MINO-694 State Highway 2 Safety Improvements

28 April 2023

Providing information on the changes to the corridor of State Highway 2 (SH2) between the SH1/SH2 and SH2/SH25 intersections, and the Deaths and Serious Injuries (DSIs) statistics for the corridor.

Waka Kotahi NZ Transport Agency's response:

- The 32km section of SH2 between the SH1/2 intersection near Pokeno to the SH2/25 intersection near Mangatarata, has had some key safety improvements installed since 2004. The improvements included the following improvements:

Mangatawhiri Deviation

- The Mangatawhiri Deviation (approx. 7km) is a two-lane undivided highway stretching from the Mangatawhiri Bridge to the Maramarua Golf Course, bypassing the Mangatawhiri village. This was opened to traffic in December 2008.

- The deviation aims to improve safety by bypassing a section of State Highway 2 that has a poor crash record. The new road alignment is a wider, straighter section of road that also provides safer passing opportunities.

Speed Management

- After extensive public consultation the speed limits on SH2 were reduced from 100km/h to 90km/h along the majority of the 32km stretch of SH2 between the SH1/2 interchange near Pokeno and the SH2/25 intersection near Mangatarata. The new speed limits became operational in December 2011.

- The exceptions were the Mangatawhiri Deviation, which remained at 100km/h; and the 1.8 km through the Maramarua township, which remained 70km/h. The Maramarua township area was further supported by improvements to signs and pavement markings.

SH2/25 Intersection Improvements

- A roundabout was identified as a more forgiving form of intersection. The former T-intersection was becoming unsuitable given the large volume of traffic from the Coromandel that turns right from SH25 into SH2 towards Auckland, particularly during peak holiday periods. The roundabout opened in December 2014.

Caveat to advice

- This response is not an analysis of the effectiveness of the changes made post-2004. More intensive work would be required in order to evaluate the impact of these safety improvements.

- Caution should be exercised when referencing this data, as other variables such as changes in traffic volumes, have not been factored into this response.

Proactively Released