



## Why are we doing these safety improvements?

These safety improvements are part of Waka Kotahi NZ Transport Agency's delivery of the Road to Zero programme which aims to reduce deaths and serious injuries on our roads by 40 per cent over the next decade.

This stretch of road has a poor safety record. Seven people have died and more than 30 have been seriously injured in road crashes in the Dome Valley in the last five years. No deaths and serious injuries on our transport network are acceptable and making the road safer is one way we can save lives.

## Where does the Dome Valley Safety Improvement Project start and finish?

The project has been split into five stages for delivery. Stages 2, 3, 4 and 5 start at The Red House south of Christine Place travelling North to Hoteo River Bridge south of Wayby Valley Road. Stage 1, North of Wayby Valley Road to Centennial Park Road, is currently on hold.

## What work has been completed to date?

Stages 2 and 4 of the project are complete, with a number of safety improvements complete including the installation of safety wire barriers and pavement widening. Construction of stages 3 and 5 are due to be completed in early 2022.

## What work is yet to be completed?

Some sections of the pavement will be widened in stages 3 and 5. There will be a turnaround facility and right-hand turning bays that will tie in to the Puhoi to Warkwork project, from Dome Valley. Six kilometres of wire safety barriers will also be installed.

## Why is stage 1 of the Dome Valley safety improvement project on hold?

The original design had geotechnical and property access challenges. We are currently redesigning stage 1 to use the existing road and maximise the safety benefits for the project. The design will be consulted on next year.

## Why has the project taken longer than originally planned?

The project was originally expected to be completed late 2021. The route is 15km long with difficult terrain and topography and the Dome Valley project team have come up against some unexpected challenges that have restricted onsite operations.

This included adding more structures (such as retaining walls); future proofing power supply for the North of Auckland; and protecting existing underground services.

During stage 2 an embankment slip, following a storm event, required extensive investigation and temporary works while a solution was sought.

In 2020, temporary closure of the site during Covid-19 Level 4 and site restrictions for Level 3 before moving to Level 2 and 1 also delayed the construction programme.

## Why are construction activities being completed in multiple zones at the same time?

To ensure that construction activities are completed as quickly as possible the project was split across five different stages, each around 3km long. Working in multiple area means that the project will be completed more quickly.

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## Dome Valley Safety Improvement Project FAQ's

### Why are there stop/go operations at night?

There is some work that we can only do by closing lanes, which we do at night when the traffic flows are lower. In the daytime there are more than 10,000 vehicles travelling this stretch of road, so we want to minimise delays during the busiest times.

### Why has the speed limit reduced to 50km/per hour over the stretch of road?

The safety of everyone is our top priority and this includes our crew and people traveling through the area. Legally, and for safety reasons, the speed needs to be 50km/per hour. We appreciate that this can be frustrating for motorists but our top priority must be safety.

### What is the purpose of widening the road shoulders?

A wide sealed shoulder gives you room to recover if you lose control or need to move out of someone's way. This can reduce serious crashes by up to 35% percent. Given the narrow nature of this corridor, widening is required at some areas to be able to have enough space to install the barriers.

### Why did you take out the two short passing lane within Stage 5?

These two passing lanes were too short to meet the safety standards. With the new Puhoi to Warkworth motorway opening after the completion of the Dome Valley safety improvements, drivers will have plenty of overtaking opportunities before they reach this part of SH1.

Given how windy this part of SH1 is and the geotechnical challenges of this part of the road, we could not widen the road enough to extend these two passing lanes to meet the required safety standards. The additional road width available from removing them will be used for wire rope barrier through the middle of the road to protect against head-on crashes.

### If the wire barrier is in place, where can I make a right turn?

The map on below shows where all turn around facilities and right turn bays will be located throughout the Dome Valley.

