

24 June 2024

Tim Prebble
fyi-request-27004-458cfac9@requests.fyi.org.nz

REF: OIA-15482

Dear Tim

Request made under the Official Information Act 1982

Thank you for your email of 26 May 2024 requesting the following information under the Official Information Act 1982 (the Act):

...the cost of the new traffic lights that have been added 2m in front of the railway traffic lights in Steyne Ave, and 10m from the existing set of traffic lights where Steyne Ave meets St Andrews Road.

Not interested in what the new roading cost. I just want a break down of the cost of the absolutely superfluous new traffic lights. Given the state of our roads nationwide I am fascinated to know how & why this was a priority. We now have three sets of traffic lights within 10 metres.

The invoice for the installation of the traffic lights by the railway crossing in Steyne Avenue, Plimmerton has been released to you in **Attachment 1**.

Certain information has been withheld under section 9(2)(a) of the Act to protect the privacy of natural persons.

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.

NZ Transport Agency Waka Kotahi (NZTA) installed new traffic signals on Steyne Avenue, west of the railway tracks, in conjunction with KiwiRail. With the number of trains running through this level crossing expected to increase, KiwiRail completed upgrades to the Steyne Avenue level-crossing to help it comply with international safety standards. The design of the traffic light instalments, rail signals and traffic signals were reviewed and approved by KiwiRail, NZTA, and Porirua City Council.

Since 2011, there have been 14 reported near misses at this level crossing. With an expected increased frequency of trains running through this level crossing, the traffic signals help us ensure the intersection continues to be safe for everyone.

To further improve safety and to meet best practice standards (as outlined in section 6.4 of the Traffic Control Devices Manual), we've installed the new traffic signals. Those safety standards recommend that, when there's limited space between a level crossing and an intersection controlled by traffic signals, it's appropriate for railway and traffic signals to work in conjunction with each other. This coordination of signals reduces the likelihood of vehicles getting stranded on the railway tracks as outlined in Part 9 of the Traffic Control Devices Manual.

For more information on the best practice standards and the coordination of signals mentioned, please see Part 9 of the Traffic Control Device Manual at the link below:

<https://www.nzta.govt.nz/assets/resources/traffic-control-devices-manual/part-09-level-crossings/docs/09-level-crossings.pdf>

The change in traffic volumes due to the opening of Transmission Gully were also considered as part of the Level Crossing Safety Impact Assessment recognising that phasing improvements could be made to address traffic flows exiting Steyne Ave.

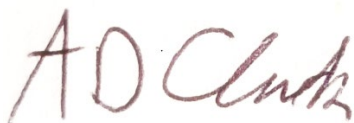
We do understand there were delays to road users at this intersection when the traffic signals were first installed. We've adjusted the phasing of the traffic signals which has helped reduce these delays. These traffic signals are linked to the existing traffic signals at State Highway 59. The light phasing is setup to make sure road users get through both sets of signals in one movement.

We're also continuing to monitor the intersection (in real time via CCTV) and will make further changes when needed.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold some information within 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 NZ Transport Agency Waka Kotahi (NZTA), please contact Ministerial Services, by email to official.correspondence@nzta.govt.nz.

Yours sincerely

A handwritten signature in brown ink that reads "AD Clark". The signature is written in a cursive, slightly slanted style.

Andrew Clark
National Manager Maintenance & Operations