

3 December 2024

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REF: OIA-16931

Dear ██████████

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

Thank you for your email of 13 November 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:

*Waikato Expressway - Ngaruawahia Section: Any question asked around the cost of money being spent on this project.*

*So are you advising that there is no budget? cost analysis? tracking budget management? financial projections, updated and regularly checked breakdowns of where money is being spent, or any kind of basic accounting on this remedial (or safety improvements!) work?*

[...]

*So let's break down the fluffy words used around the description of NTFL funding: this is central government funded, so are you trying to advise that there is no requirement by NZTA to justify, show, or report to the central government on funding spend?*

The estimated construction cost of the Ngaruawahia section of the Waikato Expressway is \$166 million.

All expenditure on this project is recorded and tracked. However, providing the level of detail you have requested would involve a significant amount of staff time and resources to review records going back at least 11 years of when work on the project commenced. This would also necessitate consulting with all our external contractors involved in the project, as well as reviewing 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.

Further information about remedial work currently being undertaken on the section is available in the following media release:

<https://www.nzta.govt.nz/media-releases/remedial-work-on-sh1-at-ngaruawahia-almost-complete/>

*Telephone Road: April 2022 to 10 October 2024:*

*Traffic management \$580,377.10*

*Daily check of temporary traffic management (TTM) \$165,516.7*

*In previous OIA's the number provided was \$55K per month for traffic management this would equate to 28 mths at 55K = \$1,540,000.00?*

A change in the temporary traffic management (TTM) requirements on Telephone Road (SH1B) has mean that the cost of TTM has significantly reduced from that provided in our previous response.

*Telephone Road While we intend to deliver this scheme as soon as possible, we currently do not have a timescale for fully reopening Telephone Road:*

*So from from the meeting held at WDC in September 2024 with the community and NZTA (David Speirs) - is this the resolution you are referring to? Wasnt there a timescale set at the time and advised?*

On 28 November 2024 the Minister of Transport announced that Telephone Road (SH1B) will reopen in 2025. This follows an agreement between NZ Transport Agency Waka Kotahi (NZTA) and KiwiRail on improvements so that the road and rail crossing can both be used safely.

Further information about these improvements is outlined in the following media release:

<https://www.beehive.govt.nz/release/sh1b-telephone-road-reopen-next-year>

*Repairs to Rural Roads being used as long-term detours: i.e: Lake Road, Borman Road, Gordonton Road, Great South Roa, Seddon Road etc, etc*

*So the repairs to these roads, because detours are being made on roads not fit for purpose (traffic volume, HVT's etc) are coming from the NTFL funding to local councils. Is it not funding already allocated in advance (often years) for certain projects? Does this now mean that these important local community projects (often ones of safety - potholes, crumbling roadsides etc) are being sacrificed so money can be spent on repairing roads that were not foreseen as being part of the original budget allocation?*

Funding contributions for the Telephone Road (SH1B)/Holland Road intersection will have no impact on local road funding and proposed schemes. Long-term diversion routes during closures are also managed and maintained through state highway funding.

We usually undertake a pre- and post-detour drive through detour routes to review damage to assets during a closure. We are also trialling a new pavement consumption tool on local and rural roads used by state highway traffic during closures.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to refuse part of this request. The contact details for the Ombudsman can be located at [www.ombudsman.parliament.nz](http://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](mailto:official.correspondence@nzta.govt.nz).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Andrew Corkill', written in a cursive style.

**Andrew Corkill**

Director Regional Relationships, Waikato/Bay of Plenty