



# Timaru to St Andrews safety improvements project

## Engagement summary



Waka Kotahi NZ Transport Agency is improving safety on the stretch of SH1 between Timaru and St Andrews. We want to make it safer for people to do everyday things like children bussing to school, people travelling to work or the shops, moving goods, stock or machinery and doing business.

We held a community drop-in session at Pareora on 18 May 2023 and shared our initial designs with the public. We wanted to hear the community's experience of using this route and understand any issues and changes we needed to consider before moving forward with the project.

This report provides an overview of this period of community engagement. It summarises the feedback we received and provides Waka Kotahi responses to this feedback.

We'd like to thank everyone who has taken the time to share their thoughts and views with us so far.

### What we asked and why

The initial design was an optimal safety solution proposal based on a feasibility study, informed by technical work and investigations. Gathering community feedback – from people who use the highway regularly or have interests in the area – is an important step in transport planning, as it helps us to better understand how the road is being used currently. Then we can consider making changes if it is safe, appropriate and economic to do so.

### How we gathered feedback



**1** community drop-in session



More than **10**

meetings with groups of stakeholders and business people



**2240** views on the project website



**195** e-newsletter subscribers



More than **100** emails



**184** comments on sticky notes

**We asked what people thought of the proposed plan and if there were any adjustments we could consider as part of the design process.**

## What we heard

While responses were mixed, generally people liked the idea of having roundabouts at Beaconsfield and Pooke Roads and agreed they would slow down traffic and make turning at these intersections safer and easier, particularly at Pareora.

Some people agreed that median barrier would improve safety on the road, however they would prefer to have it placed only where it was needed most. For example, on curves and corners and leaving gaps at driveways, side roads and intersections.

Most of the feedback we received expressed concern with the proposed layout. Here's what we heard:

- That large trucks and slow, wide agricultural vehicles use this road regularly. Introducing median barrier would add to driver frustration, resulting in people overtaking in dangerous places.
- Worry that median barrier would mean over dimension vehicles could hit hazards (such as poles) because they couldn't travel down the middle of the road.
- Speed limit concerns, particularly through Pareora.
- Emergency vehicles could be delayed due to not being able to pass traffic, or needing to take a longer route.
- Availability of detour routes.
- Having enough turnarounds for oversized vehicles.
- How increased travel due to median barrier would affect residents, industry, businesses and the environment.
- Driver sightlines - being blocked by geographical features and trucks stopping on the side of the highway.
- School buses stopping and turning.
- Collection of wheelie bins.
- Requests for more information on why safety upgrades are needed on this stretch of highway.

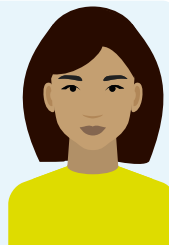
## We heard from:



- Mana whenua
- Residents and landowners
- Farmers
- Contractors
- Community Groups
- Cyclists
- Schools
- School bus drivers
- Local businesses
- People working in the area
- People who drive the highway regularly
- Heavy vehicle drivers
- Emergency services.

## You said...

*'This plan seems more appropriate for a motorway, not a busy agricultural community.'*



*'Median barriers act as cheese graters for cyclists and motorcyclists.'*



*'The new road layout won't allow the bus to stop as it will be on state highway obstructing part of the southbound lane.'*



*'We want more passing lanes or longer passing lanes.'*



*'... yet making cars drive twice the distance every day along this stretch of road seems to be backwards. I hope there is compensation for the extra costs this extra distance will accumulate to.'*



## Waka Kotahi responses to key concerns

Feedback	Waka Kotahi response
<p>I am concerned about traffic delays from large agricultural vehicles or other road blockages such as breakdowns or crashes, considering the plan is single lane each direction.</p> <p>Overdimension vehicles will hit hazards as they cannot travel in the centre of the road.</p>	<p>We're investigating further, which involves talking with industry partners about adding more stopping bays which these types of vehicles can use if they're holding up highway traffic.</p> <p>There will be adequate space for vehicles to pass trucks collecting wheelie bins on the side of the road.</p> <p>We have updated our website with examples of cross-sections showing lane and shoulder widths. Visit <a href="http://www.nzta.govt.nz/t2sa">www.nzta.govt.nz/t2sa</a></p>
<p>The issues on this stretch of road could be addressed by dealing with driver behaviour. We should raise awareness around the risks of drunk driving, mobile phone use while driving, and decision making, rather than spend \$30m on the road upgrades.</p>	<p>Yes, there is a lot of work to do to improve all aspects contributing to road safety in New Zealand.</p> <p>Reducing crashes is about more than how we drive – it's about all the different parts of the system – roads, vehicles, speeds, and people.</p> <p>Waka Kotahi prioritises median barrier on high-speed corridors with more than 6000 vehicles per day. (This corridor has around 9000 vehicles per day.) Median barrier greatly reduces the risk of people being killed or seriously injured by head on collisions while also addressing around 40% of the run-off-road/loss of control type crashes.</p> <p>Around 70% of road crashes where people were seriously injured, drivers had generally followed the road rules.</p> <p>No matter how well-behaved the driver, people still make mistakes. And it's not always the person who makes the mistake who suffers the consequences.</p> <p>Waka Kotahi has an interim target of a 40% reduction in deaths and serious injuries on New Zealand roads by 2030.</p> <p>Our five focus areas for the next decade are infrastructure improvements and speed management, vehicle safety, work-related road safety, road user choices and system management. Our initial action plan has 15 items – and work on these is currently underway.</p> <p>For more information on how we are reducing the numbers of people being killed and seriously injured on New Zealand roads visit <a href="http://www.nzta.govt.nz/safety">www.nzta.govt.nz/safety</a></p>



## Feedback

I am concerned at how emergency services would get past traffic. I am particularly concerned about delays in their response time due to being unable to pull over, as well as potentially needing to go to turnaround facilities to get to their intended destination.

## Waka Kotahi response

As per our response above, we are looking at adding more stopping bays where slow moving and large vehicles can pull over to let people pass.

We are also working with local emergency services representatives to understand their response requirements. We also meet at a national level across organisations.

There could be possibilities of some small delays to emergency services response times, however there is little to no evidence to show this has been recognised as a concern in other countries applying the safe system approach such as Australia and Sweden.

In contrast, the risks of people being killed or seriously injured on this road are well known. There have been five fatal and 16 serious crashes on this road in the past decade. These safety upgrades will significantly reduce this known risk. There is lots of evidence behind the effectiveness of median barrier in reducing the numbers of people being killed and seriously injured.

Emergency services personnel tell us they welcome median barrier because the numbers of critical and serious injury crashes they attend on the highway will significantly reduce.

For some New Zealand examples and more information, visit [www.nzta.govt/flexible-road-safety-barriers](http://www.nzta.govt/flexible-road-safety-barriers)

Why don't you make highway upgrades the community actually want? Like widening the northbound entrance of Bristol Road, improving sight distances at various intersections (particularly Craigie Road), and improving the Pareora passing lane?

We had a fair amount of community feedback about locations where the highway can be made safer, and we will be looking at these areas and seeing what can be done as part of this project. Thank you for this feedback.

Any feedback received outside this project's scope has been passed on to the relevant team for consideration.



## Feedback

I am concerned for the safety of motorcyclists and cyclists using SH1 Timaru to St Andrews, and in particular that impact of median barrier and side barriers.

My children use the school bus along this stretch of SH1. Some children cross the road to get to their bus stop and with median barriers, crossing these parts of the road this will be impossible.

## Waka Kotahi response

When we invest in safety infrastructure, we identify projects where there is the greatest gain in reducing known risk – that is reducing the numbers of people being killed and seriously injured in road crashes. The current risk to people on this corridor is known and the traffic volume is at a level where we must take action.

Riding a motorcycle is high-risk. Motorcyclists are more likely to survive hitting a flexible safety barrier than a tree, pole or oncoming vehicle. Here is a link to more information and videos on motorcyclists and road safety barrier:

[www.nzta.govt.nz/roads-and-rail/road-engineering/road-safety-interventions/flexible-road-safety-barriers/](http://www.nzta.govt.nz/roads-and-rail/road-engineering/road-safety-interventions/flexible-road-safety-barriers/)

Crash analysis for this corridor does not show cyclists as an at-risk group.

While installing median barrier will involve narrowing the road shoulder, there is little to no evidence this poses a risk to people cycling on the highway. The plan provides a 0.75m (without side barrier) to 1m (with side barrier) shoulder width for cyclists to use.

The safest option for cyclists is an off-road path separate from the highway which is outside this project's scope. If the community feels this is something that is needed, we can share this feedback with our walking and cycling team, Timaru District Council and Waimate District Council, who may decide to progress this.

We have engaged with the school bus operator to understand the route pick-up and drop-off points.

Children on the bus should exit the bus on the side of the road they live or from where they are being collected. Buses will be able to use the various stopping bays located off both north and southbound lanes.





Feedback	Waka Kotahi response
<p>I think that a reduction of the speed limit, speed cameras and double yellow lines will address the safety concerns along the proposed stretch of SH1. Have you thought about an 80km limit trial before the barriers go up?</p>	<p>We are assessing speed limits as part of our investigations.</p> <p>Speed management alone would achieve approximately 15- 30% death and serious injury reduction if implemented, while median barriers would achieve at least 65% injury reduction if fully implemented.</p> <p>As we are striving to achieve the greatest reduction in deaths and serious injuries then it makes sense to implement the right infrastructure to make our communities safer.</p> <p>A new roundabout at Pareora will be effective in managing speed. Roundabouts require people to lower their speed and pay attention in order to navigate the intersection. People are much more likely to survive a crash at a lower speed.</p> <p>Double yellow lines will not prevent a vehicle from crossing the centreline into the oncoming traffic lane.</p> <p>Flexible median barriers act as a safety net. Waka Kotahi prioritises median barrier on high-speed corridors with more than 6,000 vehicles per day. This greatly reduces the risk of people being killed or seriously injured by head on collisions while also addressing around 40% of the run of road/loss of control type crashes.</p>
<p>I think that residents or businesses and other traffic being on the road for extra minutes each journey getting to turnaround points will add traffic to the road, therefore making it more dangerous.</p>	<p>We acknowledge the changes will be inconvenient for some people. We're asking the community for some compromise so this safety project can reduce the current road risks.</p> <p>To lessen the inconvenience to residents and businesses, we're looking at how we can reduce the distances between turning opportunities.</p> <p>Average daily traffic for this section of highway is around 9000 vehicles per day. The proposed turnarounds are placed regularly and the relatively low numbers of people using them will not add significantly to traffic levels or impact the environment negatively.</p> <p>The benefits of this project, far outweigh any negative effects. The effects of road crashes cost our economy an estimated \$4.4 billion per year.</p> <p>These effects can be felt physically and mentally by those involved in serious road trauma - and they can sometimes be lifelong.</p>
<p>Have you thought about the added cost and time driving extra km's each day will have on us as residents and farmers, particularly with farm machinery movements? Will we be reimbursed for these extra costs?</p>	<p>Yes, we've thought carefully about this. We are talking with individual land and business owners about this and how we can adjust our design to minimise these impacts. (Refer also to the response above.)</p>
<p>I rely on passing traffic for my business. Putting a median barrier in front of my entrance will have a serious impact on my ability to run a successful business.</p>	<p>Refer to response above.</p>

Feedback	Waka Kotahi response
<p>I drive trucks on this route. Will the turnarounds cater for oversized vehicles? What about multiple vehicles needing to be in the bay at one time?</p>	<p>The turnaround areas are designed to accommodate up to a 18m truck and trailer unit, so most vehicles will be able to use them.</p> <p>We will design the right turn bays so a truck can sit and wait while the truck ahead is leaving the turnaround. (This is designed based on the average number of expected vehicle movements.)</p>
<p>Why can't there be breaks in the barriers so all roads can have access with right turn medians and the ability to turn right?</p>	<p>The aim of this project is to significantly reduce the numbers of people being killed and seriously injured on this stretch of highway.</p> <p>Providing people with the option to turn right against the traffic flow increases the crash risk to everyone using the highway.</p> <p>We are undertaking further investigations and looking at where we can make changes to the design while achieving an appropriate level of safety.</p> <p>For more information on internationally proven safe system design, visit <a href="http://www.nzta.govt.nz/safe-system-solutions">www.nzta.govt.nz/safe-system-solutions</a></p>

## Next steps

### Investigations

With community feedback onboard, we're considering changes to our initial design. This involves finding out a bit more from transport partners and people in the community and incorporating the findings of our investigations into a recommended design.

### Second round of community engagement

We'll come back to the community to share our recommended design for feedback (approximately September/October). We'll be asking what people think of the changes we've made since May/June and if there are any last things we should consider before finalising the high-level design. Once the second round of community feedback has been reviewed and considered alongside our technical assessments, we'll make any necessary changes and share the final high-level design on our website for people to see (approximately November).

### Finalising the project plan

The project will shift into more detailed design and we'll progress the necessary consents and approvals, land purchasing as well as apply for construction funding towards the end of the year.

### Construction

Once a contract has been agreed, we anticipate construction to begin in 2024, subject to funding and timing. Information on how construction will be staged will come closer to the time.



For more information, visit our website or contact the project team.



[www.nzta.govt.nz/t2sa](http://www.nzta.govt.nz/t2sa)



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