

Making the road from Te Ngae Junction to Paengaroa safer



State Highway 33 between Te Ngae Junction and Paengaroa is classified as a high-risk rural road for a reason. 16 people have died and 46 have been seriously injured between 2006 and 2015.

Wide centrelines

Widening the centreline is a simple way to steer drivers away from each other. Separating traffic this way has been proven to reduce serious crashes by up to 20 percent.*



What you told us and how we're making it safer

Earlier this year we asked you to tell us your main safety concerns for this stretch of road. We listened and your valuable feedback has helped us shape the proposed SH33 safety improvements.

The main things you told us...

Traffic is going too fast through Okere Falls, Mourea and Paengaroa.

It's unsafe to cross the road especially at Okere Falls.

Some drivers aren't following the speed limit and they're taking too many risks.

Getting stuck behind slow vehicles is frustrating and other drivers are making unsafe passing manoeuvres.

Some parts of the road are quite windy and it's unclear how much to slow down for the corners.

How we will make the road safer

To make the road more forgiving when people make mistakes, we plan to:

- » Come back to the wider community to confirm if they want us to begin a formal speed review process for the towns of Paengaroa, Okere Falls and Mourea
- » Install new signs, line marking and landscaping to create slower speed environments in Paengaroa, Okere Falls and Mourea

- » Install a pedestrian island at Okere Falls for safer crossing
- » Continue to talk with the Police regarding speeding
- » Install a new south bound passing lane to provide safer passing opportunities
- » Improve the signs and road markings to warn drivers of risks they need to prepare for further down the road such as sharp curves
- » Widen the centreline which is a simple way to increase the distance between oncoming traffic
- » Install short sections of flexible roadside barriers to stop your vehicle before you run off the road or hit something harder like a tree
- » Lay rumble strips to give distracted or tired drivers a wake-up call if they stray across the line
- » Wider sealed shoulders to provide extra room for drivers and people who cycle.

Flexible road safety barriers

Are cost effective to install and reduce road deaths by up to 70-80 percent* by catching you before you hit something harder like trees, poles, ditches or other vehicles.



Proposed safety treatments - have we got it right?



The route is 34km long with some tricky terrain so it will be completed in three stages. Stage one will start in November 2017. It has been timed to take place while other maintenance work is scheduled to minimise disruption for drivers. Stage two and three will follow after gaining final approval to construct.

What's happening, and when?

September

Finalise the preferred design (stage one)

October

- Tender for construction (stage one)
- Community drop in sessions

November

- Award contract for stage one construction
- Stage one construction starts

2018

Seek final approval to start stage two construction and start work (late 2018)

2019

Seek final approval to start stage three construction and start work (late 2019)

2021

All going to plan, all three stages will be completed mid 2021

Tell us what you think

Have we missed anything?

Come and see us at a drop in session or provide feedback online or by email.

- ☰ Feedback nzta.govt.nz/tnj2p/have-your-say
- @ justin.rae@saferoads.co.nz
- 📍 nzta.govt.nz/tnj2p



Come and see us

Community drop in sessions :

Wednesday 11 October

Paengaroa Hall
3pm - 6pm

Thursday 12 October

Okere Falls Store
3pm - 6pm

Friday 13 October

Pikiao Rugby League Club,
3 Takinga Street, Mourea
1pm - 4pm