

7 July 2023



REF: OIA-12729

Dear 

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

Thank you for your email of 23 May 2023 requesting the following information under the Official Information Act 1982 (the Act):

1. *A breakdown of the total expenditure for local roads maintenance by region and by Council for the 18,19, 20, 21, 22 and*
2. *A summary of the 2023 local road Maintenance budget by region and council as well as an explanation where this funding has come from for this budget.*
3. *Details of the State Highway Maintenance spend for the 18,19,20, 21,22 and budget for 23 year and where these funds have come from.*
4. *Could you also ask your team to provide the actual spends during 18, 19, 20,21 and 22 by region and by Council for both local road maintenance and by region State Highway maintenance.*
5. *Could someone also please provide a detailed reconciliation of the \$2billion crown loan referred to in the documents published on the treasury website, ie how much of that funding has been allocated to each different class of expenditure in which years and identify any other borrowings being used to fund local road maintenance or state highway maintenance in budgets 21, 22 and 23 and where that funding came from.*

In our letter to you on 3 July 2023, we responded to questions one, two and three and advised you of our decision to grant your request in part. I am now able to provide you with a response to questions four and five.

The three documents which are being released to you are:

- Attachment 1 OIA-12729 – 31 Aug 2018 Full Extract of NLTP 2018-21 Baseline
- Attachment 2 OIA-12729 – 7 Sept 2021 Full Extract of NLTP 2021-24 Baseline
- Attachment 3 OIA-12729 – Treasury NLTP Reconciliation for Budget 2022 and 2023

Concerning question four, please note that all the figures provided in response to questions one to three are actual spend, except for the current National Land Transport Programme (NLTP) costs for 2022/23 and 2023/24. Enclosed are Attachments 1 and 2 which show the original budgets at the start of the 2018-21 and 2021-24 NLTPs.

In response to question five of the request, the figures above (in response to the first three questions) are **inclusive** of any maintenance funded by the \$2 billion loan and / or any maintenance funded by the \$250 million seasonal loan or the \$250m shock loan. We regard the loans as fungible with other National Land Transport Fund (NLTF) funding sources such as Fuel Excise Duty (FED) and Road User Charges (RUC). i.e., the new loans are generally not specific to certain pieces of work, rather the NLTP is funded from a combination of NLTF revenue and borrowings.

Attachment 3 is a reconciliation on the Treasury documents. Please note that the 2023/24 figures will change throughout the year, depending on Crown funding for the North Island Weather Events and with changes to work completed / planned. Similarly, the 2022/23 figures reflect a snapshot of a point in time, as the figures change constantly across any given year.

It is important to note that the Treasury documents for the NLTF activity classes are not normal appropriations, rather, they are a permanent legislative authority to spend. Finally, I note that actual figures may be higher than the estimates.

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 parts of this request. The contact details for the Ombudsman can be located at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz).

If you would like to discuss this reply with Waka Kotahi, please contact us, by email to [official.correspondence@nzta.govt.nz](mailto:official.correspondence@nzta.govt.nz).

Yours sincerely



**John Coulter**

Senior Manager, Operational Policy, Planning and Performance