

12 November 2024

s9(2)(f)(iv)

REF: OIA-16615

Dear s9(2)(f)(iv)

Request made under the Official Information Act 1982

Thank you for your letter of 6 October 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:

Telephone Road at the intersection with Holland Road.

- *Cost from date of closure to the date of receiving this request of the traffic management.
Please supply this cost, broken down to individual components [...]*
- *Is all of the above costing being fully funded by NZTA/Waka Kotahi YES or NO?
If NZTA/Waka Kotahi are paying a portion of the above ongoing costs – please provide a full breakdown [...]*

In April 2022 a truck crossed the railway line at Telephone Road (State Highway 1B (SH1B)) and dislodged a section of rail track. Due to the rail safety risk that this presented, KiwiRail and NZ Transport Agency Waka Kotahi (NZTA) decided to immediately close the rail crossing to traffic from this date. Consequently, Telephone Road has been temporarily closed to traffic and diverted via Holland Road, Waverley Road and Seddon Road.

After consultation with KiwiRail, the preferred option was the original proposal that maintains priority for Holland Road. While we intend to deliver this scheme as soon as possible, we currently do not have a timescale for fully reopening Telephone Road.

Work at the intersection of Telephone Road (SH1B) and Holland Road, Puketaha, Hamilton, is fully funded by NZTA. The cost, from its closure in April 2022 to 10 October 2024, is broken down as follows:

Traffic management	\$580,377.10
Daily check of temporary traffic management (TTM)	\$165,516.75
Contractors meeting with KiwiRail and NZTA	\$2,906.25
Variable message sign (VMS) boards	\$354,960.00
Installation of permanent signs	\$60,146.00
Installation and maintenance of hit sticks and concrete barriers	\$17,790.00
Alteration of site for bus stop	\$8,040.65
<u>Security camera</u>	<u>\$19,866.77</u>
TOTAL	\$1,209,603.52

Please advise how NZTA/Waka Kotahi are acquiring the funds for the above. [...]

To provide context, NZTA invests funds from the National Land Transport Fund (NLTF) to create a safer, more accessible, better connected and more resilient land transport system that keeps New Zealand moving. The NLTF comprises of revenue collected from activities which include road user charges, petrol excise duty, and vehicle and driver registration and licences, which by law must be invested in land transport. Work at the intersection of Telephone Road SH1B and Holland Road is funded by the NLTF.

Further information on how land transport is funded is available on the Ministry of Transport Te Manatū Waka website at:

<https://www.transport.govt.nz/about-us/what-we-do/queries/how-land-transport-is-funded>

- *The repairs/maintenance on the rural roads from date of closure to the date of receiving this request have cost?*

From April 2022 to 6 October 2024, NZTA's portion of repairs and maintenance on rural roads have cost \$254,582.92. NZTA's portion of repairs on rural detour roads has cost \$67,322.57. Both amounts were paid for through the NLTF.

- *The repairs/maintenance on the rural roads being used as a detour during this closure are being funded by whom? Please provide a breakdown of itemised costings with the individual name of relevant organisations, beside the cost [...]*

Information regarding the use of rural roads as a detour would be held by Waikato District Council (WDC). As rural roads in the Waikato region are managed by WDC, we suggest that you contact it by email at info@waidc.govt.nz.

Waikato Expressway current detour.

(the remedial work where SH1C and SH1 merge means all northbound SH1C traffic from Te Rapa/Horotiu is turning at the Northern Interchange and go south on SH1 [...])

- *Cost from date of detour to the date of receiving this request of the traffic management.
Please supply this cost, broken down to individual components [...]*

Regarding the Waikato Expressway, we cannot provide costs broken down by individual components such as traffic management and road cones. Historically, NZTA has not procured temporary traffic management (TTM) as a separate item, but as part of activities (which may include road cones) within maintenance contracts that are paid in a lump sum.

It is not possible to itemise specific elements of the traffic management down to the level of individual cones or signs specific to the detour itself. The traffic management within the overall site changes in response to areas being worked on and can include night closures for SH1 traffic, contraflow arrangements on SH1 as well as the detour of traffic travelling northbound from SH1C to SH1.

Your request for other costs broken down by individual components will also involve a significant amount of time and staff resources. Reviewing this information will necessitate consulting with our external contractors, then manually going through paper copies of invoices (of which there will likely be a large volume) to determine whether they fall in the scope of your request. I am therefore refusing this

part of your request under section 18(f) of the Act as the information requested cannot be made available without substantial collation or research.

In refusing this part of your request, we have considered whether consulting with you, charging for the information, or extending the timeframe for responding to your request would help as required by sections 18A and 18B of the Act. As this part of your request is specific in nature, this would not assist us in providing a response to your request as the substantial manual search required to collate the information would not be reduced.

Following direction from the Minister of Transport, we are now collating TTM costs across all our projects and will provide a report during this quarter to the Minister of Transport in accordance with the 2024 Government Policy Statement on land transport (GPS).

We will soon be releasing this information, via the Transport Insights web portal, on our website at: <https://www.nzta.govt.nz/planning-and-investment/planning/road-efficiency-group/transport-insights-and-performance-reporting/temporary-traffic-management-reporting/>

The GPS sets out the Government's priorities and strategic direction for investment in the transport sector. It prioritises economic growth and productivity, maintenance and resilience, and emphasises safety and value for money from transport expenditure. The new GPS is available online at: www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2024.

Please advise how NZTA/Waka Kotahi are acquiring the funds for the above. [...]

The cost of the remedial work is being covered through a cost-share agreement with Fletcher Construction Company (FCC), where part of the costs is covered by each organisation. Funding of NZTA's share comes from the NLTF.

- *The repairs/maintenance on the rural roads from date of closure to the date of receiving this request have cost? [...]*
- *The repairs/maintenance on the rural roads above being used as a detour during this closure are being funded by whom? [...]*

Any information regarding rural roads would be held by Waikato District Council (WDC). As local rural roads are managed by WDC, we therefore suggest that you contact it by email at info@waidc.govt.nz.

Waikato Expressway from Horotiu on & off ramps to Taupiri Service Centre on & off ramps

- *Cost from date of completion in December 2013 to the date of receiving this request of all the extra costs that this section of the Waikato Expressway.
Please supply this cost, broken down to dates with individual components [...]*

Regarding the detour relating to SH1 and SH1C, we cannot provide costs broken down by individual components as, historically, NZTA has not procured TTM as a separate item, but as part of activities. Your request for costs broken down by individual components will also involve a large amount of time and staff resources as reviewing this information will necessitate consulting with our external contractors, then manually going through paper copies of invoices of which there will likely be a large volume.

This part of your request is also refused under section 18(f) of the Act as the information requested cannot be made available without substantial collation or research. In refusing this part of your request, we also considered whether consulting with you, charging for the information, or extending the timeframe for responding to your request would help as required by sections 18A and 18B of the Act. As this part of your request is specific in nature, this would not reduce the substantial manual search required to collate the information.

We also suggest that you visit the Transport Insights web portal.

- *Is all of the above costing being fully funded by NZTA/Waka Kotahi [...]*

The cost to complete the remedial work is being shared between NZTA and FCC.

- *What is the estimated cost to complete the remedial/safety improvement of this section of the Waikato Expressway. Please provide a breakdown [...]*

At this stage, we cannot provide an estimate of the cost to complete this section of the Waikato Expressway as the scope of work is currently being finalised. This is because our project team is having to adjust the repair treatment in response to changing site conditions, and part of the cost (60 percent) is being met by FCC, so these need to be negotiated.

As per our response regarding the detour involving SH1 and SH1C, we similarly cannot provide an itemised breakdown of costs.

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

Yours sincerely



Andrew Clark
National Manager, Maintenance and Operations