



# South of Levin safety improvements

We're making improvements to the safety of State Highway 1 from Ōtaki to Levin, while we work to deliver the new highway within the next decade. Locals know their roads, so we want to know what you think.



## Have your say

Your input can help fine tune proposed safety improvements and provide valuable feedback on current speed limits.

Come along to one of our drop-in sessions or have your say online before **11 August 2021**.

## Find out more



[www.nzta.govt.nz/sh1-south-of-levin](http://www.nzta.govt.nz/sh1-south-of-levin)



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## What's happening

When Transmission Gully and the Peka Peka to Ōtaki expressway are completed, drivers will travel from Wellington to north of Ōtaki on dual-lane, median separated highways. Our safety improvements are designed to transition drivers safely from this environment through to the single-lane SH1 north of Ōtaki. Traffic will travel first on median separated road and then through stretches with wide centrelines. Safety improvements have already been installed in Manakau and Ohau.

These safety improvements are part of the Ōtaki to north of Levin programme of works which focuses on improving resilience in the corridor. In the longer term, we are working to deliver a new 24-kilometre four-lane highway to the east of the existing SH1 within the next decade.

When the new highway is open, SH1 will continue to connect communities and be an important local road. In the meantime, traffic volumes on this stretch of SH1 will remain high so we are focused on improving safety for both local and through traffic.

These safety improvements are currently planned for SH1 from Taylors Road to just south of the Ohau River, as well as a new roundabout at the SH1/SH57 intersection. We will also be reviewing the current speed limits of SH1 from Taylors Road to the 50/70 change north of Levin to make sure they are safe.

## Why we're improving safety

In the five years from 2016 to 2020, there were 25 serious crashes on SH1 between Levin's southern 80/50 threshold through to Ōtaki's northern 100/50 threshold. These crashes resulted in seven people dying and 28 people being seriously injured. A combination of improvements to the road and roadside, and a speed review is expected to deliver better safety outcomes than infrastructure alone. We need your feedback to ensure all infrastructure changes and speed limits are fit-for-purpose and work with the way you use the road.



## Painted wide centrelines

Widening the centrelines means creating more space between cars travelling in opposite directions. More space between lanes can reduce serious crashes by up to 35% because people have more time to correct a momentary lapse in concentration.

Stretches of wide painted centrelines are being considered for large stretches of this road. Passing lanes will be removed to accommodate the wide painted centrelines where necessary.

Wider medians and shoulders will still allow vehicles to manoeuvre around agricultural vehicles.



## Side barriers

Side barriers are designed to stop cars from going further off the road and hitting something harder, like a power pole or tree.

We are considering stretches of side barriers on the western side of the road between Tatum Park and St Stephen's Church. A short stretch of side barrier on the eastern side of the road is being considered just south of the Ohau River bridge.



## Median barriers

Median barriers prevent head-on crashes, which is how most people are killed or seriously injured on our roads. In the last five years, ten of the serious crashes on the stretch of road where median barriers are proposed were head on or vehicles crossing the centreline.

Installing median barriers in high-risk areas can reduce deaths and serious injuries by up to 65%.

We are considering stretches of median barriers between Taylors Road and Manakau, and are working with property owners on the road about what this would mean for them.

The passing lane at Forest Lakes will be removed and a right turn lane created at Forest Lakes Road.



Levin



New SH1/SH57 roundabout

1

57

Ohau

Manakau

Gleeson Rd turnaround

South of Pukehou turnaround

Southern turnaround

Peka Peka to  
Ōtaki route  
Ōtaki

## Turnarounds

Three sign-posted turnaround locations are being proposed along this stretch of SH1. Turnarounds offer a safe place to turn right across the highway in locations with median barriers. All the proposed turnarounds look slightly different.

- At Gleeson Road, a large turnaround will be supported by a new roundabout on the local road.
- A large turnaround will be created on the western side of SH1, south of the Pukehou bridge.
- A large turnaround will be installed at the southern end of this route into the access-way that leads to the Loco Miniature Railway and Gardens.

## Next steps

Once we have used the community input to fine tune the designs, we'll seek funding for construction of this project. We'll share the timeline for this as soon as we can.

## Other works

There will be 11 right-turn bays along this route including two new right-turns, at Forest Lakes Road and Whakahoro Road.

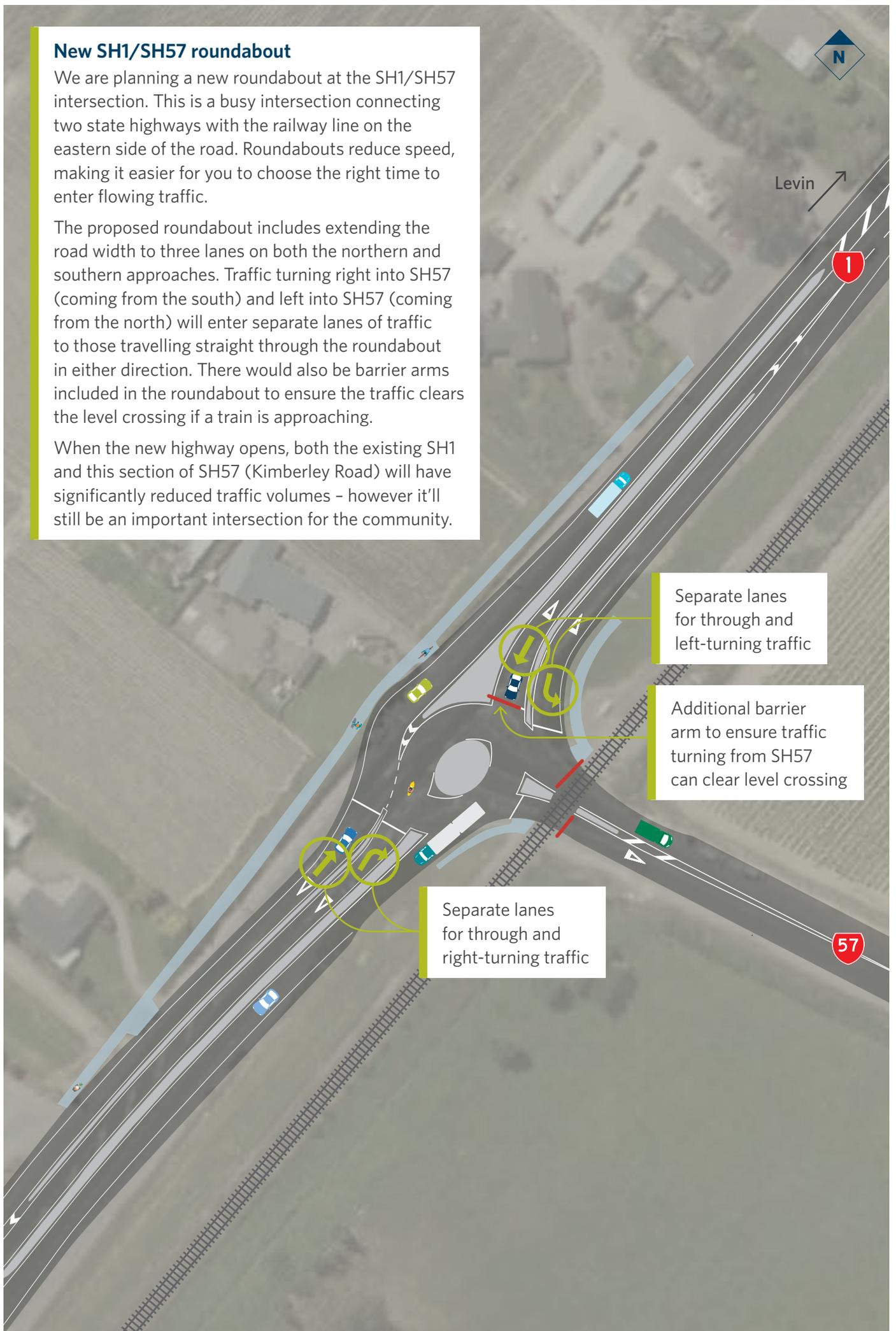
Safety improvements are also being proposed at the entrances to Ngāti Wehi Wehi and Te Iwi o Ngāti Tukorehe marae.

## New SH1/SH57 roundabout

We are planning a new roundabout at the SH1/SH57 intersection. This is a busy intersection connecting two state highways with the railway line on the eastern side of the road. Roundabouts reduce speed, making it easier for you to choose the right time to enter flowing traffic.

The proposed roundabout includes extending the road width to three lanes on both the northern and southern approaches. Traffic turning right into SH57 (coming from the south) and left into SH57 (coming from the north) will enter separate lanes of traffic to those travelling straight through the roundabout in either direction. There would also be barrier arms included in the roundabout to ensure the traffic clears the level crossing as a train is approaching.

When the new highway opens, both the existing SH1 and this section of SH57 (Kimberley Road) will have significantly reduced traffic volumes - however it'll still be an important intersection for the community.



Separate lanes for through and left-turning traffic

Additional barrier arm to ensure traffic turning from SH57 can clear level crossing

Separate lanes for through and right-turning traffic

## Safe speeds

Alongside the infrastructure safety improvements, we are reviewing the current speed limits on SH1 between Taylors Road and the 50/70 change north of Levin – just beyond Kawiu Road. This is to make sure the speeds are safe for the road.

Regardless of the cause of a crash, speed is most likely to determine whether anyone is killed, injured or walks away unharmed.

As a busy state highway with both high-risk intersections and rural residences it is important the speed limits on SH1 reflect the risk on the road.

Engagement with the community helps us get feedback and local knowledge on how you use the road and your concerns. This feedback helps us determine if a speed limit change is the best thing to do to improve road safety, where any proposed new speed limits would begin or end, and if any other safety improvements are needed.



## Speed review process

**Speed review starts:** A technical assessment of the road is carried out to find out about crash history, average vehicle speeds, volume of vehicles and development of surrounding areas. This helps determine what the safe and appropriate speeds should be.

**Engagement:** We talk to local communities and stakeholders to understand how the road is being used, any safety concerns, and get feedback on speed limits.

**Formal consultation:** Changing a speed limit is a legal process, so this stage involves sharing a detailed proposal with people and asking for any additional information that might have an impact on the final decision.

**Notification of speed limit change:** Feedback is considered, and the final decision is published on our website and the public is notified.

**New speed limit on the road:** New speed limit signs installed on the road.

## Current speeds in the area under review

Location	Posted speeds SH1	Average speeds SH1
Levin town centre 70/50 change to Levin south 50/80 change	50km/h	50km/h
Levin south 50/80 change to Bishops Road	80km/h	79km/h
Bishops Road to North Manakau Road	100km/h	89km/h
North Manakau Road to south of Honi Taipua Street	80km/h	80km/h
South of Honi Taipua Street to north of Waitohu Valley Road	100km/h	87km/h