



THE PERCENTAGE OF SERIOUS
CRASHES PREVENTED AFTER
THE WELLINGTON NORTHERN
CORRIDOR IMPROVEMENTS
ARE FINISHED

ACCESS

SAFETY IMPROVEMENTS

NEXT STEPS

🕒 5-10 MINUTE READ

What's happening - Ōtaki to North of Levin

The Otaki to North of Levin project aims to provide a modern state highway network that can accommodate expected future traffic volumes.

Ultimately, our plan is to create a four-lane route to the south of Levin and to improve the existing two-lane highway north of Levin by making it safer with more passing opportunities. Our work to date has focused on safety improvements that can be delivered quickly and are consistent with this overall plan.

We are also working with Horowhenua District Council about how we manage traffic to, through and around Levin now and in future (what we call the Central Levin section) as part of the Council's Levin Town Centre study.

In this update we will be concentrating on the progress we have made with our investigations to the north of Levin. We also provide a brief update on investigation work regarding the Levin Town Centre study and the south of Levin section.

North of Levin

We have now developed a package of proposed improvements for the existing State Highway 1 between Levin and the Whirokino Trestle. These improvements aim to provide a safe and efficient modern state highway that can accommodate the volumes of traffic that we expect over the short to medium term. The key components of this programme are:

- Straightening the Waitarere Beach Road Curves including access to side roads like Waitarere Beach Road, Paeroa Road and Clay Road and slip road to local properties adjacent to the highway
- Improving the access to, and signage of, Poroutawhao School
Creating two new passing lanes (northbound - heading towards Foxton). One is located to the north of Levin. The other is north of Waitarere Beach Road

- Some minor safety improvements at Lindsay Road intersection with State Highway 1 (immediately north of Levin)
- Widening and installing barriers at the side of the road across the whole North of Levin corridor

These improvements are expected to reduce the number and severity of crashes, predicting that 31 lives will be saved over a 10-year period. The improvements will also provide more opportunities to pass slower 'farming' vehicles.

Applications for consent for the proposed improvements at Waitarere Beach Road Curves and at Poroutawhao School have now been lodged with Horowhenua District Council. Further applications related to this work will be lodged early next year. Construction of these particular improvements will occur before the proposed northbound passing lane north of Levin (situated south of Waitarere) for safety reasons.

We have started work to investigate the design of the passing lanes and expect to provide more information on this later in 2016. The remaining projects listed above will be investigated after the passing lane work has been completed. We will continue to discuss these improvements with local iwi and communities in the area.

We would like to thank the representatives of the Waitarere community (on State Highway 1) and the representatives of Huia and Matau Marae for their assistance with our work during 2014 and throughout 2015. They have provided us with valuable information that has helped shape our programme and the proposed work at Waitarere and Poroutawhao.

While construction for the Otaki to North of Levin section is scheduled to begin in 2019, there could be scope to start some of our improvements sooner. We will be considering how to do this in the coming months and will keep you updated.

More information about the North of Levin package of improvements is available in the North of Levin Programme Business Case on the NZ Transport Agency website www.nzta.govt.nz/otaki-to-north-of-levin/north-of-levin/

Overview of North of Levin



Waitarere Beach Road Curves

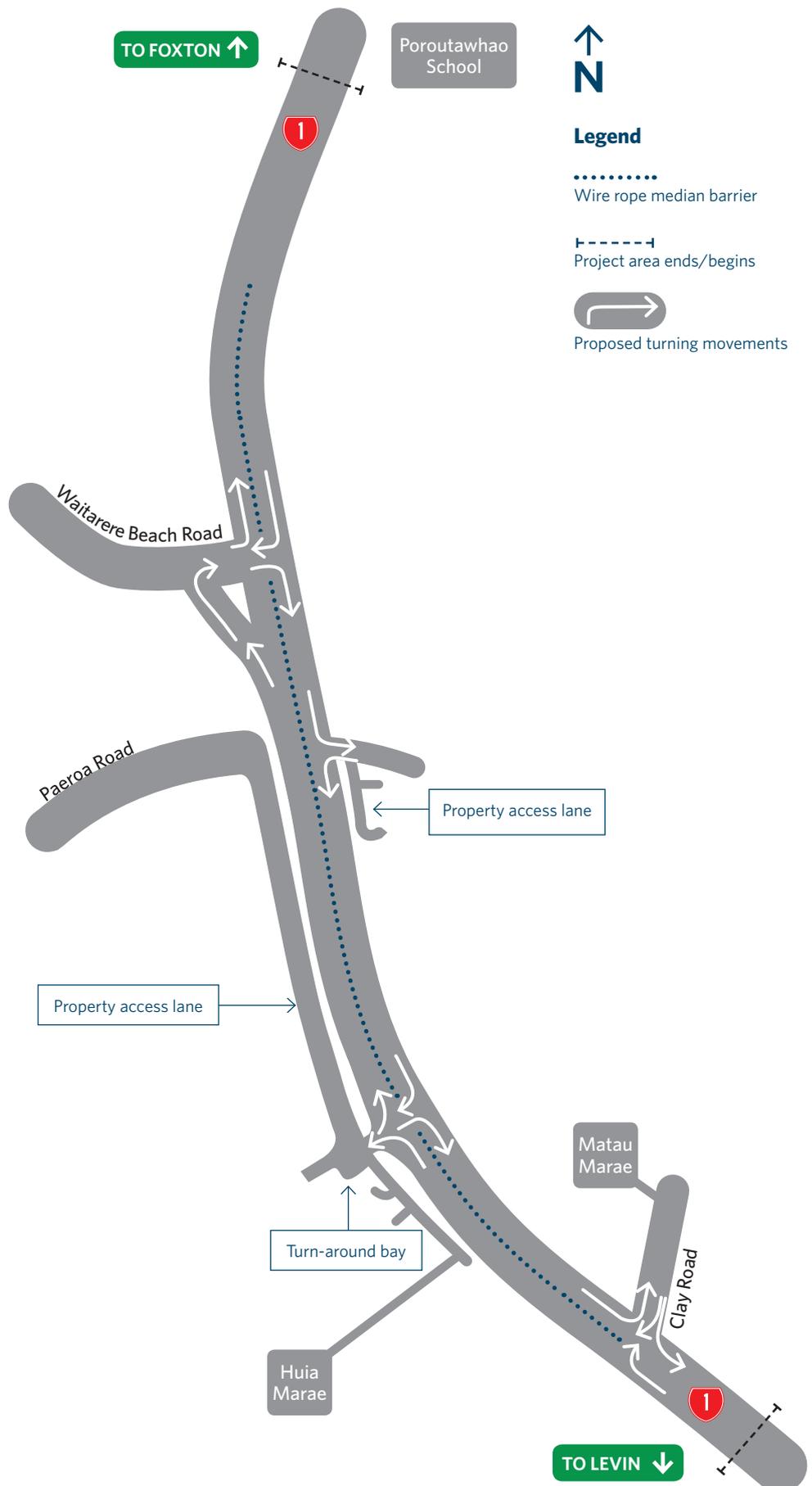
We previously asked people for their feedback on proposals to improve the Waitarere Beach Road Curves area of the Ōtaki to North of Levin project. This area has a history of serious and fatal crashes, particularly head-on crashes, which needs to be resolved to meet our objective of improving safety as well as efficiency north of Levin. Our proposals to address the safety concerns include straightening the three curves in the road, providing parallel access for local traffic, (particularly to adjoining properties which currently have direct access to the highway), edge barriers and installing a wire rope median barrier to eliminate the risk of future head-on crashes.

Following consultation and discussions with both directly affected landowners and the local Waitarere community, we have lodged consent applications with the Horowhenua District Council.

We would like to thank the community for its extensive input into the development of the design for the Waitarere Curves so far. This has included providing feedback on design proposals, landowner discussions, hui with iwi and a number of workshops or meetings with a group representing the Waitarere Community itself. These latter meetings have informed the final proposal.

This has resulted in the proposal being modified to address community access concerns, the needs of heavy vehicle users travelling to/from rural properties, the needs of the local school and marae in the area and which fits with the package of improvements for the North of Levin area.

More information on the refined proposal is available in our application information, which is on our project website alongside a suite of technical reports.



Central Levin and South of Levin

Work is continuing on these sections to integrate them with the long-term planning for a four-lane route.

South of Levin, we are looking at how we provide a good transition between the Otaki to Levin project area and the Peka Peka to Otaki expressway section of the Wellington Northern Corridor. This is necessary because the expressway will be completed before a four-lane route is available between Taylors Road and Levin.

Also for the area South of Levin, we are clarifying how our proposal for a new link between SH1 and SH57 fits with the long-term plan of a four-lane route through to Levin. This means we are undertaking further detailed investigations before confirming our next steps. We are planning a consultation process to talk to communities about our long-term plans in the first half of next year.

In Central Levin, we are working together with Horowhenua District Council as it develops the Town Centre study. We expect consultation on ideas to revitalise Levin's main business district will also occur in the first half of next year. The ongoing partnership approach between the Transport Agency and the Council is helping to ensure that proposed transport improvements are aligned with the urban design and economic growth improvements the Council wants.

Manakau and Ohau

Construction work on the Manakau and Ohau Safety Improvements is now complete.

We are continuing to work with the local communities as they become accustomed to the changes and understand how these fit with our overall approach to creating a future four-lane route. For more information on these improvements please visit www.nzta.govt.nz/otaki-levin-project and click on the Manakau and Ohau tab at the top of the page.

Whirokino Trestle and Manawatu River Bridge replacement project

We have now gained consent to replace the Manawatu River Bridge and the Whirokino Trestle, meaning we are a step closer to construction. The replacement bridges will be constructed in parallel to the existing ones and when they are open to traffic, the old bridges will be demolished. Construction is expected to begin in 2017.

For more information on this project please visit www.nzta.govt.nz/whirokino.



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