

9 February 2023

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REF: OIA-11835

Dear ██████████

Request made under the Official Information Act 1982

Thank you for your email of 11 January 2023 requesting the following information under the Official Information Act 1982 (the Act):

Regarding SH29, SH29a and SH24 speed review.

Can you please provide all itemized costs for this project.

Can you please provide all internal email and meeting minutes from with NZTA regarding this project.

On 16 January 2023 we advised that, as your request involved a large volume of information, it cannot be met without substantial collation and research and, unless it was refined, would likely be refused under section 18(f) of the Official Information Act. On 25 January 2023 you refined your request as follows:

Could you just provide costs to date?

A breakdown of itemised costs is outlined below:

Description	Contract Type	Total Invoice Value
SH24 Matamata to SH29	Technical Assessment	\$ 16,637.50
		\$ 16,637.50
SH29 Te Poi to Tauriko	Feasibility Assessment	\$ 22,935.65
SH29 Te Poi to Tauriko	Technical Assessment	\$ 1,366.75
SH29 Te Poi to Tauriko	Comms & Engagement	\$ 32,709.33
		\$ 57,011.73
SH29A Tauriko to Te Maunga	Technical Assessment	\$ 2,506.75
SH29A Tauriko to Te Maunga	Comms & Engagement	\$ 1,827.50
SH29A Tauriko to Te Maunga	Comms & Engagement	\$ 10,716.00
		\$ 15,050.25
TOTAL		\$ 88,699.48

Delivering safety improvements in speed and infrastructure is an important part of Road to Zero, Aotearoa New Zealand's road safety strategy. This speed review is being delivered as part of Road to Zero, to reduce the number of people killed and seriously injured on our roads.

Communicating and engaging with communities about potential changes to speed limits is a critical part of the speed review process. The process for these stretches of SH29, SH29A and SH24 included communications and advertising activity so that people were informed and aware of the proposed review, and had the opportunity to respond. This included the production of information sheets and consultation forms, event display posters, website development, as well as print and radio advertising. Engagement with mana whenua, local communities and key stakeholders was also an important part of the process to share information and gain feedback, including attending Waka Kotahi led information days, hui and key stakeholder workshops.

There has been a high number of crashes on these roads. Between 2010 and 2019:

- on SH29 between Te Poi and Tauranga, 18 people have died and 66 were seriously injured
- on SH29A between Tauriko and Te Maunga (Baypark), six people died and 39 were seriously injured
- on SH24, between Matamata and the SH24/SH29 Hamilton turn-off, four people died and 13 were seriously injured on this road.

Given the number of deaths and serious injuries, safer speeds play a vital role to keep road users safe as speed is the single biggest factor that determines the severity of a crash outcome. Even when speed does not cause a crash, it will always play a role in whether anyone is killed, injured or unharmed. Speed management is a proven and effective way to save lives and prevent debilitating injuries.

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 us by email to official.correspondence@nzta.govt.nz.

Yours sincerely



Mark Kinvig

National Manager, Infrastructure Delivery