

15 February 2019

Bernard Orsman
Super City Reporter
New Zealand Herald
Bernard.Orsman@nzme.co.nz

REF: OIA-4601

Dear Bernard

Request made under the Official Information Act 1982

Thank you for your email of 17 January 2019 requesting the following information under the Official Information Act 1982 (the Act):

In NZTA's Post Implementation Review Urban Cycleways Programme on P12, it states "we consider that the design of the Stage 3 Glen Innes to Meadowbank cycleway does not reflect value for money principles".

It goes on to say that "parts of the new super-structure are already below the high tide water mark, likely reducing the structure's life".

Under the OIA I am seeking a copy of all the information, including reports, professional advice, correspondence and emails, to support those statements and discussions within NZTA and outside professionals related to those statements.

In a statement to me on January 16 from NZTA communications officer Darryl Williams said:

"The new boardwalk is the same height as the old structure. Coastal processes specialists have recommended the design accommodate a 200 -400 mm sea level rise by the middle of the century. Using the extreme value of 400mm, the height of the deck has been confirmed to still be above the expected spring high tide level in 2050."

Can you please provide a copy of the coastal specialist advice that NZTA has received to support the statement?

The following documents fall within the scope of your request and are enclosed:

- Attachment 1: Memo from Hendrik Hilhorst (AT), 18 March 2016, outlining recommendations for construction of the boardwalk and the mitigating issues that have been considered, supplied to the NZ Transport Agency (Transport Agency) by AT;
- Attachment 2: MWH report to AT about the sea level rise issue, 24 March 2016, supplied to the Transport Agency by AT;
- Attachment 3: GI to Tamaki Shared Path project, Minutes or Actions, 30 March 2016, supplied to the Transport Agency by AT;

- Attachment 4: Email from Chris Jones to support the proposal, 21 March, supplied to the Transport Agency by AT;
- Attachment 5: Email from Andy Finch to support the proposal, 5 April, supplied to the Transport Agency by AT;
- Attachment 6: Emails between Hendrik Hilhorst and MWH discussing the sea level rise issue, 10 March, supplied to the Transport Agency by AT.

The Glen Innes to Tamaki Drive Shared Path is a joint project between Auckland Transport (AT) and the Transport Agency. Under the arrangement, AT undertakes the design work for each section of the project and the Transport Agency is responsible for construction. As such, the documents show that the investigations into the height of the Orakei Basin boardwalk were undertaken by AT and its consultants, as this is part of the design.

With regard to the report quoted in your request titled "Post Implementation Review - Urban Cycleways Programme, September 2018", at the time of writing the author did not have possession of the memo (dated 18 March 2018 from Hendrik Hilhorst) which set out the mitigating factors in relation to the height of the boardwalk.

Certain information has been withheld under section 9(2)(a) of the Act, in order to protect the privacy of natural persons. 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 withhold this information. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

If you would like to discuss this reply with the NZ Transport Agency, please contact Darryl Walker, Media Manager, by email to darryl.walker@nzta.govt.nz or by phone on (09) 969 9824.

Yours sincerely



Chris Hunt
Senior Manager, Project Delivery