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17 February 2022



REF: OIA-9283

Dear 

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

I hope you are well.

Thank you for your email of 22 December 2022 requesting the following information under the Official Information Act 1982 (the Act):

*The information we are requesting is the specific investment approved (and proposed – please separate if proposed but not yet approved) for SH5 specifically, between SH2 at Eskdale and the HB boundary edge of SH5.*

*We are requesting the investment approved (and proposed but not yet approved separately identified) specifically for SH5 by each year of the current NLTP for each;*

- *Maintenance activity class*
- *Renewal activity class*
- *Improvement activities*

*For the renewal and improvement activities we also request the information in regards to the specific areas along the road the investment is planned and what actions are planned at each area.*

*Also, if you have it available we would also appreciate details of the funding allocation for ongoing road policing specifically for SH5, noting recent commentary that the recent campaign has seen positive safety outcomes under the current speed limit regime.*

*Please note directing us to the NLTP investment information available online does not provide the level of information we are requesting, so please do not simply reply directing to the weblink (<https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2021-24-nltp/nltp-funding/regional-and-activity-tables/?group=region&state=current&dataType=NLTP&r%5B32%5D=1&o%5B231%5D=1&a=1>) .*

*I do not with some concern that even the programme business case study for SH5 (\$400k) is still only flagged as probable on the current website information??), so for those funding allocations flagged as probable it would be good to understand your confidence in these becoming approved items.*

I have numbered each part of your request for convenience and will answer each part in turn.

**1. We are requesting the investment approved (and proposed but not yet approved separately identified) specifically for SH5 by each year of the current NLTP for each;**

- **Maintenance activity class**
- **Renewal activity class**
- **Improvement activities**

**For the renewal and improvement activities we also request the information in regards to the specific areas along the road the investment is planned and what actions are planned at each area.**

The following document falls within the scope of your request and is enclosed:

- SH5 Maintenance and renewals NLTP 2021-24

This attachment includes information regarding the maintenance activity class (renewals are included).

There is no approved funding for improvement activities under the State Highway Improvements Activity Class on State Highway 5 during the 2021-24 National Land Transport Programme (NLTP) period.

Under the Road to Zero Activity Class, in the 2021-31 NLTP indicative funding of approximately \$117 million has been allocated to the State Highway 5 Safety Infrastructure Improvement project, which is divided as follows:

- From SH2 intersection to the Hawke's Bay Regional Boundary: \$100 million
- Regional Boundary to Taupo: \$17 million.

Of this, the proposed investment for the 2021-24 NLTP (which includes some pre-implementation, property and implementation funding) is \$24 million. The total amount of investment is subject to the outcome of the pre-implementation phase (option development and detailed design) and funding availability. This work includes:

- Interventions currently under investigation from the Hawke's Bay Regional Boundary to Taupo include:
  - Approximately 40km of signage and line marking improvements from SH1 to Matea Road.
  - Pavement widening (9km) to support a 1.0m Wide Centreline from Rangitaiki School Road to Matea Road.
- Interventions currently under investigation from the Hawke's Bay Regional Boundary to the intersection with State Highway 2 include:
  - Wide Centreline (Eskdale to Tarawera Café) supported by side barrier and median barrier (where feasible for passing lanes).
  - An approximately 17km section identified for Side Barrier, Audio Tactile Profiling (ATP) and signage improvements from 2km east of Matea Road to North of Tarawera Café.

The above interventions and associated costs / lengths of the interventions remain subject to further business case investigations and funding approvals.

Waka Kotahi NZ Transport Agency is committed to working with the Hawke's Bay Regional Transport Committee to develop the programme business case, and through the feasibility and design for the infrastructural safety improvements to the corridor under the Road to Zero activity class funding.

- 2. Also, if you have it available we would also appreciate details of the funding allocation for ongoing road policing specifically for SH5, noting recent commentary that the recent campaign has seen positive safety outcomes under the current speed limit regime.**

We are refusing this part of your request under section 18(e) of the Act because the information does not exist. We cannot break down the costs per road for road policing because the funding to the NZ Police does not identify a specific allocation for each state highway.

- 3. Please note directing us to the NLTP investment information available online does not provide the level of information we are requesting, so please do not simply reply directing to the weblink ( <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2021-24-nltp/nltp-funding/regional-and-activity-tables/?group=region&state=current&dataType=NLTF&r%5B32%5D=1&o%5B231%5D=1&a=1>) .**

**I do not with some concern that even the programme business case study for SH5 (\$400k) is still only flagged as probable on the current website information??), so for those funding allocations flagged as probable it would be good to understand your confidence in these becoming approved items.**

The improvement projects and programmes indicated as probable within the NLTP are at varying stages of investigation. Projects that are probable still require work to confirm that a case exists to invest in the project and that sufficient funding is available from the National Land Transport Fund.

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

In line with Waka Kotahi policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with Waka Kotahi, please contact Linda Stewart, Director of Regional Relationships by email to [linda.stewart@nzta.govt.nz](mailto:linda.stewart@nzta.govt.nz) or by phone on (06) 826 4968.

Yours sincerely

A handwritten signature in blue ink, reading "V L Browne". The signature is written in a cursive, flowing style.

**Vanessa Browne**

National Manager, Programme and Standards