

21 October 2024

s9(2)(a)

REF: OIA-16535

Dear s9(2)(a)

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

Thank you for your email of 25 September 2024 requesting the following information under the Official Information Act 1982 (the Act). I will respond to each part of your request in turn as follows:

*I regularly use SH58 and notice there has been no work carried out on the stretch between Moonshine Road and Harris Road since about July 2024.*

*Could you please advise when the work on this stretch of the road will be completed?*

As part of the planned project work on the Harris Road to Moonshine Road section, permanent line marking is scheduled to be undertaken in early November 2024. However, traffic management is expected to remain until early November 2024, while some repairs are undertaken to remediate damage that occurred on SH58 during the recent flood event.

*Also, can you please advise the daily cost of the traffic cones and traffic management vehicles maintaining this section of the road?*

For the Harris Road to Moonshine Road section pre-April 2024, temporary traffic management (TTM) was paid on a contractual lump sum basis at a fixed cost of \$121,122.17 per month.

It should be noted that these costs include the installation, maintenance and removal of both active and passive traffic management. Passive traffic management primarily covers aspects that include road cones, concrete barriers and radar trailers associated with the provision of safe working zones. Active traffic management covers manned traffic control which include "STOP/GO" or traffic signals, TTM vehicles and lighting towers to manage traffic through roadworks. These costs also include daytime and nighttime TTM costs, and TTM outside the Harris Road and Moonshine Road section which includes work at Bridge 7.

NZ Transport Agency Waka Kotahi (NZTA) is actively transitioning to a risk-based approach to TTM at work sites across the state highway network. This focuses on ensuring that TTM is the right size to manage the risks at each site, while ensuring that health and safety obligations are met. It also provides flexibility of equipment and controls (from road cones to road closures) based on the level of risk.

This method aims to deliver savings by adopting a risk-based approach rather than being prescriptive, which ensures that TTM matches the work being undertaken. This also results in fewer cones and more appropriate measures to ensure the safety of workers and public. It is expected that all councils will transition to this approach over time.

Further information about this new approach is available on our website at:  
<https://www.nzta.govt.nz/roads-and-rail/new-zealand-guide-to-temporary-traffic-management/>

*Finally can you please advise what speed limit this section of the road will be once completed and when the speed limit will be increased?*

The permanent speed limit for SH58 was set at 80km/h in 2018 and this will continue to be the speed limit after the works are completed. NZTA has no plans to review the speed limit at this stage.

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 us by email to [official.correspondence@nzta.govt.nz](mailto:official.correspondence@nzta.govt.nz).

Yours sincerely



**Peter Wiles**  
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