

22 July 2024

[REDACTED]
[REDACTED]

REF: OIA-15711

Dear [REDACTED]

Request made under the Official Information Act 1982

Thank you for your email of 22 June 2024 requesting information under the Official Information Act 1982 (the Act) on the planned safety improvements from south of Katikati to Ōmokoroa.

I will address each part of your request in turn:

1) The cost of wire barriers from South of Katikati to Omokoroa. The cost of each roundabout from Katikati to Omokoroa

The estimated total cost of median barriers for this project is \$3,886,000.

Total cost of each completed roundabout is detailed as follows:

Roundabout	Total cost to date (\$)
Rea / Tetley	6,812,000
Morton	6,704,000
Lockington / Matahui	9,469,000

Estimated total cost of roundabouts that are yet to be completed:

Roundabout	Estimated total cost (\$)
Sharp	6,848,000
Apata Station North	12,467,000
Esdaile / Pahoia	20,478,000

2) What date the decision was made to erect the wire barriers from Katikati to Omokoroa? Who made this decision? Please supply supporting documentation to verify this.

The NZTA Board supported the programme business case option 5b on 15 April 2016.

The Minutes for this Board meeting are available at the following link:

www.nzta.govt.nz/about-us/about-nz-transport-agency-waka-kotahi/our-board/board-meeting-minutes/.

3) Please supply all accident statistics for the section of road Katikati to Te Puna from 2009 to 2018 showing the following: Also supply the same information for 2019 to 2023.

- **The cause of the accident if known.**
- **The exact location on SH2.**
- **Identify, if this accident was a head on, off the road edge or at an intersection, or driver error.**
- **Whether it was a death, severe injury, or otherwise.**

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

- Attachment One – OIA-15711 Crash Data.xlsx

The data in the spreadsheet should be read in conjunction with the caveats on the first page of the spreadsheet.

4) Supply a detailed map of exactly where the barriers are being placed. The map in your "SH2 Waihi to Omokoroa" update of 28th May is very difficult to see.

A more detailed map of where barriers are being placed is available on pages 81-83 of the Feasibility Design Report SH2 Waihi to Omokoroa: Option 4A Median Barrier Katikati South, which can be found at the following link:

www.nzta.govt.nz/assets/projects/sh2-waihi-to-omokoroa/sh2-waihi-to-omokoroa-feasibility-design-report-option-4a-median-barrier-katikati-south.pdf.

5) Please give us the time and date of all public meetings with regard SH2 road improvements. Include a list of all cottage meetings, who they were with and when and where they were held.

A list of engagement on the project is provided in Attachment Two – SH2 W2O Engagement Summary. This information is also publicly available at:

<https://nzta.govt.nz/projects/sh2-waihi-to-tauranga-corridor/sh2-waihi-to-omokoroa/engagement>.

By their nature, public meetings are open to all, so NZTA does not hold a list of attendees or invited guests. I am therefore refusing this part of your request, for information on attendees, under section 18(g)(i) of the Act, as this information is not held by NZTA, and I have no reason to believe that it is held by another organisation subject to the Act.

6) Supply a copy of all correspondence to and from NZTA to the ministers with regard erecting wire barriers from Katikati to Omokoroa.

As noted in my response to question 2, the NZTA Board supported the programme business case in 2016 and as it is an operational matter for the Board, Ministers are not involved in such decisions. I am refusing this part of your request under section 18(e) of the Act as the document alleged to contain the information requested does not exist or, despite reasonable efforts to locate it, cannot be found.

7) Supply all information on a private meeting with Fairview Estate situated on Sharp Road, over the placement of the roundabout on SH2 and whether there was a threat of a legal challenge.

We have determined this part of your request to be in relation to a meeting on 27 May 2022 arranged by the Fairview Estate Residents Association, which attracted attendees broader than just the Fairview Estate. The Waihi to Ōmokoroa project team presented information about the project, in relation to the selection process with the determination of the roundabout locations. There was no discussion or commitment about Sharp Road being favoured over any other road.

At this time the project was also considering the feasibility of rejoining Sharp Road to Lund Road (as it was prior to the relocation of Sharp Road) and constructing a roundabout servicing both roads. This did not progress due to land acquisition required. The Sharp Road and Lund Road options were considered as part of the multi criteria assessment. At no time was any “threat of a legal challenge” offered or considered.

Further information on this is available in the Feasibility Design report, linked in my response to question four.

8) Please advise when the planned extension to SH2 from Te Puna to Omokoroa is due to proceed.

NZTA is progressing with work in order to protect the route for Stage 2 between Te Puna and Ōmokoroa, which includes designation and resource consents. Once the designation process is complete, the project will move into pre-implementation, consenting, detailed design and property acquisition.

Stage 2 has been prioritised in the Government Policy Statement on Land Transport (GPS) as a Road of National Significance. Funding for construction has not yet been confirmed and therefore there is no construction start date.

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.

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

If you would like to discuss this reply with NZTA, please contact official.correspondence@nzta.govt.nz.

Yours sincerely



Peter Wiles
National Manager Infrastructure Delivery