



Wellington Northern corridor

Ōtaki to North of Levin section

Ohau to south of Levin – Ohau Township

We are proposing to make key safety and efficiency changes that meet the combined needs of this section of SH1 between Ohau and Levin. The changes are explained separately for clarity.

The changes we're proposing to make are:

- In Ohau, safety improvements on the existing SH1 through the township, and
- Either making improvements to the existing intersections of SH1/SH57 and SH57/Arapaepae Road or constructing a new SH1 link to SH57/Arapaepae Road intersection to the east of Ohau. Both are expected to improve travel to Palmerston North and beyond.

While we have explained the changes suggested above separately, the proposals should be considered in parallel. They are two halves of a combined approach for the section between Ohau and south Levin.

Ohau Township

This 1.5km section of SH1 extends from south of Bishops Road, through Ohau Township to north of Vista Road. The speed limit through this area is 100km/h and approximately 300m runs through the built-up Ohau Township. There are five intersections within close proximity of each other.

Why do we need to improve this section of SH1?

The key issues for this section of SH1 are safety and managing traffic through the Ohau Township.

There have been 19 crashes in the five year period between July 2007 and June 2012, most involving rear end, turning or crossing traffic crashes. This happens when vehicles turn against the flow of traffic from local businesses and properties adjacent to SH1.

There was one serious crash in this period, however, like Manakau, there is a more serious crash history outside the five-year period. This includes three fatalities and one serious injury crash.

Key issues which need to be addressed include:

- Northbound passing lane leading into a settlement
- 100 km/h speed limit
- Limited pedestrian and cyclist facilities
- Residential and retail/commercial developments close to the roadside which creates side friction
- High number of side roads
- High number of vehicles crossing the highway
- Increasing heavy vehicle volumes
- Short distance between the limit line and railway line on Bishops Road
- Narrow cross section including narrow shoulders
- Curve at Bishops Road, also within the passing lane
- Curve at Marsden Terrace with a limited sight distance
- Curve south of Vista Road
- Power poles located close to the road posing a risk in a crash situation
- Steep slopes at the northern end of the section, along with large trees within the clear zone.

How do we propose to address these issues?

We're looking at the following proposed improvements to make the route safer and more efficient for motorists and the local community by:

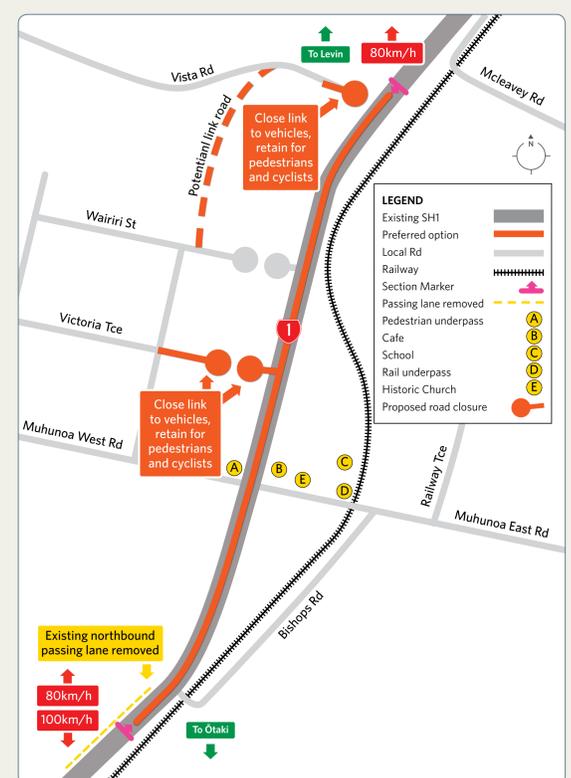
- Reducing the speed limit to 80km/h from Bishops Road to connect with the 80km/h zone south of Levin
- Widening the highway to add a painted median strip and a wider road edge
- Removing the passing lane south of Ohau (there will be passing opportunities included in the Manakau to Ohau improvements to the south)
- Closing Victoria Terrace
- Possibly closing Vista Road and creating a new local road connection within the township
- Make Muhunoa Road the main highway connection point on this stretch of highway
- Installing threshold treatments at either end of the township to indicate travellers are entering a different environment
- In addition, if a new link is constructed to the south of Ohau (see Ohau to south of Levin proposals), traffic flows through Ohau will reduce, resulting in reduced conflict between vehicles, pedestrians and cyclists.

How changes will affect the community and the way you travel

A slower speed limit of 80km/h may make travel time longer, but this limit is considered appropriate for a rural township, particularly as it will provide other safety benefits. Intersections with the highway will be improved, ensuring the way people move to and through the Ohau community are both safe and efficient.

Other issues to consider include:

- Property impacts – we may need to purchase property to provide the wider road space
- Property access – we may need to change how some properties access SH1 and may need to consider establishing an access lane between Wairiri St and Vista Rd
- Intersection changes – we want to reduce the number of local road connections with the highway (as described above), which will change the way you travel locally.



Questions to consider in your feedback

What are your thoughts about our proposals?

What sort of intersection layout will allow you to stay connected with your community?

How do you feel about state highway connections being spread further apart?

What pedestrian and cyclist issues should we be aware of?

Is there anything else at this location that we should consider?



Potentially closing Vista Road (just in front of the trees to the right of this picture) is one of the suggestions to address safety and efficiency in this area.