



05 NOV 2002

4 November 2002

Chair – Regional Land Transport Committee
Wellington Regional Council
PO Box 11 646
Wellington

Doc No	Referred to	Date/mo

Dear Cr McDavitt,

Information of State Highway 1 improvements between Otaki and Waikanae

As you will be aware Transit New Zealand has been investigating options for long term improvements to State Highway 1 between Otaki and Waikanae. This investigation was commenced in line with our National State Highway Strategy that identified a strategy for major rural improvements *“to construct four-lane median divided expressways in high volume corridors”* of which State Highway 1 Wellington to Levin, via Transmission Gully, is such a corridor.

Traffic volumes on State Highway 1 between Otaki and Waikanae are steadily rising, safety concerns are mounting, and land use is intensifying. Transit’s long-term vision to resolve these concerns is to provide a safe and efficient four-lane expressway. This expressway would have limited direct access on to it. Instead, there would be interchanges to enter and exit the highway.

During the last few years, Transit has been carrying out preliminary consultation with the public and interested and affected people on what should be done about this, through open days, newsletters, surveys and meetings. We have also investigated many possible improvements and highway routes.

We have now identified a preferred option for improving the highway and are about to begin consulting with all interested and affected people, to decide whether or not to go ahead with this.

A public announcement on the preferred option was made this week.

Please find attached schematics of the broad options considered north and south of the Otaki River. I also include the Preferred Option Route Plan showing the general form of the new road and the anticipated extent of associated designation.

Construction of any highway change, if any were progressed, is unlikely to begin for at least 10 years. While this project is not yet specifically included in the Wellington Regional Land Transport Strategy it does come within the Western Corridor plan. The Preferred Option will address all current roading needs and issues associated with this corridor. It also provides the potential for addressing currently identified deficiencies for bus and rail users.

I would like to reassure you that Transit has not made a final decision on whether or not to progress this preferred option. By consulting with all affected and interested parties, and further investigating the preferred route, we hope to come to that decision.

Yours sincerely

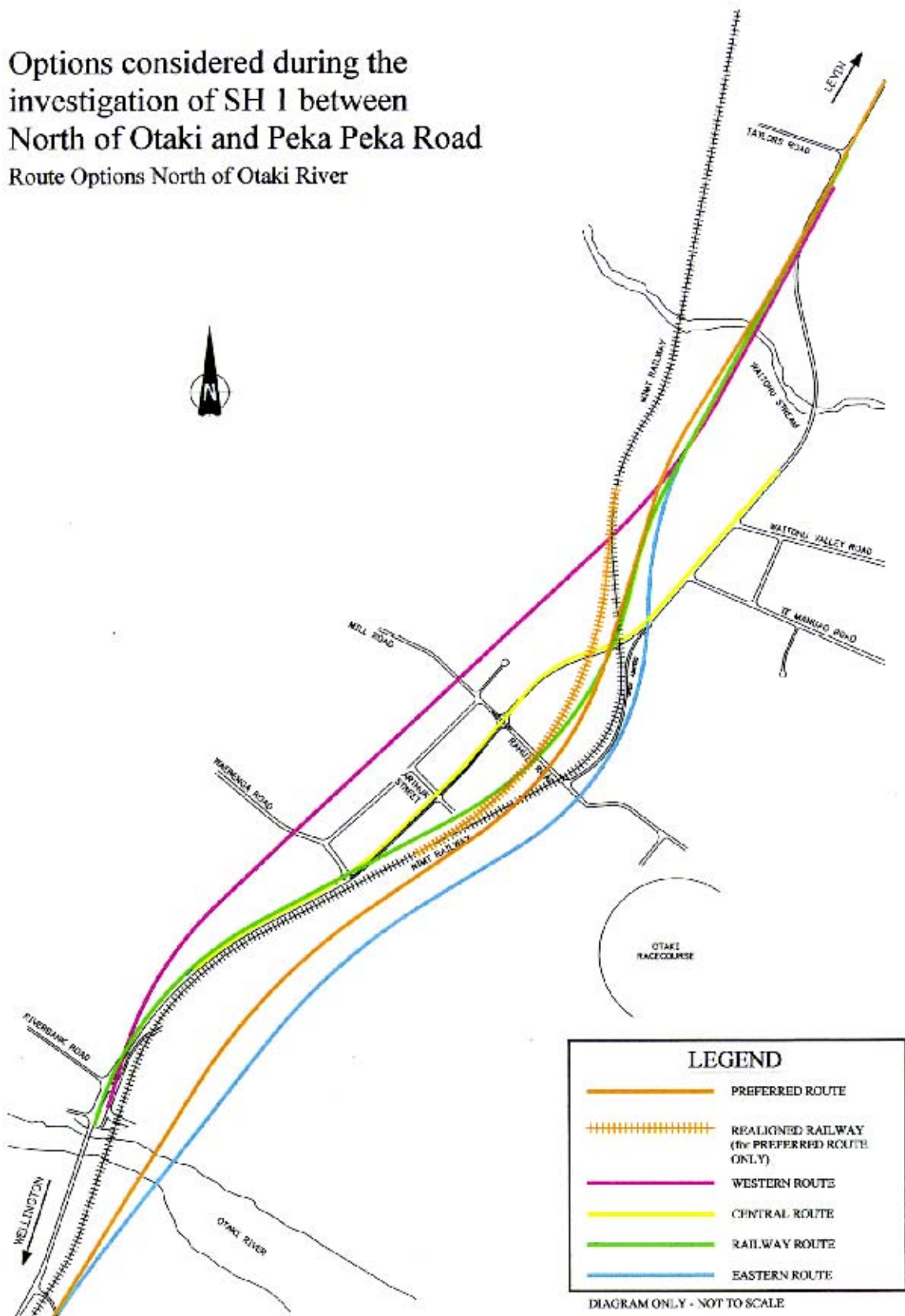
A handwritten signature in black ink, appearing to read 'Brian Hasell', written in a cursive style.

Brian Hasell
Transit Wellington Regional Manager

Encl.

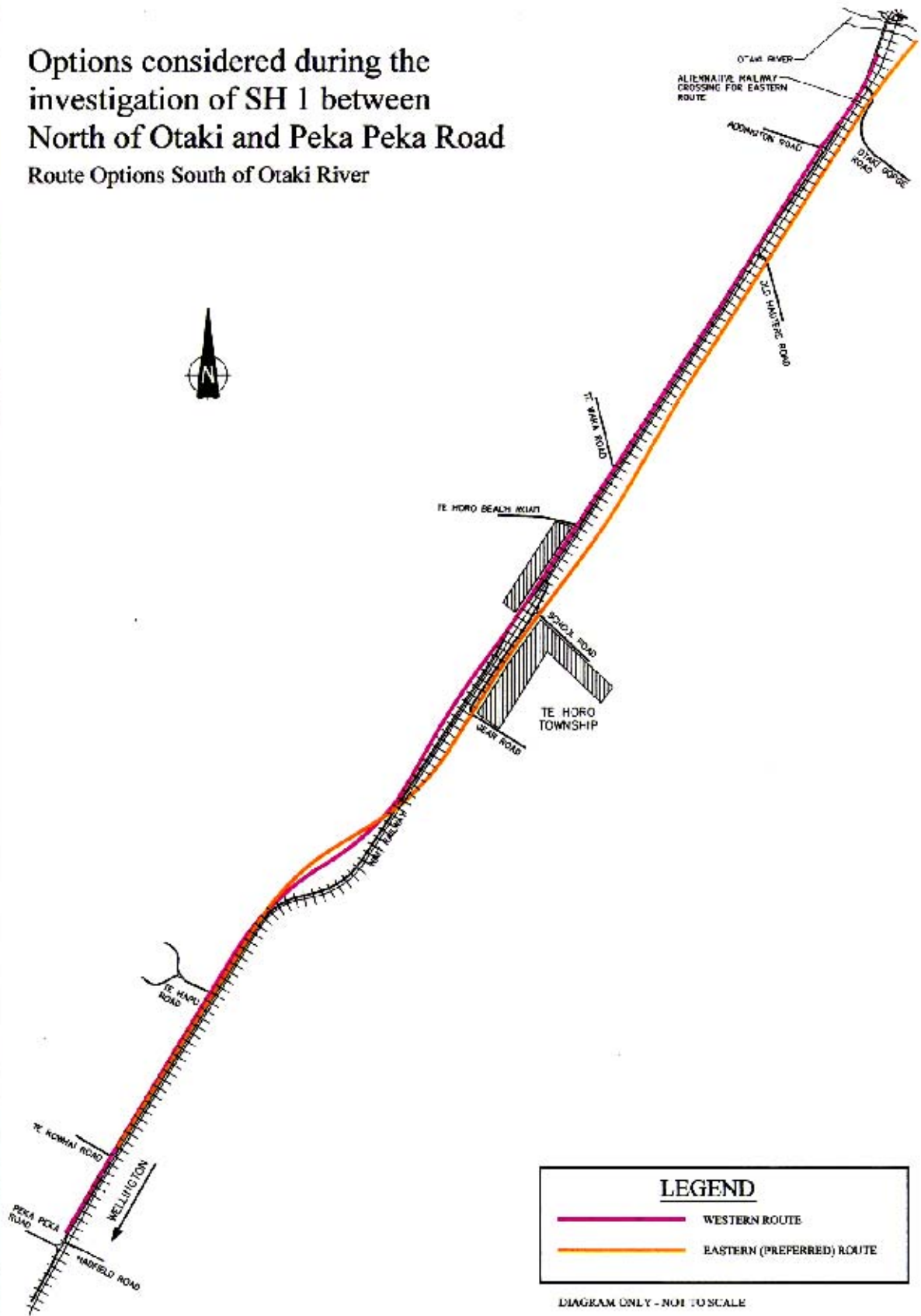
Options considered during the investigation of SH 1 between North of Otaki and Peka Peka Road

Route Options North of Otaki River

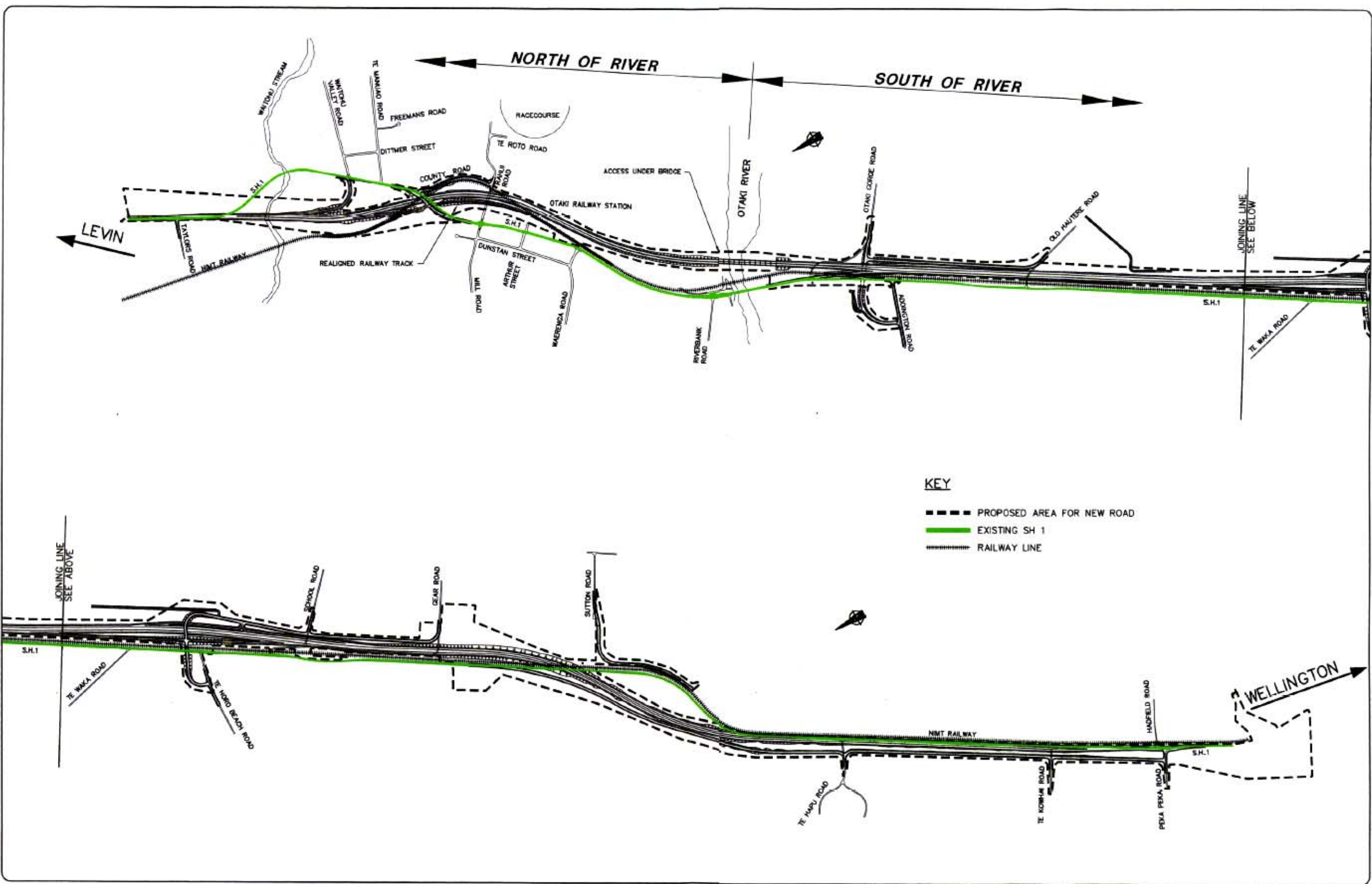


Options considered during the investigation of SH 1 between North of Otaki and Peka Peka Road

Route Options South of Otaki River



TRANSIT PREFERRED ROUTE OPTION for SH 1 BETWEEN NORTH OTAKI and PEKA PEKA ROAD



- KEY**
- PROPOSED AREA FOR NEW ROAD
 - EXISTING SH 1
 - ▨ RAILWAY LINE

Plotted by parkinson on Thu, 24 October 2002 @ 04:32:48.964 PM

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Date	Description	Date	App'd

Verify all dimensions before commencing work

Design	GPD	Checked		Date	
Drawn	GPD			23.10.2002	
Approved		Status	DRAFT		
www.meritec.org					



WELLINGTON REGIONAL OFFICE

NORTH OTAKI TO PEKA PEKA ROAD
FOUR LANING
RP. 915/3.03 to RP. 915/15.70

PREFERRED OPTION ROUTE PLAN

A1

Scale NOT TO SCALE

Project No. 5981718 Drawing No. CP 1-1 Issue -