

13 June 2022

Phil Pennington
Radio New Zealand
phil.pennington@rnz.co.nz

REF: OIA-10000

Dear Phil

Request made under the Official Information Act 1982

Thank you for your two emails of 29 April 2022 requesting the following information under the Official Information Act 1982 (the Act):

Recent reports show cost blowouts on the Petone-Melling and Mangere-Onehunga cycleways WK is associated with - <https://ldr.rnz.co.nz/story/waka-kotahi-says-new-38m-mangere-bridge-on-track-despite-setbacks/>

Pls release to us in full and in fully searchable format, for ALL cycleways and/or shared paths nationwide, that WK is associated with (i.e. it may be lead; it may be led by another agency with WK as part of it), per cycleway:

- 1. The name of the path, where it is, how long it is, and any special features such as underpasses*
- 2. The forecast cost (or similar) as it was first made public*
- 3. The current forecast or actual (or similar) cost*
- 4. The reason/s* for any increase in cost between the 2 figures above where that is >10%*
- 5. The forecast timeline and completion date as it was first made public*
- 6. The current timeline and completion date*
- 7. Detail of any legal action WK is aware of or associated with, around costs or timing or quality of the construction*
- 8. The original cost/benefit ratio (or similar)*
- 9. The current CBR*

**Reason/s: pls list those reasons OTHER than those attributed to the sort of rising construction and labour costs that are a general feature of most projects at the moment.*

On 27 May 2022 we extended the deadline for responding to this request as allowed for under section 15A of the Act.

We have numbered your request for ease of reference. In regards to part seven of your request, no legal action has been undertaken which Waka Kotahi NZ Transport Agency is aware of, relating to

costs, timing, or construction quality. Therefore, 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.

The remainder of the information you have requested is enclosed in the attached spreadsheet titled *OIA-10000 Waka Kotahi Walking and Cycling projects*. We have also provided some additional context to the information in the spreadsheet which is outlined below.

I am withholding the forecast cost of the Petone to Melling Walking Cycling Link under section 9(2)(b)(ii) of the Act to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information. This information is withheld in order to protect the commercial position of Waka Kotahi while commercial processes for this project are underway.

We have provided the forecasted costs as identified when funding was first approved for construction. Costs identified during business case phases are indicative and are used to determine if a project should proceed through to detailed design or intensive site investigations.

Forecast costs are based on available data at the time and are subject to change. There is significant cost escalation pressure on construction nationwide resulting from labour and supply chain restrictions caused by COVID-19 and broader international uncertainty. Factors like rising inflation rates, labour shortages due to COVID-19 restrictions, and unforeseen construction complexities have also contributed to the rising costs for some of these projects.

The cycleway projects listed in the spreadsheet includes all of the projects that Waka Kotahi is responsible for delivering. It also includes Let's Get Wellington Moving (LGWM) cycleway projects as this is a joint initiative between Wellington City Council, Greater Wellington Regional Council and Waka Kotahi.

The list of cycleway projects is limited to the Walking and Cycling Activity Class projects which are funded by the National Land Transport Plan 2021-24 (NLTP). Walking and cycling facilities are also delivered under other activity classes (for example State Highways, Local Roads and Road to Zero). They are often a small part a wider project such as an underpass, bridge or roundabout so are an integrated part of a wider project and the costs are not captured separately.

The listed projects also exclude projects included in the Low-Cost Low-Risk (LCLR) programme. These are smaller value projects of less than \$2.0m that are included in our continuous programme for minor improvements.

Waka Kotahi also co-invests through the National Land Transport Fund in cycleway projects that are delivered and led by local councils. As Waka Kotahi does not lead these projects or hold the information you are seeking, they are not included in the attached list.

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.

In line with Waka Kotahi policy, this response will soon be published on our website.

If you would like to discuss this reply with Waka Kotahi, please contact Andrew Knackstedt, Senior Manager, Media, by email to andrew.knackstedt@nzta.govt.nz.

Yours sincerely

A handwritten signature in blue ink that reads "V L Browne". The signature is written in a cursive, flowing style.

Vanessa Browne
National Manager Programme and Standards