

28 January 2019

Lindsay F Gough  
[fyi-request-9220-6923fdb0@requests.fyi.org.nz](mailto:fyi-request-9220-6923fdb0@requests.fyi.org.nz)

Ref: OIA-4502

Dear Lindsay

### **Request made under the Official Information Act 1982**

Thank you for your email of 9 December 2018 requesting the following information under the Official Information Act 1982 (the Act):

*A fair number of months ago there was a fatal accident which damaged a guardrail on the road over the railway. Why has this guardrail not been repaired and when is it planned to do so? There is at present a 70kmh speed sign which is routinely ignored. It is also regularly blown down by the wind.*

*Over the years lighting has been reduced inside the tunnel at all times and the number of fittings removed resulting in vastly reduced light levels. What are the required lumen levels inside the tunnel given it is almost a black hole when entering particularly during very bright days? How is this monitored and controlled? Who did the risk assessment? Please supply a copy.*

*There used to be signs at each end of the tunnel telling drivers to turn their park lights on. These have been removed. Why - especially considering the reduced lighting levels? Who did the risk assessment? Please provide a copy.*

*Workers in the tunnels during periods of maintenance. Being a shift worker I travel through the tunnel at various periods. I see workers in there without any gas protection PPE. How are gas levels monitored? I travel through railway tunnels and am required to carry a personal gas monitor and gas mask/ spare filters and a self-contained-self rescuer. What breathing PPE is required for the road tunnel workers? Again, who did the risk assessment - please provide a copy.*

I will answer each of your questions in turn as follows:

- 1. A fair number of months ago there was a fatal accident which damaged a guardrail on the road over the railway. Why has this guardrail not been repaired and when is it planned to do so? There is at present a 70kmh speed sign which is routinely ignored. It is also regularly blown down by the wind.*

Following the crash, the NZ Transport Agency (NZTA) decided to improve the safety of the guardrail with a current complying bridge guardrail rather than replace the existing 1960's pipe structure that existed prior to the crash.

This required detailed design, specific components to be manufactured, and coordination with KiwiRail as work was directly above the railway. Due to these factors work is scheduled to begin in January 2019.

2. *Over the years lighting has been reduced inside the tunnel at all times and the number of fittings removed resulting in vastly reduced light levels. What are the required lumen levels inside the tunnel given it is almost a black hole when entering particularly during very bright days? How is this monitored and controlled? Who did the risk assessment? Please supply a copy*

Lighting within the Tunnel has not been reduced although it does diminish slightly as the florescent tubes age. The lighting provides for varying intensity of lighting reducing gradually from the portals to the centre related to the outside light conditions and is controlled automatically. The existing tubes will be replaced with the more efficient LED fittings when due for replacement.

Data is enclosed which provides the light levels and tile reflectivity readings for 2017/18 as Attachment 1 – Tunnel Light Reflectivity Results 2017–2018.

3. *There used to be signs at each end of the tunnel telling drivers to turn their park lights on. These have been removed. Why - especially considering the reduced lighting levels? Who did the risk assessment? Please provide a copy*

When the Tunnel was first opened in 1964, the Bylaw required only park lights to be on while travelling through the Tunnel (i.e. no headlights). The requirement was removed in the Bylaw review completed in 2016 to be line with the requirements of the Road Code which states: *“Never drive with just the park lights on. (Note: park lights are now referred to as position lights). The Code also provides guidance as to when head lights are to be used and this requirement would apply equally to the Tunnel: “(at any other time when you can't clearly see a person or vehicle 100 metres away).”*

4. *Workers in the tunnels during periods of maintenance. Being a shift worker I travel through the tunnel at various periods. I see workers in there without any gas protection PPE. How are gas levels monitored? I travel through railway tunnels and am required to carry a personal gas monitor and gas mask/ spare filters and a self-contained-self rescuer. What breathing PPE is required for the road tunnel workers? Again, who did the risk assessment - please provide a copy.*

The Tunnel has a transverse ventilation system supplying fresh air into the tunnel at 7.6 metre intervals at ground level with foul air being extracted through spaces in the ceiling. Air Quality including Carbon Dioxide and Nitrogen Oxide along with air flow and visibility is monitored. No breathing PPE (personal protective equipment) is required in the Tunnel proper as it is a ventilated tunnel unlike most railway tunnels.

Due to the above explained situations the Transport Agency is not required to undertake risk assessments for the matters you have raised, therefore, the parts of your request where you have these are declined under s18(e) of the Act as this information does not exist.

If you would like to discuss this reply with the NZ Transport Agency, please contact Barry Stratton Maintenance Contract Manager North Canterbury by email to [Barry.Stratton@nzta.govt.nz](mailto:Barry.Stratton@nzta.govt.nz) or by phone on (021) 883 806.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'W Oldfield', written over a faint rectangular box.

**Wayne Oldfield**

Senior Manager, System Management