

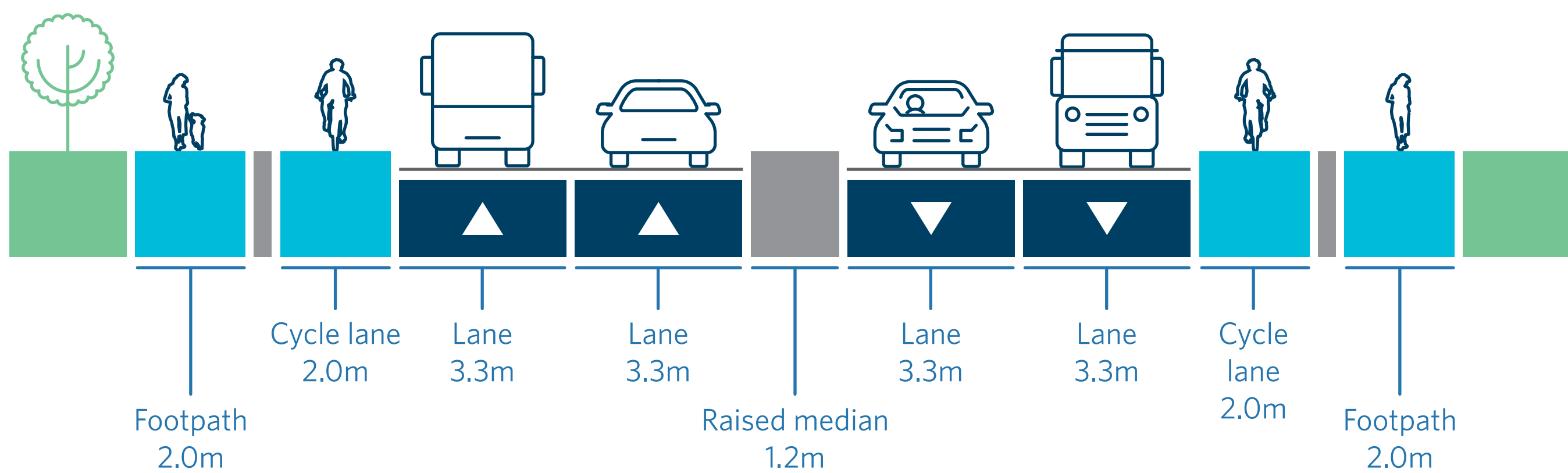
# Proposed design elements

The design of the upgraded corridor centres on improving safety for all road users and providing better transport choice for people, including walking, cycling and public transport. Additional traffic lanes will improve journey time reliability while also responding to the growth needs of Whangārei.

## URBAN SECTION

### Tarewa Road to Rewa Rewa Road

The transport corridor through the urban section of the project will be approximately 22-30 metres wide. The corridor will include four traffic lanes and a raised median to separate opposing traffic. Between Tarewa Road and Rewa Rewa Road on road cycle lanes will be provided as well as a footpath on both sides of the road.

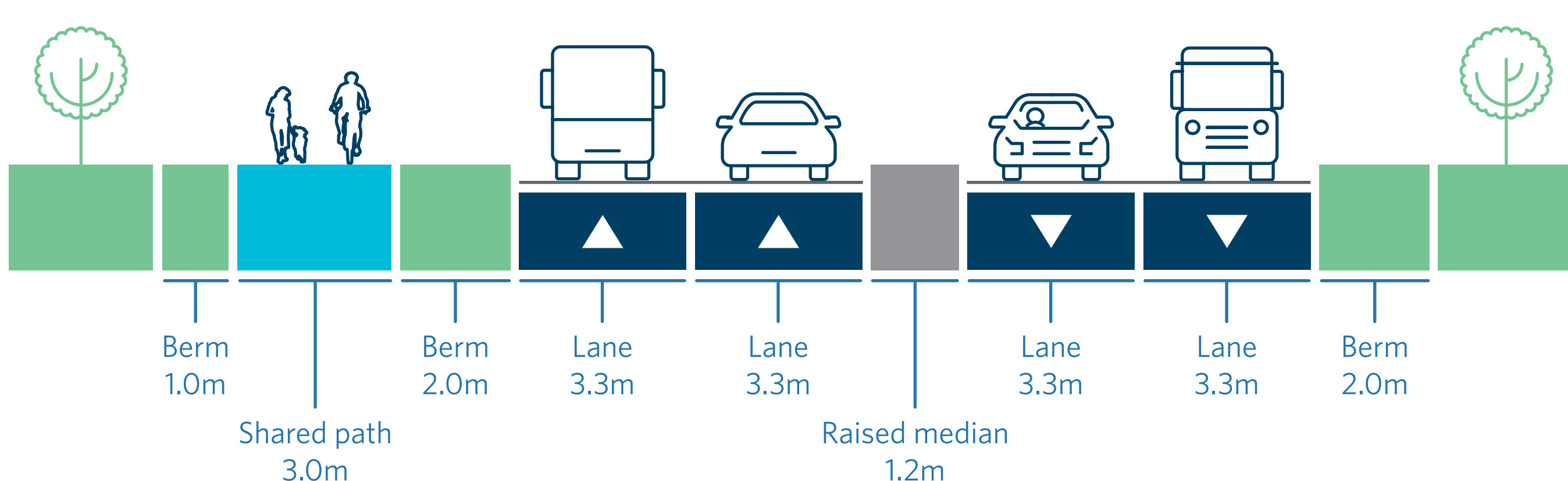


The majority of vehicle crashes in the urban section are located near intersections with most crashes the result of rear ending or turning movements. The design for the urban section responds to this with traffic signals or roundabouts proposed for all key intersections between Tarewa Road and Toetoe Road. Driveway access will be restricted to left turn access only, with right turn movements restricted to controlled intersections only.

## SEMI-URBAN SECTION

### Rewa Rewa Road to Toetoe Road

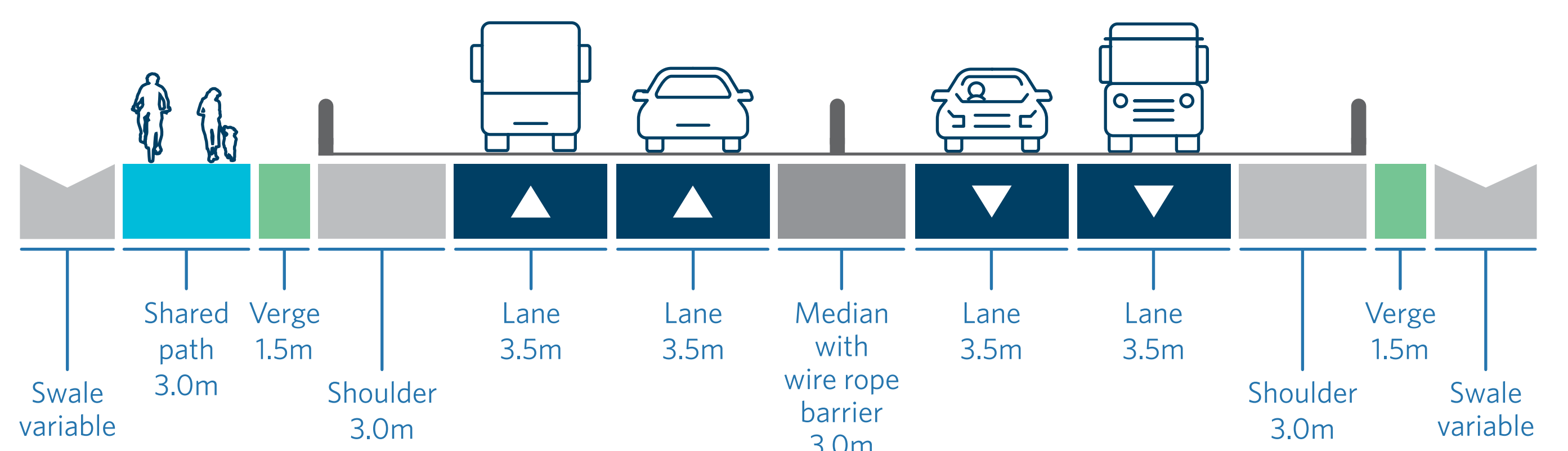
The transport corridor through the semi-urban section of the project will be approximately 22-30 metres wide. The corridor will include four traffic lanes and a centre median to separate oncoming traffic. A wide shared path will be provided on the western side and a footpath on the eastern side.



## RURAL SECTION

### Toetoe Road to Port Marsden Highway (SH15)

The transport corridor through the rural section of the project will be approximately 26-40 metres wide. The corridor will include four traffic lanes and a centre median to separate opposing traffic. There will be a road shoulder in each direction and a wide shared path on one side.



The majority of vehicle crashes between Toetoe Road and Port Marsden Highway are 'head-on' crashes caused by drivers crossing the centre line. The design for the rural section responds to this with a 3.0 metre centre median proposed to ensure greater separation between opposing traffic. A continuous flexible wire-rope barrier will be installed in the centre median.

Land will also be required alongside the upgraded corridor for stormwater ponds and planted swales, retaining walls, slopes and landscaping.

## Managed lanes

We are also looking at how the four-lane corridor will operate and whether 'managed lanes' could be an option to improve traffic flow and congestion. Managed lanes are used to prioritise certain modes of transport such as public transport.

For this project, it could mean having a lane in either direction prioritising freight, multi-occupancy vehicles and public transport. We are in the very early stages of investigating whether this is a viable option for the region.