



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

ACCESS

SAFETY IMPROVEMENTS

NEXT STEPS

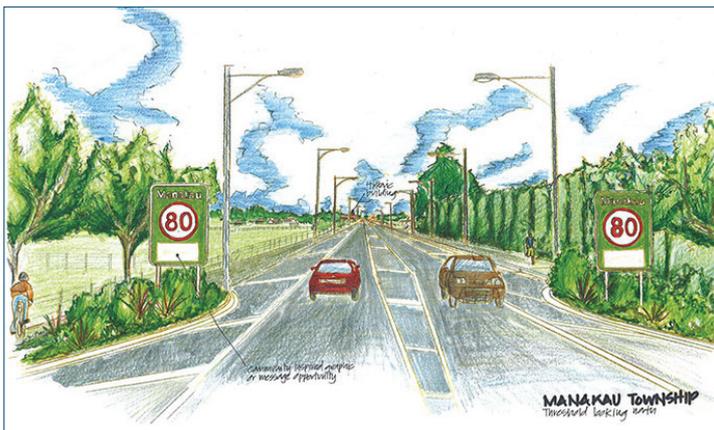
5-10 MINUTE READ

What's happening - Ōtaki to North of Levin

Since July last year, we have been doing more work to develop our plans for the Ōtaki to north of Levin section of the Wellington Northern Corridor. We have listened to your feedback about access in the Waitarere Curves and Ohau to Levin areas and have confirmed what we're proposing.

You'll find more information and diagrams on these proposals on the following pages. There is also some information on the back page about what's happening along the rest of the route.

Copies of the diagrams in this update can be downloaded from our website at www.nzta.govt.nz/otaki-levin-project in the resources section.



Work begins at Manakau and Ohau

Our approach to the Ōtaki to north of Levin section is to concentrate on safety improvements first as part of a staged approach to creating a four-lane route as far north as the SH1/SH57 intersection. In particular, we have been developing a plan to improve safety through the Manakau and Ohau townships. We're happy to share with you that construction of these improvements has started and will be completed by mid 2015.

This is a positive step and forms part of the short-term changes you've agreed are needed before we move on to long-term plans for a four-lane route.

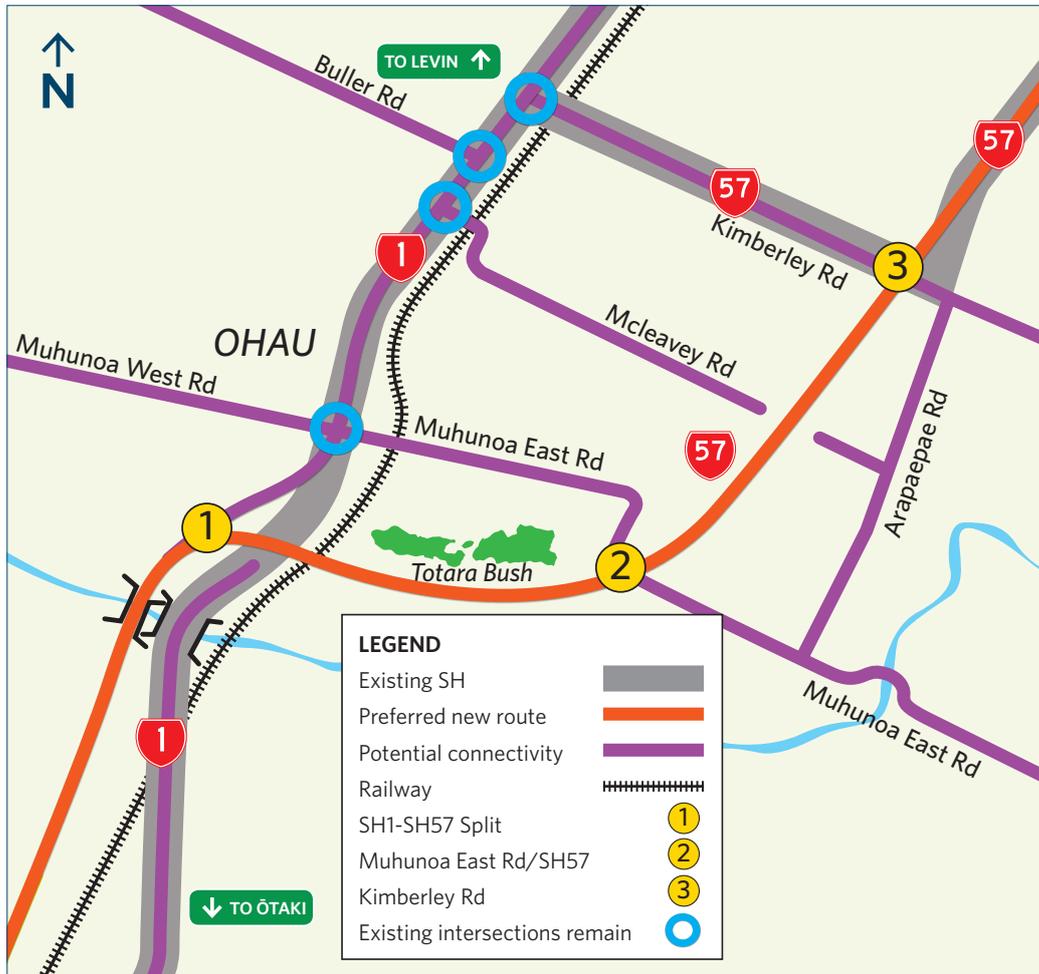
Your previous feedback shows you agree with the changes we've confirmed here, which include:

- Reducing the speed limit through the townships to 80km/h
- Making changes to the entries of the townships to make it clear drivers are entering an urban environment (see artist's impression, left)
- Refining how we reinforce the lower speed area through the townships to improve safety
- Adding landscaping, narrowing the road and improving pedestrian crossing opportunities and
- Removing passing lanes (southbound north of Manakau and northbound south of Ohau).

To keep up to date with our progress **PLEASE VISIT** www.nzta.govt.nz/otaki-levin-project and click on Manakau and Ohau.

→ Access and the new Ohau to south of Levin link

Earlier last year, we confirmed our preferred route for a new SH1 to SH57 link (see diagram below). Since then we have been considering connections with existing local roads at Muhunua East, Kimberley and Arapaepae Roads.



We agree with the community's feedback that intersections should be provided so there is convenient access to facilities and disruption to people and businesses is minimised.

Various intersections layouts have been looked at, including bridges that separate the highway from local roads.

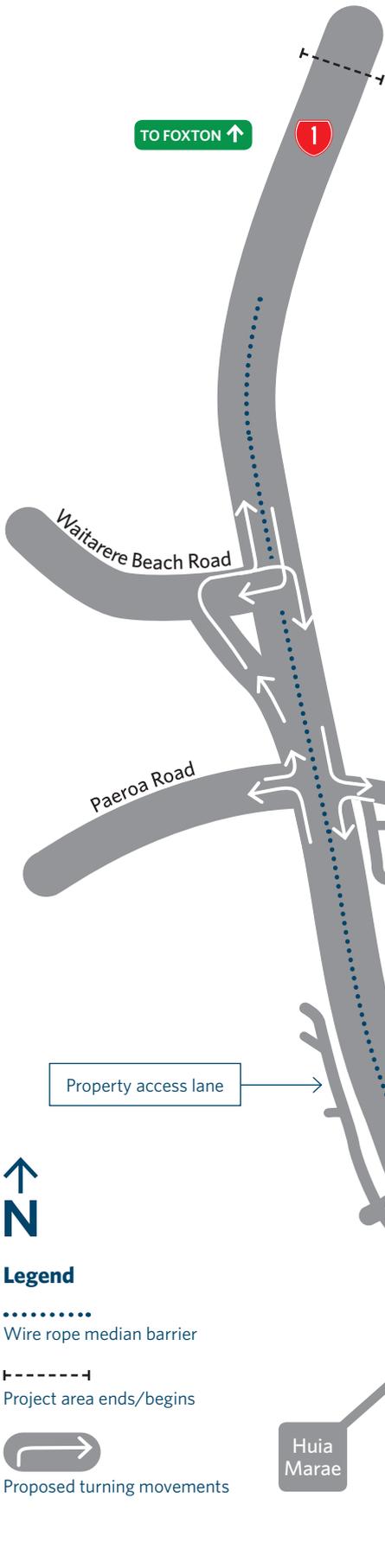
We are proposing intersections that do not involve bridges because they have more visual and environmental impacts, would need more property, would not provide significant transport benefits, are expensive.

What will best support the community is intersections at Muhunua East and Kimberley East Roads. This proposal also allows us to develop the link road as a four-lane route when required in the future.

→ Current timeline

Early 2015	Safety improvements start at Manakau and Ohau
Mid 2015	More info on future four-lane route (long-term plan)
Late 2015	Lodge Resource Management Act applications
2016-2018	Detailed Design
2019	Construction commences

➔ Waitarere Curves Safety Improvements - Access arrangements



Poroutawhao School

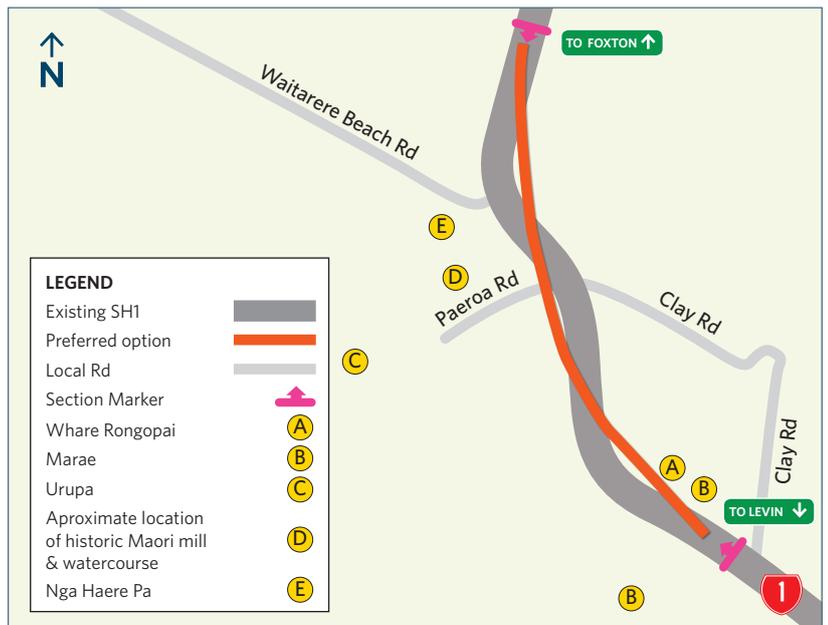
TO FOXTON ↑



In May 2013 we asked for your feedback on proposals to improve the section of State Highway 1 commonly known as the Waitarere Curves. This area between north of Clay Road and north of Waitarere Beach Road has three sharp bends across 2.3km, several access points to property, and side roads. A number of crashes have occurred here, resulting in eight fatal or serious injuries in the last five years.

To improve this section, we proposed two options - either improving the existing curves or realigning the road. Our preference is to realign the road, which would:

- remove three tight curves in the road and replace them with two safer ones
- make the road 80m shorter
- provide a new Waitarere Beach Road intersection
- include a section of wire rope median barrier and
- provide safer local road connections.



Overview of changes to this section.

You told us you supported this approach and since then we have been working to develop these proposals further. We are continuing to liaise with local land owners about their private property access and highway connections

The diagram on this page shows what we're proposing. We'd welcome your comments before we finalise our overall plans for the Waitarere Curves area of the Ōtaki to north of Levin section.



Legend

- Wire rope median barrier
- - - - - Project area ends/begins
- ➔ Proposed turning movements

Matau Marae

Huia Marae

Turn-around bay

TO LEVIN ↓

→ Levin

We have been considering improvements that can be made to support transport in and around Levin. In particular, we are looking at three improvements. They are outlined briefly below:

SH57/QUEEN STREET: We are investigating potential transport improvements with Horowhenua District Council for this location, including cycling and walking connections.

LEVIN TOWN CENTRE: We will be considering potential transport improvements through Levin Town Centre along SH1 focusing on pedestrians and cyclists. This would complement urban design work that Horowhenua District Council is doing.

FUTURE LEVIN BYPASS: Our studies to date indicate that a bypass is not needed in the short-term. However, we will ensure our current proposals for the rest of the Ōtaki to north of Levin route, especially through SH57, are future proofed for any potential bypass. We will continue to work with Horowhenua District Council on any proposals they may wish to pursue.

→ What's coming up?

FOREST LAKES: We're continuing to refine our proposals for the Forest Lakes section. We want to make sure our proposals suit our long-term approach for a four-lane route and we expect to have more details on these this year.

PASSING LANES: We are also considering in more detail the best places for people to pass slower vehicles along the Ōtaki to North of Levin section of the state highway. This work will include highway accesses from property and side roads and the need for barriers, and will help inform our long term strategy for a four lane route between Taylors Road and Levin. We expect to have more information this year.

WHIROKINO TRESTLE AND MANAWATU RIVER BRIDGE: The team looking at options for the Whirokino Trestle and Manawatu River Bridge held a well attended information day last year. If you're interested in the options **PLEASE VISIT** www.nzta.govt.nz/whirokino.

→ Contributing to Wellington Northern Corridor

The improvements from Ōtaki to North of Levin will form the upper end of the Wellington Northern Corridor. Once finished, we expect the corridor will deliver a number of benefits to road users and our wider region:

- journey times between Wellington and Levin at peak travel times will be up to 40 minutes shorter by 2031
- 30% fewer serious crashes after the route is finished
- up to 31km of new walking and cycling facilities
- creation of 8,000 construction jobs
- 865 additional permanent jobs in our local region, and
- economic benefits as a result of businesses being more closely connected.

For an update on other Wellington Northern Corridor projects, **PLEASE VISIT** www.nzta.govt.nz/projects/wellington-northern-corridor.



Contact us

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