

# WHANGĀREI TO PORT MARSDEN HIGHWAY PROJECT



The SH1 Whangārei to Port Marsden Highway project will provide an upgraded 22km four-lane corridor that will improve transport connections between Auckland and Whangārei. It is part of the New Zealand Upgrade Programme's \$6.8 billion investment to save lives, get our regions moving and boost productivity in key growth areas.

The Whangārei to Port Marsden Highway project includes:

- Upgrading 22kms of SH1 to four lanes between Whangārei and Port Marsden Highway, including upgrading the SH1/SH15 intersection
- Separated walking and cycling path between Whangārei and Port Marsden Highway (SH15)
- Two of the four lanes will be for general traffic and we're investigating the possibility of managed lanes. This could include one lane in each direction being prioritised for public transport, freight or multiple occupancy vehicles
- Safety improvements to reduce the number of deaths and serious injuries within the corridor.

## HAVE YOUR SAY

Go online to [www.nzta.govt.nz/w2pmh](http://www.nzta.govt.nz/w2pmh) to provide your feedback today.

Now is the time for you to have your say on route options for the Whangārei to Port Marsden Highway corridor. The last time we talked to the community about this corridor was 2017. From that consultation we have identified a 'hybrid' option which is a mixture of two route options we presented publicly at that time.

We are also seeking feedback on upgrading the existing highway to four lanes. While public feedback in 2017 indicated strong support for this option, we need to hear from people who may be new to the project or did not participate in consultation three years ago. We also want to hear your views on the urban section of the route, between Tarewa Road and Toetoe Road.

Information on the two shortlisted options can be found in this newsletter. We encourage you to complete our online survey and share your thoughts.

Feedback will close on **23 October 2020**.

# Project background

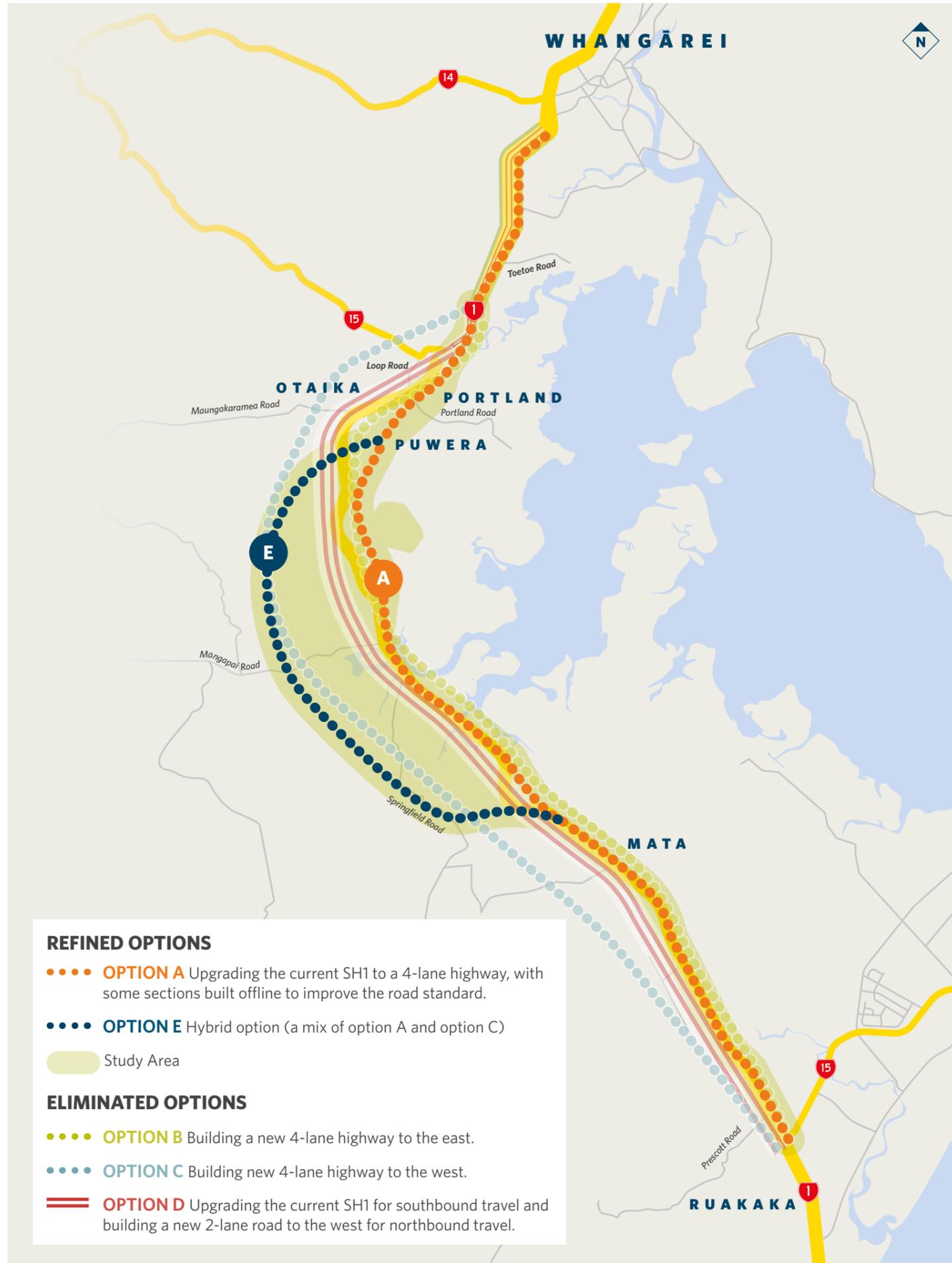
The Whangārei to Port Marsden Highway project is part of the wider Whangārei to Te Hana programme, aimed at building safer, more accessible and resilient transport connections between Northland and Auckland.

We began working on the business case in 2017 and progressed to the point of identifying four short-listed route options between Whangārei and Port Marsden Highway as well as two options for a Brynderwyn bypass.

The project was then placed on hold pending the outcomes of an independent re-evaluation to seek alignment with the Government Policy Statement on Land Transport (GPS2018). The outcome of the 2018 re-evaluation recommended route protection for additional capacity (between Whangārei and Port Marsden Highway) in the future, although there was no funding available at the time to progress the project.

Inclusion of the Whangārei to Port Marsden Highway in the NZ Upgrade Programme, announced by government in January this year, means the project has committed funding to construction.

NZ Upgrade Programme funding is specifically for the Whangārei to Port Marsden Highway section of the Whangārei to Te Hana programme. Further funding will be required to progress the Port Marsden Highway to Te Hana section.



**REFINED OPTIONS**

- **OPTION A** Upgrading the current SH1 to a 4-lane highway, with some sections built offline to improve the road standard.
- **OPTION E** Hybrid option (a mix of option A and option C)
- Study Area

**ELIMINATED OPTIONS**

- **OPTION B** Building a new 4-lane highway to the east.
- **OPTION C** Building new 4-lane highway to the west.
- ==== **OPTION D** Upgrading the current SH1 for southbound travel and building a new 2-lane road to the west for northbound travel.

# Refining the shortlist

## Eliminating short listed options B, C and D

New corridors, entirely separate to the current state highway, have been eliminated from the short list of options due to stakeholder feedback and further technical work. Challenging soil types, community impacts and the construction costs of options B, C and D outweighed the benefits of these three options. Options B and D would also require additional bridge structures through the coastal marine area at Oakleigh, which is an area of high environmental value.

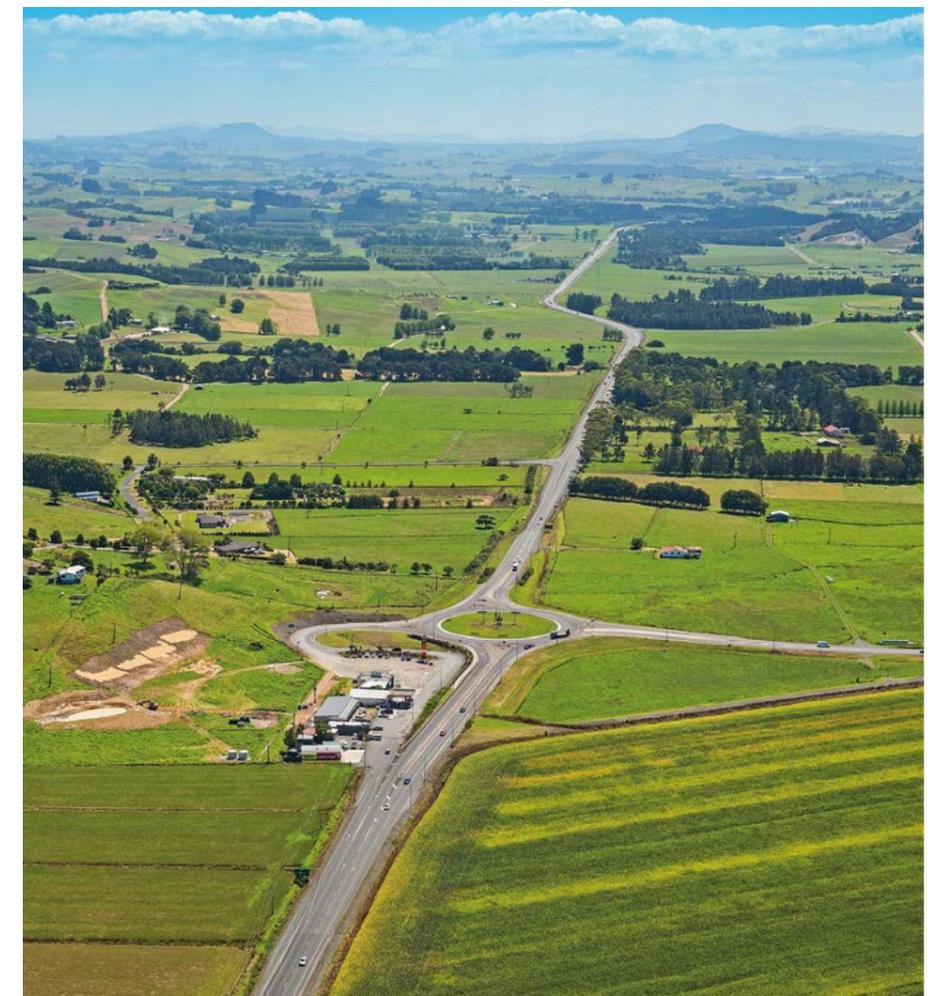
### OPTION A: Upgrading the current SH1 to a four lane transport corridor

Upgrading the existing highway to four lanes, with some sections built offline, received the strongest support during the 2017 consultation. An upgraded SH1 will include two lanes in each direction with a centre median barrier. For driveways along the corridor this will mean turning movements will be restricted to left turns only. Intersection upgrades and bridge widening will be required, as will some road realignment to straighten out curves north of Mata.

### OPTION E: Hybrid option (a mix of option A and option C)

A hybrid option has been identified in response to strong support for Option A in 2017, coupled with a need to protect the environment as much as practicable. An area with high environmental value is the coastal marine area at Oakleigh.

The hybrid option proposes an online widening of the existing state highway to four lanes (Option A), with a section built offline to the west of SH1 (Option C), avoiding the coastal marine environment.



# WHANGĀREI TO PORT MARSDEN HIGHWAY: SH1 BETWEEN TAREWA ROAD AND TOETOE ROAD

Upgrading the urban section, between Tarewa Road and Toetoe Road will include widening the road to accommodate four lanes. This area is under increasing pressure from development and based on current growth predictions, four lanes are required to meet expected demand over the next 10 years.

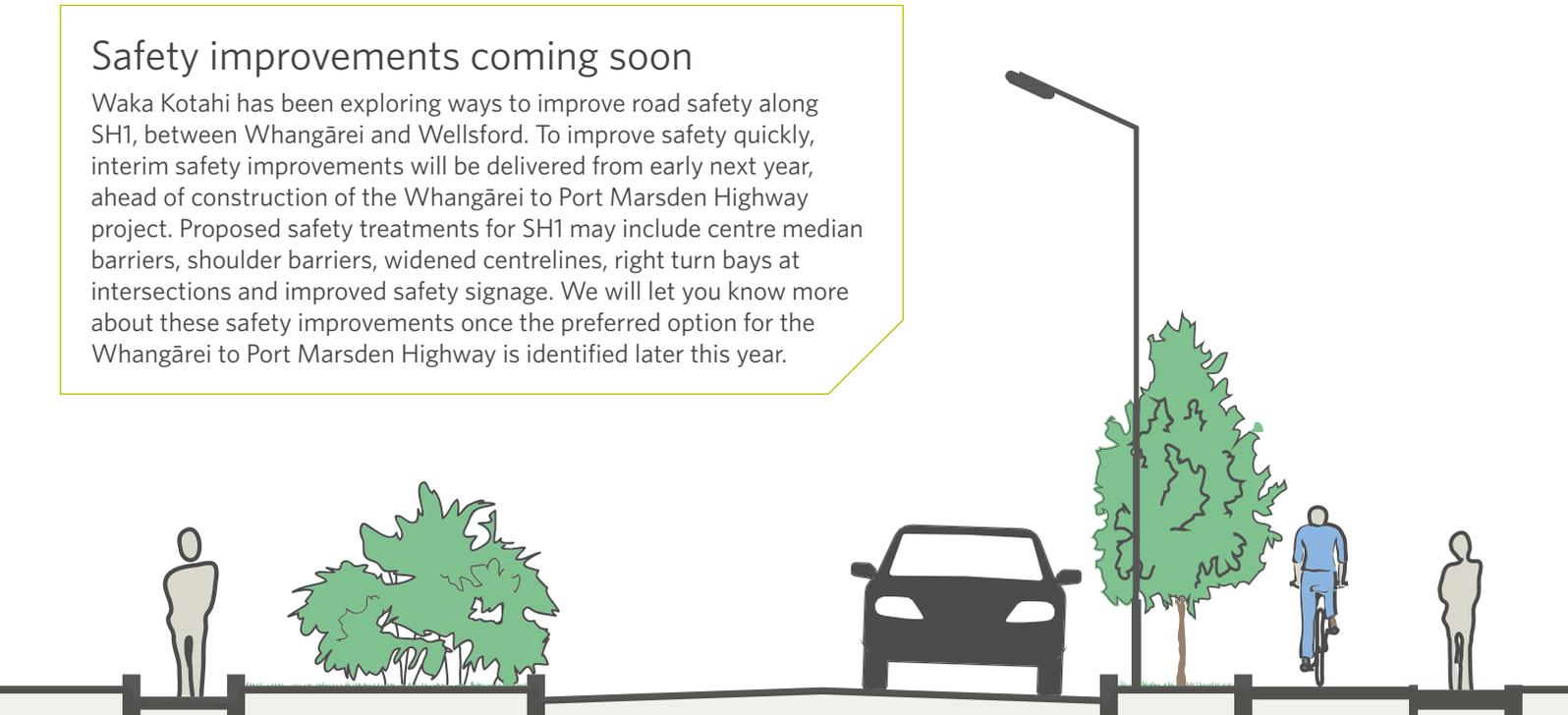
Upgrading this section to four lanes will allow traffic to flow more smoothly through Whangārei and reduce queuing at key intersections. Two of the four lanes will be for general traffic and we're investigating the possibility of managed lanes. This could include one lane in each direction being prioritised for public transport, freight or multiple occupancy vehicles.

Proposed improvements include:

- Intersection improvements such as traffic lights and/or roundabouts, for better connectivity and journey time reliability in urban Whangārei
- A central median barrier to separate north and south bound traffic to improve safety
- Shared paths and safer crossing points to improve safety for pedestrians and cyclists.

## Safety improvements coming soon

Waka Kotahi has been exploring ways to improve road safety along SH1, between Whangārei and Wellsford. To improve safety quickly, interim safety improvements will be delivered from early next year, ahead of construction of the Whangārei to Port Marsden Highway project. Proposed safety treatments for SH1 may include centre median barriers, shoulder barriers, widened centrelines, right turn bays at intersections and improved safety signage. We will let you know more about these safety improvements once the preferred option for the Whangārei to Port Marsden Highway is identified later this year.



## SIGN UP TO STAY IN TOUCH

We have created a webpage for the Whangārei to Port Marsden Highway project and we encourage you to enter your details on the webpage to ensure you receive timely progress updates direct to your inbox.

If you are already signed up to receive email updates for Whangārei to Te Hana, we will be in touch with you soon with links to where to sign up for Whangārei to Port Marsden Highway updates.



For more information on the project and to sign up to our newsletter

**PH 0800 948 342 | [w2pmh@nzta.govt.nz](mailto:w2pmh@nzta.govt.nz) | [www.nzta.govt.nz/w2pmh](http://www.nzta.govt.nz/w2pmh)**