

SAFETY ASSESSMENT CRITERIA															
Site Ref	Site Location	SH1 AADT (PAEKAKARIKI) 25,504		CRASH HISTORY		EASE OF ACCESS FROM/TO HIGHWAY		VULNERABLE USERS		ENVIRONMENT		GEOMETRY		RISK FACTORS	
		Score	Reason	Score	Reason	Score	Reason	Score	Reason	Score	Reason	Score	Reason	Score	Reason
			<i>e.g. High traffic volumes, high % heavies, count station at Paekakariki</i>		<i>Past four year crash history in vicinity</i>		<i>Proximity of on & off-ramps to site</i>		<i>Motorcyclists, cyclists and pedestrians</i>		<i>Activities and environmental aspects affecting the site</i>		<i>Design criteria and considerations in vicinity of site access</i>		<i>Issues detrimental to and which have a negative effect on the development envisaged</i>
H	Whareroa Farm (Emerald Glen Road)	0	High % of heavies (11.4%) with AADT of 25,504 both directions	-1	No adverse crash history, only one serious crash at roundabout/end of SB off-ramp due to excessive speed	1	Direct access from and to the State Highway is in close proximity - Negotiating roundabout could be problematic with tracking - Narrow roads	-3	Shared path for pedestrian/cyclists and horses will be affected - Rural community road	1	Some farming activities - Flooding - Extensive road widening required	2	Narrow approach road and bridge structure - Conflict with shared path - Negotiating roundabout - Truck tracking & manoeuvring - Drainage conditions - No right turn movement into the site required - Adequate sight lines and sight distance	-2	Heavy vehicles will need to negotiate a narrow bridge on Emerald Glen Rd - Access to site is off the narrow rural access road - To gain access back onto SH1 northbound heavy vehicles will need to cross the rail level crossing with dual lines - Right turning out of the site - Northbound vehicles having to negotiate roundabout - tracking & manoeuvring problems - Site could be subject to flooding - Shared path for pedestrian/cyclists and horses will be affected by new access to site - Area is subject to extensive farming and livestock activities - movement of farm equipment & stock
I	QEII Park	0	High % of heavies (11.4%) with AADT of 25,504 both directions	-1	No adverse crash history, only one serious crash at roundabout/end of SB off-ramp due to excessive speed	-3	Direct access from and to the State Highway is in close proximity - Negotiating roundabout could be problematic - tracking - At-grade rail crossing problematic	-1	Motorcyclists gain access to highway via on-ramp	-1	At-grade rail crossing on major rail link - Possible flooding	-1	Access onto NB on-ramp - Conflict with rail crossing - Negotiating roundabout - Truck tracking & manoeuvring - Drainage conditions - No right turn movement into the site required - Adequate sight lines and sight distance	-3	Heavy vehicles will need to negotiate a rail level crossing with dual lines - Access to site is off the on-ramp to SH1 - To gain access back onto SH1 southbound heavy vehicles will need to cross the rail level crossing again - Right turning out of the site across on-ramp to SH1 - Southbound vehicles having to negotiate roundabout - tracking & manoeuvring problems
J(2)	Kapiti	0	App	-1	No adverse crash history, only minor crashes on SH1 noted	2	Direct access from and to the State Highway is in close proximity - Negotiating roundabout could be problematic - tracking - At-grade rail crossing problematic if NB vehicles gain access to highway via QE Park IIC	-1	Motorcyclists could gain access to highway via northern most on-ramp	2	Farming and quarry activities - Extended access road to site - Road widening required	2	Access can be obtained onto existing local road (old SH1) - Access to highway NB can be gained south of site and SB can only be gained north of site via QE Park IIC - No entry to highway direct from site and site is located mid-way between two IIC - No drainage conditions envisaged - Right turn movement into the site from local road required - Adequate sight lines and sight distance - Half IIC located south of site so only NB on-ramp and SB off-ramp available	-1	Heavy vehicles will need to travel longer distances to the weigh site before & after weighing - NB heavies should turn right out of site and continue along old SH1 to new NB on-ramp - Right turning in and out of the site - Southbound vehicles having to negotiate roundabout - tracking problems - Shared access with quarry - Development of site may require major earthworks
L	Paekākāriki Interchange	0	High % of heavies (11.4%) with AADT of 25,504 both directions	-1	No adverse crash history, only minor crashes on SH1 noted	-1	Direct access from and to the State Highway is in close proximity - Negotiating roundabout could be problematic - tracking - Staggered accesses in close proximity will be problematic	-2	Motorcyclists gain access to highway via on-ramp	2	Farming activities - Flooding - Road widening required	-1	Access can be obtained onto existing local road (old SH1) - Access to highway NB can be gained directly north of site and SB will only be gained north of site via QE Park IIC - No southbound entry to highway direct from site - Drainage conditions - Right turn movement into the site required - Adequate sight lines and sight distance - Half IIC so only NB on-ramp and SB off-ramp available - Staggered accesses, less than recommended minimum distance	-2	Heavy vehicles travelling SB & NB will need to travel longer distances to the weigh site before & after weighing - SB heavies may be tempted to turn right out of site and continue south on old SH1 - Right turning in and out of the site - Southbound vehicles having to negotiate roundabout - tracking problems - Site could be subject to flooding - Staggered access configuration in close proximity to site

Scoring Bands							
3	High % of heavies with AADT in excess of 25,000 vehicles in both directions	N/A	Direct access from and to the State Highway is in close proximity with short deviation route to the site	Vulnerable users such as motorcyclists, pedestrians and cyclists are not adversely affected by the access	Environmental aspects such as noise, spillage, wetlands, road widening and farming activities are not adversely affected by the development	The nature of the access design requirements and impact the road alignment will have on safety is limited	Low risk factors having a detrimental affect on the development envisaged
2		N/A					
1		N/A					
0	Neutral - all sites have the same AADT	No crash history	Neutral	Neutral	Neutral	Neutral	Neutral
-1		No significant crashes happening in the vicinity over the past four years					
-2							
-3	Low % of heavies with AADT less than 10,000 vehicles in both directions	Significant vehicle crashes happening in the vicinity over past four years	Direct access from and to the State Highway is not in close proximity with long deviation route to the site	Vulnerable users such as motorcyclists, pedestrians and cyclists are adversely affected by the access	Environmental aspects such as noise, spillage, wetlands, road widening and farming activities are adversely affected by the development	The nature of the access design requirements and impact the road alignment will have on safety is increased	High risk factors having a detrimental affect on the development envisaged