

6 August 2024

Brendon Barnes
fyi-request-27605-926a945e@requests.fyi.org.nz

REF: OIA-15875

Dear Brendon

Request made under the Official Information Act 1982

Thank you for your email of 13 July 2024 requesting information regarding State Highway 2 (SH2) Waihi to Ōmokoroa safety improvements under the Official Information Act 1982 (the Act). I will address each part of your request in turn below.

Did NZTA consider the additional time for emergency vehicles to reach sites when finalising their design and installation of wire median barriers on State Highway 2 (WBOP)?

Yes, multiple rounds of engagement/consultation have been undertaken throughout the course of the project between 2014 and 2023, which included technical workshops with emergency services. NZ Transport Agency Waka Kotahi (NZTA) is also actively seeking their feedback relating to the temporary traffic management while installation works are taking place. A full summary of engagement that has taken place for the project is publicly available at: [nzta.govt.nz/projects/sh2-waihi-to-auranga-corridor/sh2-waihi-to-omokoroa/engagement/](https://www.nzta.govt.nz/projects/sh2-waihi-to-auranga-corridor/sh2-waihi-to-omokoroa/engagement/)

In June 2024, NZTA received written confirmation from Hato Hone St John that the barriers will not significantly impact response times. Emergency services respond from both directions of SH2 and dispatch decisions are made based on the quickest response time. Dispatch software can account for the presence of barriers, consider the number of roundabouts along the route, and ensure the most efficient routes are selected for the emergency vehicles.

A key part of the design is the space between the guardrail at the edge of the road and the median barrier, which measures 6.25 metres. This allows sufficient room for other road users to move as far to the side of the road as safely possible, while allowing emergency services to pass. This design also accommodates agricultural vehicles, large trucks, and slow vehicles.

If so, can the outputs of this analysis (cost / benefit) please be shared with the public.

NZTA has not conducted a specific cost-benefit analysis on how design and installation of wire median barriers will influence emergency vehicles. I am therefore refusing this part of your request under section 18(g)(i) of the Act as the information requested is not held by NZTA and there is no reason to believe it is held by another government agency or department.

There have already been noticeable benefits, as confirmed by Hato Hone St John, that there has been a considerable decrease in attendance to vehicle collisions along this stretch of corridor since the median barriers are installed.

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

Yours sincerely

A handwritten signature in black ink, appearing to read 'P. Wiles', is positioned below the text 'Yours sincerely'.

Peter Wiles

National Manager Infrastructure Delivery