
Delivering Safe Roads for the Bay of Plenty



Cara Phillips, Project Manager, Safe Roads Alliance

Safe Roads Programme

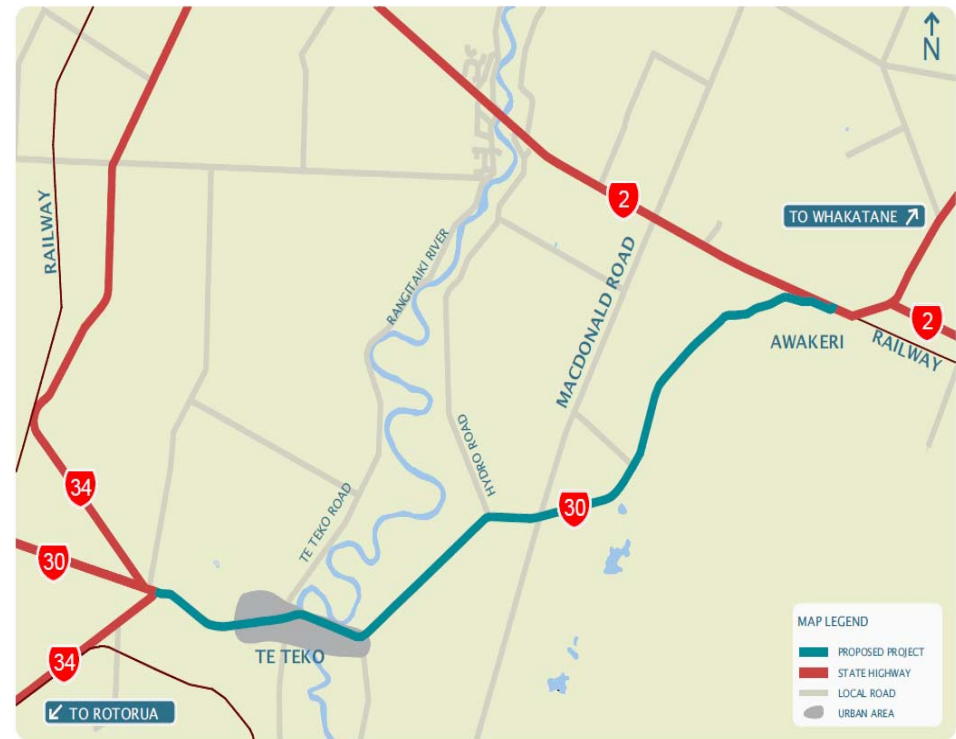
- Nationwide programme
- Goal is to **prevent 900 death and serious injuries**
- To **improve the safety rating** (Kiwirap) of state highways
- Deliver \$600 million of safety improvements to **make roads and roadsides**



SH30 location

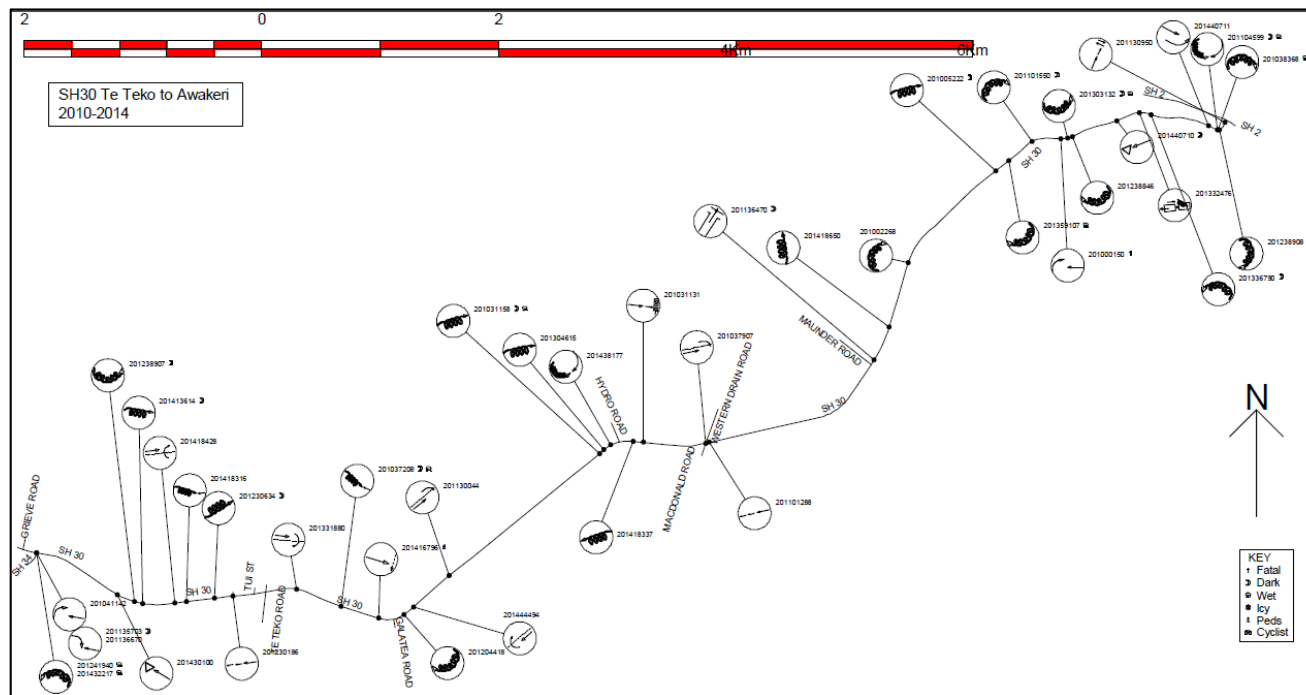


10km length
17 DSI in 10 years



CRASH TYPES

- Head-on and run-off-road crashes account for **75%** of crashes where people are killed or seriously injured.



Run-off-road
crashes
occur on
curves
and straights

Hazards



Deep ditches

Trees Poles



Banks

Proactive v Reactive

**Blackspots
only**

**Whole
corridor
approach**



Combinations of treatments

happening, or to make those crashes survivable.

Flexible barriers

Your safety net.
Flexible road safety barriers reduce road deaths by 70-80 per cent* by catching you before you hit something less forgiving. The wire cables flex to absorb the impact, slow you down and redirect you away from oncoming vehicles or trees, poles or ditches on the side of the road.

Rumble strips

Your wake-up call.
These raised markings give off a loud rumble when a vehicle comes into contact with them, to give distracted drivers a wake-up call if they stray across the line. Rumble strips significantly reduce head-on and run-off road crashes.

Shoulder widening

Room to recover.
A wider sealed shoulder provides room to recover if you lose control or need to take evasive action. This can reduce crashes by up to 35 per cent.*

Wider centre-lines

Simple things can save lives.
Widening the centre-line is a deceptively simple way to slow drivers away from each other. This has been proven to reduce serious crashes by up to 20 per cent.*

Side & median barriers

Providing protection.
Barriers stop your vehicle before you hit something less forgiving like a tree, power pole or oncoming vehicle. 75 per cent of people who die or are seriously injured on our roads have had a head-on collision or driven off the road.

Signs and road markings

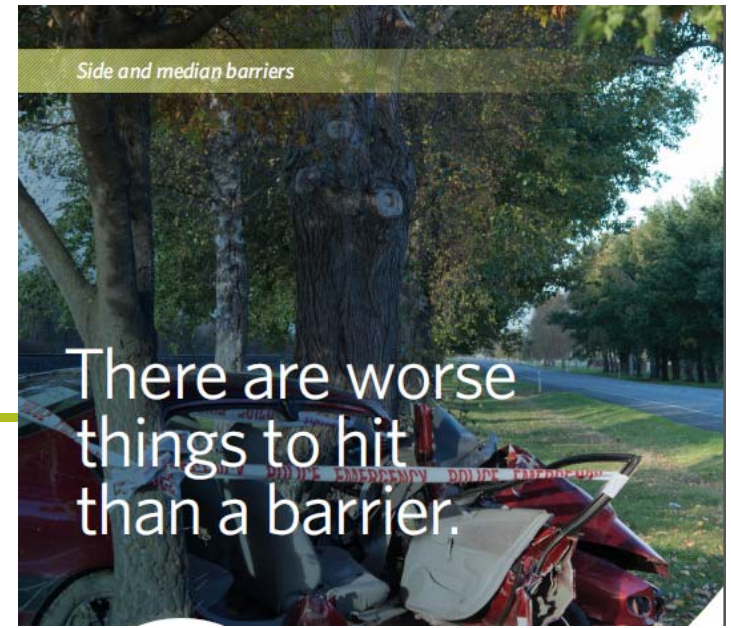
More signs, less crosses.
Signs and road markings warn drivers of risks they need to prepare for further down the road such as intersections, stop signs or sharp curves. The right signs in the right places can reduce crashes by up to 57 per cent.*

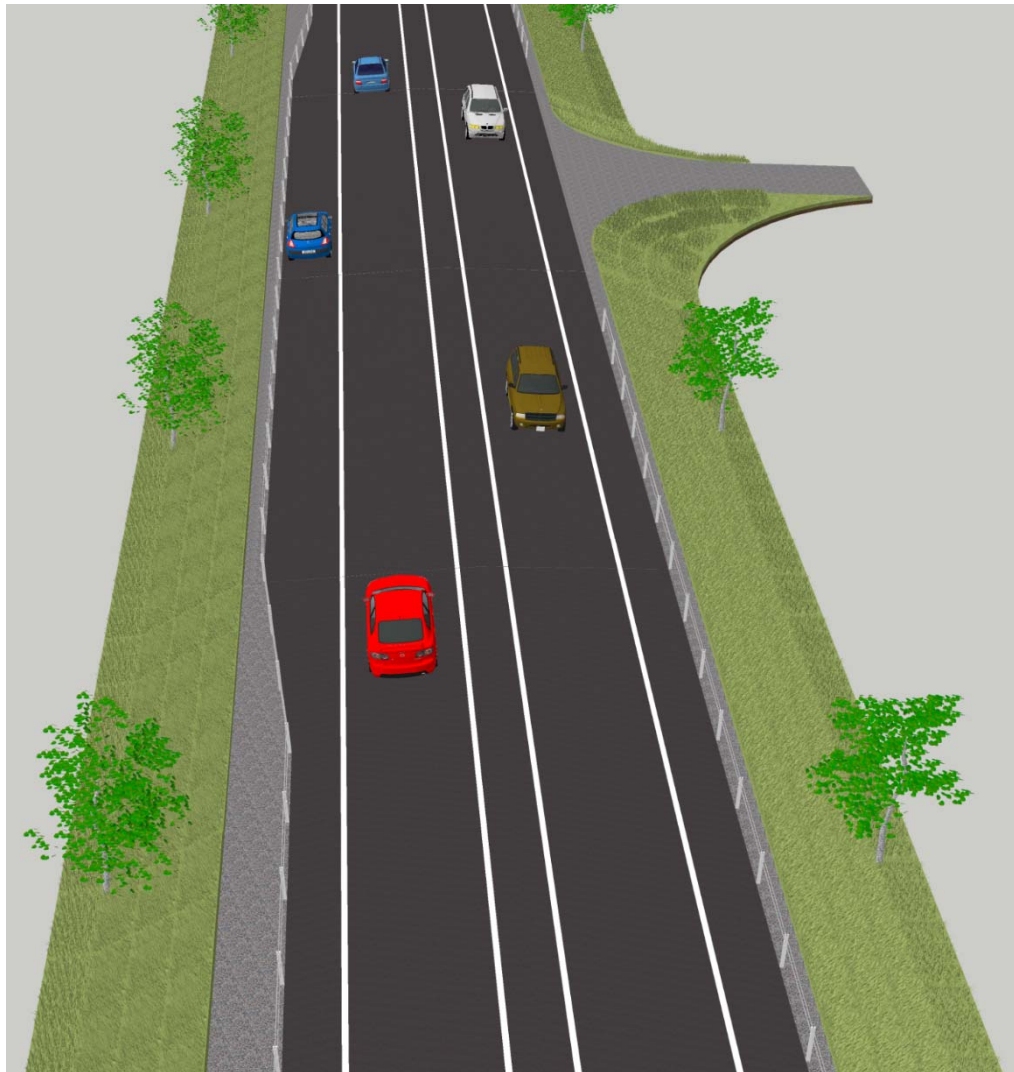
Appropriate speed limits

Matching the speed to the road.
How speed is managed is another way to reduce the risk on our roads. Travelling the right speed for the road can help minimise the impact of a crash. Speed is the difference between a correctable mistake and a fatal error.

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* High Risk Rural Roads Guide, published September 2011, NZ Transport Agency, First Edition.





Proposed Safety Improvements

SH30: Te Teko to Awakeri

Typical Road Cross-section (showing access with widening opposite driveway)

Design changes

Stock on the road (cattle, horse riding)



Collecting bamboo from roadside



Front page news



BEACON
ENLIGHTENING THE EASTERN BAY SINCE 1929
www.whakatanebeacon.co.nz

90c (Delivery: 100c urban, 150c rural) | Friday, November 11, 2016

PEOPLE'S CHOICE

P14



13 JOBS

- ELECTRICIAN
- EARLY CHILDHOOD
- FARMING
- COUNSELLOR
- AND MORE - P27-28

HEADING TO ENGLAND

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FREE INSIDE

Anger at road upgrade

Kate Ashurst
Staff reporter

CHEYL Brogden says new roadside barriers on State Highway 30 near White Cross Obelisk are an accident waiting to happen.

Ms Brogden and her husband own agricultural business PJ Brogden Contracting and lease several properties along the strip of SH30 from the Hyde Road intersection through to the Galaxia Road turnoff near Mapeo.

She said many of their employees drive large agricultural vehicles and had to pull into several driveways along that strip of road and needed to turn right across it to do so.

In the past, those driving the vehicles were able to pull over on the shoulder and wait until traffic was clear before crossing.

Ms Brogden said now they had no option but to stop in the middle of their lane if there was stopping traffic and wait for an opportunity to cross.

She said traffic often built up behind vehicles. Sometimes, motorists tried to get around

barriers and tensions using dangerous manoeuvres.

The problem, according to Ms Brogden, is that the installation of barriers means that the road divider is now too narrow to use. The barriers are part of the upgrade in

the section of SH30 between Awakiri and the turn-off to Kawerau being undertaken by the NZ Transport Agency at a cost of \$13.5 million.

Ms Brogden said she and her husband had not been consulted by NZTA. She said she had tried calling the agency but was told someone would have to call her back.

On Tuesday, when she had still not heard from anyone, her husband rang to say she "needed to contact someone" urgently after an 18-ton motorist drove up behind him as he was trying to cross lanes to turn into a driveway.

She said drivers reacting negatively because they had to wait behind the large vehicles had become a regular occurrence near the barriers near Mapeo.

"It is an accident waiting to happen. All it will take is a car coming up behind with a driver that is not watching and who goes up the back of him or doesn't see the indicator and tries to overtake."

She tried calling East Coast MP Anne Tolley, transport minister Simon Hoopoe, Whakatane district councillor Gerard van Beek and Eastern

LINING UP: Traffic builds behind a PJ Brogden Contracting harvester while driver Hunter Puterangi waits for a break in traffic to turn into a driveway on the other side of the road.

Photo: Luca Pizzarello/D403-22

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Cheese-cutter concerns

Kate Ashurst
Staff reporter

A \$3.7 MILLION road safety initiative – installation of barriers – is proceeding on State Highway 30 in spite of concerns raised by the Eastern Bay Road Safety committee.

At the committee's May meeting, the State Roads Alliance welcomed the \$3.7 million barrier plan for three-quarters of the section of SH30 from Awakiri to the Kawerau turnoff.

State Roads Alliance is a group of contractors and consultants engaged by NZ Transport Agency to focus on reducing the number of accidents where cars leave the road. The alliance identified several areas across New Zealand where roads could be improved based on statistics.

The project was identified after statistics from the last 10 years showed it was a high-risk area.

In short, road safety experts, police, representatives from the council in the Eastern Bay, NZTA and the SRA to work through concerns that included:

- Statistics showing the section of road was not considered high risk
- Significant investment in safety improvements over the past 10 years had already been made by NZTA
- Wire barriers would make the road difficult to use for agricultural contractors with wide equipment
- It would be more difficult for people to pull over to the side of the road
- Trucks would be unable to be driven down the road
- Motorcycleists objected to wire rope barriers as they were seen as "cheese cutters"
- It would reduce car and bicycle separation distances, and where was an overt focus on one risk over all others
- Last week, Mr Taylor said while the 10-year statistics showed a low of accidents on the



ROAD BARRIERS: Wire ropes will be hung on these barrier posts as part of a \$3.7 million safety improvement plan for State Highway 30, between Awakiri and the Kawerau turn-off.

10 Wednesday, November 2, 2016 | www.whakatanebeacon.co.nz

State highway project revised

Kate Ashurst
Staff reporter

As a result the project was modified and the budget was revised from \$3.7 million to \$2.5 million to reflect the changes.

NZTA Bay of Plenty highways manager Niclas Johansson said it worked with the committee to find a compromise.

"Along with meeting with the committee we have consulted with residents, property owners, and businesses, including the quarry."

"Following feedback we have either modified or reduced the barrier extents, especially around access ways."

"Where we have installed barriers we've increased the shoulder width where possible, to provide more area for vehicles to pull over."

"We have also altered barrier lengths to accommodate farmers moving stock. The conversations we have had with these interested parties and the local people have been very useful in strengthening our design and improving the way we integrate these safety retrofitting improvements with the way people use these roads."

Mr Johansson said head-on and run-off-road crashes accounted for 75 percent of fatal and serious injury crashes in New Zealand.

"We reviewed the State Highway 30 and State Highway 34 corridor in late 2015, and identified that although recent works had improved safety at these two specific locations, there was still a clear safety problem that warranted more investment.

Along the section of highway there had been 18 recorded run-off-road injury crashes in the past 10 years.

THK road safety treatments occurring west of Awakiri will prevent 8.5 deaths and serious injuries every 10 years, the NZ Transport Agency says.

NZ Transport Agency Bay highways manager Niclas Johansson said the roadside barriers would reduce the severity of run-off-road crashes and the frequency of head-on crashes.

He said installing flexible roadside safety barriers had been shown to significantly reduce the impact of serious accidents.

"These safety treatments are effective in reducing deaths and injuries for all types of road users. They work by acting as a net, catching vehicles before they run off the road and hit something less forgiving, like a tree or another vehicle."

He said the cables flexed on impact, slowing the vehicle and pushing it back into its lane.

"Widening the centreline increased the gap between vehicles and therefore reduced the likelihood of head-on crashes."

"There is solid evidence to show that assumptions that flexible barriers have a 'cheese cutter' effect and increase risks for motorcycleists are unfounded."

"In fact, the evidence shows the opposite – installing roadside barriers can have a beneficial effect and actually reduces motorcycle casualties. This is because motorcycleists are more likely to survive an impact with a roadside barrier than an impact with roadside hazards, such as trees and poles."

ROAD BARRIERS: Wire ropes will be hung on these barrier posts as part of the revised \$2.5 million safety improvement plan for State Highway 30, between Awakiri and the Kawerau turn-off.

D4396-12



A safer SH30



Before



After