



FAQs – SH2 Tetley Road to Esdaile Road Median Barrier

May 2021

What's the problem?

We are working to make State Highway 2, between Waihi and Ōmokoroa, safer. Between 2009 and 2018, 25 people lost their lives and 66 were seriously injured on this stretch of road. Most of the accidents were caused by drivers running off the road and hitting trees, poles or deep ditches, head-on collisions and crashes at intersections.

What are you doing?

We're currently making safety improvements to the rural sections of the state highway between Waihi and Ōmokoroa. This work is estimated to cost \$101 million. Where we can, **flexible roadside safety barriers will be installed** to protect vehicles from power poles, trees and deep ditches.

Why are you making these safety improvements?

Building a wide centreline means further improvements can be made in the future such as the flexible median safety barrier we are proposing **between Tetley Road and Esdaile Road**.

Why flexible road safety barriers?

We use flexible road safety barriers down the middle of a road to prevent head-on collisions or along the edge of the road to stop run-off-road crashes. They save lives.

- Flexible road safety barriers catch vehicles that leave their lane.
- If you hit a flexible barrier, the steel cables flex, slowing down your vehicle and keeping it upright. They absorb the impact so you and the people with you, don't. They prevent you from being deflected to the other side of the road, potentially hitting another vehicle, or trees, poles or deep ditches on the roadside.
- Flexible road safety barriers are a good fit for our roads. They're narrow and work best on long, straight sections and gentle curves. Most importantly, they're the safest barrier if someone does hit them.

Why don't you put median safety barriers along all the project road corridor now?

The initial improvements we're making will mean this road is safer for the people using it now. We've constructed the new sections of road so that flexible safety barriers can be put in at a later stage as required, and as funding allows.

Will I still be able to turn right with median barrier installed?

To achieve the greatest safety benefit for the median safety barriers, we need to have as few gaps as possible. This means for those entering the highway from a private access the only possible turn will be left. That is left in and left out. Equally, unless a safe turnaround area has been provided then those entering from a side road will only be able to turn left out and left in.

What is a safe turnaround area?

A safe turnaround area on this section of road will probably be a single lane roundabout, designed to accommodate large vehicles.

Where will these turnaround areas be?

To enable spacing between safe turnaround areas of approximately three to five kilometres, 5-6 safe turnaround areas will be required. The location of these safe turnaround areas has not yet been decided. We are keen to hear from those people living along this corridor to find out how they use this section of road. This will enable us to make the best decision.

When will this happen?

There is funding to complete the detailed design phase where we will do two stages of community consultation. The first phase is to understand how people use the 14km section of road, and the second phase will be once the designs have been advanced to about 80 per cent. This second phase of consultations enables us to make detailed adjustments before preparing the plans for construction.

How can I have my say?

- Contact us at bopprojects@nzta.govt.nz
- Visit the Waihi to Ōmokoroa web page to complete the survey online: www.nzta.govt.nz/w2o