

# 1 Wellington Northern corridor

## Ōtaki to North of Levin section

### Levin Improvements

This section of SH1 covers the area through Levin and the connection to SH57 via Queen Street. Two key intersections, which are just over 500m apart, are integral to this section - the SH57/Queen Street East intersection, east of Levin and the SH57/Meadowvale Drive intersection, approximately 500m to the south of Queen Street East.

#### Why do we need to improve this section of SH1?

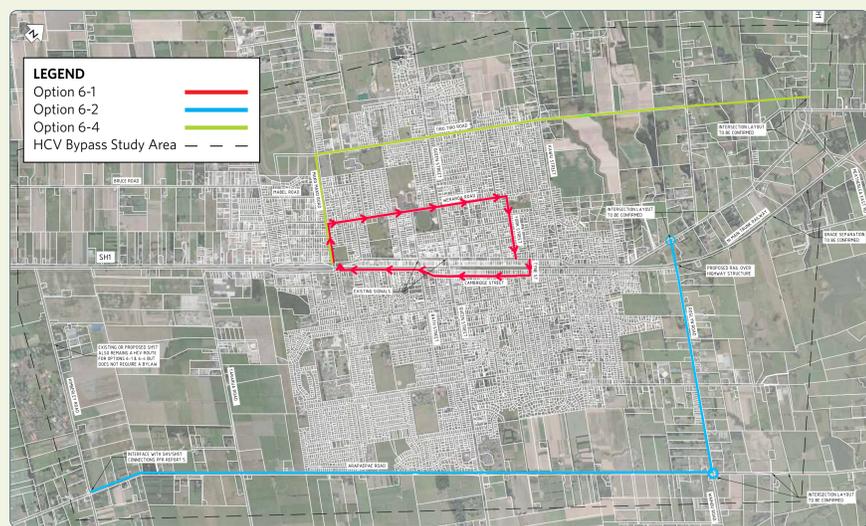
A high number of vehicles use these intersections, located within a 100km/h speed environment. Both intersections have a poor safety and high crash record, and are the main cause of traffic delays in the area.

#### How do we propose to address these issues?

Improvements in this area are limited to considering a potential heavy vehicle bypass of Levin, and potential upgrades to existing intersections.

We have considered a number of heavy vehicle bypass options through Levin, which would divert heavy vehicles off SH1 as they enter and exit Levin onto the existing local road network. Some were discarded early because they created other problems, leaving four main options to consider. These are:

- One-way Pairs - Providing separate northbound and southbound heavy commercial vehicle routes either side of the central city area
- Roslyn Road Bypass - This option would use SH57 and Roslyn Road to bypass Levin, requiring a significant upgrade of the existing Roslyn Road together with improved connections to SH1 and SH57
- Greenfields Heatherlea East - This option has a number of similarities to the Roslyn Road bypass except that a new road is proposed linking SH1 near to Heatherlea East Road to SH57 approximately 500-700m north of Roslyn Road
- Tiro Tiro Road Extension - This option would require a 2.4 km extension to Tiro Tiro Road on the eastern side of Levin through to SH1, allowing heavy vehicles to bypass the main street.



A depiction of how some of the options would operate.

While each of the options investigated had some merit, we found that they would make travel times for heavy vehicles longer and were likely to create additional safety issues as the number of heavy vehicle turning movements on and off SH1 would increase.

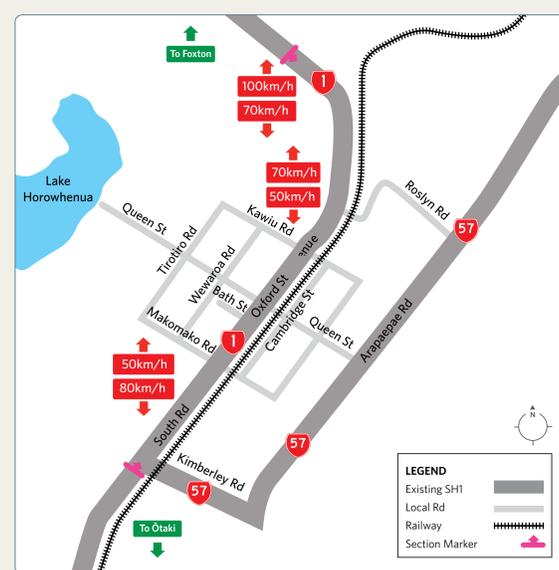
As a consequence, we believe most heavy vehicle operators would not use such a bypass. There may also be associated social and environmental impacts to local residents and businesses located along the bypass routes.

As a result, we have decided to maintain the current arrangement and regularly review the potential need for a bypass, in consultation with the Horowhenua District Council.

#### Key intersections - Levin

Key intersections on SH1 through Levin have also been assessed. In particular, we have looked at how the traffic signals could be improved to ensure freight moves efficiently.

We found that the current intersections operate satisfactorily and there is no need to modify them at the moment. A safety review did, however, identify some pedestrian issues, and some improvements are proposed at Bath Street to address this.



#### SH57 and Queen Street intersection

We considered if the intersection of SH57 and Queen Street East could be improved with a roundabout, specifically to address the conflict between traffic heading north on SH57 and vehicles turning right to Levin. Because of the costs of a roundabout and impacts on heavy vehicles, we have decided to maintain the current arrangement here also.

We will continue to review the performance of this intersection, including how to best improve pedestrian access.

#### What are your thoughts on our decisions?

Is there anything else at these locations that we should consider?



A high number of vehicles travel through Levin, including heavy vehicles.