

## Making barriers work for all road users

### Pulling over

We are targeting the installation of roadside barriers at high-risk locations, for example, on the outside of curves, or where there are significant roadside hazards like poles, trees and ditches. This means there will still be places where people can pull off the road safely in an emergency or breakdown.



### Turning right

Most people are killed or seriously injured in head-on crashes, and a median barrier along the centre of the road can prevent these types of crashes. Because these barriers divide traffic lanes, you may need to drive a little further to make a U-turn to come back to driveways and intersections. Turnaround facilities like roundabouts and turnaround bays will be installed to ensure that everyone can make U-turns safely.

### Riding a bike

When considering installing roadside barriers, we look for opportunities to set them off the road as far as practical. This is to ensure there is adequate space for people who are cycling along the road, so they don't feel like they are being pushed closer to busy traffic.

### Driving agricultural vehicles

We also look for opportunities to enable safe pullover spaces along the road for people driving agricultural vehicles, so others can pass safely.



For more information, go to:  
[nzta.govt.nz/safety-infrastructure](https://nzta.govt.nz/safety-infrastructure)



## Flexible road safety barriers are your safety net



People make simple mistakes everyday while driving on our roads. Flexible barriers reduce the trauma experienced on our roads.

## Letting you ride again

If you ride a motorcycle, you are at a higher risk of being seriously injured or killed on our roads, as you're more vulnerable in a crash.

Many people who are injured or killed while riding a motorcycle are struck by vehicles where the driver has lost control and, in some circumstances, crossed the centreline. Studies show flexible median barriers can reduce the number of motorcyclists killed by up to 50%.<sup>1</sup>

1. Carlsson (2009) Evaluation of 2+1 roads with cable barriers: Final report VTI rapport 636A.

## Barriers catch you before you hit something harder

Flexible barriers are a road safety success story. When they are fitted along the side and centre of the road, they can reduce the number of people killed or seriously injured in crashes by 75%.<sup>2</sup> If you hit a safety barrier, the steel cables flex, slowing down your vehicle and keeping it upright. They absorb the energy of the impact, which means that you and your passengers don't.

2. Standard Safety Intervention Toolkit, published September 2021, Waka Kotahi NZ Transport Agency

Installing flexible median barriers on roads in Aotearoa has resulted in a marked decrease in the number of fatal and serious injury crashes, up to 95%,<sup>3</sup> as seen on Centennial Highway (formally SH1, Wellington region). This is because they prevent head-on crashes and significantly reduce the number of people killed and seriously injured in crashes where a driver has lost control.



Roadside barriers catch vehicles that leave the road, grabbing them before they hit something harder like a pole, tree or ditch.



3. Safe System case study - SH1 Centennial Highway median barrier project: delivering median barriers in narrow medians - December 2022 (nzta.govt.nz)

## The right barrier for the road

Flexible barriers are a good fit for our roads. They're narrow and work best on long, straight sections and gentle curves. More importantly, they're the safest barrier if someone does hit them. Sometimes, especially if there are tight corners, we will need to use a different type of barrier or even a combination of the two.



These proven safety interventions are being installed as part of our contribution to New Zealand's road safety strategy.

For more information visit:  
[nzta.govt.nz/safety-infrastructure](https://nzta.govt.nz/safety-infrastructure)