

15 December 2023

██████████
██████████

REF: OIA-14203

Dear ██████████

Request made under the Official Information Act 1982

Thank you for your email of 25 October 2023 requesting the following information under the Official Information Act 1982 (the Act):

Can you please provide the justification for the removal of almost all passing opportunities (with the exception of passing lanes) between Whangarei and the Brynderwyn Hills?

[...]

I ask that you provide the details of how the decision to limit (legal) passing opportunities to 2.9km (excluding 9km southbound passing lane and 6.8km northbound passing lane) of the approximately 47.8km stretch between Whangarei limits and the Brynderwyn crest.

Further, I ask what cost has been accrued in installing and maintaining the wire rope barriers and the vision "sticks" over the same stretch of SH1.

The safety improvements along State Highway 1 (SH1) from Whangarei to Waipu Gorge Road are part of the Whangarei to Wellsford Speed and Infrastructure Programme.

The programme aims to progressively improve road safety and reduce the risk of death and serious injury crashes along the state highway corridor. Crash records, as outlined in the table below, indicate a reducing trend in fatal and injury crashes since treatments were installed from Toetoe Road to Waipu Gorge Road (Brynderwyn Hills).

Type of crashes	Before 2013-2018	After 2018-2022
Fatal	9	2
Serious	25	10
Minor	66	1

Flexible median barriers directly reduce harm to drivers and communities. They are designed to prevent head on collision from on-coming traffic and to prevent death or serious injury of the driver. A video from the dash camera of a truck navigating the Dome Valley recorded an incident that demonstrates the role median barriers play. A copy of this video is available at:
https://www.youtube.com/watch?v=So-K_B2pPJQ

Significant social costs stem from crashes. Not just on the lives of the people involved, but also in long term care, medical and many other costs associated with rehabilitation or support. The social cost of injuries is estimated to be \$12,500,000 per fatal, \$660,100 per serious and \$68,000 per minor injury.

Construction work completed to date is primarily low-cost treatments comprising of flexible safety posts and/or wide centreline from Toetoe Road to Waipu Gorge Road. A short section of median barrier has also been installed between the SH15 roundabout and Sandford Road on SH1N. Total funding allocated and approved for this work as follows:

Section of SH1	Cost	Types of work completed
<ul style="list-style-type: none"> Toetoe Road to Springfield Road 	\$1,577,124	<ul style="list-style-type: none"> - Installation of wide centreline - Flexible safety post
<ul style="list-style-type: none"> Springfield Road to SH15 	\$2,444,153	<ul style="list-style-type: none"> - Installation of wide centreline - Flexible safety post - Maintenance
<ul style="list-style-type: none"> SH15 to Mountfield Road North of Finlayson Brook Road to Waipu Gorge Road SH15 to north of Doctors Hill Road SH15 to Springfield Road 	\$3,466,200	<ul style="list-style-type: none"> - Installation of wide centreline - Flexible safety post

Further information about work in this area is published on our web-page here:
<https://www.nzta.govt.nz/projects/connecting-northland/sh1-whangarei-to-wellsford/>

In line with NZ Transport Agency Waka Kotahi (NZTA) policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with NZTA, please contact us by email to official.correspondence@nzta.govt.nz.

Yours sincerely



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