## OVERVIEW OF SH58 SAFETY IMPROVEMENTS

## SEPARATE TRAFFIC

We propose to widen the highway including four bridges, and install including four bridges, and install a
median safety barrier between the median safety barrier between the
opposing lanes of traffic from SH2 to Bradey Road. Median safety barriers are safest when they are continuous and not broken with gaps for multiple side access. We are only proposing gaps in the barrier at the roundabouts and ocations where access demand is high and there are few safety risks.
We are proposing the only gaps in the safety barrier to be at the following locations:

- Flightys/Murphys roundabout
- Moonshine Road roundabout
- Harris Road
- Mt Cecil Road
- Kaitawa Street/Transpower (no right turn out)
Hugh Duncan Street (no right turn out).


## SAFER

INTERSECTIONS
We propose to limit access at some
intersections to left-in, left-out only, and build roundabouts at Moonshine Road and the Flightys/Murphys intersections

## STRAIGHTEN CURVES

In 2016 we completed work to realign the highway at the site of a dangerous curve between Mt Cecil Road and Harris Road The next stage includes realigning the curves between SH 2 and Mt Cecil Road

## SAFER SPEEDS

As part of the safety improvements, we propose to reduce the speed limit from $100 \mathrm{~km} / \mathrm{h}$ to $80 \mathrm{~km} / \mathrm{h}$ between SH2 and Bradey Road. The average speed on this section of SH58 is $79 \mathrm{~km} / \mathrm{h}$ so a reduced speed limit is unlikely to increase travel times.

## EXPECTED SAFETY OUTCOMES

Once these improvements are in place we expect there to be 16-21 fewer deaths and serious injuries over 10 years. We also expect significantly fewer crash-related closures.



## Heading towards the Hutt <br> A. extra 2-4mins



Heading towards the Hutt
C. extra 1-3mins


Heading towards Pauatahanui
D. extra 2-3mins

