

2 Waihi to Tauranga Corridor

SH2 Waihi to Tauranga drop-in session



Following on from an open day held in March this year, Waka Kotahi looks forward to welcoming the community to a SH2 Waihi to Tauranga Corridor drop-in session in July.

The community information session hosted by Western Bay of Plenty District Council will provide information on the safety improvements taking shape between Waihi and Ōmokoroa.

It's a great opportunity to share your views and ask questions on proposed road safety improvements in the area.

There will be information on the proposed flexible median barrier for a 14km section of SH2 between Tetley Road and Esdaile Road, which would include five to six turnaround areas, or roundabouts.

Thank you for your feedback

Consultation on a 14.2km median barrier began in March this year with community feedback captured on how we might shape a median barrier option on State Highway 2 (SH2) between Tetley Road and Esdaile Road.

We thank those who took the time to provide feedback. There was a lot of interest with more than 500 pieces of feedback received, and we are working through this information.

While roundabouts are being designed for SH2 intersections at Rea Road / Tetley Road, and Pahoia Road / Esdaile Road, the feasibility and location of potentially another three or four roundabouts between these two locations is still being investigated.

Roundabouts are required to provide safe turning locations at breaks within the median barrier.

As potential design options are drawn up more localised consultation will occur, as has been the case along the corridor during the road widening. It is anticipated at least six design workshops will be held with those whose access is affected along the corridor.

Why flexible median barrier?

Flexible median barriers save lives.

They are installed down the middle of a road to prevent head-on collisions, or along the edge of the road to stop run-off-road crashes.

- 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.
- This is a cost-effective infrastructure treatment, and on a normal two-lane undivided highway the barrier can reduce the deaths and injuries in crashes by 75 percent

Why are temporary speed limit signs still in place when work appears to be finished?

We need to make sure the road is safe to return to the posted speed limit.

A number of inspections are undertaken as the works near completion, but sometimes the final inspection identifies the need for some final works, and/or maintenance activities.

While the project team endeavours to identify this well ahead of time, this is not always possible, and it can take some days to initiate the corrective treatments.

SH2 Waihi to Ōmokoroa Safety Project - What's happening?

Construction of the safety project continues to progress well, despite some challenges with the winter weather.

- Section 4: Athenree Road to Tanners Point Road has power and watermain relocation almost completed. Road widening, relocation of telecommunication services and construction of retaining walls is now underway.
- Section 5: Tanners Point Road to Kauri Point Road has power and watermain relocation continuing.
- Section 6: Kauri Point Road to Lindemann Road is almost complete with minor finishing works underway. Temporary speed restrictions will be uplifted in early July.
- Section 8: Sharp Road to Sargent Drive sees side barrier installation between Work Road and Wright Road. The Work Road passing lane closed earlier this month, with a wide shoulder for slow vehicles remaining. This was at the request of local residents and will increase safety at the SH2/Work Road intersection. Construction also continues behind temporary barriers between Lockington Road and Thompsons Track Road.
- Section 10: Wainui South Road to Esdaile Road Section 10A is now complete. The next part of this stage to beyond Esdaile Road / Pahoia Road is undergoing design.

SH2 Mangatarata to Katikati Speed Review

People from Mangatarata to Katikati have shared their local insights as Waka Kotahi reviews speed limits on state highways around the region.

State Highway 2, from the SH2/State Highway 25 Mangatarata roundabout in Hauraki to Katikati in Western

Bay of Plenty, was recently under the spotlight after being identified as a road corridor where safer speed limits could make a big difference in preventing deaths and serious injuries.

Between 2010 and 2019, 21 people died and 95 were seriously injured on this road.

Waka Kotahi has heard concerns from people in the community about the speed people are travelling along this road and through the towns of Ngatea, Paeroa, Waihi and Katikati.

Engaging with the community helps us get feedback and local knowledge on how people feel about current speeds in the area, including on roads around their local school, marae, business, or workplace.

This information will feed into technical reviews to help determine if a speed limit change will improve safety and help shape new proposed speeds, which will then be formally consulted on. A summary of the community feedback during the engagement phase will be available online in coming weeks and we will include the link in future updates.



Motorcyclists and flexible safety barrier

Roadside and median flexible safety barriers are highly effective in preventing deaths and injuries for all road users, including motorcyclists.

Motorcyclists are more likely to survive an impact with a flexible road safety barrier than an impact with a tree, pole or oncoming vehicle, which the barriers may help prevent them from striking in a crash.

The University of New South Wales undertook an in-depth analysis of motorcycle impacts into roadside barriers in both New Zealand and Australia. The data shows barriers of any kind contributed to a very small percentage of motorcycle fatalities.

A study of the NZ motorcycle-barrier crash data from January 2001 to July 2013 shows of 20 motorcycle fatalities sustained as a result of riders hitting a roadside or median barrier, just 3 involved flexible safety (wire rope) barriers, while 13 involved traditional steel 'W' beam barriers and four other barrier types. Over the same time period there were 97 motorcyclist fatalities from collisions with posts or poles, 70 from hitting traffic signs and 93 from crashing into unprotected trees.

Having a wide roadside completely free of roadside objects including fence posts and road signs, is arguably the best for motorcycle safety. However, this is rarely practical to achieve in New Zealand's geographic environment and is not as effective as barriers in most situations.

Keep up-to-date

SH2 Waihi to Tauranga corridor

 nzta.govt.nz/waihi2tga

Get in touch

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