

SH23: Hamilton to Raglan Safety Improvements

Information sheet 01: August 2016

Safer roads for safer journeys

Plans are underway to make State Highway 23, from Hamilton to Raglan, safer. This project is part of the national Safe Roads and Roadsides programme which aims to prevent 900 deaths and serious injuries on rural state highways over six years.

What are the issues on the road?

SH23 is classified as a high-risk rural road. The most common types of crashes are:

- » vehicles crossing the centreline
- » crashing head-on
- » losing control on bends
- » running off the road and hitting hazards such as trees, power poles and ditches

These kinds of crashes often result in serious injury or death. Driving too fast for conditions is a common factor in many crashes on SH23.

Deaths and serious injuries over the past decade

Between Hamilton and Highbrook (section 1)

10km stretch

158 crashes



2 people died



30 were seriously injured

Between Highbrook and Waitetuna (section 2)

9km stretch

71 crashes



1 person died



11 were seriously injured

Between Waitetuna and Raglan (section 3)

21km stretch

162 crashes



2 people died



23 were seriously injured

What we are proposing to make the road to Raglan safer

We want to improve the safety features on the road and roadside on SH23 between Hamilton and Raglan. We have divided the road into three sections to review and would like to hear what you think about our proposals.

Between Hamilton and Highbrook Way

- » install side safety barriers in high-risk areas to stop vehicles running off the road
- » widen the centrelines in areas to reduce head-on crashes
- » look for opportunities to make the road safer for motorcycles
- » review speed management
- » minor intersection improvements.

Between Highbrook Way and Waitetuna

- » we're analysing this section of the highway to see what safety improvements are appropriate
- » we're also reviewing speed management on the route.

Between Waitetuna and Raglan

- » shoulder widening at high-risk locations
- » improved signage
- » look for opportunities to make the road safer for motorcycles
- » install side safety barriers in high-risk areas to stop vehicles running off the road
- » minor intersection improvements.

OPEN DAYS

How can I find out more and share my ideas?



Te Uku Hall
3pm-7pm



Whatawhata Rugby Club
3pm-7pm

➔ There's more information on our website: nzta.govt.nz/SH23



How does this work fit into the government's road safety strategy?

Improving the safety of rural roads and roadsides is a key action of the government's road safety strategy, Safer Journeys, which is based on the Safe System approach. This approach acknowledges that people make mistakes and aims to create a more forgiving transport system where mistakes do not result in death or serious injury. The approach looks across the entire road system to improve safety - including the safety of roads and roadsides, vehicles, encouraging safer speeds and driver behaviour.

Who is delivering these improvements?

This work is being carried out as part of the government's Safer Roads and Roadsides programme. The NZ Transport Agency has established the Safe Roads Alliance to deliver this programme of work over the next six years. It will make safety improvements to high-risk rural state highways around the country, helping to reduce deaths and serious injuries.

Have these road safety improvements been successfully implemented elsewhere?

Improvements such as shoulder widening, side safety barriers and rumble strips have been systematically tried and tested on other rural state highways. They have been proven to significantly contribute to reducing deaths and serious injuries on rural roads.

Your feedback is important to us

Your views are important and will help us to design the most effective improvements for this road. After all, as regular users of the road you know its challenges and understand how any safety improvements could benefit our communities.

Will landowners be affected?

A small amount of land is required to widen the road in some areas. We've started to talk to affected landowners.

Will there be delays during the construction?

We'll work hard to keep any disruption to a minimum.

Will access to my property be affected if safety barriers are installed?

Gaps in the safety barriers will mean you can access your property easily.

Will speed management be reviewed?

We are having a look at how speed is managed along this route and we are keen to hear your thoughts.

What's happening, and when?



August

Public engagement and design



Spring/Summer 2016/17

Waitetuna - Raglan improvements finished



Late 2017

Work is expected to begin on other sections of the highway



Maclean Hastie
Project Manager



nzta.govt.nz/SH23



07 834 8533



Facebook/NZTAWaikatoBoP



team@saferoads.co.nz

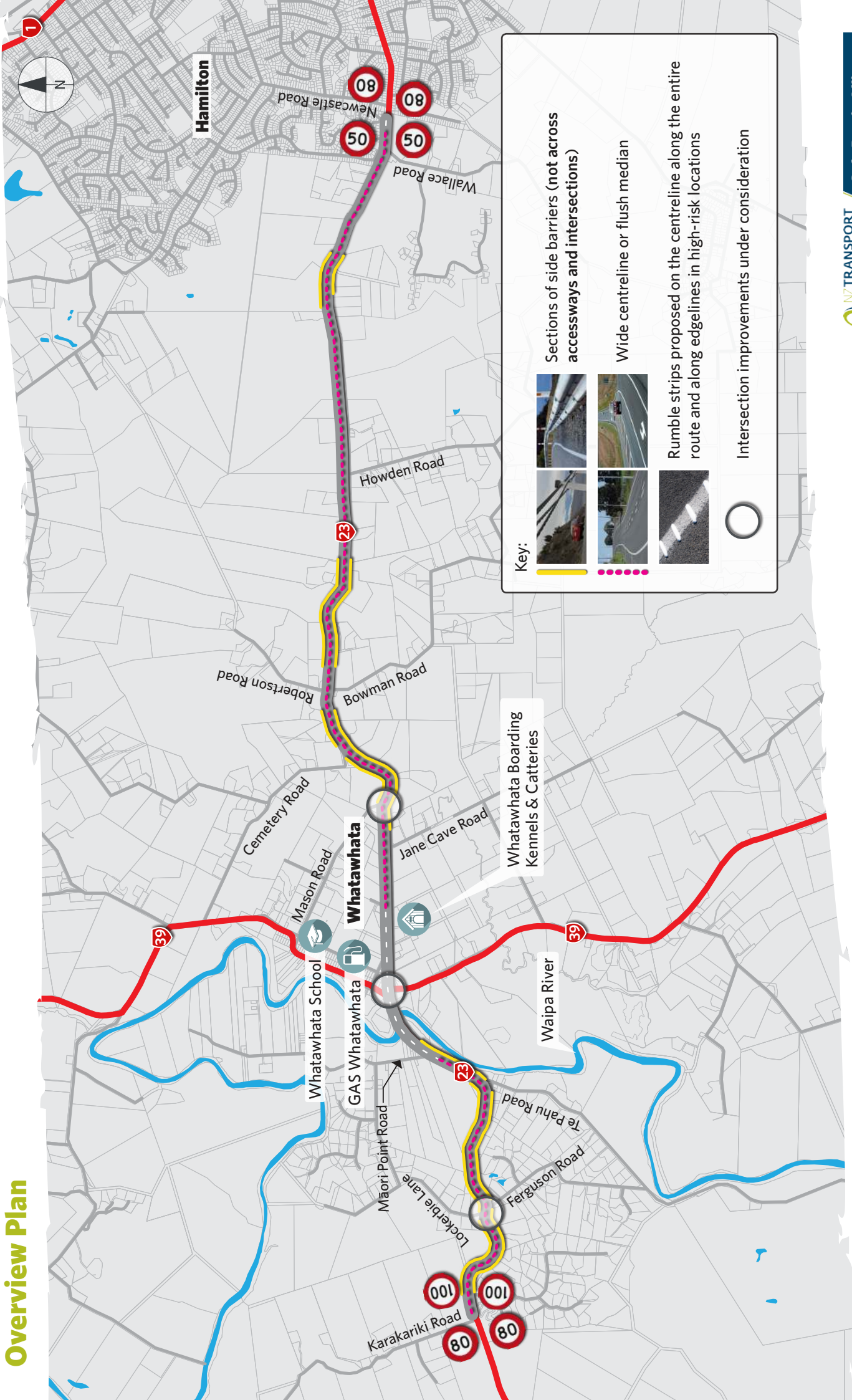
SIGN UP



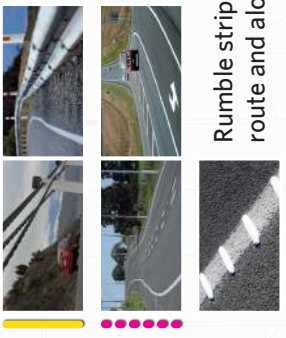
Email us to receive quarterly emailed newsletters:
team@saferoads.co.nz

SH23 - Hamilton to Whatawhata

Overview Plan



Key:



Sections of side barriers (not across accessways and intersections)

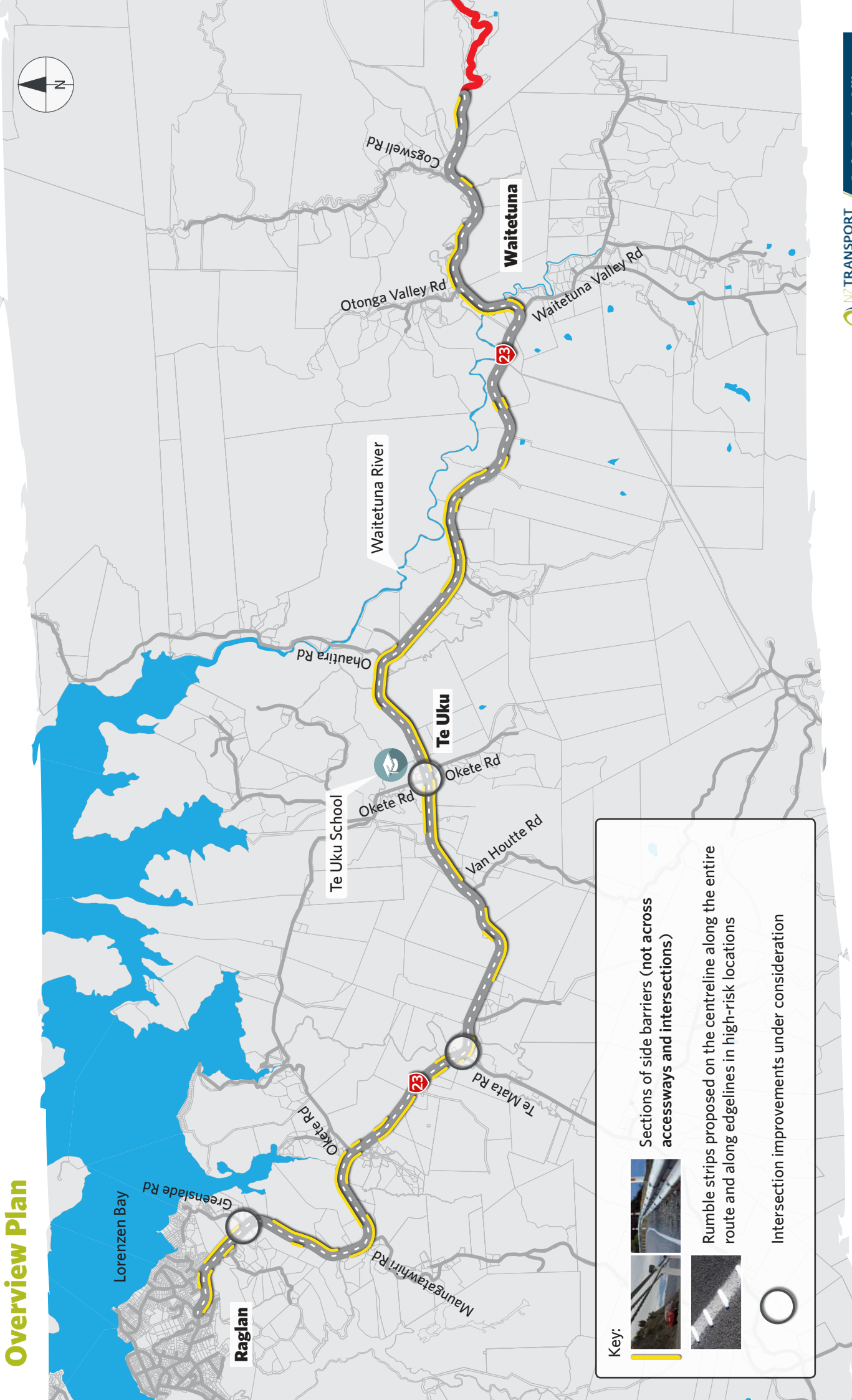
Wide centreline or flush median

Rumble strips proposed on the centreline along the entire route and along edgelines in high-risk locations

Intersection improvements under consideration

SH23 - Waitetuna to Raglan

Overview Plan



Key:

-  Sections of side barriers (not across accessways and intersections)
-  Rumble strips proposed on the centreline along the entire route and along edgelines in high-risk locations
-  Intersection improvements under consideration