

Making Rotorua's rural roads safer

We're focused on making high-risk rural state highways safer, to help prevent death and serious injuries.

There are currently three projects around Rotorua where relatively simple things like shoulder widening, flexible safety barriers, intersection improvements, better signs and more appropriate speed limits are being put in.

We've been working with stakeholders and local communities to find workable safety solutions that will make a difference. Mistakes will still happen, but if our roads and roadsides can be made safer, more of us might survive those crashes.

Some of the ways we're making rural roads safer



Flexible road safety barriers - your safety net

When fitted along the side and centre of the road, barriers reduce the number of people killed by up to 90 percent.* The steel cables flex to absorb the impact, slow you down and redirect you away from oncoming vehicles or roadside hazards such as trees, poles or ditches.

Roadside safety barriers - providing protection

Roadside safety barriers stop drivers running off the road into steep gullies and ditches, or hitting something harder like a tree or power pole.



Widening the centrelines - simple things can save lives

Widening the road centreline is a simple way to steer drivers away from each other. More space between lanes can reduce serious crashes by up to 20 percent.**

Widening the road shoulder - room to recover

A wider sealed shoulder provides room to recover if you lose control or need to take evasive action.

Wider shoulders can reduce serious crashes by up to 35 percent.** The extra space also gives you more room to access your driveway, and it can be used by cyclists, so they are not in the traffic lane.



*Johansson, R. (2009). Vision Zero - Implementing a policy for traffic safety. Safety Science. 47(6), 826-831. doi: 10.1016/j.ssci.2008.10.023.

** High-risk rural roads guide, published September 2011, NZ Transport Agency. First Edition.

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Tarukenga to Ngongotaha

Project length: 8km

What's happening and when:

We have a preferred option. Between now and the end of the year we will seek funding to finalise the design and look to start construction in late 2019.

What we're planning:

After talking with locals and stakeholders about their safety concerns, we are planning to make these safety improvements:

- » Shortening the west (Hamilton) bound passing lane, so that it ends well before the narrow bridge, near the Dalbeth and Tarukenga Road intersection.
- » A wide centreline in areas for more space between lanes.
- » Putting in a flexible median safety barrier along the passing lane to reduce the risk of head-on collisions. There is a possibility the barrier may be extended from the start of the passing lane to near the Ngongotaha intersection. Where median barriers are put in they will not block any side roads or existing driveways.
- » A wide sealed road shoulder and roadside safety barriers at high-risk locations to help prevent drivers from running off the road and hitting something harder, like a tree or power pole.

What have we missed?

If you think we've missed something important, please get in touch.

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Airport to SH30/33 Te Ngae intersection

Project length: 3.2km

What's happening and when:

We are working through options to make this road safer. By the end of the year we will select a preferred option, then seek funding to finalise the design. We'll look to start construction late 2019.

What we're planning:

After talking with locals and stakeholders, we are now considering a number of safety improvements, such as:

- » A possible roundabout at the SH30/33 intersection.
- » A flexible median safety barrier along the whole route or widening the centreline along the whole route, but without a flexible median safety barrier.
- » Extending the current 80km/h area that starts near Rotokawa Road further north to Cookson Road.
- » Widening and sealing the road shoulder, and installing safety barriers at high-risk locations.

If flexible median safety barriers are put in they will not block any side roads, but will affect the way some people get in and out of their driveway. Areas to turn around safely will be put in places such as side roads and at the proposed new roundabout.

What do you think?

We would appreciate your feedback on the safety improvements.

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SH33/30 Te Ngae intersection to Paengaroa

Project length: 34km

What's happening and when:

We're putting in a wide centreline from the SH33/30 Te Ngae intersection to Paengaroa, flexible roadside safety barriers at high-risk locations, widening and sealing the road shoulder and adding new signs, line marking, rumble strips, and a potential passing lane.

What we're planning:

Construction is underway. Since we started work in November 2017 we have widened road shoulders on some sections near Paengaroa. Planning is underway on the remaining stages.

Stage one

Stage 1A near Paengaroa - in construction

The remaining work includes, line marking and barriers. It will be finished after winter due to weather restrictions.

Stage 1B near Okere Falls - starting work soon

By Christmas, we'll have widened the road shoulder and installed flexible roadside safety barriers in the current 100km/h areas between Okere Falls and the SH33/30 Te Ngae intersection. In Mourea and Okere Falls there will be a number of improvements aimed at slowing down traffic.

Stage 1C - in construction

Work started south of Allport Road in June but it will be slow going during winter and periods of wet weather. Work should pick up around August and by Christmas, we will have widened the road shoulder, put in flexible roadside safety barriers and added new line marking.

Stage two - has been split into three sections. Work is expected to start early 2019.

Stage three - has also been split into three sections. Work is expected to start by the end of 2019 and, all going to plan, this project will be finished mid 2021.

Several slow vehicle pull over areas and a south bound passing lane are proposed within stages 2 and 3.

What about speed?

We know that high speeds are a concern in some areas, including, between Okere Falls and the SH33/30 intersection. We are still working with our partners to investigate speed related concerns and we are considering a review to look at safe and appropriate speeds through this area.

We plan to look at speed between Paengaroa (where the Tauranga Eastern Link Toll Road ends) to the east of Rotorua, so we have a complete view of speed along the route.

What are your views on speed along this stretch of road?

If you haven't already shared your views, please get in touch.

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SH33 road widening, Paengaroa

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Safety improvements and other projects in Rotorua



SH33 roadside barrier, Paengaroa



Connect Rotorua update

Central Corridor – SH30A Amohau Street

- This project is in the design phase. This includes streetscape, pedestrian and cycle improvements between Ranolf Street and Fenton Street, as well as a shared path for the rest of the corridor. Construction is expected to be underway in 2019 and is likely to take 12 months to complete.

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Connect Rotorua update

Eastern Corridor – SH30 Te Ngae Road

- Construction on the first phase of the improvements between the Sala Street and Iles Road intersections are planned to get underway in late-2018. These improvements will provide more consistent travel times and better walking and cycling facilities, and improve access between the city and Te Ngae Road.
- Between Iles Road and the airport the project team have been discussing the short-list options with stakeholders, with the preferred option expected to be shared with the community in the next few months.

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