



# Timaru to St Andrews safety improvements project

## Engagement summary



Waka Kotahi NZ Transport Agency is improving safety on the stretch of State Highway 1 (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.

### Why we ask for your feedback

Talking with communities is a key step informing transport planning and design.

It gives everyone an opportunity to make suggestions and share insights and helps the team gain a deeper understanding of what is happening out on the road.

Giving feedback on transport projects is different from a referendum and it is not always possible to meet all requests. By weighing up often competing views, we aim to come up with the best possible solution.

As well as community feedback, we consider aspects such as fair access for everyone, safety requirements, cost versus benefit, environmental considerations and carbon footprint, buildability, the potential impact on surrounding residents and businesses, plus short and long-term effects.

### How we reached people



**1** community drop in session in Paeroa on 28 September



**224** e-newsletter subscribers



**357**

views on the project website



More than

**40**

emails



**12**

meetings with residents, stakeholders, business and landowners

## What we heard

A planned second round of community engagement was undertaken from 13 September to 8 October, 2023 to understand people's thoughts on the updated design. We heard:

- Lots of positive comments that we listened to the community and changes had been made.
- A new roundabout is important for slowing down traffic and making travel safer through Pareora.
- The placement of median barrier is more appropriate.
- Open intersections will make local travel easier.
- Still some concerns about how oversized agricultural vehicles will use the road with median barrier.
- There could be more passing lanes to avoid driver frustration.
- General concerns around the cost of the project, whether other roads should be prioritised, and other suggestions like changing the highway to four lanes (which is out of this project's scope).

## We heard from:



- residents and landowners
- farmers
- contractors
- community groups
- local businesses
- people working in the area
- people who drive the highway regularly
- heavy vehicle drivers
- first responders.

## You said...

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



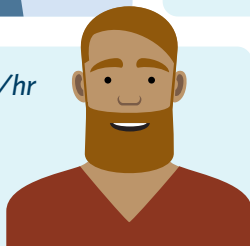
*'We want more passing lanes or longer passing lanes'*



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



*'... speed reduced to 80km/hr and public education on safe following distances'*



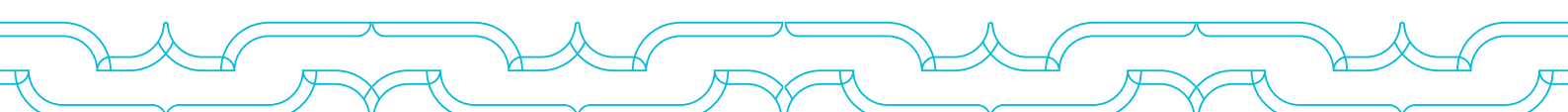
*'I'm happy there are more breaks in the median barrier'*



*'I'm happy with the roundabout at the Avenue in Pareora'*



*'Will there be a crossing for cyclists using the coastal track who come back to Timaru via Ellis Road/Talbot Road?'*



# Waka Kotahi response to community feedback – second round

Feedback	Waka Kotahi response
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Will there be room for oversized or slow agricultural vehicles with median barrier?

**We'll be widening and strengthening the road**

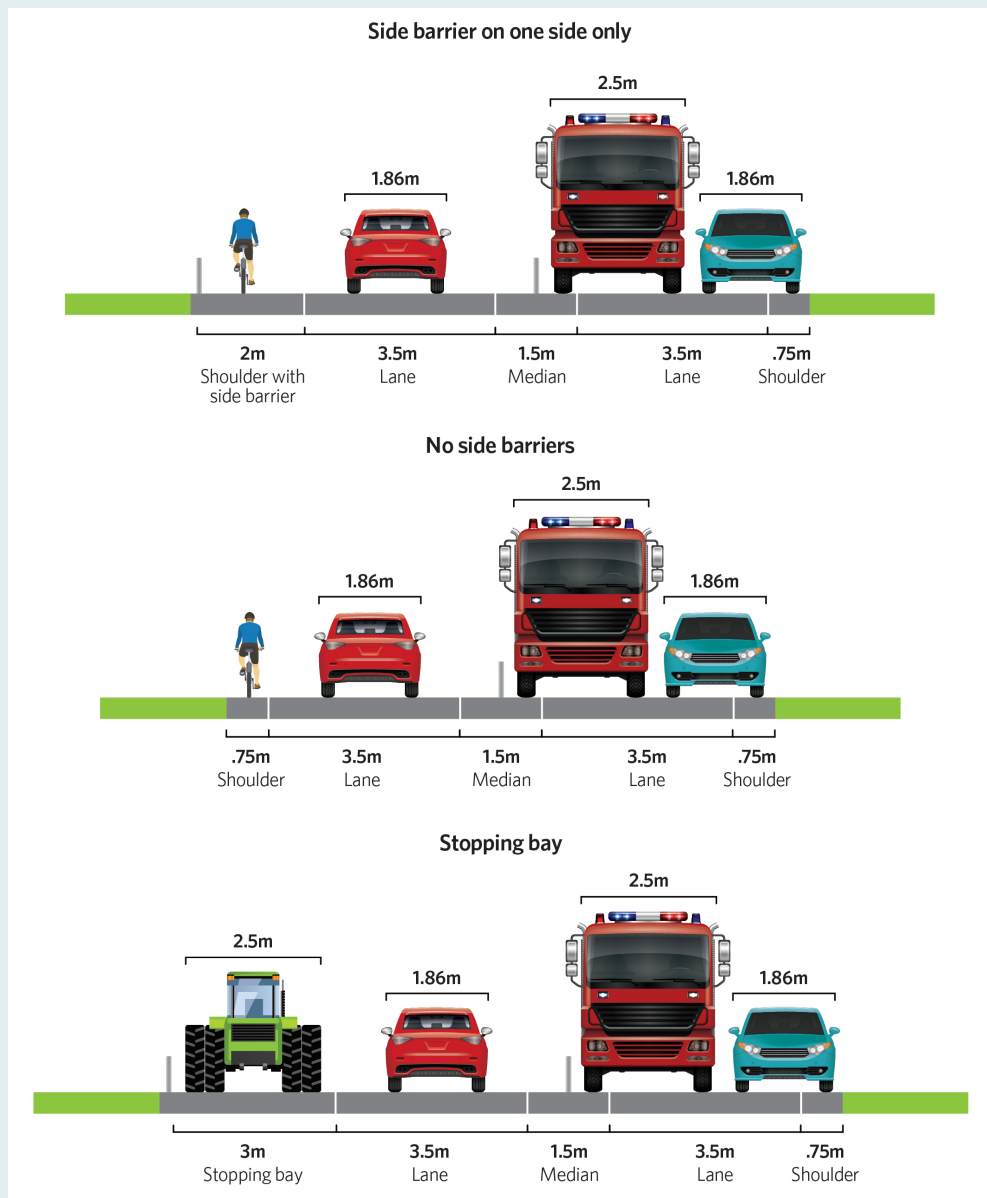
The road will look quite different once this section of highway has been upgraded. Roadside shoulders will be widened and strengthened and each intersection will be assessed for potential upgrades.

**We've added more stopping bays**

The updated design includes added stopping bays so larger and slow-moving vehicles can pull-over to let others past. That means more opportunities for passing others on this section of highway.

**There will be room to pass at stopping bays**

This indicative cross section of the highway shows what lane widths will look like in locations where there will be flexible median barrier installed; at places with and without side-barrier and where there will be stopping bays.



Feedback	Waka Kotahi response
	<p><b>Advice for over dimension and oversized vehicles</b></p> <p>Median barrier is around 1.0m high so houses being relocated can travel over the top of the barrier. As design for this project progresses the placement of signs and potential obstacles on the side of the road are checked to provide suitable clearance. Depending on the vehicle's load size, the road may need to be closed for a period and/or the highway maintenance team may need to drop the barrier. An additional pilot vehicle may be required.</p> <p>Information for commercial vehicles and heavy vehicle permits is available online at <a href="https://nzta.govt.nz/commercial-driving">nzta.govt.nz/commercial-driving</a></p>
<p>Why median barrier?</p>	<p>In Aotearoa New Zealand, flexible median barrier is prioritised on high-speed roads prone to crashes. The barriers act like a safety net – the cables flex – slowing your vehicle and keeping it upright.</p> <p>Median barriers are cost-effective, and they work. They are having a huge impact on reducing road deaths and serious injuries in our communities.</p> <p>On SH1 from Timaru to St Andrews, most fatal and serious injury crashes were reported by Police as loss of control on bends and straights, and head-on collisions. Double yellow lines and speed management will not prevent a vehicle from crossing the centreline.</p> <p>This factsheet has more on how barriers will work on SH1 from Timaru to St Andrews: <a href="https://nzta.govt.nz/assets/projects/sh1-timaru-to-st-andrews-safety-improvements/sh1-timaru-to-st-andrews-safety-improvements-making-our-roads-safer-september-2023.pdf">nzta.govt.nz/assets/projects/sh1-timaru-to-st-andrews-safety-improvements/sh1-timaru-to-st-andrews-safety-improvements-making-our-roads-safer-september-2023.pdf</a></p>
<p>Better to invest in driver training, educating drivers and maintaining the road.</p>	<p>Our national road safety strategy invests in all parts of the transport network – roads vehicles, speeds and people.</p> <p>This video explains what we're doing: <a href="https://youtube.com/watch?v=QR3oDJs5O9M">youtube.com/watch?v=QR3oDJs5O9M</a></p>
<p>First responders will be delayed in an emergency.</p>	<p>We cannot rule out the possibility of some small delays to emergency services response times. However, there is little to no evidence this is a concern in countries with median barrier including in New Zealand, Australia and Sweden.</p> <p>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 in just over a decade. These safety upgrades will significantly reduce this known risk and there is plenty of evidence supporting the effectiveness of median barrier.</p>
<p>Visibility is an issue when trucks park on the roadside.</p>	<p>Thank you for all the suggestions of locations where visibility for drivers could be improved. This information will be helpful for the team to be aware of as they work through safety assessments.</p> <p>We've also let our maintenance team know about the excess vegetation around Pareora River Road. Thanks for this.</p>

Feedback	Waka Kotahi response
How will busses be accommodated?	<p>We have discussed bus route pick-up and drop-off points with the school bus operator. Busses will be able to use the various stopping bays located off both north and southbound lanes without obstructing traffic on the highway. Children should exit the bus on the side of the road they live or from where they are being collected.</p>
Your crash stats don't match my recollection.	<p>Waka Kotahi manages the crash analysis system (CAS); New Zealand's primary tool for capturing information on where, when and how road crashes occur.</p> <p>CAS data is based on NZ Police reporting and helps inform transport policy, design, and prioritise road safety improvements and monitor their effectiveness.</p> <p>In May 2023, CAS showed from the beginning of 2013 through to May 2023 (just over 10 years) there were 5 fatal and 16 serious crashes on SH1 from Timaru to St Andrews.</p> <p>Here's some explanations of where a discrepancy in figures could occur:</p> <ul style="list-style-type: none"> <li>▪ Generally, we state the number of fatal and serious injury crashes, instead of the numbers of people killed and seriously injured. These figures can be different. For example, CAS shows for that period 5 people were killed and 24 people were seriously injured.</li> <li>▪ There can be a delay from when a crash occurs and when it is entered into CAS.</li> <li>▪ An injured person can be taken from a crash site by ambulance into hospital care and not die until some months later.</li> </ul> <p>Our website explains what defines a 'serious injury' and the estimated social costs of road crashes.</p>
The speed limit needs to be reduced.	<p>Speed management alone will not make the biggest difference in improving safety on this section of highway. Deciding speed limits for the corridor (for what will be constructed) is a legal process. Please subscribe to project updates and we'll keep you informed.</p> <p>Working together, speed management and safety infrastructure will improve road safety. Waka Kotahi also focuses on improving vehicle safety, work-related road safety, road user choices and system management.</p> <p>The new roundabout at the SH1, Pooke Road intersection will help to manage speed through Pareora.</p>
Large vehicles turn at Pareora River Road intersection – this needs to be made safer.	<p>Thank you, we've made a note of this. Every intersection in the project area will undergo an assessment for potential upgrades.</p>

Feedback	Waka Kotahi response
How wide are the stopping bays?	Stopping bays are 3.0m wide. (Refer to the indicative highway cross-section diagram above.)
Will we still have access to Pareora River from the highway?	Yes. There will be vehicle access to the north and south banks of the Pareora River from the highway.
Will the new roundabout be big enough for heavy vehicles and have speed restrictions?	<p>We'll build a single lane roundabout big enough for a high productivity motor vehicle (HPMV) 25m B-train.</p> <p>Roundabouts require people to slow down their vehicle and pay attention in order to navigate the intersection.</p> <p>The safe and appropriate speed limits for the corridor (for what will be constructed) is being prioritised for review in the next state highways speed management plan. This includes through Pareora.</p>
Is median barrier safe for motorcyclists?	<p>This corridor is a low use motorcycle route.</p> <p>When we invest in safety infrastructure, we identify projects which can reduce 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 clear and the traffic volume is at a level where we must act.</p> <p>Riding a motorcycle is high-risk. Motorcyclists are more likely to survive hitting a flexible safety barrier than a tree, pole, or oncoming vehicle.</p> <p>Here is a link to more information and videos on motorcyclists and road safety barrier: <a href="https://nzta.govt.nz/roads-and-rail/road-engineering/road-safety-interventions/flexible-road-safety-barriers">nzta.govt.nz/roads-and-rail/road-engineering/road-safety-interventions/flexible-road-safety-barriers</a></p>
<p>Will it be safe for cyclists?</p> <p>How will cyclists cross the highway from the Tuhawaiki (Jack's) Point coastal trail?</p>	<p>Crash analysis for this corridor does not show cyclists as an at-risk group. While installing median barrier will involve narrowing the road shoulder, the plan provides a 0.75m (without side barrier) to 2.0m (with side barrier) shoulder for cyclists to use.</p> <p>The safest route for cyclists would be an off-road path separate from the highway, which is outside this project's scope. There was not a lot of feedback from cyclists in both rounds of consultation. Given current low demand, the cost to build a separated path would outweigh the benefits.</p> <p>Cyclists using the Tuhawaiki (Jack's) Point coastal trail will be able to cross as they do now.</p>

## Next steps

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.



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



[nzta.govt.nz/t2sa](https://nzta.govt.nz/t2sa)



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

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