

Flexible road safety barriers are your safety net

Every day, someone makes a mistake on the road. Barriers offer a second chance, making sure that simple mistakes don't cost lives.



Barriers catch you before you hit something harder

Flexible road safety barriers are a road safety success story. When fitted along the side and centre of the road, they reduce the number of people killed by up to 90 percent¹.

If you hit a flexible barrier, the steel cables flex, slowing down your vehicle and keeping it upright. They absorb the impact so you and the people with you, don't.

Median barriers



Median barriers put something between you and an oncoming car, truck or motorcycle. This means if someone loses control or drifts across the centreline, the result isn't a deadly head-on crash.

Side barriers



Side barriers catch vehicles that leave the road, grabbing them before they hit something harder like a pole, tree or ditch.

The right barrier for the road

Flexible road safety barriers are a good fit for our roads. They're narrow and work best on long, straight sections and gentle curves. More importantly though, they're the safest barrier if someone does hit them. Sometimes, especially if there are tight corners, we use guardrails or even a combination of the two.



Flexible road safety barrier



Guardrail

¹ 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

Letting you ride again

It's no secret that people on motorcycles have a higher risk of getting seriously hurt or even killed on our roads, especially if you're going too fast. You're more exposed and our roads and roadsides can be unforgiving.

The fact is that barriers, especially flexible barriers, can reduce the number of people on motorcycles who are killed and injured on our roads by around 50 percent². There's no evidence that they act like a 'cheese cutter' like some people say.

When barriers are between lanes, they stop a driver's mistake from becoming a rider's nightmare. They can also mean you don't end up in the path of oncoming traffic if you come off your motorcycle.

When they're along the roadside, they keep you from hitting poles and trees, as well as ditches which can be just as dangerous.

Making barriers work for everyone

Pulling over

Some people worry barriers make the roads narrower. We understand this and in most areas, we widen the road or leave gaps in the side barriers where it's safe to do so. We also do this at intersections and driveways. This means there are places to pull over if there's a breakdown or emergency.



Turning right

Median barriers help stop head-on crashes, which is how most people are killed or seriously injured. We know that median barriers stop you turning right and you may need to drive a little further, so we'll try to leave gaps in the barrier where we can. It's about finding the balance between your convenience and everyone's safety.



Finding the balance between convenience and safety

Riding a bike

Some people are concerned roadside barriers push people on bikes closer to busy traffic. By widening the road where we can and setting barriers as far back as possible, we will try and make space on road shoulders for people who cycle.



Driving agricultural vehicles

We widen the road or put gaps in the barriers, where we can, so drivers of slower agricultural vehicles can pull over.



 **More information**
www.nzta.govt.nz/safety

² Carlsson, A. (2009). Evaluation of 2+1 roads with cable barrier. Final report. VTI rapport 636A