

Chairperson and Committee Members
STRATEGY AND POLICY COMMITTEE

22 MARCH 2018

Meeting Status: **Public**

Purpose of Report: For Decision

SUBMISSION TO NZTA ON Ō2NL CORRIDOR OPTIONS

PURPOSE OF REPORT

- 1 This report requests approval on the draft submission to the New Zealand Transport Agency (NZTA) on the Ōtaki to North Levin (Ō2NL) potential corridor options (Attachment 1).

DELEGATION

- 2 As per section 6 of the Standing Orders, the Strategy & Policy Committee has the authority to approve submissions on behalf of Council.

BACKGROUND

- 3 On 5 February 2018, NZTA released a shortlist of nine possible corridor options for the Ō2NL Expressway (Attachment 2). NZTA reports that the shortlist was developed following an initial round of public engagement and the incorporation of submissions from people who live, work and travel in the area.¹
- 4 The submission was due on 15 March 2018. At this time, Council officers have submitted an interim submission and clarified to NZTA that a final submission will be provided once the Strategy & Policy Committee has had this opportunity to review and accept the submission.

ISSUES AND OPTIONS

- 5 While this Expressway will connect Ōtaki to north Levin, the shortlisted options all begin at Taylors Road north of Ōtaki and end just north of Levin.
- 6 The main intent of the Kāpiti Coast District Council submission is to demonstrate our support for the project and our desire to ensure that the ultimate route selected will have been created through a comprehensive process of engagement with Horowhenua District Council, its iwi partners, and the Horowhenua community.

CONSIDERATIONS

Policy considerations

- 7 There are no policy considerations for this submission.

¹ NZTA. 5 February 2018. *Public feedback sought on Ō2NL preferred route shortlist* [media release].

Legal considerations

8 There are no legal considerations for this submission.

Financial considerations

9 There are no financial considerations for this submission.

Tāngata whenua considerations

10 Council recognises that this project impacts on its iwi partner Ngā Hapū o Ōtaki. It is understood that Ngā Hapū o Ōtaki are working in partnership with NZTA; however, Council will maintain its own partnership obligations with iwi as this project progresses.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

11 This submission is considered to have a low level of significance under Council policy.

Consultation already undertaken

12 No consultation has been undertaken in the development of this submission.

Engagement planning

13 An engagement plan is not required for this submission.

RECOMMENDATIONS

14 That the Strategy and Policy Committee approve the submission to the New Zealand Transport Agency on the Ōtaki to north Levin corridor options.

Report prepared by

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**Senior Policy Advisor,
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Approved for submission

Sean Mallon

**Group Manager,
Infrastructure Services**

Approved for submission

Sarah Stevenson

**Group Manager,
Strategy and Planning**

ATTACHMENTS

Appendix 1 Draft Submission to NZTA on the Ō2NL corridor options

Appendix 2 Ō2NL shortlisted options

APPENDIX 1: Draft Submission to NZTA on the Ō2NL corridor options

8 March 2018

Lonnie Dalzell
Project Manager for Ō2NL
NZ Transport Agency
PO Box 5084
WELLINGTON 6145

Dear Mr Dalzell

INTERIM SUBMISSION ON THE Ō2NL PREFERRED ROUTE SHORTLIST

Thank you for the opportunity to submit on the shortlist of corridor options for the Ōtaki to north of Levin (Ō2NL) Expressway project. This letter is an interim submission; we will provide our final submission after our Strategy & Policy Committee reviews the submission at their next meeting on 22 March.

Kāpiti Coast District Council wants to take this opportunity to reiterate its support for the Ō2NL Expressway. The predicted future increases in traffic volumes, coupled with the upcoming completion and subsequent run-on effects of Transmission Gully and the PP2Ō Expressway, support the need for the Ō2NL Expressway.

The Ō2NL Expressway is important for the region, not only because it will improve the accessibility and connectivity of Levin to Kāpiti, Porirua, and Wellington, but also because it will address safety issues and congestion problems, improve resilience, and create more efficient journeys for local and State Highway traffic. Collectively, these factors will increase the attractiveness of the entire region for residential and business purposes, while also contributing to regional and national economic growth and productivity.

For the section of the Ō2NL Expressway from Ōtaki to the Kāpiti-Horowhenua border, Kāpiti Coast District Council is pleased to note that the Expressway would address ongoing safety issues, particularly in relation to Forest Lakes Road. During pre and post construction of the Expressway, Council requests that NZTA work closely with Ngā Hapū o Ōtaki as iwi partners, to ensure iwi concerns are addressed appropriately. Council also requests the continuation of the Cycleway, Walkway and Bridleway (CWB) from PP2Ō through to the northern end of the Ō2NL.

As for the proposed shortlist of corridor options within the boundaries of the Horowhenua District, Council does not maintain a preference. Council stresses the need for a comprehensive process of engagement and consultation with Horowhenua District Council, its iwi partners, and the Horowhenua community to determine a preferred route for the Ō2NL Expressway that delivers the best overall outcomes for the Horowhenua District and the Wellington Region.

Yours sincerely

Wayne Maxwell
CHIEF EXECUTIVE

APPENDIX 2: Ōtāhoro shortlisted options

Shortlisted options

