



Levin to Foxton Safety improvements



Making State Highway 1 between Levin and Foxton safer for everyone

We're improving the safety of State Highway 1 (SH1) from Levin to Foxton while we work to deliver the new highway from Ōtaki to north of Levin. Once the new highway is complete, these safety improvements will keep people safe while they transition to a different driving environment.

Between 2018 and 2022, there were 122 crashes on this stretch of road which resulted in five people dying and 20 being seriously injured. To help prevent deaths and serious injuries on this road, we're planning to install a roundabout at the intersection with Waitārere Beach Road, stretches of painted wide centreline, roadside and median barrier and new turnaround facilities.

We know that these types of safety improvements are new for the area and have engaged our iwi partners, local government, key stakeholders, and the local community to get their feedback and to address any concerns about the safety improvements.

Planned safety improvements

The safety improvements will be constructed in stages. Construction on improvements between Foxton and the Manawatū River Bridge will begin first, followed by improvements between the bridge and Levin.

Improvements being made between Foxton and the Manawatū River Bridge include a turnaround at the southern entrance to Foxton for people heading south, painted wide centrelines, and a flexible median barrier up to the existing median barrier at the Manawatū River Bridge.

Improvements being made between the Manawatū River Bridge and Levin include a roundabout at the intersection of SH1 and Waitārere Beach Road, painted wide centrelines, stretches of flexible median barrier and side barriers, and turnaround facilities at the Oturoa Road intersection and on the eastern side of SH1 at Koputaroa Road.

Late 2023

Construction begins

Mid 2024

Construction on works between Foxton and the Manawatū River Bridge completed

Mid 2026

Construction on works between the Manawatū River Bridge and Levin completed

Note: Timeline is indicative only and is subject to change

What the improvements will look like

This map shows the safety improvements that will be made to this stretch of SH1, including a roundabout at the intersection with Waitārere Beach Road, stretches of painted wide centreline, roadside and median barriers and turnaround facilities.

Roundabout

The growing Waitārere Beach Community will be safely connected to the wider road network with a new roundabout at the intersection of SH1 and Waitārere Beach Road.

Roundabouts reduce speed of all vehicles, making it easier for you to choose the right time to enter flowing traffic.

The new roundabout will include concrete lane separation on all approaches and space for people to cycle around the intersection away from people in vehicles.

Roundabouts help protect people on our roads by lowering the risk of a high impact crash. They reduce the number of points where you could potentially collide with another vehicle, and if you do, the angle and impact speed are more forgiving than in some other intersection layouts.

Median barrier

Flexible median barrier is a key part of this project that will help save people's lives.

Flexible median barrier will be installed from Foxton to the Koputaroa Road intersection, with gaps at the turnaround facilities and at the entrance to the Mitchpine Mill. It will also be installed before and after the roundabout at the intersection of Waitārere Beach Road.

This will mean people entering the highway from a private access or side road where the median barrier is installed will turn left. People who need to turn right will be able to use the new turnaround facilities.

Median barriers are a cost-effective infrastructure treatment that can reduce the number of people killed or seriously injured in crashes by 65 percent.

Turnaround facilities

Turnaround facilities will be constructed to provide people a safe place to turn right across the highway in locations with median barriers.

A large turnaround is already available underneath the Manawatū River Bridge on Matarakapa and Whirokino Roads. Three more sign-posted turnaround facilities will be installed: at the southern entrance to Foxton for people heading south, at the Oturoa Road intersection, and on the eastern side of SH1 at Koputaroa Road.

Roadside barriers

A small number of roadside barriers will be installed at high crash risk locations south of the Manawatū River Bridge through to Levin.

Side barriers are designed to stop cars from going further off the road and hitting something harder, like a power pole, tree or ditch.

We will make space on the shoulders of the road for people on bikes by widening the road where we can and setting barriers as far back as possible.

We will also create space on the road so people driving slower, and agricultural vehicles can pull over.

Painted wide centrelines






Sections of wide painted centrelines will be added to long stretches of this road.

By creating more space between people travelling in opposite directions, wide centrelines can reduce crashes resulting in deaths and serious injuries by up to 35 percent because people have more time to correct a momentary lapse in concentration.





Key

-  Turnaround
-  Median barrier
-  Painted wide centreline
-  Side barrier
-  SH1 roundabout

Flexible median barriers save lives

Flexible median barriers are a key part of this project.

Flexible median barriers put a barrier between you and an oncoming car, truck or motorcycle. This means that if someone loses control or drifts across the centreline, the result isn't a deadly head-on crash. We know median barriers down the centreline are very effective, because of the number of times they get hit.

Between 2018 and 2022, 7 out of the 15 crashes that resulted in death or serious injury on SH1 between Levin and Foxton were head on crashes. Flexible median barriers help prevent these types of crashes.

We also know that this stretch of SH1 is used by a wide variety of people including local farmers and residents, families transporting children to and from school, emergency and freight vehicles, as well as the thousands of other travellers that use this stretch of SH1 each year.

We have designed the improvements, including the flexible median barrier, with the needs of these different groups of people in mind and with the goal of making sure everyone who uses the road gets to their destination safely.

More information on the flexible median barriers, including the different factors we considered in deciding where to put them, is available in the frequently asked questions section of our project webpage.

nzta.govt.nz/levin-to-foxtton



Speed limits

The safety improvements we are making will reduce the likelihood of someone having a crash, however, we know that even the best drivers sometimes make mistakes and reducing the speed also reduces the risk of death or serious injury when a crash does happen.

Waka Kotahi has proposed that a variable speed limit of 60km/h is implemented outside Poroutawhao School as part of the nationwide Interim State Highway Speed Management Plan (ISMP).

The speed limits along the rest of the route may be reviewed in the future.



Road to Zero – our road safety strategy

SH1 Levin to Foxton safety improvements are delivering to Road to Zero, our road safety strategy.

Road to Zero sets us on a path to achieve Vision Zero, an Aotearoa where no one is killed or seriously injured on our roads. As a step towards Vision Zero, the Road to Zero strategy sets an initial target of reducing deaths and serious injuries by 40% by 2030.

To do this we need to create a safe transport system; one that recognises humans make mistakes and is designed so that these mistakes do not need to cost us our lives.

Steady progress towards this target would mean approximately 750 fewer people would be killed and 5,600 fewer would be seriously injured on our roads by 2030.

Have questions? Get in touch.

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

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