

# 2

## Safety improvements on State Highway 2 What's been happening



### QUICK FACTS

#### WESTERN SECTION

**Daily traffic volume:** Average weekday 13,000 vehicles per day  
Holiday peak 24,000 vehicles per day

**Existing passing lanes:** One west-bound passing lane

**Existing cross-section:** Average lane width 3.5m, sealed shoulder width 0.2-1.5m

**Recent crash history:** Between 2004 and 2013 there were eight fatal and nine serious injury crashes.

**Expected cost:** \$30-35 million

#### EASTERN SECTION

**Daily traffic volume:** Average weekday 13,000 vehicles per day  
Holiday peak 24,000 vehicles per day

**Existing passing lanes:** 1.6km long north-bound passing lane at Heaven's Rest  
1.5km south-bound passing lane at Heaven's Rest

**Existing cross-section:** Average lane width 3.5m, shoulder width 1m

**Recent crash history:** Between 2004 and 2013 there were seven fatal and seven serious injury crashes

**Expected cost:** \$19-24 million

### WHAT HAS BEEN DONE TO DATE?

- In October 2013 two engineering consultancy firms were commissioned by the Transport Agency to begin investigations: Beca on the Western section and Bloxam Burnett and Olliver (BBO) on the Eastern section
- Site visits, some geotechnical studies and the collection and review of relevant information, including a full topographical survey of the road, analysis of crash records, traffic surveys etc
- Consultation started early 2014 with a wide range of key stakeholders and is ongoing. The first project newsletter was sent out in March 2014
- Preliminary options have been developed and feedback is being sought

### WHO HAVE WE BEEN TALKING TO?

We have been talking to key stakeholders including:

- Local businesses and adjacent landowners
- Emergency services – police, fire, ambulance
- Tangata whenua
- Waikato Regional Council, Waikato and Hauraki district councils
- Maintenance contractors
- Road users such as Fonterra, Road Transport and Heavy Haulage associations, Rural Delivery, school bus service

### WHAT HAPPENS NEXT?

PHASE OF WORK	WHAT HAPPENS	WHEN
Investigations continue	<ul style="list-style-type: none"> <li>• Community, iwi and other stakeholders are consulted on issues and options</li> <li>• The consultants present the results of their investigations, including recommendations and economics of the possible options to the Transport Agency</li> </ul>	Between now and August 2014
Scheme selected	<ul style="list-style-type: none"> <li>• Transport Agency considers feedback and determines the preferred option</li> <li>• Seeks funding for the design phase</li> </ul>	November 2014 onwards

### AS FUNDING IS CONFIRMED THE FOLLOWING PHASES CAN BEGIN:

DESIGN	DETAILED DESIGN BEGINS	WHEN
Statutory approvals	<ul style="list-style-type: none"> <li>• Transport Agency lodges applications for resource consents and alterations to the existing state highway designation</li> <li>• Waikato District Council, Hauraki District Council and Waikato Regional Council process the applications</li> </ul>	To be confirmed
Land purchase	<ul style="list-style-type: none"> <li>• Independent property agents negotiate on behalf of the Crown with landowners to purchase any additional land required</li> </ul>	To be confirmed
Tendering and construction	Funding for construction is sought. A road contractor is selected by open tender for each section and construction begins	To be confirmed