

8 June 2023

[REDACTED]

REF: OIA-12472

Dear [REDACTED]

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

Thank you for your email of 19 April 2023 requesting the following information under the Official Information Act 1982 (the Act) regarding the variable message sign (VMS) installed on State Highway 5 (SH5), south of Rotorua:

1. *I request all information regarding the total cost to Install sign, include breakdown of costings, ie cost for power cabling, traffic management, cost of sign, civil works etc*
2. *All information to do with the decision making to install this sign, from the initial proposal to install the sign, reason and justification information, all minutes of all meetings to do with this entire project*
3. *All the quotes that were submitted*
4. *Names of all NZTA employees to do with this project, and who were present at any of the meetings to do with this project*
5. *Names of all consultant and contract companies who were involved with this project*

On 28 April 2023, we sought clarification for parts 1 and 2 of your request as they were broad in nature. Subsequently you revised these parts of your request as follows:

1. *Provide the total cost of the project to install the sign, if it is possible provide a breakdown of the costs into the major components that comprised the bulk of the cost, eg The sign cost, the civil works, the power supply component.*
2. *Provide the proposal correspondence used to justify the project and the names and positions of the person or persons who tabled this proposal*
  - 2a. *The names and positions of the person or persons who signed off and approved the project*

I will address each part of your request in turn.

1. Provide the total cost of the project to install the sign. If it is possible provide a breakdown of the costs into the major components that comprised the bulk of the cost, eg The sign cost, the civil works, the power supply component.

I refer you to the table below:

*Table 1: Variable Message Sign Installation Costs*

<b>Item</b>	<b>Description</b>	<b>Amount</b>
<b>Design</b>	Design	17,790.54
	Design review	4,320.00
	Constructability review	5,000.00
		<b>\$27,110.54</b>
<b>Sign supply</b>	VMS type A	32,000.00
		<b>\$32,000.00</b>
<b>Construction</b>	Physical Works	139,726.00
	Preliminary & General	13,580.00
	Physical Works	113,646.00
	Traffic Management	12,500.00
	Communications	2,796.32
	Power	23,200.00
		<b>\$165,722.32</b>
<b>Consultant costs</b>	Tests and QA	15,276.88
		<b>\$15,276.88</b>
<b>TOTAL</b>		<b>\$240,109.74</b>

2. Provide the proposal correspondence used to justify the project and the names and positions of the person or persons who tabled this proposal

The VMS installed before the confluence of State Highway 5 and State Highway 30, on the southbound side of the road, was identified as part of our Low Cost, Low Risk (LCLR) programme of works. Projects within the LCLR programme are typically less than \$1 million in value for investigation, design, and construction.

The VMS was proposed for SH5, south of Rotorua, as it is a geographically suitable place to divert traffic (particularly heavy trucks) if one of the highways ahead is closed. Road closures on State Highways 5, 30, 33 and 36 had previously caused long delays and frustration for road users, including freight, therefore the VMS was proposed to allow traffic the option of diverting onto another route early.

The following documents are within the scope of this part of your request and are enclosed:

- Attachment 1: LCLR work Request - Efficiency 2020 - VMS SH5-30.docx
- Attachment 2: RE: RLC support for SH5 Hemo Gorge VMS boards
- Attachment 3: NZTA Minor Efficiency Projects - 16 November 2017 Workshop outcomes
- Attachment 4: V2 Memo VMS location options
- Attachment 5: RE\_ NRC support for SH5 Hemo Gorge VMS boards

Certain information within these documents has been withheld under section 9(2)(a) of the Act. This section allows for the withholding of information to protect the privacy of natural persons, including that of deceased natural persons.

Nigel D'Ath, who was the Journey Manager for Bay of Plenty at the time, was the sponsor for the project as he submitted it to the LCLR programme for consideration.

**2a. The names and positions of the person or persons who signed off and approved the project**

Funding for the SH5 VMS project was approved as part of the 2018/21 National Land Transport Programme (NLTP). The project was not signed off by one individual but was approved through the process outlined below.

In 2017, a LCLR efficiency programme (the programme) was developed for the 2018-2021 NLTP period to be proposed for investment as part of the Waka Kotahi State Highway Investment Proposal (2018-2028). Candidate projects were submitted to the programme by regional journey managers, with the SH5 VMS project being put forward by Nigel D'Ath, as mentioned above.

In 2018, the candidate projects/activities were prioritised based on cost/benefit information, which resulted in the SH5 VMS project being prioritised. All prioritised activities were then included in the 2018-2021 NLTP submission from Waka Kotahi. The Waka Kotahi Board then adopted the 2018-21 NLTP and within that adoption, allocated a certain amount of funding for the prioritised state highway LCLR activities. The process of allocating funds was led by the Maintenance Planning team within the System Design and Delivery group, which no longer exists following business group restructures that have occurred since that time.

**3. All the quotes that were submitted**

I am withholding the information relevant to this part of your request under section 9(2)(b)(ii) of the Act, in order to protect information where the making available of information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

**4. Names of all NZTA employees to do with this project, and who were present at any of the meetings to do with this project**

Once the project was approved, Rob Campbell, as Bay of Plenty Maintenance and Operations System Manager at the time, was responsible for the design and delivery of the project initially. This responsibility was delegated to Andres Bejarano, Senior Project Manager, who maintained responsibility up until project completion.

Nigel D'Ath was also involved in the project as outlined in our response to questions 2 and 2a.

**5. Names of all consultant and contract companies who were involved with this project**

The following companies/contractors were involved in this project:

- Aurecon
- WSP
- HMI
- Armitage
- Fusion Networks
- Unison

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.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to refuse part of this request and withhold some information. 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 Ministerial Services by email to [official.correspondence@nzta.govt.nz](mailto:official.correspondence@nzta.govt.nz).

Yours sincerely

A handwritten signature in black ink, appearing to read 'M. Kinvig', with a long, sweeping underline.

**Mark Kinvig**  
National Manager, Infrastructure Delivery