

SH27: SH26 to SH24 safety improvements

Safer roads for safer journeys

We want to make the 26km section of SH27, beginning at the southern side of Tatanui and ending immediately north of Matamata, south of Pohlen Road, safer for everyone who uses it. This project is part of the Government's Safe Roads and Roadsides programme which aims to prevent 900 deaths and serious injuries on rural state highways over the next 10 years.

What are the issues with this road?

A large portion of this road is straight and flat, and that means many motorists travel at higher than normal speeds. The most common type of crashes result from motorists losing control of their vehicles and hitting hazards along the road such as ditches, trees, fences and power poles. These kinds of crashes often result in serious injury or death. The high number of intersections and private accessways along this stretch of the highway also create issues on the road.

Deaths and serious injuries between 2010 - 2014

In the 5 years between 2010 - 2014 there have been:

12 Serious crashes



2 Deaths



14 Serious injuries



What we are proposing to make this stretch of the highway safer

We want to improve the safety of the highway by installing safety barriers on the side of the road at high-risk locations to prevent vehicles running off the road. We'd also like to add rumble strips to parts of the road and improve some property entrances. This means all driveways will be wide enough to accommodate a school bus.

How can I find out more and share my ideas?



Send an email team@saferoads.co.nz and let us know your thoughts.



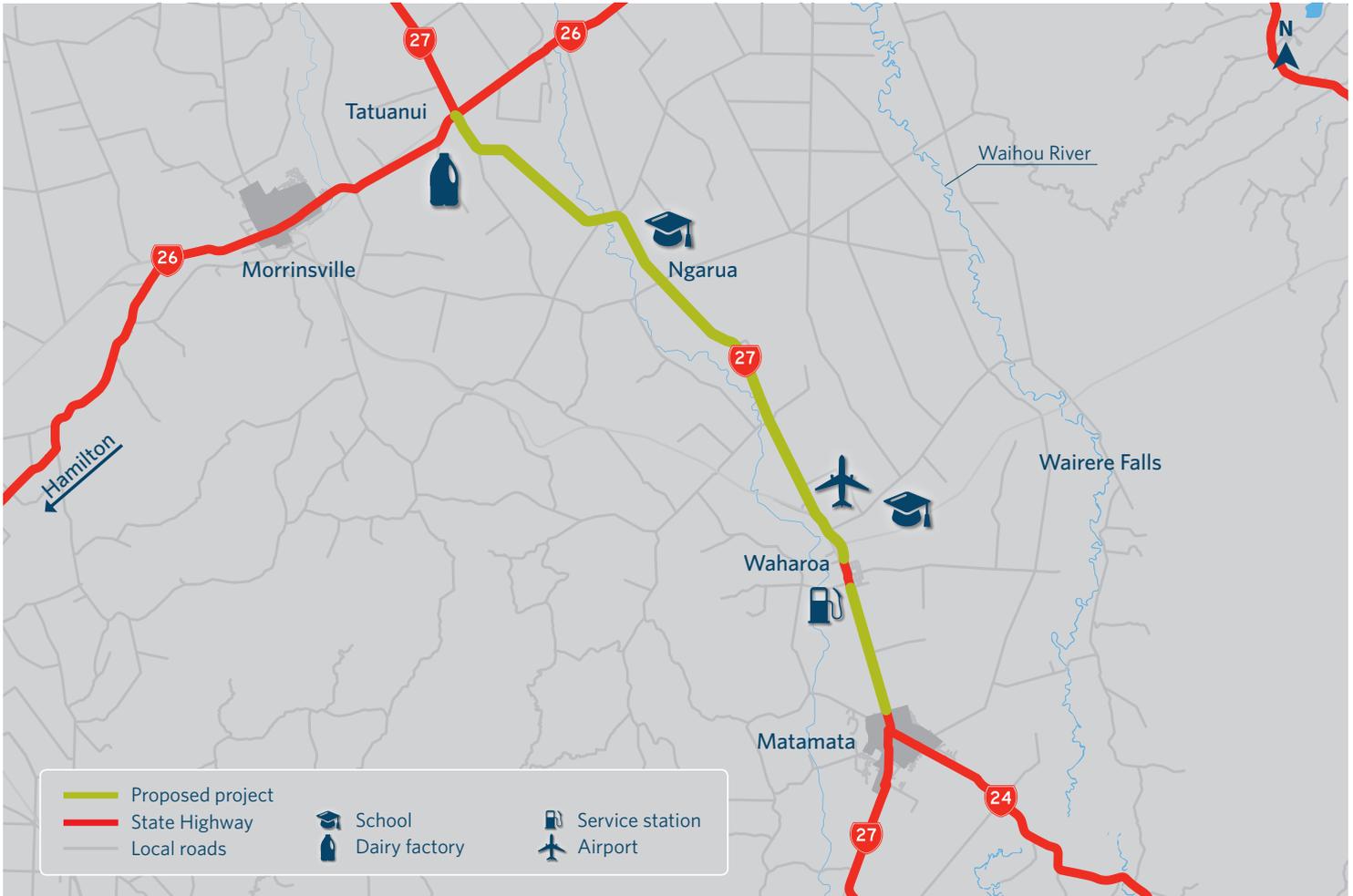
Talk to us in person. Phone our Community Engagement Manager Stefan Darke **021 940 942**.



Provide feedback online at nzta.govt.nz/sh27-26-24/have-your-say. Let us know what you think before 6 February.



There's more information on our website: nzta.govt.nz/projects/sh27-26-24



How will I access my property if side barriers are installed?

There will be gaps left in the barriers at all existing driveways and access ways. Where side safety barriers are installed outside property entrances, a gap at least 23 metres wide - sufficient to allow a bus to pull off the road - will be provided. Let us know if you want to talk to us about the location of the barrier outside your property. We're happy to meet and talk through any impact the proposed location of the barrier may have on access to your property.

Isn't it better to run off the road than to hit a solid object like a side barrier?

If a car or motorcycle runs off the road, it's safer to hit a side barrier than a hazard on the side of the road, such as a tree, fence, power pole or ditch. Side barriers reduce the likelihood of death and serious injuries from run-off-road crashes by 65 per cent.

How will agricultural machinery and school buses stop on the road if there are side barriers?

Vehicles will need to slow down behind slower moving agricultural machinery, and wait until there is a safe passing opportunity, or until the slower vehicle pulls off the road.

*The road through Waharoa and the Raungaiti Marae isn't part of the safety improvements programme.

What's happening, and when?



March 2017: Construction begins

June 2017: Construction finishes

More Information

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nzta.govt.nz/sh27-26-24



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