

**Minister of Transport Response**  
**to the**  
**Petition of Fiona Lagae: Review and remediation of intersection of SH25 and**  
**Hauraki Road (Orongo Corner)**

**Presented to the House of Representatives**

**In accordance with Standing Order 380**

# Minister of Transport Response to the Petition of Fiona Lagae: Review and remediation of intersection of SH25 and Hauraki Road (Orongo Corner)

## Introduction

- 1 I have carefully considered the *Petition of Fiona Lagae: Review and remediation of intersection of SH25 and Hauraki Road (Orongo Corner)*.
- 2 The petitioner's request is that *the House of Representatives urge the Government to require NZTA to commence an urgent review and undertake any necessary remedial work – such as a remodelled intersection, roundabout, or other appropriate improvements – at the intersection of Hauraki Road and SH25, known as Orongo Corner.*
- 3 I am responding to the petition in accordance with Standing Order 380.

## Minister of Transport's response

- 4 I recognise the safety concerns experienced by road users at this intersection, and the importance of ensuring the network is as safe as possible for all who use it.
- 5 NZTA has already taken steps to improve safety at this location through the installation of an Intersection Speed Zone (ISZ) in 2018. ISZs are a targeted and effective safety intervention that reduce speeds at higher-risk intersections, helping to lower the likelihood and severity of crashes. By reducing impact speeds, ISZs can contribute to meaningful reductions in deaths and serious injuries, while giving drivers more time to recognise and respond to hazards. Drivers are required to travel at the posted speed when entering the ISZ, helping to create safer conditions for all road users.
- 6 Safety for all users of the transport system remains a key priority. NZTA is continuing to invest significantly in a programme of work across the Waikato region to improve the safety and resilience of the state highway network. This includes both major corridor upgrades and targeted improvements at higher-risk locations. For example, on SH1 between Cambridge and Piarere, a programme of safety improvements has recently been completed, including the installation of approximately 15 kilometres of flexible median barriers, new turnaround bays, upgraded intersections and improved lighting. Targeted intersection improvements are also being delivered such as recent upgrades at the SH1/Karāpiro Road intersection, including improved line markings, signage and electronic safety messaging to encourage safer driver behaviour.
- 7 In addition, NZTA is progressing wider safety-focused work across the network, including the installation of median and roadside barriers on high-risk routes, and significant maintenance and renewal programmes to improve road surfaces and reduce hazards. These improvements play an important role in improving skid resistance, road condition and overall safety outcomes for all users.
- 8 As the road controlling authority for approximately 11,000 kilometres of state highways nationwide, NZTA must prioritise investment through a national process to ensure funding is directed to where it will achieve the greatest safety benefit. Funding in the 2024-27 National Land Transport Programme (NLTP) is limited and there are many locations that require upgrades to improve their safety, potential upgrades are assessed and prioritised through a national process to ensure limited resources are directed to the areas of highest safety need.

9 NZTA is aware of the concerns at the SH25/Hauraki Road intersection and continues to assess this location as part of its ongoing investment planning. While there is currently no funding allocated for further improvements, including a roundabout, the intersection will be reconsidered through the prioritisation process for potential inclusion in the 2027-30 NLTP. Any future assessment would include consideration of a permanent roundabout. Temporary measures, such as a temporary roundabout, involve ongoing operational and maintenance costs, and are typically only progressed where funding for a permanent solution is confirmed. As such, consideration of a temporary installation would likely occur alongside assessment of a permanent option.

**Conclusion**

10 I have responded to the petitioner's concerns. NZTA remains committed to improving safety outcomes across the Waikato and the wider state highway network through a balanced programme of targeted improvements and system-wide interventions.

Office of the Minister of Transport