

Whangārei to Wellsford

We're improving safety on State Highway 1 (SH1) between Whangārei and Wellsford through various safety treatments. These improvements can prevent crashes happening or, if a crash does occur, can stop people from being killed or seriously injured.



These proven safety interventions are being installed as part of the Waka Kotahi contribution to New Zealand's Road Safety Strategy, Road to Zero. For more information visit www.nzta.govt.nz/safety

NORTHERN SECTION

Whangārei to Port Marsden Highway (SH15)

This busy section of SH1 has a history of death and serious injury crashes. Safety improvements are planned to get underway in April 2021 and will take approximately 12 months to complete. These improvements will remain in place until the upgraded four-lane corridor is completed.

Due to the short time frame until this section of SH1 is upgraded to four-lanes, there will be no road widening to accommodate centre median barriers, nor any intersection improvements. All safety treatments will be installed within the existing road corridor and Waka Kotahi NZ Transport Agency will not need to purchase any property for the northern section of the project.

CENTRAL AND SOUTHERN SECTIONS

Port Marsden Highway (SH15) to Wellsford

Safety improvements planned for south of Port Marsden Highway (SH15) will include the same safety treatments as the northern section, with the addition of improvements to key intersections.

As the safety improvements are targeted to the higher speed 'open road' environment, the townships of Kaiwaka, Te Hana and Wellsford are not included in the project.

Project design is currently underway, and the project is expected to be construction ready by mid-2022. Minor works (rumble strips) will be delivered from mid-2021.

Public engagement is planned for later this year for the Waipu intersections and the team will also be consulting with landowners potentially affected by road widening.

What improvements will I see?



Rumble strips

Rumble strips could be the difference between straying off the road or staying on it.

The raised markings make a rumbling sound when you drive over them. This gives you a wake-up call if you stray across the line.



Wide centrelines

Widening the centreline means more space between you and oncoming vehicles.

It is a simple and effective way to steer drivers away from each other - giving you time to react and helping prevent crashes if someone makes a mistake. More space between lanes can reduce serious crashes by up to 20%.



Median barriers

Median barriers prevent head-on crashes, which is how most people are killed or seriously

injured on our roads. They can reduce deaths and serious injuries by up to 65%.



Edge barriers and widened shoulders

Edge barriers stop your vehicle before you hit

something harder - like a tree, power pole or oncoming vehicle. They can reduce the number of people killed or seriously injured by up to 30%.

A wider sealed road shoulder provides room to recover if you lose control or need to take evasive action. Shoulder widening can reduce crashes by up to 35%.



Stay in touch

Sign up to receive project updates at www.nzta.govt.nz/whangarei-to-wellsford or contact us at northlandproject@nzta.govt.nz