

# SH23: The road to Raglan

Safe Roads update

Newsletter  
December 2016

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## Progress update

We've been working our way through feedback given to us by the community from the two open days, and online responses. We've also listened to community organisations and special interest groups both locally and nationally.

We know this is an important road for local residents, commuters, and tourists and the number of motorists on this highway is increasing. Our job is to implement safety features that make this road safer for everyone.

Our current focus is the Waitetuna to Raglan section of the highway and we are aiming to start construction this summer.

Although a lot of the improvements should be completed this summer, there will be more work happening later in 2017. That's because our design has to factor in lots of services in the berm, including two key high voltage cables from the Te Uku Wind Farm and a major telecommunications cable linking New Zealand with Australia. There are also some difficult geotechnical issues.

- In 30 per cent of crashes, vehicles hit a roadside hazard
- In 40 per cent of crashes an oncoming vehicle was hit
- 25 per cent of crashes occurred at intersections
- Alcohol was a factor in 47 per cent of crashes
- Driving too fast for the conditions was also a factor in nearly 50 per cent of crashes



### Between Hamilton and Highbrook Way (Section 1)

We are developing the design, construction is likely to begin towards the end of next year. Our proposals include:

- Installing side safety barriers in high-risk areas to stop vehicles running off the road
- Widening the centrelines and adding rumble strips in areas to reduce head-on crashes
- Improving safety for motorcyclists
- Minor intersection improvements

### Between Highbrook Way and Waitetuna (Section 2)

We are still considering options to improve safety on this section and will develop further in 2017.

### Between Waitetuna and Raglan (Section 3)

This is our current focus. Design is progressing well and we aim to start construction this summer. Our proposals include:

- Shoulder widening at high-risk locations
- Improved signage and centreline rumble strips
- Making the road safer for motorcyclists
- Side safety barriers in high-risk areas to stop vehicles running off the road
- Minor intersection improvements.

## We are improving the safety of SH23

### Passing opportunities

Many of you expressed a desire for more passing opportunities. Passing lanes and longer slow vehicle bays are expensive to build and won't save a lot of travel time on this highway. Evidence on other similar highways does not show major safety gains from passing lanes. Although we acknowledge they can alleviate some frustration. Therefore, we are not considering these treatments as part of this project. We are continuing to explore providing formalised pullover areas. If this option is feasible, these areas would be signposted in advance to encourage slower vehicles to use them.



Rumble strips (example)

### Speed Management on SH23

There were a range of responses to the topic of speed management on this highway. Some of you supported lowering the existing 100km/h speed limit on some parts of SH23 but most of you want the 100km/h speed limit retained. There was support for an 80km/h speed limit past Greenslade Road, on the approach into Raglan. Our analysis supports this and, subject to formal consultation, this will be implemented. We may come back to the community in the future about how speed is managed on State highway 23.

### Improving the road for cyclists

We are improving safety for cyclists by providing a 1.5m sealed shoulder in front of new side safety barriers. We are also widening the shoulder to 1m in some other locations, particularly on curves. However, we are not widening the shoulder over the full length of the road.

### Improving intersections

A lot of you provided feedback on safety at intersections. This is what we are proposing for the section of the road between Cogswell Road and Raglan:



Wide centreline (example)

- **Waitetuna Valley Road:** Resurface the intersection and SH23 curve with high friction asphalt surfacing
- **Okete Road (east) at Te Uku:** Provide a wide flush median to make it safer for traffic to turn right into Okete Road where the Te Uku School, the store and café are located
- **Te Mata Road:** Trim back the roadside banks to increase visibility to the east
- **Greenslade Road:** These are plans to relocate this intersection 200m closer to Raglan as part of the Lorenzen Bay development. Our proposal to lower the speed limit, along with improved signs and road markings, which will improve safety in the immediate future.

We are still looking at intersections on the other sections of the road between Hamilton and Waitetuna.

### Safety for motorcyclists

Innovative safety rails especially designed to protect motorcyclists if they crash will be installed on some sections of the highway. The motorcyclist protection system reduces deaths and serious injuries by redirecting the rider along the barrier and away from the guardrail posts if they come off their motorbike. We are also sealing back some accesses to prevent loose stones on the road.



Barrier with motorcyclists protection system (example)



Look out for another newsletter on the road to Raglan in the first quarter 2017



[nzta.govt.nz/projects/sh23-hamilton-to-raglan](https://nzta.govt.nz/projects/sh23-hamilton-to-raglan)