



# Wellington Northern corridor

## Ōtaki to North of Levin section

### A consistent approach to improving your travel

All the previous information concentrates on the specific improvements that could be made at each location along the Ōtaki to North of Levin section. In many of these sections you will see proposals that are similar, such as installing or removing passing lanes, limiting the number of highway connections and widening roads. These improvements are part of a consistent approach for the section to make sure people can travel on the highway and connect with their local communities easily and safely for work, pleasure or business.

Improvements focus on:

- walking and cycling facilities
- the number and location of passing lanes
- providing rural highway connections
- making roadsides safer by widening the road edges and installing edge barriers.

These issues are discussed in more detail below.

#### Walking and cycling

Outside Levin, separate walking and cycling facilities are limited and the demand for these facilities are concentrated at Manakau, Ohau and where there are groups of residential properties. Levin provides better facilities with footpaths, hatched areas, zebra crossings, pedestrian signals and a traffic island south of York Street.

We know there have been 20 pedestrian and cyclist crashes in the five year period between July 2007 and June 2012. The worst was one fatality and four serious pedestrian injuries. Most have happened in Levin and more than half of the people struck were in their 70s or above.

As part of our overall approach to travel on this section of the Wellington Northern Corridor, we are currently focussing on providing short-term improvements, such as:

- sealed road edges for cyclists in all of the previously identified project areas
- cycle facilities at ramp crossings and intersections
- better pedestrian crossing facilities in Levin, Ohau and Manakau
- making sure existing facilities are not affected negatively by any of the short-term projects.

#### Safe roadsides

We know that safer roadsides help in providing a safer journey for many road users. The improvements we are considering across the whole section include:

- providing wider road edges as they provide significant safety benefits
- removing roadside hazards, such as power poles or protecting travellers from ditches, wherever possible.



Providing wider road edges along SH1 and SH57 between Otaki and north of Levin will have significant benefits for people who like to stop and buy fresh fruit and vegetables in the area, such as at this point near the SH57 turn-off on the left.

#### Passing lanes

We know that passing lanes make our travel quicker, safer and more efficient. This is why many of the improvements we are suggesting for the full route include passing lanes. In some instances, passing lanes may be removed, but this will be because a better opportunity is included in a different location.

Our long-term approach for passing lanes will be to provide them at roughly 5-10km/h intervals where the road isn't four lanes wide.

#### Rural network connections with the highway

We know people are busy and want to get to their destinations without delay. In order to create a network that operates more efficiently we will limit the number of driveways that connect with the highway and improve other local road connections. Not only do these changes make travel more efficient, it also makes it safer.

These changes will ensure you can access you or your friends' homes by either linking them to a different highway connection point or creating a new link to an alternative connection, such as a service road.

#### Why do we limit connections with the state highway?

Every connection with the highway creates potential "side friction" in a high speed environment. In Ohau and Manakau there are vehicles travelling up to 100km/h that then have to slow down to allow people to turn on or off the highway at much slower speeds. You may have seen some near misses or crashes when a vehicle has tried to turn on to the highway from a side road or their own property.

These issues can be avoided by spreading out the highway connection points, regulating speed and providing highway entry points that have good visibility and a high level of safety. This is why in newer road developments the NZTA has less highway access points but better layouts so people merge better with faster traffic or have a separate space to turn off.

#### Key questions to consider in your feedback

*What are your thoughts on this approach to your travel?*

*Is there anything else we should know about to meet pedestrian and cyclists' needs?*

*What are your thoughts on our approach to limit the number of state highway connections?*

*Do you understand the purpose of providing safe roadsides?*

*Is there anything else we should know in order to consistently improve your travel across the whole Ōtaki to North of Levin section?*



Limiting state highway connections will ensure people are safer when they travel as they will have enough space and visibility to merge with other, often fast moving, traffic.