

Manakau Safety Improvements

The package of work in and around Manakau township covers the 1km stretch of SH1 from south of Honi Taipua Street to north of Waikawa Beach Road. It connects with three local roads – Honi Taipua Street, Mokena Kohere Street and Waikawa Beach Road. The rail line runs to the east and the land has been developed on both sides of the road.

Earlier this year, we explained the issues that people face when using SH1 through the township.

Since May, we have been developing options and recommendations that build on our earlier feasibility investigations. We've identified a package of improvements, concentrating on short-term safety and traffic management benefits while maintaining our long-term plan of creating a four-lane highway.

The key issues to be addressed by our improvement work are:

- High speeds through the township that create safety issues and conflict with Manakau's township identity
- The southbound passing lane is not compatible with the northern end of Manakau
- A lack of pedestrian and cycling facilities
- How side roads connect and affect State Highway 1
- Heavy vehicle traffic through the township conflicting with people travelling locally in Manakau
- Issues with trains stopping in the train passing bay and blocking Mokena Kohere Street
- Hazards at the roadside or road's edge that are a safety issue if someone were to crash into them.

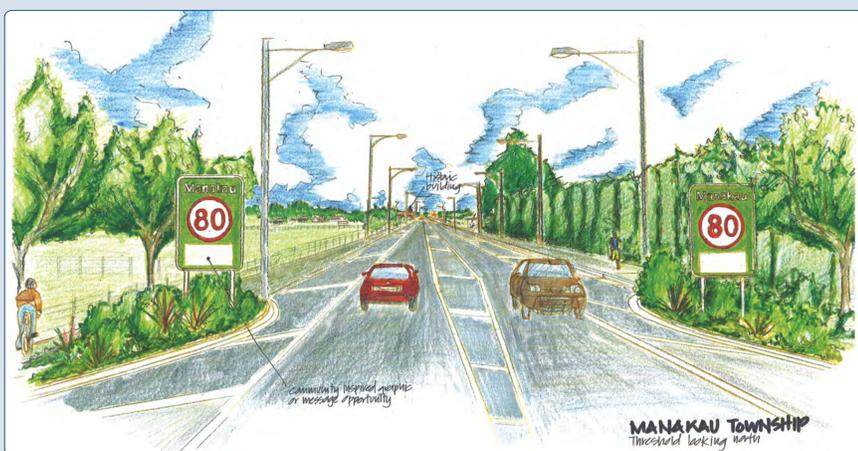
What we are proposing

We originally proposed to make this section of state highway safer by implementing a number of changes. Most of these remain.

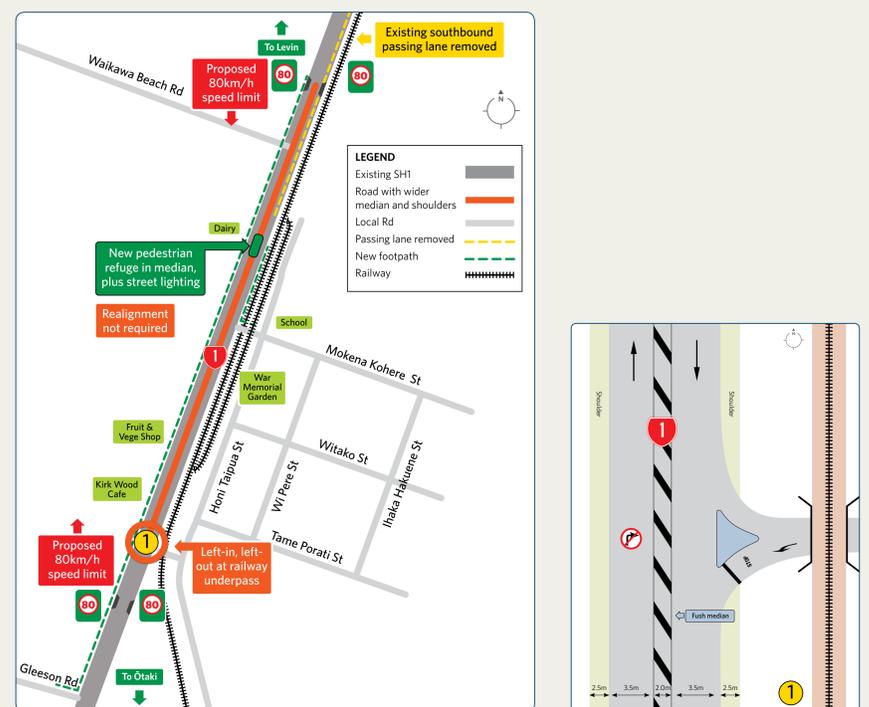
We are still proposing:

- Reducing the speed limit to 80km/h through Manakau township
- Creating entry "gateways" at either end of Manakau to make it clear to drivers that they are entering a different speed environment
- Widening the highway and creating a painted median strip with a wider road edge, which will provide more space for cyclists and for vehicles turning to and from intersections or driveways
- Removing the southbound passing lane, which ends north of Manakau
- Restricting right-hand turns at the highway intersection with the railway underpass link and redirect right turning traffic to the safer intersection of Mokena Kohere Street
- Providing a footpath on the western side of the highway extending just north of Waikawa Beach Road and south of the township to Gleeson Road, and
- Providing a pedestrian refuge opposite the dairy to make crossing safer for pedestrians

Our proposals are mostly within the existing highway, but we may need to use private land temporarily to construct the final design. We will liaise with landowners over this issue when we are closer to starting construction.



An artists' impression of how the entry to Manakau Township could be modified.



What has changed?

After listening to your feedback we have decided not to close the railway underpass to all traffic as previously proposed. You have highlighted how important this connection is at present if Mokena Kohere Street is blocked, particularly for emergency purposes. We may revisit this decision in the future when, or if, the train passing bay is moved. This is something we are discussing with KiwiRail.

Also, we are not planning to alter the Mokena Kohere Street intersection. While we previously intended to create a bigger gap between the highway and railway we took your feedback into account on this issue and changed our decision. We surveyed the number of heavy vehicles using the intersection and found the number was not high enough to need changes to the intersection. We expect that access to Manakau will be safer in future by reducing the speed limit through the township and by modifying the railway underpass access point.

Is there anything else we should know before we make a decision to progress this work in Manakau

