



# STATE HIGHWAY 1 LEVIN TO FOXTON SAFETY IMPROVEMENTS: ENGAGEMENT REPORT

Summary of infrastructure improvements and speed review  
engagement

AUGUST 2020 – JUNE 2023

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## Background

Waka Kotahi NZ Transport Agency is improving the safety of State Highway 1 (SH1) from Levin to Foxton while work is underway to deliver the new highway from Ōtaki to north of Levin. The aim is to make it safer for people moving between sections of new and existing highway.

Between 2018 and 2022, there were 122 crashes on this stretch of road which resulted in five people dying and 20 being seriously injured.

Safety improvements that will be made to this stretch of road include a roundabout at the intersection with Waitāreere Beach Road and SH1, stretches of painted wide centreline, roadside and median barrier and new turning areas.

## Engagement on improvements

The project team has been working with iwi and hapū, local government, key stakeholders, and the local community for several years to improve safety along this route.

In mid-2020, initial meetings and discussions with the Poroutawhao Community Group (PCG) and local hapū representatives acknowledged the previous Waitārere Beach Road Curves project and introduced the Safe Network Programme and standard safety improvement solutions approach.

Waka Kotahi then joined a community engagement meeting with the Poroutawhao and Waitārere Beach community in December 2020 to address road safety issues and request summer holiday SH1 road safety observations between Levin and Manawatū awa.

In January 2021, we recorded community feedback and summer holiday road safety observations to combine local knowledge with road crash data. Following this, we developed safety improvements in discussion with Nga hapū o Ngati Raukawa, impacted marae, stakeholders and community group representatives.

On 7 June 2022, we released the draft design for the safety improvements on State Highway 1 between Foxton and Levin to partners, stakeholders, and the community in the area to get their feedback. We also asked people their thoughts about speeds on the road.

Channels used to help people provide feedback during the engagement period included printed collateral, an interactive map, a project webpage, emails, letters and in-person drop-in sessions and meetings.

The engagement period ran for one month, ending on 7 July 2022.

This activity resulted in the following engagement statistics:

- 429 total online visits
- 51 unique online users
- 114 Social Pinpoint comments
- 126 attendees at four events (approximately)
- 9 email comments

A brochure, which included a map, was also created and made available to everyone showing the proposed infrastructure improvements and current speed limits along the route.

[SH1 Levin to Foxton safety improvements engagement brochure \(PDF\)](#)

Drop-in session location	Details	Attendees
Club Waitarere, Waitārere Beach	Thursday 9 June, 5pm – 7pm	34
Ō2NL Project office, Levin	Thursday 16 June, 4pm – 6pm	13
Te Awahou Nieuwe Stroom, Foxton	Saturday 2 July, 10am - noon	23
Poroutawhao School	Saturday 2 July, 1pm – 4pm	14
Foxton Rebus meeting	Tuesday 21 June, 10:30am	40
Mitchpine meeting	Thursday 30 June	2

Project staff and safety engineers were present at each drop-in session to listen to community feedback and discuss the infrastructure options and speed review. Project brochures and hard copy feedback forms were distributed, with community members encouraged to provide feedback online or on the physical

maps. A laptop was available at each session that was connected to the interactive map, allowing participants to add comments or complete feedback forms online.

Waka Kotahi has continued to meet regularly with iwi, hapū, the PCG, and landowners since releasing the draft design to provide updates on the project and to get further feedback.

Following the completion of the detailed design process, the updated design was released to the community on 27 June 2023.

## Summary of feedback received

The table below provides a high-level summary of the feedback received from partners, stakeholders, and the community on the proposed safety improvements and how they were considered in the development of the design.

Topic	Summary of feedback	Project team response
<b>Safe speeds</b>	<ul style="list-style-type: none"> <li>Current change from 100km/h to 50km/h heading north into Foxton is unsafe.</li> <li>Speed needs to be lowered outside Huia Marae and Matau Marae.</li> <li>Speed should be 80km/h between Levin and the Waitārere Beach Road roundabout.</li> <li>The 50km/h zone into Levin should start earlier.</li> <li>Speed limit should remain 100km/h.</li> <li>If speed is reduced, it needs to be effectively policed.</li> <li>The speed review and infrastructure improvements should be completed at the same time.</li> </ul>	<ul style="list-style-type: none"> <li>A variable speed limit of 60km/h outside Poroutawhao School has been proposed as part of the nationwide Interim State Highway Speed Management Plan (ISMP).</li> <li>The speed limits along the rest of the route will be reviewed in the future.</li> <li>The infrastructure improvements are being designed to work at the current speed limit but will also support a reduced speed limit.</li> </ul>
<b>Waitārere Beach Road roundabout</b>	<ul style="list-style-type: none"> <li>Support for the roundabout as it will slow down traffic at the intersection and make it easier to get on to SH1 from Waitārere Beach Road.</li> <li>Roundabout needs to cater for future growth in traffic.</li> <li>Needs to include safe vehicle parking areas for cars and buses that don't impact visibility.</li> <li>Concerns roundabout will cause northbound traffic to queue.</li> <li>Concerns about visibility of queued vehicles approaching SH1.</li> <li>Request for northbound slip lanes into and out of Waitārere Beach Road.</li> <li>Reconnect Waitārere Beach Road to Hokio Beach Road to reduce traffic using Waitārere Beach Road intersection.</li> <li>Roundabout needs to accommodate oversize vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>While the roundabout will cause people to slow down as they approach it, it is not expected to cause long queues or delays.</li> <li>The roundabout has been designed to support future growth in traffic.</li> <li>A bus stop has been included in the design and some car parking spaces already exist nearby.</li> <li>Vegetation has been removed on the approach to the intersection which has improved visibility.</li> <li>With a roundabout selected as the preferred option, slip lanes are not required.</li> <li>Connecting Waitārere Beach Road with Hokio Beach Road is out of scope for this project.</li> <li>The roundabout will accommodate oversized and heavy vehicles.</li> </ul>
<b>Median barrier</b>	<ul style="list-style-type: none"> <li>Median barrier is not an appropriate safety improvement for this corridor and will cause unnecessary negative impact on people who live on it (whose access to properties will be impacted).</li> <li>Support for the installation of median barrier.</li> <li>There should be a gap in the median barrier or a roundabout at the intersection with Newth Road.</li> <li>The median barrier needs to be maintained once installed.</li> </ul>	<ul style="list-style-type: none"> <li>We are working with property owners and residents who may be affected by the flexible median barrier to inform the final design and ensure they can continue to access their properties.</li> <li>Three sign-posted turnaround locations will be constructed: one at the southern entrance to Foxton for people heading south, another at the Oturoa Road intersection, and the third on the eastern side of SH1 at the Koputaroa Road intersection. A large turnaround is</li> </ul>

Topic	Summary of feedback	Project team response
	<ul style="list-style-type: none"> <li>Concerns about median barrier impacting emergency vehicles ability to pass other vehicles and access streets on the other side of the median barrier.</li> </ul>	<p>already available underneath the Manawatū River Bridge on Matarapa and Whirokino Roads. People will also be able to use the Waitārere Beach Road roundabout.</p> <ul style="list-style-type: none"> <li>We understand that the flexible median barrier at Newth Road will result in slightly increased travel times for some road users but keeping people alive on our roads is our number one priority.</li> <li>The median barrier will be maintained and repaired when needed.</li> <li>The barrier can be lowered and driven over in emergency situations if needed. Flexible median barriers significantly reduce the number of crashes on roads where they are installed. When developing designs, we work closely with the teams who manage incidents on the road.</li> </ul>
<b>Side barrier</b>	<ul style="list-style-type: none"> <li>Space needs to be left for tractors and funeral processions (near The Avenue) to pull off to the side of the road.</li> <li>Concern about barrier preventing drivers from pulling off road to avoid collisions.</li> <li>Flexible wire barrier would be better than solid barrier as it would absorb vehicle impact in crash.</li> </ul>	<ul style="list-style-type: none"> <li>Where possible room for tractors and funeral processions has been accommodated for.</li> <li>We are installing roadside barrier at high-risk locations to protect people from roadside hazards.</li> <li>Flexible wire barrier is not suitable for use as side barrier on this project. Some stretches of barrier are too short for flexible barrier to be used. In areas where there are power poles, flexible barrier wouldn't provide adequate protection.</li> </ul>
<b>Poroutawhao School</b>	<ul style="list-style-type: none"> <li>Variable speed limit needed outside the school.</li> <li>Permanently lower the speed outside the school.</li> <li>Turning bays needed.</li> <li>Visibility exiting the school needs to be improved.</li> <li>Barrier needed between SH1 and the school bus zone.</li> </ul>	<ul style="list-style-type: none"> <li>A variable speed limit of 60km/h outside Poroutawhao School has been proposed as part of the nationwide Interim State Highway Speed Management Plan (ISMP).</li> <li>We will construct a right-turn bay into Poroutawhao School to make it safer for people travelling towards Foxton to access the school.</li> <li>We are not able to build a safety barrier in front of the school bus zone as the length between the entrance and exit to the school is too short to support one.</li> </ul>
<b>Road widening/wide centreline</b>	<ul style="list-style-type: none"> <li>Support for widening of the road and a wide centreline</li> </ul>	<ul style="list-style-type: none"> <li>Sections of wide painted centrelines will be added to long stretches of this road between the Manawatū River Bridge and Levin. Widening the centrelines means creating more space between people travelling in opposite directions.</li> </ul>

Topic	Summary of feedback	Project team response
<b>Clay Road</b>	<ul style="list-style-type: none"> <li>Intersection of Clay Road and SH1 is unsafe. It has poor visibility, drainage issues, and not enough space to pull in to or out of the road.</li> </ul>	<ul style="list-style-type: none"> <li>A right turn bay will be installed at this intersection to improve the safety of right turn-in movements. Other minor improvements are being investigated.</li> </ul>
<b>Marae</b>	<ul style="list-style-type: none"> <li>Visibility issues to the south of Huia marae.</li> <li>No safe pull-off or turning area for Huia and Matau marae.</li> </ul>	<ul style="list-style-type: none"> <li>The entrance way to Huia Marae was widened in March 2022 to make it safer.</li> <li>Work will be completed to improve visibility of northbound vehicles for people exiting Huia marae.</li> <li>A wide shoulder will be constructed so people can pull over safely opposite Clay Road to access Matau marae.</li> <li>Road signs have been installed to inform motorists marae are ahead.</li> </ul>
<b>Shared user path</b>	<ul style="list-style-type: none"> <li>Requests for a shared user path to be built as part of the safety improvements.</li> </ul>	<ul style="list-style-type: none"> <li>There is insufficient room to construct a shared user path down the existing corridor. A shared user path is also out of scope for this project.</li> </ul>
<b>Visibility</b>	<ul style="list-style-type: none"> <li>Concerns raised about visibility along the route due to barriers such as trees, hills, and road dips. Concerns have been raised about the intersections of SH1 with Lindsay Road, Paeroa Road, and Koputaroa Road.</li> </ul>	<ul style="list-style-type: none"> <li>Unfortunately, we are unable to address every safety concern raised by the community, such as improving the vertical alignment of the road corridor. If possible, we will make minor improvements such as vegetation trimming and removal.</li> </ul>
<b>Drainage and flooding</b>	<ul style="list-style-type: none"> <li>Concerns about deep drain on southern side of SH1 near Oturoa Road.</li> <li>Issues with flooding at Koputaroa Road North intersection.</li> </ul>	<ul style="list-style-type: none"> <li>The road width will be extended which should make the deep ditch less pronounced.</li> <li>A new turnaround location will be provided at Koputaroa Road North, which will cater for stormwater at the intersection and divert it along the swales on Koputaroa Rd.</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>Passing lane shouldn't be removed.</li> <li>Passing lane should become a slow vehicle bay</li> <li>Improved signage and lighting needed at intersection with Lindsay Rd.</li> <li>Roundabout should be constructed at Union Street intersection or Norbiton Road intersection in Foxton.</li> <li>Cycleways should be included in project.</li> </ul>	<ul style="list-style-type: none"> <li>Whether the passing lane is retained will depend on the speed limit that is set for the road. If the speed limit is reduced, the passing lane could become a slow vehicle bay. The community will be consulted on the speed limit for this stretch of road before any change is confirmed.</li> <li>A new right turn bay is proposed at Lindsay Road, and a street light will be added.</li> <li>A new roundabout within Foxton township was outside the scope of this project.</li> </ul>



Topic	Summary of feedback	Project team response
		<ul style="list-style-type: none"> <li>While there is no cycleway planned for this stretch of road, there will be space on the side of each lane for cyclists.</li> </ul>

A copy of all the responses received during the engagement on the draft design in June and July 2022 can be downloaded from our website.

[State Highway 1 Levin to Foxton safety improvements – Responses received during engagement](#)

## Contact us

Waka Kotahi thanks our iwi and hapū partners, government partners, key stakeholders, and the local community for their support and engagement throughout the design of these improvements.

To provide feedback or ask questions about the project, please get in touch with us using the contact details below.

- Phone: 0508 625 4636
- Email: [O2NL@nzta.govt.nz](mailto:O2NL@nzta.govt.nz)

You can visit our website for the latest information on this project: <https://nzta.govt.nz/levin-to-foxton>