

SH1 ŌTAKI TO LEVIN SAFETY IMPROVEMENTS AND SPEED

Report on July-August 2021 engagement

October 2021



Manakau School neighbourhood chat, 28 July 2021

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Wellington 6141

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Document control

Prepared by	Signature	Date
Kelly Davenport / Ilze Rautenbach		12 October 2021
Reviewed by Nick Gluyas		13 October 2021
Project Manager approval Karl Jackson / Jamie Rowe		21 October 2021
Communications and Engagement Lead approval Raewyn Pudsey		29 October 2021

Summary of project / background

In October 2019, Waka Kotahi NZ Transport Agency announced a series of short-term safety improvements to the state highway network in the Levin area, ahead of longer-term solutions. This includes upgrades that will be made along approximately 14 kilometres of the existing state highway, running along State Highway 1 (SH1) from the end of the Peka Peka to Ōtaki Expressway (at Taylors Road) to Levin. The proposed SH1 South of Levin safety improvements include:

- Stretches of wide painted centrelines or painted medians between Manakau and Ohau.
- Stretches of side barriers on the western side of the road between Tatum Park and St. Stephen's Church, and on the eastern side of the road south of the Ohau River bridge.
- Stretches of median barrier between Ōtaki and Manakau.
- Three sign-posted turnaround locations at:
 - Gleeson Road supported by a new roundabout on the local road,
 - South of the Pukehou bridge on the western side of SH1,
 - Southern accessway leading into the Loco Miniature Railway and Gardens.
- Four new right-turn bays at Forest Lakes Road, Atkins Road, Whakahoro Road, and the Quarry Access at the northern end of Kuku straight.
- A new roundabout at the SH1/SH57 intersection.

In addition, feedback was invited on current speed limits from Taylors Road to the 50/70 change north of Levin– just beyond Kawiu Road.

This report describes the process used to engage with the community from 14 July to 11 August 2021 for the SH1 South of Levin safety improvements project and speed review. It includes the feedback received and responses from the project key.

Summary of engagement approach

Waka Kotahi sought feedback from iwi, the community and key stakeholders to help fine-tune the design of the infrastructure changes, and identify any elements the project team did not consider when creating the plans. The public and people travelling on SH1, as well as those living alongside the road, know their roads best. Waka Kotahi also wanted to share the benefits the safety improvements will deliver ahead of construction of the new O2NL highway and ensure key audiences and stakeholders have an understanding of how the project fits into the overall programme.

The key stakeholder groups identified for engagement included iwi, Horowhenua District Council (HDC); Kapiti Coast District Council (KCDC); NZ Fire and Emergency; NZ Police; St John Ambulance; NZ Heavy Haulage Association; Road Transport Association; Automobile Association; Federated Farmers; Fonterra; Mainfreight and Uzabus. Engagement was also targeted at specific locations along SH1 to gain community participation in Ōtaki, Manakau, Ohau and Levin. Particular focus was given to specific neighbours affected by the median barriers and turnarounds at Forest Lakes, Ōtaki and Manakau. A separate visit by the project team to the Speldhurst Country Estate on Kimberley Road and to Kimberley Gardens was undertaken based on concerns of access into that community.

Advertisements for the community information sessions and Social Pinpoint were posted on Waka Kotahi, HDC and KCDC Facebook pages and Waka Kotahi's website; adverts in the Horowhenua Chronicle and Kapiti News; radio ads aired for Manakau, Ōtaki, Ohau and Levin events.

Letters were sent to nearby landowners, with neighbourhood chats offered to speak directly with the project team to ask questions and provide feedback.

The following topics were covered during engagement:

- Roundabout design
- Barriers and roadside risks

- Barrier start and end points
- Wide centreline considerations
- Turnaround locations and right-turn bays
- Suitability of current speed limits
- Safety concerns in particular areas of SH1

The team offered several different ways for people to provide feedback. A commercial road users briefing was held for key stakeholders, and we hosted an open discussion to garner feedback.

The online engagement platform, Social Pinpoint, was used to help people identify areas of interest within the project area, provide comments or feedback, and complete the survey/feedback form.

Community information sessions were held at townships near SH1 and scheduled at specific times to engage a high number of people.

The O2NL Project Office in Levin was also open every Thursday during the engagement period and on the last Saturday of engagement for those unable to attend the weekday events.

Community information sessions

A combination of community information sessions (four), neighbourhood chats (three) and open O2NL Project Office hours (four Thursdays and a Saturday) were held, in addition to a session scheduled at the Speldhurst Country Estate.

At the community information sessions and neighbourhood chats we shared posters, brochures and supporting aerial maps of the options that people could provide feedback onto using post-it notes. Project staff and safety engineers were on hand at each session to listen to community feedback and discuss the options and speed review. Project brochures and hard copy feedback forms were distributed with community members encouraged to provide feedback online or on the physical maps. A laptop was available at each session that was connected to Social Pinpoint, allowing participants to add comments or complete feedback forms online.

The following table shows the location of the community information sessions, neighbourhood chats and O2NL Project Office times and estimated number of people who attended.

WHERE	WHEN	WHO
O2NL Project Office	15 July 9:00am - 5:00pm	Approx. 14 people
Forest Lakes neighbourhood chat	20 July 1:00pm - 2:00pm	Approx. 5 people
Ohau Hall	20 July 5:00pm - 6:30pm	Approx. 25 people
O2NL Project Office	22 July 9:00am - 5:00pm	Approx. 21 people
Speldhurst Country Estate	27 July 10:30am - 12:00pm	Approx. 31 people
Ōtaki Supper Room neighbourhood chat	27 July 2:00pm - 3:00pm	Approx. 4 people
Ōtaki Memorial Hall	27 July 5:00pm - 6:30pm	Approx. 20 people
Manakau School neighbourhood chat	28 July 3:00pm - 4:00pm	Approx. 15 people
Manakau Hall	28 July 5:00pm - 7:00pm	Approx. 45 people
O2NL Project Office	29 July 9:00am - 5:00pm	Approx. 14 people
O2NL Project Office	31 July 10:00am - 2:00pm	Approx. 63 people

Meetings with targeted groups

A hui was held at Tukorehe marae on Thursday 8 July, and a road-users stakeholder briefing was held on 16 August, to provide both groups with an overview of the Speed and Infrastructure Programme and the proposed safety improvements.

The following stakeholders were invited to the 16 August briefing:

ORGANISATION

NZ Fire and Emergency
St John Ambulance
NZ Heavy Haulage Assn
Road Transport Assn
National Road Carriers
NZ Police
Automobile Assn
Federated Farmers
Fonterra
Uzabus

Website

The Waka Kotahi project webpage provided information about the community information sessions, as well as links to the online survey and through Social Pinpoint.

Online engagement platform (Social Pinpoint)

Community views on proposed safety improvements and current speeds were gathered on the Social Pinpoint online platform. Social Pinpoint is a map-based platform where people can provide online feedback on key areas or locations within the project area. It also hosted an online survey, which was printed as hard copy and provided at the community information sessions.

The project team added all the post-it comments received as part of the community information sessions to Social Pinpoint to keep all comments and feedback in one place.

Promotion

In the first week advertising was shared with community and councils who promoted it locally and on social media. Two further weeks of advertising ran in the Horowhenua Chronicle and Kapiti News. Radio ads aired over the engagement period advertising the community information sessions in Manakau, Ōtaki, Ohau and the Levin Project Office.

Social media was used to promote the community information sessions, Social Pinpoint and the feedback questions. The main social media platform was the Waka Kotahi website and Waka Kotahi, HDC and KCDC Facebook pages. A boosted Facebook ad reached an additional 29,631 people. There were a total of 547 Facebook clicks and 118 comments.

Summary of feedback received

944 total online visits

241 Unique online users

189 Social Pinpoint comments

266 Post-it notes

18 Surveys completed

38 Survey responses

253* Attendees at events

18 Email feedback

*Approximate

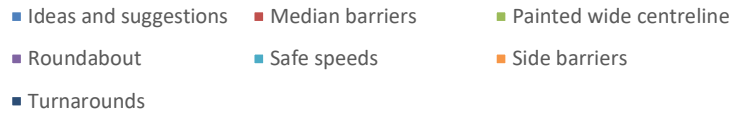
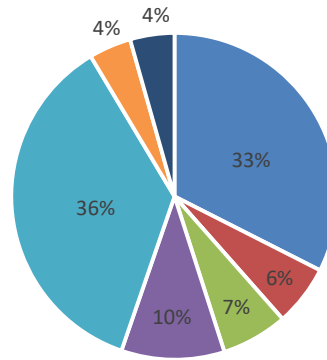
Social Pinpoint comments and themes

This section provides a summary of the comments on the map (posted online and gathered at face-to-face sessions) and the survey.



Comment categories were:

- Safe speeds
- Ideas and suggestions/
Safety improvements
- Roundabout
- Painted wide centerline
- Median barriers
- Turnarounds
- Side barriers



In total, 455 comments were made. The comments and discussion can be viewed on the map: [https://nzta.mysocialpinpoint.com/sh1-south-of-levin#/.](https://nzta.mysocialpinpoint.com/sh1-south-of-levin#/)

Safe Speeds Theme

Many people commented on the speed on SH1 from Ohau to Manakau, as shown by the orange colour sections on the heat map below. Of the 198 people who commented on speed, 16 people specifically discussed Ohau, 13 discussed Kuku and 24 discussed Manakau.



Of the responses that expressed a speed limit preference, most people were in favour of lowering the speed limit for portions of SH1 to 80/kmh, especially over the existing narrow bridges. About 13.6% (27 out of 198 responses) were in favour of leaving the speed limit at 100kmh.

More than 20 comments related to the narrow and curved bridges and reducing the speeds over the Manakau bridge and two bridges past Kuku. Lack of lighting and the need for improved signage on the bridges were also consistent comments.

Several comments focused on lowering the speed limit to 50 or 60 km/h through the township of Manakau. Much discussion also centred around the Muhunua West/East intersection reducing the speed and/or adding a designated turning lane across the roadway.

Below are a few representative comments:

"It's better to have all of it [SH1] at 80kmph so it's less complicated and simpler for drivers"

"60kmph would be safer at Manukau for everyone and pedestrians crossing the highway."

"The 100km/h speed limit between Manakau 80km/h and Ohau 80km/h is dangerous, particularly as that stretch includes the two bad bridges. It seems many motorists are staying well below 80km/h as the average is 89km/h."

"I disagree, the roads are wide enough, the camber assists, and the careful prudent drivers on our national highway can drive through here safely. Please keep the speed limit at 100km/h."

"The daily Kuku 'Indi 500' that signifies the end of these passing lanes needs to be slowed down, insane manoeuvres by people still overtaking south of Kuku Beach Rd."

As part of the survey, the following two questions were asked in relation to speed:

Q: Do the current speed limits feel safe or not, are there any particular sections of the road or intersection you think are more dangerous than others?

Nine survey responses indicated that the speed limit does feel safe, however some specific areas were mentioned where speed limits could be reduced, such as the section of road between Kuku Beach Road (after the passing lane) and Manakau South bound and the sections near the Ohau & Manakau bridges.

"Yes the speed feels safe apart from Ohau & Manakau bridges where it should be 80kmph."

"Yes the current speed limits are safe. There is no need to lower them. If you are going to put median barriers in then there is really no reason to decrease the speed limit."

"Standardise speeds: Taylors Road to Levin 50kmk/h or 80km/h."

Q: Is there anything you think we need to know while we look at the speed limits?

Some of the ideas mentioned (9) included reviewing passing lanes more closely to not slow traffic down further, the need for more policing and looking at ways to redesign the bridges that are no longer fit for purpose.

“The Expressway is a blessing and from my experience traveling between Horowhenua to Porirua, I have not come across any accidents on the expressway in the last 2 years. Does this not prove that having passing lanes or open road speed limits is a win?”

“The passing lanes need to be reviewed, in particular during congested times. I have seen near misses where vehicles travelling at 120km/h meet queued vehicles at the end of the passing lane, this is incredibly dangerous!”

Project team response

Community feedback helps us gain local knowledge on how people use the road and their concerns. This helps when deciding if lowering the speed limit is the best thing to do to improve road safety, where new speed limits might begin and end, and if any other safety improvements (better signs etc) might be needed.

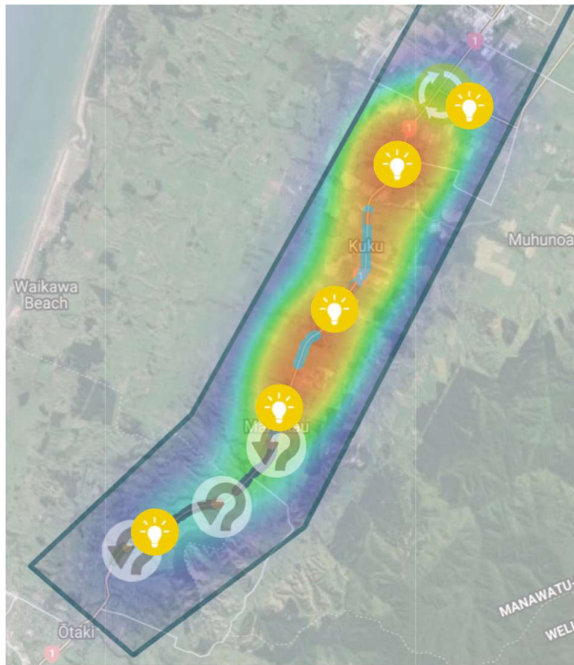
Changing a speed limit is a legal process. If the speed change progresses, the next step is to consult on a detailed proposed speed limit, developed using the technical assessment and feedback from the engagement stage. During this consultation stage, we ask the public and stakeholders for any additional information that might have an impact on the final decision.

Following this, any speed change will be notified.

The non-speed related safety improvement suggestions raised, such as additional signage at the narrow bridges and road marking improvements, have been considered alongside the Safety Improvement (Infrastructure) feedback below.

Safety Improvement Themes

A total of 178 ideas and suggestions on safety improvements were received. The top five are discussed below in more detail.



- **Manakau: Kuku Beach Road**

Feedback was received that the passing lane should be removed, as it is too short for safe passing. If removed, additional safety features should be implemented, including wide shoulders, safe turnarounds and pull over bays. Other people advocated to keep the passing lane due to frustrated drivers taking greater risks, and higher congestion. Additional comments concerning Kuku Beach Road included adding a lane turning right onto SH1.

"It's the last over taking lane until Kapiti. Considering the marae and intersections it is in a bad place. So if it is removed, there needs to be consideration on how people can safely pass those who might be 'Sunday driving'. People get road rage and that's when they make bad decisions. With all the road works and changes to "country road" speed limits, the time on the road has increased significantly."

"Get rid of both passing lanes. Kuku is too short and I've seen impatient drivers using the Forest Lakes to pass south bound traffic."

"Do not remove this passing lane. All this will do it slow traffic down more, frustrate more drivers and cause them to take great risks are dangerous places."

Project team response

The project team agrees with the stakeholder feedback that the passing lane is too short for safe passing manoeuvres and safety is further compromised by vehicles slowing to make right turns at the Marae and the two intersections at the end of the passing lane. The proposed improvements include removing the passing lane and replacing it with a painted median area and a right turn bay that will provide a safe place for vehicles making right turns to pull clear of passing through traffic. The improvements will also allow wider road shoulders to be marked which will help slow vehicles pull clear of the traffic stream.

- **Manakau: Waikawa Beach Road**

A large number of comments were received regarding the safety of the Waikawa Beach Road intersection with SH1. Due to the difficulty in turning onto SH1, many people advocated for either a controlled intersection or merge lane (both north and south). Other proposed improvements included widening the roadway, removing the traffic island and adding a light to the over bridge.

"Heading south turning into Waikawa Beach Road make turning lane longer. The concrete median is too long. Two trucks or car/boats there is no way across."

"Turning out of here is shockingly hard going towards Wellington especially on long weekends/ Fridays/ when towing. Need a better controlled intersection (or even a better merge lane)."

"Installation of traffic lights at Waikawa Beach Road - To allow safe crossing for village residents to access the Manakau Domain and Manakau school. And to allow managed safe egress of vehicles from Waikawa Beach Road."

Project team response

Based on stakeholder feedback the project team have reviewed traffic movements at this intersection and agree with the feedback, particularly regarding the difficulty of making a right turn out of Waikawa Beach Road into SH1. The project team reviewed this intersection against other similar intersections with similar traffic levels and are proposing the following improvements to make right turns safer out of the Waikawa Beach intersection:

- Permanent removal of four of the safe hit posts from the painted median area to provide a longer merge length
- Marking a longer right turn 'pocket' so that it is clear that people have a longer length in which to merge
- Widening the painted central median area so people are more comfortable turning into, and waiting to merge, in this area and feel safer while doing so
- Narrowing the northbound left turn shoulder leading up to Waikawa Beach, whereby addressing the feedback that left turning vehicles (and those parked on the shoulder) block visibility for right turning drivers exiting Waikawa Beach Road

Finally, a speed review is also considering speeds through this intersection.

• Bridges / underpass / rail

About half of the comments concerning bridges also went under the category for cycling/walking; many considered that the current bridges are dangerous. Other comments included constructing an under or overpass for children going to Waikawa Beach Road and the school as well as adding a railway sign on the road.

"The bridges are death traps and need to be reconsidered, realigned, widened, replaced, provide extra bridges."

"An overpass or underpass for children going to Waikawa Beach Road."

"The bridges are not fit-for-purpose. They are too narrow and dangerous for all traffic, but especially cycles and slow-moving farm traffic."

Project team response

Based on stakeholder feedback the project team have developed additional safety improvements for the corridor in relation to bridges. These include:

- Warning signage at the narrow bridges
- Improvements to markings through narrow corridor sections to provide better separation between traffic
- Provision of a protected footpath between Waikawa Beach Road and the Manakau pedestrian crossing.

We are further proposing to redesign the pedestrian crossing in Manakau to provide greater protection to vulnerable road users, with a crossing similar to those shown in the images below. The exact nature of the crossing will be refined through our detailed design process.

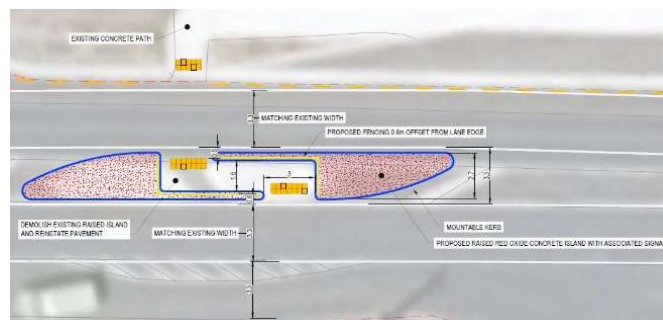


Figure 1 – Example of an upgraded pedestrian crossing facilities



- **Cycling / walking**

There was concern over the safety of cyclists and pedestrians over the bridges between Ōtaki and Levin. The concerns included bridges being too narrow to provide adequate separation between cyclists and motor vehicles, lack of shoulders, poor sight lines, and traffic travelling at unsafe speeds for the curvature of the bridges. Suggested improvements included adding a footbridge, pedestrian paths on the western side of Manakau, and electronic cyclist warning signs. Other proposed improvements for cyclists and pedestrians included adding a pedestrian bridge between the school and dairy and upgrading the crossing at the dairy.

“Neither the Manakau or Ohau bridges has a footpath or space to walk safely across. I believe that Manakau can be crossed using an informal rail crossing under the bridge, something I learnt a few years ago from a local traffic policeman.”

“Ohau village towards Salt and Pepper Cafe: Please could there be a safe footpath all the way, on both sides.”

Project team response

Replacing or upgrading the bridges is outside of the project scope, however we have reviewed what improvements can be delivered to help increase the safety of the bridges until longer-term treatments are available. Based on stakeholder feedback the project team proposes additional safety improvements which would include:

- Speed activated warning signs at the narrow bridges
- Additional signage and the use of reflective markers
- Improvements to markings through narrow corridor sections to provide better separation between traffic

We are also exploring the viability of cyclist activated electronic warning signs at several locations similar to those on the Ōtaki river bridge.



Figure 2 - Example of a speed activated warning sign



Figure 3 - Example of cyclist activated warning sign

- **Agricultural / trucks**

Comments concerning agricultural vehicles and oversized trucks ranged from recommending electronic warning signs for tractors (similar to cyclist warning signs) and removing centre strips for easier access around tractors and trucks, to moving agricultural vehicles and oversized trucks off SH1 altogether. People in general felt frustration with the lack of passing lanes and pull over bays to safely get around large vehicles.

"I'd like to see more "pull-over" bays (or wider roads) here so that slow moving tractors, etc can let cars pass safely. I agree that some of the risky driving seen here is because the road doesn't have many passing opportunities. In fact, if you don't overtake a vehicle at Kuku beach, you are stuck behind it until the start of the Kapiti expressway. That's 30kms."

"Remove centre strip for easier access around tractors."

"Perhaps, there needs to be a warning signs for this sort of build up. For example cyclist signs are triggered by the presence of a cyclist, but adapted for tractors. Might be good to install a designated slow lane so that unsure road users see they can pass safely. The road is wide enough for a slow lane and a normal lane."

Project team response

The project team is reviewing shoulder widths and passing opportunities for slow moving agricultural vehicles. This could be achieved in a number of different ways, for example, formal marked and signed bays, wider shoulders in some locations and utilising adjacent areas of pavement (e.g. double accessways) to allow an oversized vehicle to pull clear of through traffic. 1.5m shoulders will be maintained throughout, except for the narrow existing bridges which are not being widened. Warning signage will be considered for these locations.

New Roundabout Theme

A total of 56 comments were focused on the new roundabout, with slightly more unfavourable comments about the proposed roundabout at the SH1/SH57 intersection. This roundabout is unusual in that it connects two state highways with the railway line on the eastern side of the road. The main comments centred around the northbound SH1 traffic having a continuous lane, so vehicles do not have to slow down and stop within the double lanes (causing a bottleneck).

There were several questions about how the roundabout would work, particularly next to the railroad tracks. Some of these questions included how the barrier will work in a traffic jam and why it is not further away from the tracks. A few comments questioned the need for a roundabout. Others recommended other locations for a roundabout, and cited examples of successful roundabouts.



“Good idea as significant volume of traffic uses 57 to bypass Levin on the way to Palmerston North.”

“There's absolutely no need for this roundabout because of the south merge lane. The only issue is turning right north into town. It's safer to go around the back way into town. An underpass would be better. Paremata roundabout has 20-minute wait time at peak times morning and afternoon and holiday times - I hear it on the radio all the time.”

“I support safety improvements at this intersection, as it will make it easier to choose the right time to enter flowing traffic and also safer to make a right-hand turn from Kimberley Road to head north on SH1 into Levin.”

“SH1 is way too busy for a roundabout. Stopping to give way at a roundabout will create queues back to Otaki in peak traffic.”

As part of the survey, the following question was asked in relation to the proposed new roundabout:

Q: Is there anything in particular you like about the design or anything additional you'd like us to consider in the final design of the roundabout?

With 8 responses, the general sentiment was that the roundabout's design is too complicated, not suitable at this location and that it would most likely cause a bottleneck.

“Some safety barriers to keep traffic apart and a variable speed reduction (like Himatangi) when traffic is turning would improve safety at the existing intersection.”

“A new bottle neck to replace the Otaki roundabout once PP20 Expressway opens. This is a safe and efficient intersection as it is.”

Project team response

The proposed roundabout has been designed to fit within the available land and the rail corridor. This means it is unusual in terms of its layout. Other similar roundabouts have been constructed in similar locations in the past (e.g. SH1 / SH62 at Spring Creek near Blenheim and Tainui St/ SH6 in Greymouth) and are performing well. A roundabout is considered the safest and most appropriate treatment for this peri-urban location on the outskirts of Levin - northbound traffic is already preparing to slow as it enters Levin and will more than likely need to stop at traffic signals further up the road (in Levin). Roundabouts also have the advantage of keeping traffic flowing more consistently than traffic signals do. In this case the right turn traffic volume out of SH57 is relatively low, so this is unlikely to hold up northbound traffic on SH1. SH1 southbound traffic only gives way

to SH1 traffic turning into SH57, which is also a relatively modest volume. Left turn traffic out of SH57 will need to give way to SH1 southbound traffic, except when a train is coming, in which case a barrier arm will lower and give SH57 traffic time to clear the tracks.

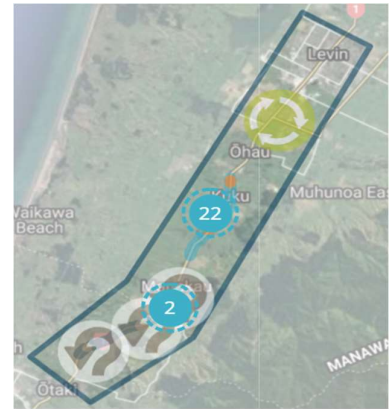
Painted Wide Centreline Theme

Most of the comments were neutral about implementing painted wide centrelines, but many asked for wider roads and passing lanes so slower vehicles could be safely passed.

"I like the two lines and no man's land like the road to Shannon (painted wide centreline on SH57), It keeps people apart."

"The painted wide centrelines are awesome because we can pass slow moving cars safely."

"Wide centrelines and shoulders that can take a tractor will be great."



As part of the survey, the following question was asked in relation to painted wide centerlines:

Q: Is there anything else you'd like to be considered as we finalise the wide centreline locations?

The wide centreline received 3 responses all in favour.

"The wide centrelines are an excellent solution until the Expressway is finished. Removing passing lanes in exchange for space to pass agricultural vehicles is ideal."

Project team response

The infrastructure improvements will include slow vehicle passing bays, wider shoulders and pull over areas at regular intervals along the route. In addition, Waka Kotahi is working with emergency services to train them on how to drop median barrier wires, should there be a situation where this is required.

Median Barrier Theme



With just over 30 comments, there was mixed feedback about the median barriers, with many asking for better spacing between them, especially for landowners who needed to cross. For the most part, comments focused on adding signs earlier, wider roads to accommodate the median barrier and adding/keeping passing lanes. There were still some questions about how emergency vehicles would pass through traffic.

"I'm concerned by the wire barriers holding up emergency service access to accidents on the state highway."

"I would like to see much wider use of wider centre lines and centre wiring between addresses like between Levin and Shannon."

"Although inconvenient at time, since the no passing sticks have been put in accidents have reduced."

As part of the survey, the following question was asked in relation to median barriers:

Q: Is there anything else you'd like to be considered as we finalise the median barrier locations?

The 4 responses relating to median barriers were mostly in favour, however they did not want passing lanes to be removed.

"Try to put them in as many places as possible, they are a very effective treatment."

"Median barrier yes. Removing the passing lane at Forest lakes road is a NO! That passing lane is a blessing especially when traffic in Otaki has been at a stand still for over an hour. We need passing lanes we don't need them removed.."

Project team response

Approximately 4.5km of central median barrier is proposed between Taylors Road and Gleeson Road). The new central barrier should not result in a narrower road. For the most part, the removal of the 3.5m wide northbound passing lane provides sufficient width for the central barrier and the residual balance can be redistributed as wider road shoulders. This will provide space for emergency vehicles to pass traffic and opportunities to accommodate slow vehicle passing bays and pull over areas at regular intervals along the route. In addition, Waka Kotahi is working with emergency services to train them on how to drop median barrier wires, should there be a situation where this is required.

Associated with the new median barrier section will be three signed turn arounds that can accommodate large vehicles and agricultural vehicles (one at each end and one in the middle). In addition, there will be informal turn-around opportunities at each side road along this length (Forest Lakes Road, Atkins Road, and South Manakau Road) where local residents in smaller vehicles (e.g. cars) can cross and turn.

Turnaround Theme



The majority of comments about turnarounds were in the Manakau area. Some were unsure of its safety and thought the width would need to be increased. Others questioned if agricultural vehicles would be able to turn in them safely.

"Yes I agree proper turn in and out for Forest Lakes Road, there has been plenty of opportunity to pass on the expressway. Frustrating if you are following a truck that is going slow because of the gradient but maybe a slow bay north of Forest Lakes Road for really slow traffic after Forest Lakes Road."

"Can turning bay be made bigger/safer somehow?"

"There should be a turnaround at North Manakau Road. I've been going south to Waikawa Beach Road, doing a u-turn just to head north because it's too frightening to turn right at North Manakau."

Project team response

The proposed turn-arounds all relate to the section of the corridor where the wire rope median barrier is being installed (i.e. between Taylors Road and Gleeson Road). Formal, signed, turnarounds that can accommodate large vehicles (including agricultural vehicles) are being provided at each end (near Taylors Road and at Gleeson Road) and in the middle just south of Pukehou Bridge. These formal turnaround areas will accommodate the largest typical (non-over dimensioned) vehicles on the road network (e.g. 19m semi-trailers) and will be finalised in discussion with road carrier stakeholder groups.

Informal turn around opportunities will also be afforded at each side road along this length (e.g. Forest Lakes Road and South Manakau Road) where local residents in smaller vehicles (e.g. cars) may choose to use the side road as a turning opportunity.

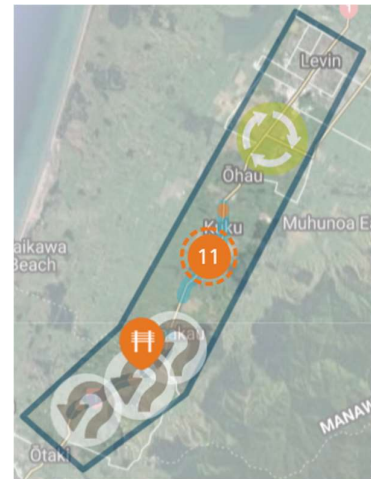
Side Barrier Theme

More than half the side barrier comments were directed at Kuku and many were unfavourable. Some thought side barriers were a waste of money and a reason to remove passing lanes. A majority asked about safely passing emergency or agricultural vehicles.

“Side barriers make me feel stuck and unable to pull over away from turning traffic or if I need to stop.”

“There must be room for the market garden tractors to pull off the road to let traffic past.”

“Side barriers not needed if the passing lanes is removed.”



As part of the survey, the following question was asked in relation to barrier risks:

Q: Are there any other roadside risks you think barriers should provide protection from, or anything you'd like to see considered in finalising the start and end point for each section of barrier?

Only three responses were made in relation to the barrier risks with mixed views.

“Far more dangerous to have them as it throws the car back into traffic. Better to go in ditch or paddock. Also gives room for pull over when emergency vehicles comes past.”

“Side barriers are great, please include them in as many locations as possible.”

Project team response

Side barriers are being proposed in only a few limited sections where side road hazards pose a significant threat to people in vehicles that leave the road. Almost all the side barrier is on the western side of SH1 between Tatum Park and St Stephens Church south of Kuku where the northbound passing lane is proposed to come out. This 900 m length is where a line of power poles is located close to the highway.

Any new barrier installation would not result in a narrowing of the available road width. In the example of the 900m length north of Tatum Park, a 3.5m wide passing lane is proposed to be removed which will be redistributed partly into a wider road shoulder and partly into a wider, hatch painted median. The design will provide slow vehicle passing bays, wider shoulders and pull over areas at regular intervals along the route.

Next steps

Feedback received from the community will help the project team progress the design. Following this, funding for the construction of the safety improvements will be sought, and final designs will be shared. On the speed review, the next step will be sharing a proposal developed using the technical assessment and feedback from this engagement stage, in a formal consultation phase.

APPENDIX I: PROMOTION AND ENGAGEMENT COLLATERAL

Promotional material

- Press ads
- Flyer
- Facebook event post

Engagement collateral

- SH1 brochure
- Social Pinpoint (<https://nzta.mysocialpinpoint.com/sh1-south-of-levin#/>)
- SH1 safety improvements poster
- O2NL programme posters

1 Ōtaki and Levin safety improvements

Waka Kotahi NZ Transport Agency is looking at making State Highway 1 between Ōtaki and Levin safer. Locals know their roads, so we want to know what you think about proposed safety improvements and speeds in the area.

To learn more about the proposals for median and side barriers, a new roundabout, wider centrelines and turnarounds come and see us at our public drop-in sessions:

Tuesday 20 July, 5-6.30pm

Ohau Hall, 14 Muhunua West Road,
Ohau

Tuesday 27 July, 5-6pm

Ōtaki Memorial Hall, Main Street,
Ōtaki

Wednesday 28 July, 5-7pm

Manakau Hall, 12 Mokena Kohere
Street, Manakau

Saturday 31 July, 10am-2pm

Ō2NL Project Office,
171 Oxford Street, Levin

You can have your say online, over the phone or by email.
Find out more at www.nzta.govt.nz/sh1-south-of-levin

Feedback is now open and closes at **5pm** on
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Your input can help fine tune the proposed safety improvements and provide valuable feedback on current speeds.

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171 Oxford Street, Levin

The Ō2NL Project Office is open to the public between 9am-5pm on Thursdays until 5 August 2021.



Have your say

Feedback is open
Wednesday 14 July
until **Wednesday
11 August 2021**

Find out more



www.nzta.govt.nz/sh1-south-of-levin



Email at O2NL@nzta.govt.nz



Phone **0508 625 4636**

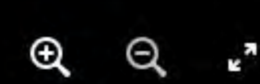


Ō2NL Engagement, Private Bag 6995, Wellington 6141

21-229

State Highway 1 Ōtaki & Levin

Safety Improvements



Waka Kotahi NZ Transport Agency ...

Wellington

14 July · 🌐

Waka Kotahi NZ Transport Agency is looking at making State Highway 1 between Ōtaki and Levin safer.

Locals know their roads, so we want to know what you think about proposed safety improvements in the area.

To learn more about the proposals for median and side barriers, a new roundabout, wider centrelines and turnarounds, come and see us at our public drop-in sessions:

- Ohau 📍 facebook.com/879839516075550
- Ōtaki 📍 facebook.com/529744208314520
- Manakau 📍 facebook.com/245693670428682
- Levin 📍 facebook.com/948510102652221

The Ō2NL Project Office is also open to the public between 9am-5pm on Thursdays until 5 Aug 2021.

You can have your say online, over the phone or by email. Find out more at 📍 nzta.govt.nz/sh1-south-of-levin

Feedback is now open until 5pm, Wed 11 Aug 2021. See less

👍 39

57 comments 17 shares

👍 Like 💬 Comment ➦ Share

Most relevant ▼

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.

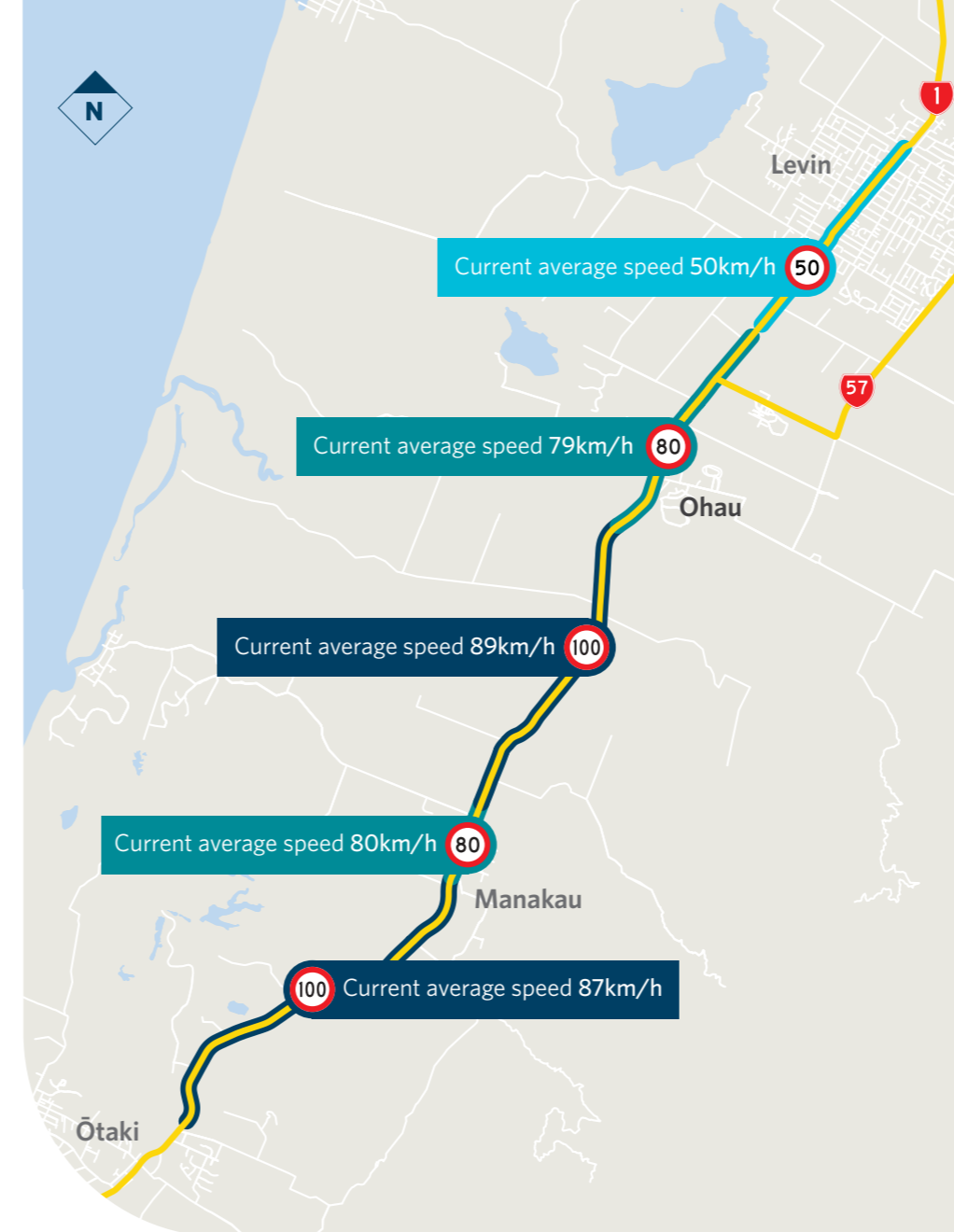
Safe speeds

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



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

Email at O2NL@nzta.govt.nz

Phone **0508 625 4636**

Post Ō2NL Engagement, Private Bag 6995, Wellington 6141

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.



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.

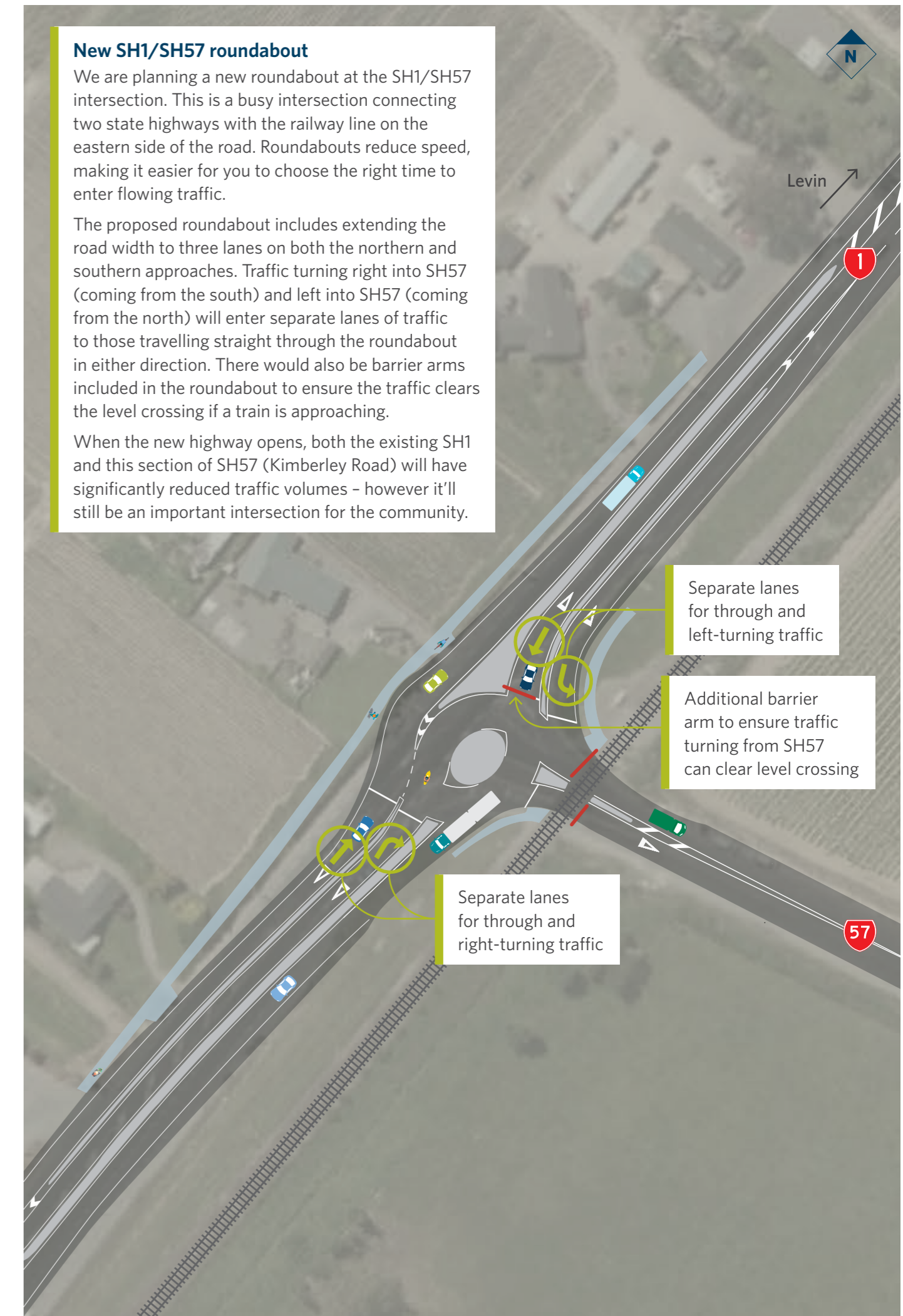
Safety improvements are also being proposed at the entrances to Ngāti Wehi Wehi and Te Iwi o Ngāti Tukorehe marae.

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 if 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.



Closed for Comment



Return

ABOUT

ROUNDABOUT

MEDIAN BARRIERS



socialpinpoint



Legend

- Roundabout
- Median barriers
- Turnarounds
- Painted wide centreline
- Side barriers

Google

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Have your say online before 11 August 2021



www.nzta.govt.nz/sh1-south-of-levin

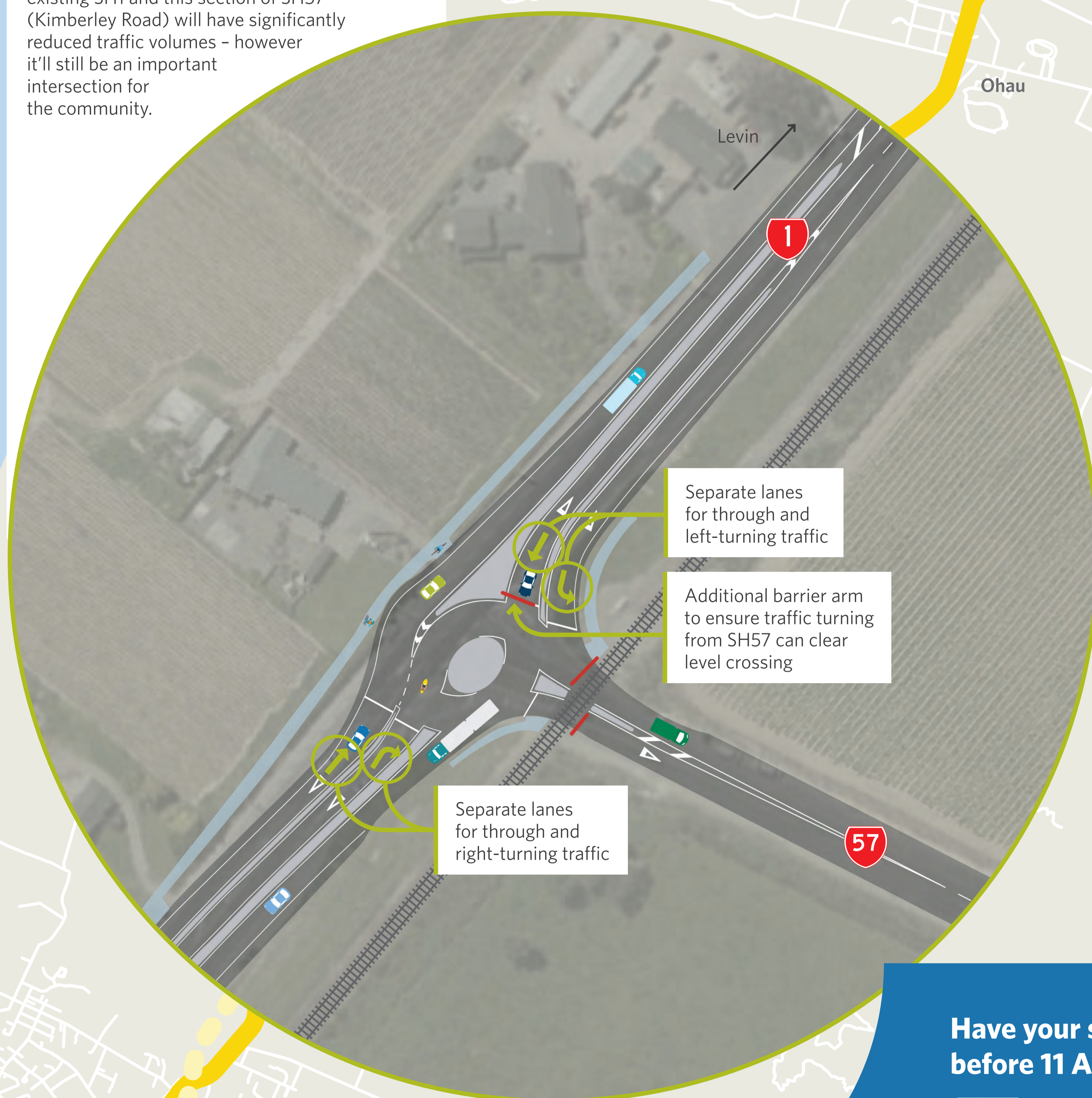
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When the new highway opens, both the existing SH1 and this section of SH57 (Kimberley Road) will have significantly reduced traffic volumes - however it'll still be an important intersection for the community.



Have your say online
before 11 August 2021



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

1 Ōtaki to north of Levin new highway

We're working to build a new highway for regional and through traffic by the end of the decade, as part of our programme to make travel from Ōtaki to north of Levin safer and more resilient and increase transport choice for the area's growing population.

In recent years we have been narrowing down the location of the new highway, first with the announcement of the 300m wide preferred corridor in December 2018. This was then narrowed down again to the draft preferred alignment in August 2020. In March 2021 we announced the refined draft preferred alignment which you can read more about below.



Ō2NL draft preferred alignment drop-in session at Te Takeretanga o Kura-hau-pō in September 2020

Refining the draft preferred alignment

We are now more than halfway through a two-year process to identify the preferred alignment of the new highway. We spoke with property owners, stakeholders, iwi and the community in August/September 2020 about the draft preferred alignment.

Feedback from this engagement and further technical investigations have informed the refinement of the draft alignment and in March 2021 shared the **refined draft preferred alignment** of the new highway - which has been assessed as the optimal location for the new highway from our work-to-date.

By late this year, the current detailed business case phase will be completed and the refined alignment, with any further adjustments, will be considered for adoption by the Waka Kotahi Board. Once endorsed, the preferred alignment will be adopted.



Site investigations for new highway

As we continue to refine the alignment of the new highway, we are undertaking a range of environmental assessments - a number of which have already been completed. Ecological and noise monitoring specialists have completed surveys of ambient noise, birds, bats, invertebrates, and freshwater habitats in the area, and we are well underway with several other surveys and assessments in the area surrounding the new highway corridor.

In the coming months, further investigations relating to the nature of the land and the local flora and fauna will be undertaken.

These include:

- Attended and long-term noise monitoring surveys
- Freshwater and ecosystem mapping
- Wetland surveys
- Hydrogeology maps
- Further geotechnical surveys
- Ongoing lizard surveys
- Arborist survey
- Soil moisture and groundwater monitoring surveys
- Threatened plants surveys
- Air and water quality assessments
- Springtime bird survey



Peripatus

Work is ongoing to complete all 350 surveys involving 140 properties.

This work helps us understand the environment where the new highway will be sited, guides design work and helps avoid or manage potential impacts. Some investigations and surveys will take place

outside the refined draft preferred alignment and the 300m wide preferred corridor. This does not indicate the location of the new highway, but rather it helps us understand the wider area and environment in greater detail.

Timeline of next steps



Visit our website
www.nzta.govt.nz/O2NL-new-highway

Email O2NL@nzta.govt.nz Phone 0508 625 4636

Write to us **Ōtaki to north of Levin Project, Private Bag 6995, Wellington 6141**

Ōtaki to north of Levin safety improvements

While work progresses to deliver the new Ōtaki to north of Levin highway within the next decade, we're also making improvements to the safety of the existing roads: State Highway 1 and State Highway 57.

Safety improvements are being planned and constructed to make the road safe for all road users, and speed limits are also being considered.



1 Safety improvements

From Ōtaki to Levin

We are currently seeking feedback from the community about proposed safety improvements and the current speed limit from Ōtaki to Levin.

The proposals include painted wide centrelines, side and median barriers, three new turnaround locations and a new roundabout at the SH1/SH57 intersection. Some safety improvements have already been installed in Manakau and Ohau.

Locals know their roads, so we want to know what you think about proposed safety improvements and speeds in the area.

To submit feedback and find out more please visit www.nzta.govt.nz/sh1-south-of-levin before 11 August 2021.



From Levin to the Manawatū River

Since December 2020, we have been meeting with the community to begin conversations on plans for safety improvements and the longer-term plans on SH1 north of Levin.

The work with the community will help inform the scope of this project and we are expecting to host wider community engagement sessions later in the year.

57 Safety improvements



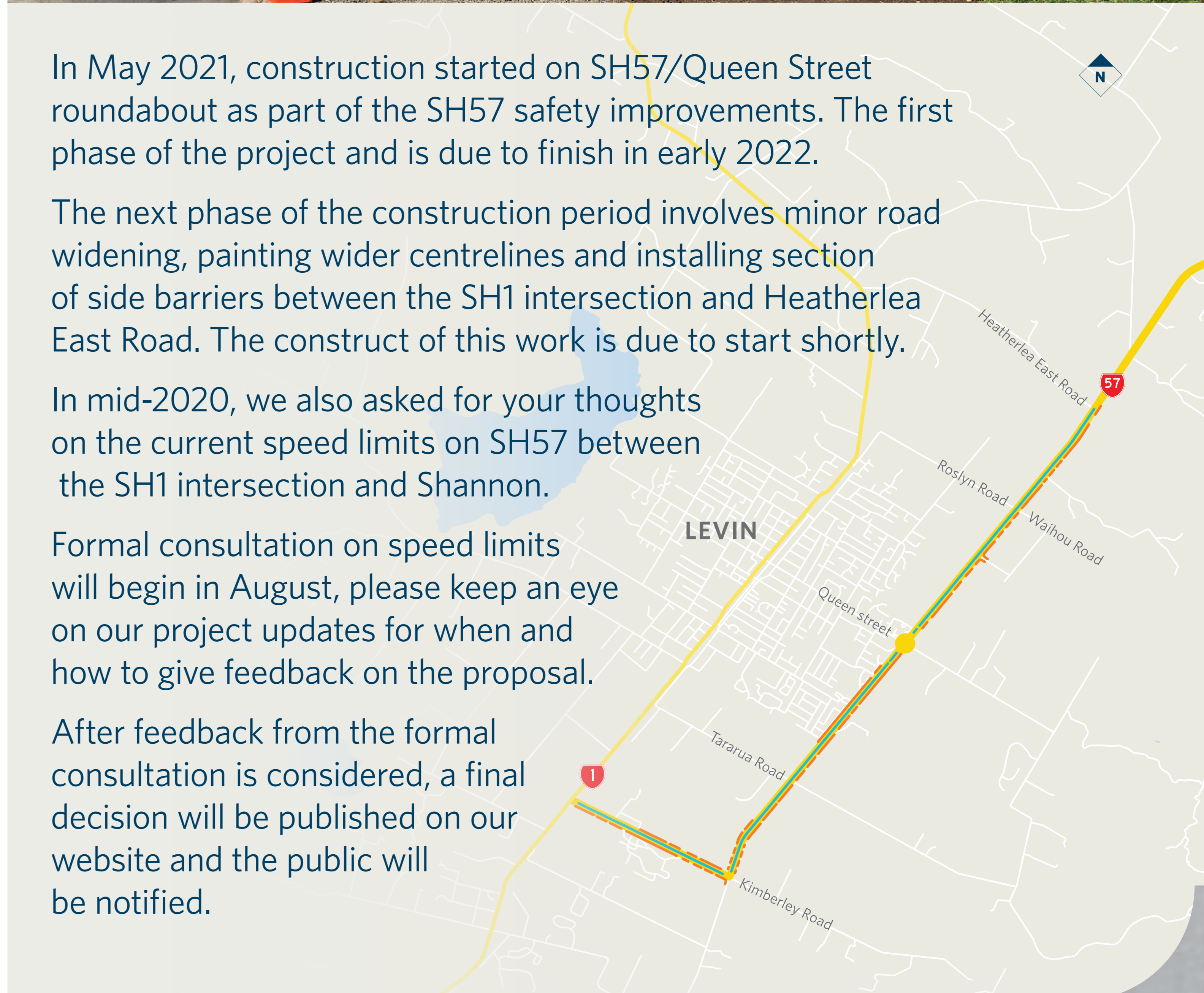
In May 2021, construction started on SH57/Queen Street roundabout as part of the SH57 safety improvements. The first phase of the project and is due to finish in early 2022.

The next phase of the construction period involves minor road widening, painting wider centrelines and installing section of side barriers between the SH1 intersection and Heatherlea East Road. The construct of this work is due to start shortly.

In mid-2020, we also asked for your thoughts on the current speed limits on SH57 between the SH1 intersection and Shannon.

Formal consultation on speed limits will begin in August, please keep an eye on our project updates for when and how to give feedback on the proposal.

After feedback from the formal consultation is considered, a final decision will be published on our website and the public will be notified.



Visit our website www.nzta.govt.nz/O2NL-new-highway

Email O2NL@nzta.govt.nz Phone 0508 625 4636

Write to us **Ōtaki to north of Levin Project, Private Bag 6995, Wellington 6141**

APPENDIX II: FEEDBACK RESPONSES

The following sets out direct feedback provided to the project team. Note responses to this feedback and qrelated uestions are contained in the body of this document.

Feedback received through

- Social Pinpoint (<https://nzta.mysocialpinpoint.com/sh1-south-of-levin#/>)
- Survey responses
- Email responses

Survey Responses Received

<p>Q1 - Is there anything in particular you like about the design or anything additional you'd like us to consider in the final design of the roundabout?</p>
<p>This is a lot of work and cost for a road that is going to have significant drop in numbers. The money should just be put into getting the new road done</p>
<p>It's a very complicated design. It would be preferable if the rail crossing were grade-separated. I'm worried some drivers will get confused at the roundabout.</p>
<p>A new bottle neck to replace the Otaki roundabout once PP20 Expressway opens. This is a safe and efficient intersection as it is. This proposal is terrible.</p>
<p>This looks like a great improvement, fully supportive. Would traffic turning right into SH57 when a train is present block SH1 traffic heading south? And will cars heading north on SH1 actually stop and give way, perhaps a raised platform is needed?</p>
<p>Will this allow oversized loads to use SH1? It might be better to have a straight lane for northbound traffic, like the Petone roundabout with a long merge so that right turning northbound users can get up to speed. Otherwise northbound traffic would have to unnecessarily stop or slow down and that would increase petrol consumption.</p>
<p>Support proposals at the roundabout but can set a turning bay for Kimberley Gardens Shop? The traffic island blocks their entrance, it will kill their business.</p>
<p>I think the traffic here merges quite well as it is. I don't know if having a roundabout will improve anything here. The problem areas are Ohau, Kuku & Manakau to Otaki.</p>
<p>Agree with the other comments, a complicated roundabout is not needed here, it will just create a bottleneck. The redesign appears to favour traffic turning to and from SH57, any councillors with interests here ? Some safety barriers to keep traffic apart and a variable speed reduction (like Himatangi) when traffic is turning would improve safety at the existing intersection. If it is built, a wider rail crossing and two lanes are needed from SH57 onto SH1, to allow southbound traffic to turn left without waiting behind right turning northbound. This is a busy intersection connecting two main highways, the traffic must flow.</p>
<p>Q2 - Are there any other roadside risks you think barriers should provide protection from, or anything you'd like to see considered in finalising the start and end point for each section of barrier?</p>
<p>Side barriers are great, please include them in as many locations as possible.</p>
<p>Far more dangerous to have them as it throws the car back into traffic. Better to go in ditch or paddock. Also gives room for pull over when emergency vehicle coming</p>
<p>Would like to see the removal of the yellow plastic side poles from the highway. Not only an eyesore but also compromises safety by not allowing vehicles to safely pass agricultural machinery or slower traffic. Another poorly thought out safety device which compromises safety.</p>
<p>Q3 - Do the current speed limits feel safe or not, are there any particular sections of the road or intersection you think are more dangerous than others?</p>
<p>The current speed limits are safe.</p>
<p>The current limits do not feel safe and are not safe for an unseparated road, often with narrow shoulders.</p>
<p>No one need to do 100km/h on this road given the many 80km/h sections, intersections and terrible rail over bridges. Lowering the speed to 80km/h would improve safety and with less crashes this route would be more reliable with less delays.</p>
<p>Yes the speed feels safe apart from Ohau & Manakau bridges where it should be 80kmph</p>
<p>The current speed limits are ok - It would be great to actually do those speeds to reduce journey times - but traffic speed reduced excessively with removal of passing lanes meaning traffic limited to slow truck speeds, and extra low posted speed limits on roads adjacent to road works - these new roads wider and with better barriers than old SH1 with 100 kph limit - but these roads posted at 70kph- thats too slow</p>

Standardise speeds: Taylors Road to Levin 50kmk/h or 80km/h.
Yes the current speed limits are safe. There is no to lower them. If you are going to put median barriers in then there is really no reason to decrease the speed limit.
The section of road between Kuku beach road (after the passing lane) and Manakau South bound are the most dangerous section of road on State Highway one. There's a few factors to take into account being; slow drivers not doing the speed limit (normally 70/80k in a 100k zone), Trucks and tractors traveling the road during peak hours (6:30am - 8am) and no passing lanes after Kuku until the Expressway. We need another passing lane section of road South bound between Manakau and Otaki at least.
Current speeds feel safe, Poor road and bridge design, High volume and type of road use (tractors) male the road not fit for purpose, The current road surface is also dangerous with many potholes, Please do not use the cheap big stones when repairing - We need the new road NOW !
Q4 - Is there anything you think we need to know while we look at the <u>speed limits</u>?
Data from more than just the last 5 years.
Please give consideration to limits being reduced further once the new highway is constructed, particularly through villages.
The passing lanes need to be reviewed, in particular during congested times. I have seen near misses where vehicles travelling at 120km/h meet queued vehicles at the end of the passing lane, this is incredibly dangerous!
Don't slow the traffic down any further with posted speed limits. The volume of traffic slows the traffic down
yes leave them as they are. save the cash for other work
All intersecting roads onto SH1 should have stop signs. Local traffic is a hazard in itself too SH1 through traffic.
Decreasing speed limits doesn't actually impove safety. The majority of accidents occur within the posted speed limit. Overseas research show that better road improve safety. It's slow enough getting from Otaki to Levin as it is and lowering speed limits is only going to increase driver frustration and cause some to be idiots.
The amount of slow drivers holding up traffic and not pulling over is a concern. While you can understand trucks carrying heavy loads and their designated speed limits are justified but the amount of "Sunday drivers" during peak hours should be forced to pull over and let traffic flow. The bridges between Ohau and Kuku also need to be re-designed as they are no longer fit for purpose. Due to the increase in the cost of housing and living South of Levin, a lot more people are moving North from Wellington but still commute South for work thus increasing the traffic in the Horowhenua district. The Expressway is a blessing and from my experience traveling between Horowhenua to Porirua, I have not come across any accidents on the expressway in the last 2 years. Does this not prove that having passing lanes or open road speed limits is a win? The bottle necks are caused by slow drivers holding up traffic and merge areas e.g. MacKays crossing. And maybe look at driver education or re-licensing drivers after a certain period of time. While some road rules have changed, a lot of the older generation or people that have been driving for 30 years + should be asked to take a theory test to keep up with the current road rules.
How much time is spent policing current speed limits, I have commuted twice a day on this road for 15 years and very rarely see police? what is the average day time speeds on the road, I would say they are slower than posted averages.
Q5 - Is there anything else you'd like to be considered as we finalise the <u>median barrier</u> locations?
Try to put them in as many places as possible, they are a very effective treatment.
Longer 'turn in' slip lanes of all western roads joining SH1. Traffic from Western roads need centre lanes to merge into traffic heading south.
Retain passing lane(s) & leave the speed limits as they are.

How many serious crashes have occurred on the Forest Lakes section of the road. What is the justification for a median barrier. It isn't broken so don't fix it.

Median barrier yes. Removing the passing lane at Forest lakes road is a NO! That passing lane is a blessing especially when traffic in Otaki has been at a stand still for over an hour. We need passing lanes we don't need them removed.

Q6 - Is there anything else you'd like to be considered as we finalise the wide centreline locations?

If painted centrelines are an option, is there a reason they can't include median barriers as well?

Make this section of the road 80km/hr. Ideally 80km per hour from south of Manakau to Levin as varying speeds confuse people and the rail bridge is recommended 75km/hour. I do not support dropping to 60Km through Manakau as many drivers would speed on this wide straight piece of road making it more dangerous for pedestrians and cars turning out of Manakau or Waikawa as they might assume approaching vehicles are going slower than they actually are

The wide centrelines are an excellent solution until the Expressway is finished. Removing passing lanes in exchange for space to pass agricultural vehicles is ideal

What have been the main cause of crashes in our district? I know within a year there's been at least 3 motorbike crashes in Ohau and Kuku (1 fatal), 2 x fatal car crashes in Kuku, and 1 truck over the bridge onto the urupa between Ohau and Kuku. How does widening a centreline where there have been no known crashes of late, improve that stretch of road?

Email Responses Received

Date	Emails received
2021-07-21	<p>Thank you for your letter to our address dated 14th July, received today 21st July in Ohau. I wish to note at this point, we have clearly missed the opportunity to attend the session at Ohau Hall on the 20th - you need to get mail out to Rural addresses much earlier than 6 days before a meeting - thanks for the lost opportunity. How about rescheduling this for Ohau residents and getting a new mail drop out 10 - 12 days prior? I use this section of road 5 - 6 days per week, and ride a Motorcycle (I have ridden for 40 years) from Ohau to Wellington every workday, all year round. I write to Capital Journeys about the poor state of the maintenance on this road, in particular the slick tar seal that stretches from Ohau to the 50 KM/H marker just inside Otaki, the bends with slick seal and lets not forget to mention the holes which are bone jarring when your ride thru them. It takes 6 - 9 months to get anything 'fixed' (fixed is more like bodged).</p> <p>While you as the reader may not ride a motorcycle - let me assure you this particular section of road is slippery as in the wet, its not unusual to have a slide coming into the corners or for the rear wheel on the bike to lose traction while traveling at a steady speed in a straight line. It's the worst bit of road in New Zealand and NZTA you should be ashamed of this. The road is on par with back roads in Bulgaria - yet as you state is the link to the Capital for at least 10 more years.</p> <p>The ONLY and best option as a motorcyclist is to ride the centre of the lane - but unfortunately this results in punctures - 4 punctures in the last year on this section of road from objects in the road. You state we have 10 more years of this (and the rest) - come on - a decent road surface, proper maintenance will make a huge difference to SAFETY. Q - Can we please have an explanation as to why removing perfectly good uphill passing lanes from Forest Lakes is necessary?</p> <p>Q - Can we please re-install the Passing lanes from Forest Hill into Otaki?</p> <p>Q - What work is planned at the many STOP intersections onto SH1? As a motorcyclist - nearly every day - a car will enter from the side road and pull out in front of a Motorcycle without stopping. Can we have additional STOP signs, 50m prior to the intersection a reminder board - "You Must STOP"? Look for Motorcycles? How about a speed hump 10m before the stop?</p> <p>Q - Can you please present full facts on the 25 serious crashes - a simple table listing the primary cause? How many are due to poor road designs? Poor Maintenance?</p> <p>Q - You make no mention of the bridges at Kuku (the worse part) . What is planned here? At least state and be honest - you're doing nothing about the worst part of the road.</p> <p>I have been stopped / held up 4 times due to a blockage here 4 times this year (therefore travel to / from Wn via Masterton). There is a slump in the middle, poor surface - and nowhere for a cycle (bicycle) to go - yet they are out there riding across it (10 more years?) Its just a matter of time till a truck takes out a car carrying children.</p> <p>Q - Why does the NZTA persist with Cheese cutter wire barriers? Armco style are a much better option and require much less repairs. Also as a motorcyclist - a little better for us - when we slide into them due to poor surface and no maintenance - we may survive!</p> <p>Q - Speed. You don't state what you're actually going to do here? 70 or 80 km/h at 5am in the morning when you're the only vehicle on the road, it's a nice dry day is a totally stupid suggestion - but I guess that is what is coming next - poor road, poor maintenance - no new bridges, lets drop the speed.</p> <p>Q - Will NZTA be using hot seal (proper asphalt) on this entire section of road - it improves safety hugely over slick seal (tar and feather) - its carrying ever truck heading to Wellington for 10 years.</p>

2021-07-22	<p>1. Crashes seem to occur mostly at the bridges, could we please have a speed reduction in these areas - suggested 60km - our suggestion is to make the bridge areas all the same limit so there is consistency as having varying speeds is confusing.</p> <p>2. Please do not place wire rope barriers at the edges of the road, as there are many movements during the day of large slow tractor vehicles and this makes safe passing impossible. Instead work to create as wider shoulder areas as possible which gives more room for being able to get out the way of any incidents that may occur. I have talked to the Rural delivery contractor and she is fearing any more of these types of barriers, especially as it creates no area for anyone to pull safely off the highway to enter a gateway.</p> <p>3. Minimise traffic signage. Transit has a policy of clamping down on businesses that display signage, but this is unfair as there has been more of a proliferation of road related signage that is simply unnecessary... there are multiple warning signs, road marking, electronic speed signs etc that is frankly distracting. Stick to speed signs, road names and signs pointing to real hazards and don't put up more stupid signs telling us its a dangerous piece of road or that a policeman will catch us if we go too fast or we might have a crash. We know this already.</p> <p>4. Road surface. Spend the money and do the surfaces properly. Don't let your contractors get away with shoddy sealing jobs. I have seen numerous times when they are doing sealing jobs in the rain or whatever and days later the surface is cracking up. How come the surfaces in the Waikato are of much better quality, have little shiny 'flushing' etc. Is anyone checking on the quality of the jobs/materials being used?</p>
2021-07-24	<p>We support proposals at the roundabout.</p> <p>We fully disagree with setting a traffic island in front of the Kimberley Gardens Shop (200 SH1, Levin) as attached 1.jpg. The traffic island will kill our business as it will prevent all the people going to the south from stopping at our shop. Also, it will be very inconvenient for our customers to go back to Kimberley Road or southbound. So, as part of improving traffic safety, we strongly hope to set a turning bay for the shop (like the Garden of York one on SH57, 2.jpeg)</p>
2021-07-24	<p>Getting out of the end of Buller Road and onto the State Highway was never really a problem until the speed limit was changed to 80km/h through Ohau.</p> <p>Currently cars come through that stretch of road, all the way into Levin, basically bumper to bumper and refuse to slow down in order that a car can pull out of Buller Road to go either left or right. People couldn't possibly lose a place in the line to considerately let a car pull out to join the line to go north and even more ridiculously often speed up to stop a car pulling out of Buller Road to go south when that action is going to have zero impact on their journey at all.</p> <p>Given that you are going to put a roundabout in at the intersection of Kimberley Road and SH1 you are going to make the turning out of Buller Road even more treacherous if not completely impossible as cars will not only be bumper to bumper but will be slowed down or completely stopped due to the roundabout and the roadworks to construct said roundabout before then.</p> <p>I have two teenage children who have licenses both who school in Palmerston North and I work in Palmerston North so most days 3 cars from this household negotiate that intersection.</p> <p>As I say you have already made it incredibly difficult to pull out with lowering the speed limit as cars were better spaced through that stretch of road when it was 100. You have also put those stupid bollard things in the middle of the road so you have removed the ability for a vehicle pulling out of Buller Road to go south to speed up in the merging lane in order to merge safely because they run into bollards.</p> <p>It would seem that you safety measures are not well thought out so with this roundabout I would hope that you are going to put some sort of yellow cross hatch painting on the road to stop people parking over the end of Buller Road to cripple us completely because people already drive like assholes and I would suggest your "roadworks and safety solution" are just going to make everything a whole lot worse.</p>

2021-07-26	<p>My group represents local cyclists on the Kapiti Coast. I wish to make a request but cannot see how to do this using your online map. In the list of proposals for the current SH1 there seems to be nothing to provide a safe crossing for cyclists of the two rail overbridges at Manakau and Ohau. Neither of these bridges has a footpath or space to walk safely across. I believe that Manakau can be crossed using an informal rail crossing under the bridge, something I learnt a few years ago from a local traffic policeman:</p> <ol style="list-style-type: none"> 1. Automatic road signs on the bridge approaches similar to Otaki River triggered by cyclists and displaying the flashing "bike" sign. 2. A lower speed limit on the bridge e.g. 70 km/h or even 50 km/h. 3. Marking the informal rail crossing place at Manukau with signs on both bridge abutments. 4. Adding a clip-on footpath to both rail overbridges, similar to proposals for Waikanae and Otaki River Bridges.
2021-07-27	<p>I am an 80yr old woman and have been developing xxx off SH1 for the last 30 years. I am concerned about the unguarded drop from the berm on the southern side of the entry to my driveway, to the stream below. Please find attached photos.</p>
2021-07-27	<p>My main concern is the continued use of the Manakau Rail Underpass road (at the Southern end of Honi Taipua Street) by North travelling vehicles leaving SH1. This is a stretch of the SH1 that has just slowed to 80kph, and for following traffic it is an unexpected and almost unseen right turn for traffic in front.</p> <p>For traffic travelling South on SH1 it is also a surprise to find traffic popping out in front of them coming west through the Underpass to join SH1.</p> <p>I don't think Manakau residents can justify so many lead off roads, crossing the rail line in a short distance of their town.</p> <p>In heavy traffic, in any road conditions, this closure is necessary if we want to improve road safety, in Manakau.</p> <p>Why not trial its closure on the weekends that you close passing lanes on SH1.</p>
2021-07-27	<p>We own property off State Highway 1 North Otaki.</p> <p>We have been informed by our neighbour that they received information by mail from Waka Kotahi dated 14 July but only delivered yesterday 22 July about "neighbourhood sessions for property owners affected by the installation of median barriers" planned for between Tuesday 20 July (date already passed) and 28 July.</p> <p>We certainly wish to attend the remaining meetings, but wish to register our frustration at the inadequate way in which Waka Kotahi has supposedly tried to contact property owners. We have tried to reply to o2nl.gettimely.com as written in the letter to residents but it is not being recognised as a valid address.</p> <p>Surely postal addresses could have been sourced from KCDC regarding owners who pay rates.</p> <p>We also have been receiving the PP2O newsletters by e-mail for many months. Please include our above email for any further updates about O2NL.</p> <p>We are very concerned about not being able to turn south to Otaki out of our entrances, and would register our request that there be gaps in the proposed median barriers outside our properties.</p>
2021-07-27	<p>Having read the latest newsletter 'South of Levin safety improvements' from NZTA I am concerned of the danger to my family, the local community, and the general public that are using SH1 between Otaki and Levin daily, for the foreseeable future of 10 years. I know a friend who nearly lost his entire family in a near miss head on with a truck and trailer unit that crossed the centre line, on a bridge exit on this stretch of road. The changes proposed are insufficient and will not address our safety concerns. Locals already know the tragedies, dangers and inconvenience that is our area. It's good NZTA know the accident statistics to back up the action needed. How did it get so bad? Previous attempts at safety on this road did not work. The statistics show this. There are over 50 access points on SH1 from driveways etc between Otaki and Waikawa Beach Road alone! These are all potential collision points. The proposed barriers and turn arounds hopefully will work but there is nothing to address the danger at the 'T' intersection of Waikawa Beach Road and SH1, except significantly reducing speeds from Otaki To Levin.</p> <p>Of equal concern is the slow traffic, tractors and trailers carrying vegetables, large farm equipment etc. on SH1 with hundreds of large truck and trailer units daily on the narrow 2 lane highway with a</p>

	<p>speed limit of 80/100kph! And the traffic will only increase over the next 10 years, along with the number of cabbages in the trailers and large tractors. I'm comfortable about the cabbages but not the big tractors and number of huge trucks.</p> <p>I am particularly anxious turning right out of Waikawa Beach Road, heading south to Wellington, onto SH1, across 2 streams of traffic travelling at 80kph in opposite directions! This is a death trap and needs fixing immediately before more people are killed. The previous 'safety improvements' removed the feed in lane, narrowed the highway with planted gardens, provided additional car parking and a small crossing island, for a Dairy .. on State Highway1! There is now no feed in lane to make the crossing safer either. The Manakau Primary school bus has to negotiate this black spot 4 times a day and I cannot imagine what could happen. My grandson is on that bus. Primary school children have to cross SH1 to access the Manakau Domain sportsground in Waikawa Beach Road and to walk to the local school 10 minutes away. There is no acknowledgement of any of these issues in the current safety improvement document. This is not acceptable to locals. There is nothing that I see, of any improvement for locals walking or cycling to their local pub, shop, sports facilities or community hall. There should be an immediate plan for improved access for a walking and cycling. This could to connect to the cycleway that has been so successful in Kapiti (now to Otaki) leading to its natural conclusion in Levin. To hell with the chickens, how will people cross the road. Yes there are chickens too, but they are smart and don't cross the road.</p> <p>The Waikawa Beach Road / SH1 junction needs to be totally redesigned and the speed of the Manakau section of SH1 (currently 80kph) be immediately reduced to 60kph to increase safety, possibly with speed cameras. Sorry NZTA folk this local road is a Deadly State Highway joke. ' It's a local road that is acting as a highway, you could say highway robbery. In the meantime, to ensure public safety, it should be planned as a local road throughout the design process. IMO It is largely because of this blind spot that the road is so dangerous. The rural/residential Waikawa Beach Road should also be reduced to 60 kph in the section closer to SH1 (currently 80 kph)The local community has made their concerns clear in previous consultations, with submissions over two years ago, along with safer solutions, but these were not implemented, resulting in a more dangerous situation for locals. Given that the O2NL has been approved, its essential that investment, redesign and construction is made now to the existing 'SH1'/road to avoid tragedy, and in particular, the Waikawa Beach Road intersection with SH1, which will get busier over the next 10 years.</p> <p>The sooner a sensible plan is implemented into real engineered safety improvements, the more lives will be saved. Who knows, maybe a small roundabout, stop lights, pedestrian crossing, speed cameras, overbridge, underpass etc. Significant ground work needs to be done, and cheap 'paint on' solutions of the past will not work in the future. It is essential that local leadership and knowledge be listened to, worked with, and acted upon.The current 'improvements' for Manakau of more 'signage, barriers and painted centerlines' will not change the reality that the current roading structure is inherently dangerous and not fit for purpose.</p> <p>In summary:</p> <ul style="list-style-type: none"> - Redesign the Waikawa Beach Road/SH1 T junction, with feed in lanes and a wider road. The last recent road redesign 'improvement' narrowed SH1 at Manakau. - Immediately reduce speed (heading north) on SH1, from South Manakau Rd to Kuku Beach Road (currently 80kph) to 60kph. - Please note this comment refers only to the Manakau segment of SH1. A thorough analysis of the remaining highway on O2NL is also needed, post-haste.
2021-07-29	<p>When your last safety improvements were carried out at Manakau a few years ago we were "promised" a safe pedestrian path from the Manakau highway Store to the housing settlement at Waikawa Beach Rd Intersection. This hasn't happened and walkers (some with prams or small children and dogs) are forced to use a skinny dirt track behind armco barrier and then the rest of the way is totally unprotected in an area of turning traffic exiting the highway onto Waikawa Beach Rd.</p> <p>Can this be rectified in the current upgrade programme?</p>

2021-08-03	<p>I have been using the road regularly for the last 65 years both as a commercial professional driver and in a private capacity.</p> <p>Some time ago I engaged in correspondence with the Otaki MP Nathan Guy and the then Minister of Transport Gerry Brownlie regarding the safety of the Manakau rail overbridge and the Waikawa Stream bridge. Some improvements were made but advice was that the overbridge was past its economical life.</p> <p>Now that this portion of road is to remain as State Highway 1 for approximately the next 10 years while we wait for O2NL Expressway safety concerns become a priority. As I suggested in face-to-face dialogue with NZTA representatives at the Otaki Roadshow this area of State Highway 1 needs lighting and electrical slow down signs. The S bend coming off Waikawa River which Bridge onto the rail overbridge heading south is very dark and dangerous and in reverse heading north visibility across the S to North is restricted by shrubs etc. It is no picnic meeting a line of heavy vehicles heading north on this section of road.</p> <p>Regarding another matter which you will say is a Police matter is the event of accidents south of Ohau and north of Manakau township where there is no alternative route. A quick response team is needed to get the road open. This is State Highway 1 the main arterial route in New Zealand close to our capital city and Wellington International Airport and regional hospital. If a life is lost due to an accident that life cannot be revived by holding back and inconveniencing and frustrating the public. Emergency response teams need to be skilled in at least opening one lane to be used alternatively by opposing traffic.</p>
2021-08-03	<ol style="list-style-type: none"> 1. When travelling from the north into Manakau and intending to turn right into Waikawa Beach Road, there is a little lane divider island in the middle of the road which is very difficult to see when it is dark. The arrow markers at each end are very dull and hardly reflect any light at all. It would be very easy to run into should anyone decide to pull to the right early in order to let straight ahead traffic through. This needs to be repainted with reflective paint so it can be seen more clearly, or preferably removed to allow people turning right to pull over and allow southbound traffic pass. 2. When turning right from Waikawa Beach Road into SH1 to travel to Otaki, there needs to be a dedicated centre waiting area to allow cars to wait for a clear gap in vehicles travelling south on SH1. At the moment, there are diagonal lines in the area which does not give you confidence to drive into and wait. BUT there is a dedicated waiting area for cars to turn right into Waikawa Beach Road across northbound traffic, AND YET there is no waiting area for those joining the southbound traffic from Waikawa Beach Road - this needs to be rectified. 3. With the improvements at the Forest Lakes area, there still needs to be a slow lane so that slow moving vehicles/trucks can pull over as this is on a hill. Until the Otaki to Levin Road is completed, there will be NO reduction in the volume of traffic on this road and therefore there MUST be space allocated for slower vehicles to allow all others to pass safely. 4. Since the installation of the median plastic upright posts from Manakau to Levin, it has been very difficult to pass agricultural machines on sections of the road because there is no space or area for them to pull over, sometimes due to posts on the left handside of the road as well therefore resulting in long lines of vehicles and frustrated drivers. 5. We have noticed that at night when driving on SH1 between Otaki and Levin, there are quite a few areas where there are central posts which are supposed to be reflective in car lights to delineate the central line. These posts do not reflect very well at all due to the amount of dust and grime that accumulates on them. This is especially dangerous especially as there is no street lighting along long areas of this road
2021-08-05	<p>I like the proposal to have a round -about at the intersection of State Highway 1 and State Highway 57. I access State Highway 57 from State Highway 1 every weekend and vice versa on the way back. It is a very dangerous intersection and the proposed round-about will make it a lot safer.</p>
2021-08-05	<p>I would like a roundabout at the intersection of Tararua road and Arapaepae road as it has a lot of traffic turning on and off making it very dangerous</p>

2021-08-09	<p>I travel between Levin and Waikanae several times a week and without a doubt find the north of Manakau Rail Overbridge to be the most terrifying part of the journey.</p> <p>The bridge may have the standard lane widths but both sides are bordered by bridge railings. In the event of a vehicle straying across the centre line, (which I see all too often) there is literally nowhere to go to avoid it except to hit the railings and bounce back into the opposing traffic. Vehicles including large trucks are travelling at 100km over this bridge which increases the chances of a catastrophic accident.</p> <p>I would like to see the overbridge replaced with a wider and straighter one. At the very least the speed limit over this existing bridge needs to be lowered from 100km to 80km with large signage/lighting to reinforce it. With all the lowered speed limits due to road works from Peka Peka to north of Otaki, once drivers get to Taylors Road they are frustrated and tend to accelerate and drive sometimes well over the posted speed limit in order to make up lost time. I find the speeding heading north is far more frequent than heading south because of it.</p> <p>Given the many entries and exits on this stretch of road and its high accident rate, the entire stretch could have a lowered speed limit to 80km and 40km through Levin township. (50km is too fast from a pedestrian point of view in both Otaki and Levin main streets)</p> <p>Increased policing of this roadway would go a long way to reducing speeds. There is occasionally a speed camera vehicle by Kuku but unless there are unmarked police cars patrolling, I see very little evidence of the police actively patrolling this area. Maybe we need speed cameras installed also.</p>
2021-08-12	<p>The 'Safety Concerns State Highway 1' document was used to provide input into the Horowhenua District Council, Long Term Community Plan, I have attached a copy of the document that was produced and shared throughout the community. It is our understanding that there was around 100 of these submissions signed and forwarded through to the HDC.</p> <p>One thing that I would like NZTA to understand is that Manakau is an Island, only safely accessed by a motor vehicle, my suggestion is that as part of the safety upgrades NZTA works with HDC to bring forward construction of the multi modal pathway that will be part of the new expressway – currently residents can only leave Manakau safely by use of a private motor vehicle. The ability to safely walk or ride to either Otaki and/or Levin or even catch regular public transport is not something that is currently even considered or available.</p>
2021-09-01	<p>Also I find that the proposal to put a roundabout at the intersection of Sh1 and Sh 57 is unnecessary, unproductive and poorly thought out. What part of stopping all traffic at a roundabout is going to improve traffic flows and efficiency, in fact it will have completely the opposite effect. The part of the proposal that includes barrier arms on the southbound lanes to prevent all travel when a train is going over the railway crossing is perhaps the most absurd idea I have ever heard of. Assuming the train will be travelling on the train tracks, its presence is completely irrelevant to the traffic on Sh 1. Was this designed by the same people that designed the Taupo bypass, a wonderful new highway except for the roundabouts that just about completely stop the traffic multiple times, only a few kilometres apart. Hardly forward thinking efficient road design. Road design has to be about efficiency as much as safety. The only way to make them 100% safe is to completely remove the human factor as this is what causes the problems not road design.</p>
2021-09-02	<p>Are you the most incompetent Agency in New Zealand ?? Yes I know this is a wide scoping question, but having been alarmed for some time now that you obvious but un-published policy of Road Safety for NZ involves, is not the updating of our roads to keep them at a good level, but instead to slow us down to 80kph, if lucky.....and now I am stunned to see you latest invention in stupidity, the roundabout on SH1 just south of Levin. For the sake of all things PLEASE can you not realise that the cause of the traffic issues on SH1 from Levin to Wellington mostly stem from a person of extreme incompetence previously from your your office who installed a roundabout at Otaki...and now after spending many many millions, you want to put a new one about 10kms up the road PLUS for heavens sake Railway Barriers for south bound traffic !!!!!. This is quite frankly unbelievable folks, so as I said, are you the most incompetent Agency in NZ ??</p>