



# SH1 Timaru to St Andrews

## Safety improvements



SH1, Normanby Rd intersection - looking north to Timaru

## Everyday, people make mistakes on this road

Regardless of the cause of a crash, there are things we can do to make it safer, so a mistake doesn't result in death or serious injury.

There have been five fatal and 16 serious crashes on this road in the past decade.

This stretch of State Highway 1 between Timaru and St Andrews has been prioritised for investment with proven safety upgrades as part of Road to Zero.

Waka Kotahi is committed to Vision Zero, a vision for Aotearoa New Zealand where no one is killed or seriously injured on our roads.

We want to make this road safer so everyone can get where they are going safely.

## Flexible median barriers save lives



Flexible median barriers are a key part of this project.

They 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. Every time this happens, a potentially fatal or serious crash has been prevented. Many of the crashes on SH1 between Timaru to St Andrews are head-on or at intersections so the combination of median barriers and roundabouts will significantly reduce the risk of these types of crashes.

# What we're planning

We're recommending a mix of median and side barriers, a range of turnaround options, and intersection upgrades which will significantly reduce fatal and serious crashes.

The concept design shown on the project map features:

- Two new roundabouts suitable for heavy vehicles at Beaconsfield Road and Pooke Road. Roundabouts help to slow traffic, making it safer and easier to turn on and off the highway
- Installation of median barrier for most of the corridor, with breaks where appropriate
- Installation of side barrier along parts of the road to prevent run off road crashes
- New safe turning facilities, including two turnaround bays - one for northbound traffic north of Craigie Road and one for southbound traffic south of Bristol Road
- New U-turn facilities on Normanby Road and on Galletlys Road for both directions of traffic
- Construction of right-turn bays at Pareora River Road, Galletlys Road and Lyall Road intersections.

## Watch barriers in action

Median barrier preventing a head-on crash



View footage of median barrier preventing a head-on crash. We know median barrier is effective, because of the number of times they get hit.

How turnaround bays work



Where there is median barrier some people will need to travel a bit further to turn right onto the highway. New turnaround bays and roundabouts will make it safer to get onto the highway.

Visit [nzta.govt.nz/t2sa](https://nzta.govt.nz/t2sa) to view videos



## Less speed means less harm

Intersection Speed Zones feature electronic speed limit signs which activate when a vehicle on a side road is approaching an intersection with a high-speed road. When activated, the signs display the legal speed limit. (They are not advisory signs.)

The aim is to temporarily slow down oncoming vehicles to make it safer for people to turn out of side roads or across a high-speed rural road.

A small change in speed makes a big difference. Speed increases both the likelihood of crashes and the severity of crash outcomes, regardless of what caused a crash.

We're recommending two zones on SH1 - at Normanby Road and at Pareora River Road.



# We're getting lots of good questions - like these

## Does having a flexible median barrier mean I have to travel further to turn around?

Yes, this is likely for some people, and we acknowledge this will be an inconvenience. These safety improvements are designed to significantly reduce harm to people on this stretch of road. We're asking the community for some compromise so we can achieve this. It's a bit of a pain for a huge amount of gain.

We're proposing regular turning facilities, so people who have to turn left out of their driveway will have to travel just a little further.

The distances between turning facilities are:

- SH1/Beaconsfield roundabout to Normandy Road turnaround facility - 3.6km
- Normanby Road turnaround facility to turnaround facility south of Bristol Road - 2.8km
- Turnaround facility south of Bristol Road to Pooke Road roundabout - 2.3km
- Pooke Road roundabout to Galletlys Road turnaround facility - 2.8km.

## What about large agricultural vehicles using the road?

We understand that SH1 sits within a rural farming community. It is an important road for agricultural vehicles and people are often travelling behind large vehicles like combine harvesters, tractors etc.

Right now, we are having conversations with farmers, landowners and businesses who operate machinery along this stretch of SH1 to understand the types and dimensions of their vehicles and how often they are using the road. These details will be considered as part of the final design.

When these vehicles need to turn right, they will be able to use one of the turnarounds or roundabouts planned as part of the project.

Check our website for more answers to questions: [nzta.govt.nz/t2sa](https://nzta.govt.nz/t2sa)

## Have your say

We need to hear from more people in the community - who regularly use the highway, who live nearby, or have interests in the area - to understand how the road is being used currently.

**We're keen to understand what you think of our concept plan and if there are any adjustments we could consider as part of the detailed design process.**



### @ Email

Please email your feedback to:  
[t2sa@nzta.govt.nz](mailto:t2sa@nzta.govt.nz)  
**by Sunday 28 May 2023.**



### Community drop-in session

Come along to our community drop-in session where you can pop in, see the plans and ask questions.

**Date:** Thursday 18 May

**Time:** Anytime between 3:30 - 6:30pm

**Location:** Pareora Country Club, 30 Queen Street, Pareora

## Project timeline - next steps

**March - June  
2023**

Gathering and considering community feedback and finalising the design.



**June - December  
2023**

Completion of design and approvals, consenting and applying for construction funding.



**2024**

Construction is anticipated to begin, subject to funding and timing.



**Have questions or want to share your views? Get in touch.**

Keep up to date by signing up to receive email updates at [nzta.govt.nz/t2sa](https://nzta.govt.nz/t2sa)

@ [t2sa@nzta.govt.nz](mailto:t2sa@nzta.govt.nz)

