

30 August 2022

Tim Adriaansen
fyi-request-20038-b673c806@requests.fyi.org.nz

REF: OIA-10644

Dear Tim

Request made under the Official Information Act 1982

Thank you for your request of 27 July 2022 requesting the following information under the Official Information Act 1982 (the Act):

I am interested in any and all safety audits or assessments of the following facilities which assess the risk of collision presented to road users outside of a vehicle.

*1. Hutt Expressway (SH2) between Ngauranga Station and Petone:
Please note that this is for the existing on-road hard shoulder facility currently in use, and not the future planned shared pathway. Please provide safety audits and assessments for design through construction. If the decision to allow access for bicycles was made post-construction, please provide all audits and safety assessments conducted in relation to the use of this facility for people on bikes at the time this decision was made.*

*2. Manawatū River Bridge (SH1):
For completeness, please provide all safety audits and assessments from design through construction of the new (currently in use) Manawatū River Bridge, regardless of whether road users outside of a vehicle are mentioned or not.*

*3. The intersection of the Waikato Expressway (SH1) and Gordonton Road (SH1B):
In addition to the information provided within OIA 10448, please provide any design or pre-construction audits and safety assessments which assess the risk of a collision for road users outside of a vehicle.*

On 24 August 2022, your request was extended by an additional 5 working days.

I have responded to each part of your request in turn below.

1. Hutt Expressway (SH2) between Ngauranga Station and Petone:

People are permitted to cycle on State Highway 2 (SH2) between Ngauranga and Petone as it is not a motorway and no bylaw prohibits it. No safety audit was completed specifically for the shoulder which cyclists use on the corridor at the time of construction.

The signage and paint markings were provided to improve the existing environment as best as possible for cyclists. An assessment of safety treatments on the corridor has been enclosed with this request in document 1. The personal details of consultants have been withheld under section 9(2)(a) of the Act, to protect their privacy.

It is important to note that Waka Kotahi is aware of the safety issues posed by cyclists on this part of SH2. This is a key issue which is we are addressing through the Te Ara Tupua project, which will provide a safe connection for cyclists between the Hutt Valley and Wellington.

2. Manawatū River Bridge (SH1):

Please find enclosed with this response the design and construction safety audits for the new Manawatū River bridge in documents 2 and 3. The personal details of consultants have been withheld under section 9(2)(a) of the Act, to protect their privacy.

3. The intersection of the Waikato Expressway (SH1) and Gordonton Road (SH1B):

No other audits for this intersection identified the risk of collision for road users outside of a vehicle as an issue requiring further consideration or mitigation. As is the case of SH2 Ngauranga to Petone, cyclist are allowed on the state highway and the signage and markings have been installed to improve the environment for cyclists. Therefore, I am refusing this part of your request under section 18(e) of the Act, as the document alleged to contain the information requested does not exist.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to refuse this request. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

If you would like to discuss this reply with Waka Kotahi, please contact Ministerial Services by email at official.correspondence@nzta.govt.nz.

Yours sincerely



Robyn Elston
National Manager System Design