16 SH16 Brigham Creek to Waimauku safety improvements

Reduce the number of deaths and serious injuries

Flexible road safety barriers

The stretch of state highway between Brigham Creek and Waimauku has a history of deaths and serious injuries, with almost half being head on collisions or drivers losing control and running off the road.

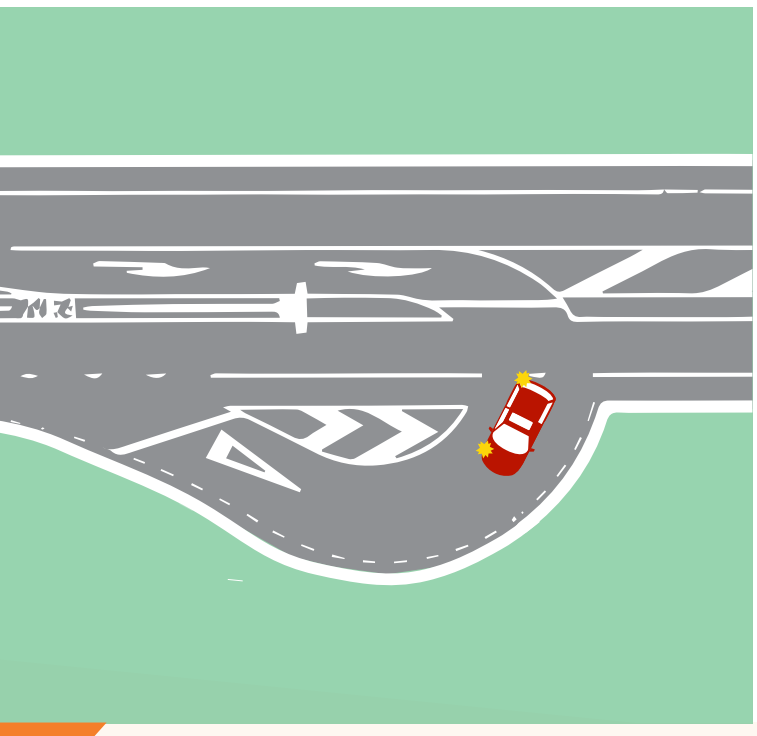
We use flexible road safety barriers down the middle of the highway to stop drivers crossing the centreline and colliding with oncoming traffic. We use the barriers along the edge of the highway to stop cars running off the road. Where we do these upgrades there is a 70-80 per cent reduction in people dying in crashes.

If you hit one of these barriers the high-tension wire cables flex, slowing your vehicle down and keeping it upright. The barriers are designed to reduce the impact on you and your passengers by absorbing the energy from a crash. This means crashes are less severe than if you hit other types of barriers, or roadside hazards like poles or trees, or an on-coming vehicle.

The barriers are designed to keep you and your passengers safe inside your vehicle and stop you from 'bouncing' off them, potentially into an on-coming vehicle. This makes them the most forgiving type of barrier.

Access along the highway

Where we are installing median barriers in the centre of the highway there will be changes to peoples' access to properties and businesses. We need to find a balance between your convenience and everyone's safety.



Drivers will be only be able to turn in and out of properties, and will need to travel a short distance to the nearest controlled intersection (roundabout or turn-around bay) to make a safe right turn so they can travel in the opposite direction.

Turn-around bays allow vehicles to safely change the direction of their travel. There will be sign posted gaps in the median barriers so people can right turn into a turn-around bay.

We don't encourage people to pull over on state highways, however cars will usually be able to pull over onto the shoulder beside the safety barrier.

For larger vehicles, such as agricultural vehicles, this may not be possible so there will be regular gaps in the side barriers, usually 400-500m where possible, as well as at intersections and driveways. There will also be gaps left at bus stops and school buses will be able to pull over safely at driveways so that passengers can get on and off the bus.

Between Waimauku and Huapai, wherever we put in a side barrier we'll make sure there's space between it and the road for people on bikes.

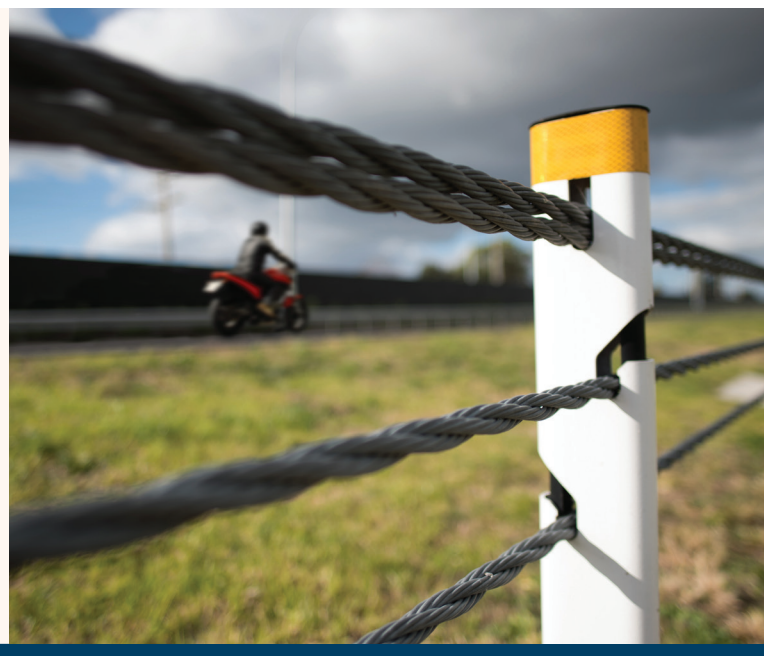
In an emergency, flexible barriers can be pulled out of the road quickly and easily so emergency vehicles can get to an incident.

Motorcyclists and flexible road safety barriers

People on motorbikes have a higher risk of getting seriously injured or killed on our roads and are more vulnerable in a crash than those in vehicles as they don't have the same protection.

Flexible barriers can reduce the number of people on motorcycles who are killed and injured on our roads by around 50 per cent.

Motorcyclists are more likely to survive an impact with a flexible road safety barrier than an impact with trees, poles, oncoming vehicles, as well as ditches which can be just as dangerous. When barriers are between lanes, they stop a driver's mistake becoming a rider's nightmare.



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