

We've updated our website with information people are asking for

You'll find:



A community engagement summary report

Highlights of what we heard mid-year and Waka Kotahi responses.



A project background - explaining:

- How this project fits in with all the other work that's happening to make our roads safer.
- How we use crash stats in project planning and what they look like for this corridor.
- Why we've recommending this mix of safety infrastructure and the benefits we can expect to see.
- How traffic will fit with barriers installed, through pictures of highway cross sections.



Frequently Asked Questions

Find answers to common concerns and queries about this project including around the changes we've made since mid-year.

Have your say

We're asking for your feedback so the team can consider any last refinements, before finalising the high-level design.

What are your thoughts on the updated high-level design shown on the map?

We're keen to understand what you think and if there are any refinements we could consider.



@ Email

Please email your feedback to:
t2sa@nzta.govt.nz
by **Sunday 8 October 2023.**



Community drop-in session

We're holding another community drop-in session so people can pop in, see the updated design and ask questions.

Date: Thursday 28 September
Time: Anytime between 4:30-6:30pm
Location: Pareora Country Club, 30 Queen Street, Pareora

Next steps

October - December 2023

Once the second round of community feedback has been reviewed and considered alongside our technical assessments, we'll make any necessary refinements. We'll then share the final high-level design on our website for people to see.

2024

We'll progress consents, approvals and land purchasing, as well as apply for construction funding. Once a contract has been agreed, we anticipate construction to begin in 2024, subject to funding and timing.

Keep up to date by signing up to receive email updates at nzta.govt.nz/t2sa

@ Email t2sa@nzta.govt.nz



1 SH1 Timaru to St Andrews Safety improvements



SH1, Normanby Rd intersection - looking north to Timaru

We've listened to your feedback and have made some changes

When we start conversations with communities about safety improvements, we begin by proposing the optimum safety solution for a corridor.

As road environments and communities using the road are often different and have different needs, we are ready to consider changes if it is safe, appropriate, and economic to do so.

Thank you to everyone who provided feedback mid-year.

In the map overleaf you'll see we've made the following changes:

- Breaks in the median barrier with wide centrelines so all intersections can stay open.
- Added stopping bays so larger and slow-moving vehicles can pull-over to let others pass.
- Shorter distances between turnarounds - approximately 1.0 km apart instead 2.3km to 3.6km apart.
- Some property access retained.
- Removal of the proposed roundabout at Beaconsfield Road (turnaround no longer required).

Deciding the limit

Once we have finalised the high-level infrastructure design, we'll undertake a speed review of the corridor to recommend the safe and appropriate speed limits. Key locations are the final stretch of highway into Timaru and Pareora. Deciding speed limits is a legal process and any changes will be formally consulted on as part of the 2024-2027 State Highway Speed Management Plan. Consultation on the plan is expected to begin in the first part of 2024.

Speed management alone would achieve around 15- 30 percent death and serious injury (DSI) reduction, while median barriers would achieve at least 65 percent DSI reduction (if the initial design proposed mid-year was fully implemented).

Double yellow lines will not prevent a vehicle from crossing the centreline into the oncoming traffic lane. Flexible median barriers will.

Updated project map

This map shows high-level indicative design recommendations and is subject to funding and timing and further changes as detailed design, consenting and property processes progress.

- Where there is no median barrier there will be 1.5m wide centrelines.
- Roadside shoulders will be widened and strengthened the corridor length.
- Private driveways and access ways will be left-in/left-out. Turnaround locations for safe right-turn access onto the highway, are shown.
- All intersections will be assessed for potential upgrades such as new or improved left-turn lanes and right-turn bays.

Speed limits

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Visit our website for more information: nzta.govt.nz/t2sa



Key	
	Side barrier
	Median barrier
	Turnaround
	New stopping bay
	No restriction on turning or crossing at intersection.
	Roundabout