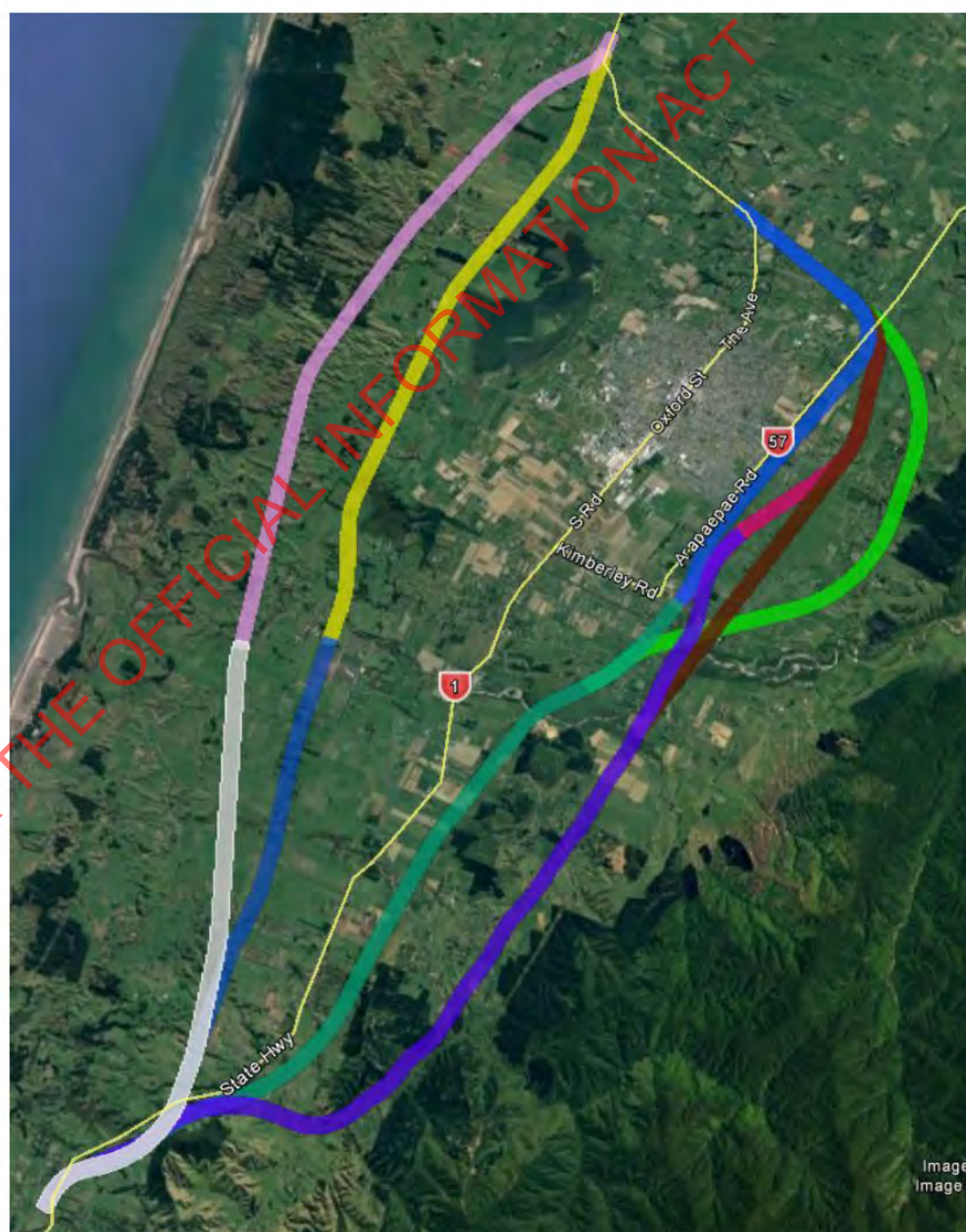
- 23 options
- 2x 1 day workshop
- Follow-up Meeting
- 12 Criteria
- 50+ people; incl. project team, specialist, community, iwi and stakeholders
- Scoring and weighting
- Analysis
- Worst performing options discarded



# MCA

## Workshop Outcome

- 10 shortlisted options
- 2 Western options
- 8 Eastern options
- Further Investigation
  - Traffic Modelling
  - Constructability
  - Tangata Whenua



# Further Investigation Outcomes

## Traffic Modelling

- 10 options modelled
- Assesses the effects on the transport network
- Compares relative transport performance of the options against the relevant Project Objectives
- Width of blue line indicates traffic volume
- Modelling completed for various interchange layout
- Shows movements from south to north only



# Further Investigation Outcomes

## Traffic Modelling – Results

### Eastern Options (excl. N8)

- Overall the majority of traffic used the new express but varied slightly between options
- Good time saving to north and east
- Slight time decrease to Levin



# Further Investigation Outcomes

## Traffic Modelling – Results

### Western Options

- Traffic travelling north of Levin use new road
- Traffic travelling to Levin or to Palmerston North would continue to use the existing road





# Further Investigation Outcomes

## Traffic Modelling – Results

### Far Eastern Options (N8)

- Those travelling north or east use the road (2/3 of traffic)
- Those travelling to Levin use existing road from Manakau
- Good time saving to east



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# Further Investigation Outcomes

## Traffic Modelling – Shortlisted Options

The traffic modelling results demonstrates the following:

- When considering the project objectives the western options and far eastern option (N8) do not generally perform well
- The western options do not provide good access to potential economic growth locations or connectivity to Levin.
- Options that use S6 provide the best journey time saving options (and thus will have the best safety and economic benefits).
- The eastern options are much better performing options from a transport performance perspective and provide much better opportunities to fit with the economic growth objectives

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# Further Investigation Outcomes

## Constructability

- The remaining options (S6, S7, N4, N5 and N9) were assessed to better understanding of construction risks and thus likely cost.
- Due to greater uncertainty and lack of accessibility, an aerial investigation was completed for S7 which showed it would
  - Traverse highly variable and incised terrain
  - Included a number of significant gullies
  - Cross floodplains
- In addition S7 traverses a fault line (which was already known)
- These conditions are significantly different to those that exist on the other corridor options and are reflected in the estimated cost

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# Further Investigation Outcomes

Constructability – S7 Aerial Images



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# Further Investigation Outcomes

Constructability – S7 Aerial Images

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# Further Investigation Outcomes

## Constructability

Options	Approx. Length	Est. no. of bridges	Indicative IBE cost estimates	
			Expected	95%
S6-N4	24.8 km	9	\$695m	\$800m
S6-N5	25.3 km	9	\$700m	\$800m
S6-N9	25.4 km	9	\$700m	\$800m
S7-N4	25.9 km	12	\$950m	\$1,100m
S7-N5	26.3 km	12	\$960m	\$1,100m
S7-N9	26.1 km	12	\$950m	\$1,100m

This assessment shows that options that use S7 are approximately 35–40% more expensive (\$260m –\$300m) than those options that use S6.

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# Further Investigation Outcomes

## Constructability – Southern Options

The MCA, constructability and traffic modelling assessments show that options that use S7:

- do not provide the same level of transport benefits as those that use S6;
- are 35–40% more expensive than options that use S6; and,
- would (as compared to S6 ) minimise effects on the local community at Manakau (although it would still effect the southern part of the Manakau heights areas).

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# Further Investigation Outcomes

## Constructability – Option S7a

- During the MCA process the community members on the PRG identified an alignment that used the southern part of S7 and then joined onto S6 to the north, once past Manakau. This was called S7A.
- It would avoid most of the settlement of Manakau (like S7) but will avoid some of the areas that cause the significant costs differences between the options that uses S7 and those that use S6.
- Accordingly, options that used S7A were decided to be reconsidered and subject to traffic modelling and constructability assessments

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# Further Investigation Outcomes

## Constructability and traffic modelling – Option S7a

Traffic modelling and constructability analysis of options that use S7A shows that these options would:

- provide less transport benefits than option S7 (and S6).
  - 2km longer than options that use S6
  - 1 km longer than those that use S7.
- cost 22% more than options that use S6
  - \$155m–\$180m more than S6 options
  - options that use S7A are \$105m–\$120m cheaper than S7

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# Further Investigation Outcomes

## Constructability – Northern Options

- All three northern options achieve the project objectives
- No Constructability concerns identified
- When assessed there were only minor differences in terms of scale effects

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# Further Investigation Outcomes

## Constructability

	Length of option	Approximate journey time saving from Ōtaki			Estimated reduction in deaths and serious injuries	Estimated Cost
		to Foxton	to Levin Town Centre	to Palmerston North		
<b>S6 - N4</b>	24.8km	6½ minutes	1¼ minutes	5¾ minutes	28-30	\$700m-\$800m
<b>S6 - N5</b>	25.3km					
<b>S6 - N9</b>	25.4km					
<b>S7 - N4</b>	26.0km	6 minutes	50 seconds	5½ minutes	26-28	\$950m-\$1.1bn
<b>S7 - N5</b>	26.3km					
<b>S7 - N9</b>	26.1km					
<b>S7A - N4</b>	26.9km	5½ minutes	15 seconds	5 minutes	24	\$850m-\$980m
<b>S7A - N5</b>	27.4km					
<b>S7A - N9</b>	27.1km					

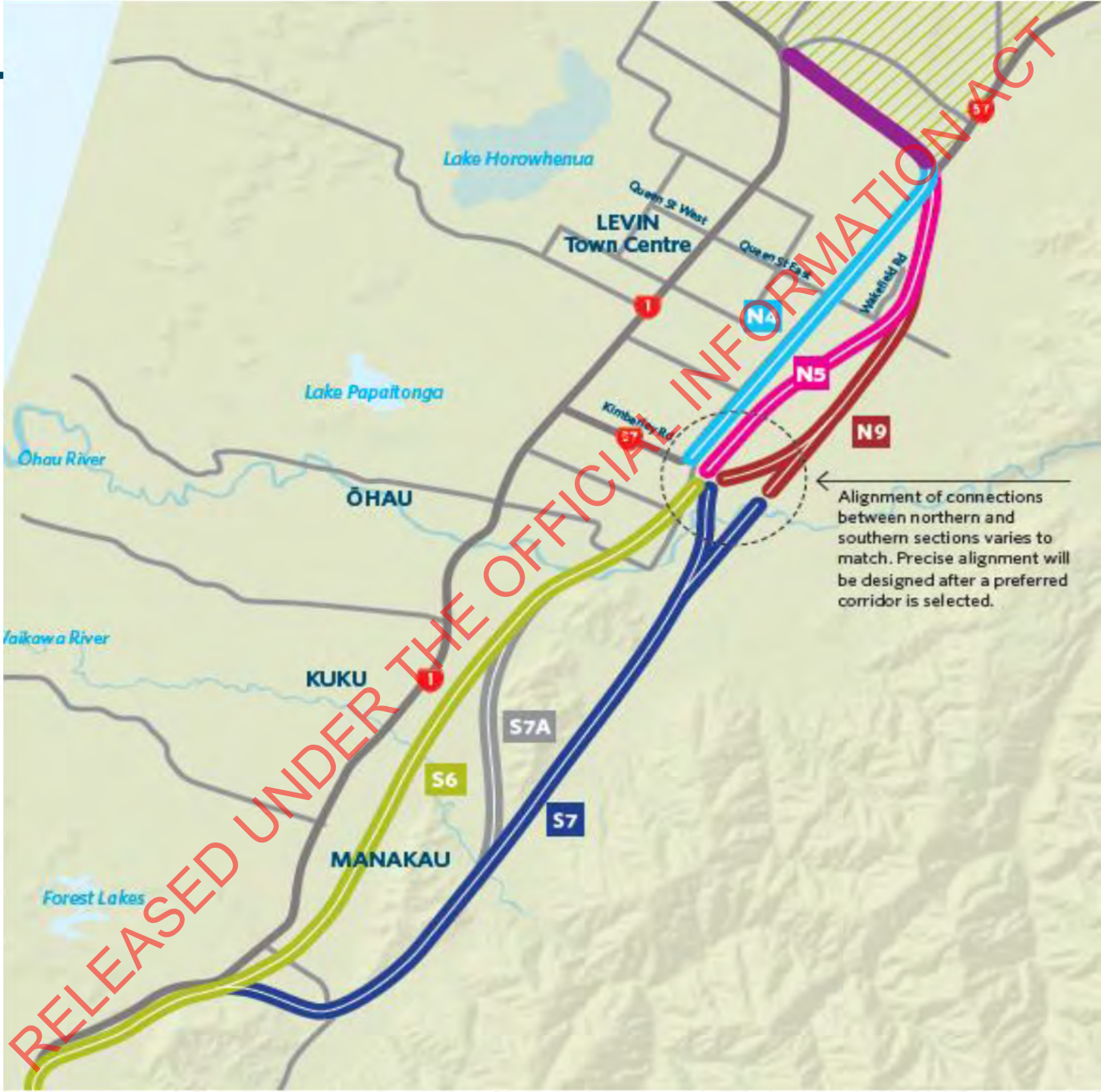
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# Further Investigation Outcomes

## Tangata Whenua

- Additional hui have been held with Ngāti Raukawa and Muaupoko regarding the O2NL project
- The information and opinion provided at the MCA workshops was repeated and reinforced.
- Confirmed that options to the west of SH1 and Levin traverse and effect areas of cultural significance, including urupa, marae and land holdings
- Concerns about options located to the east of SH1 (and Levin), were also expressed. However, they advise that as compared with the western options, these issues will be able to be addressed through design and mitigation.



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# February 2018 Engagement

## Purpose

The purpose of this round of engagement is:

- To outline the options investigated as part of the MCA process;
- Explain the MCA process and the outcomes;
- Obtain feedback on the short listed options to help us make a decision on the recommended option;
- Provide information on next steps for the project; and
- Highlight that S6 is currently technically best performing.

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# February 2018 Engagement

## How

Similar approach from last time, including:

- Contact individual landowners
- Newsletter
- Community Information Days
- Community and Stakeholder Group Meetings
- Project Pop-up Shop, Levin
- Online

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# February 2018 Engagement

## Community Information Days

**Manakau information session: Saturday 10 February, 10am-2pm**

Manakau Community Hall, 12 Mokena Kohere Street, Manakau

**Koputaroa information session: Wednesday 14 February, 2pm-4pm**

Koputaroa Community Hall, 399 Koputaroa Road, Koputaroa

**Levin information session: Saturday 17 February, 10am-2pm**

O2NL Project Pop-up shop, 183 Oxford Street, Levin

**Ōhau information session: Thursday 22 February, 3pm-7pm**

Ōhau Public Hall, Muhunoa Road West, Ōhau

**Family Fun Day information session: Saturday 24 February, 10am-4pm**

Levin Adventure Park, 93 Oxford Street, Levin

**Levin information session: Thursday 1 March, 4pm-6pm**

Waiopehu College, 74 Bartholomew Road, Levin

**Poroutawhao information session: Wednesday 7 March, 2pm-4pm**

Poroutawhao Community Hall, 800 State Highway 1, Poroutawhao

**Levin information session: Friday 9 March, 4pm-8pm**

O2NL Project Pop-up shop, 183 Oxford Street, Levin