



Levin to Foxton safety improvements

We're improving the safety of State Highway 1 from Levin to Foxton while we work to deliver the new highway from Ōtaki to north of Levin. We want people to feel safer moving between sections of new and existing highway. Locals know their roads, so we want to know what you think.



Have your say



<https://nzta.mysocialpinpoint.com/sh1-levin-foxton-safety-improvements>



Email O2NL@nzta.govt.nz



Phone **0508 625 4636**

Scan the QR code

Open your QR app, or the camera on your mobile device, and hover over the QR code to be directed to the website to write your comments.



Scan me

Find out more

Your comments can help fine tune our proposed safety improvements. Drop in, find out more and have your say in person or visit our website by **7 July 2022**.

Please come and see the draft plans:

Club Waitarere drop-in

Thursday 9 June, 5-7pm, 90 Park Avenue, Waitarere Beach

Ō2NL Project office drop-in,

Thursday 16 June, 4-6pm, 171 Oxford Street, Levin

Te Awahou Nieuwe Stroom – Foxton library drop-in,

Saturday 2 July, 10am-12pm, 92 Main Street, Foxton

Poroutawhao Hall drop-in,

Saturday 2 July, 1-4pm, 800 State Highway 1, Poroutawhao

What's happening

Waka Kotahi NZ Transport Agency and the Poroutawhao, Waitarere Beach and Koputaroa community came together in December 2020 to improve SH1 safety. In January 2021, we recorded community feedback and summer holiday road safety observations to combine local knowledge with road crash data. In the time since, we've developed safety improvements in discussion with Nga hapu o Ngati Raukawa most impacted marae, stakeholders and community group representatives. 2km of SH1, between Foxton and Whirokino Trestle, are vulnerable to head-on crash risk and were added to our project. Over four weeks we're asking the public for their views and feedback.

Why we're improving safety

We want everyone who uses SH1 to get where they are going.

SH1 Levin to Foxton 2017 to 2021



Road to Zero 2020-2030 is New Zealand's strategy to guide improvements in road safety and to target reducing the number of people dying and being seriously injured on our roads by 40% by 2030. We know from past experience that it is possible to do this, but it doesn't happen on its own. A staggering 843 people died on New Zealand roads in 1973. Through a combination of advances in vehicle safety technology, new legislation and targeted enforcement focusing on speed, drink-driving and safety belt wearing, better driver education and safer roads and roadsides, that figure was brought down to 253 in 2013 - a 70 percent reduction in the space of 40 years.

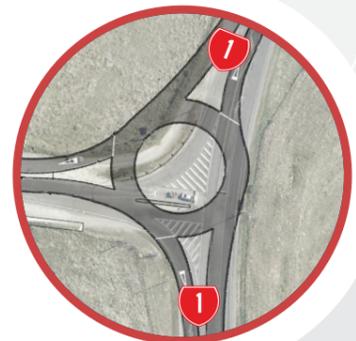
Draft design

This design map shows infrastructure proposed to improve safety on SH1 between Levin and Foxton for everyone who uses this part of the network. We need to consider all modes of transport, the people living or working here and future needs.

People will be able to drive a new, four lane highway between Wellington and north of Levin when Ō2NL is opened. We want people to feel safer moving between sections of new and existing highway. How well does each part of this draft design improve road and intersection safety for everyone?

New SH1 roundabout

We are planning a new roundabout at the intersection of SH1 and Waitarere Beach Road. This is a busy intersection connecting our growing Waitarere Beach community to the wider road network. Roundabouts reduce speed of all vehicles, making it easier for you to choose the right time to enter flowing traffic. The proposed roundabout includes concrete lane separation on all approaches and space for people to bicycle around the intersection away from people in vehicles.



Turnarounds

Turnarounds offer a safe place to turn right across the highway in locations with median barriers. A large turnaround is already available underneath the Manawatū River Bridge on Matarakapa and Whirokino Roads.

Three more sign-posted turnaround locations are being proposed at the southern entrance to Foxton for people heading south, the Oturoa Road intersection, and on the western side of SH1 between Oturoa and Koputaroa Roads.



Median barriers

Median barriers prevent head-on crashes, which is how most people are killed or seriously injured on our roads. Installing median barriers in high-risk areas can reduce the number of people dying and being seriously injured by up to 65%. The flexible wires are tensioned to catch and hold people if their vehicle crashes. In emergencies trained authorities can drop the wires if necessary.

We'd like to add flexible wire median barrier from Foxton to north of the Mitchpine mill. People who need to turn right will have new turnarounds. We are working with people who own property on the highway to understand what this would mean in their unique situation. Depending on crash rates and traffic volumes, we may need to extend median barriers in these areas in the future.



Painted wide centrelines

Widening the centrelines means creating more space between people travelling in opposite directions. More space between lanes can reduce serious crashes by up to 20% because people have more time to correct a momentary lapse in concentration. Sections of wide painted centrelines are being proposed for large stretches of this road.

The passing lane could be reprioritised for people travelling at posted speeds and slow vehicle bays for people moving slowly.



Side barriers

Side barriers are designed to stop cars from going further off the road and hitting something harder, like a power pole, tree or ditch. We are proposing stretches of side barrier on the section south of the Manawatū River Bridge to Levin.



*Draft design is indicative and is expected to change.

Safe speeds

Safe speeds play an important part in keeping everyone safe – no matter how we travel. Safe speed limits help to minimise the severity of crashes when they occur. Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens.

There are a number of factors that go into setting safe speeds on our roads. Including the number of people using the road, how people are using the road, the function and features of the road and its surrounding environment.

We'd like to hear what you think about safe speeds on SH1 between the 70/100km on The Avenue and 100/50km change south of Foxton. What feels safe to you in different situations?

Have your say and come along to one of our drop-in sessions, email or call, we'd love to hear from you.

Existing speed limit

- 50km/h
- 70km/h
- 100km/h

Next steps for infrastructure

Consider feedback, fine tune the design

Seek funding

Tender construction contract