

11 May 2021

s 9(2)(a)

REF: OIA-7912

Dear s 9(2),

Request made under the Official Information Act 1982

Thank you for your email of 1 April 2021 requesting the following information under the Official Information Act 1982 (the Act):

- 1. Can you please provide a programme of what steps are being taken in the coming 12 months to define the location.*
- 2. We understand that there was a major cost estimate error with the projected cost of Mill Road, can you please provide the latest estimate for Mill Road including land take.*
- 3. Lastly – can you please provide a breakdown of payments to external consultants (eg Aecom, BECA etc) working on the SGA work for Drury for the last 4. This includes payments made directly or indirectly by Auckland Council and Auckland Transport.*

Waka Kotahi refined question three of your request on 16 April 2021 where you confirmed you would like breakdown of payments made to all external consultants that have worked on the Supporting Growth Alliance Drury projects over the last 4 years

I have addressed each of your questions in turn below.

Question one: Can you please provide a programme of what steps are being taken in the coming 12 months to define the location.

Mill Road is a complex project and there is much work to be undertaken as we move towards construction and applying for consents.

The size and scale of this new corridor, combined with the fact we are building large sections through established areas means that no matter the route chosen, there will be a significant impact on private property. Confirming the preferred route for a project of this size involves the careful assessment of many different issues and we need to ensure that we take the time to get this right.

As Waka Kotahi has not yet confirmed the preferred route, we are unable to confirm design or boundaries. The study area under investigation is currently a wider corridor than what the final Mill Road route will be and work is currently being undertaken including site investigations along the

project area. This will then enable Waka Kotahi to confirm the preferred route so that the team are then able to share information on potential property impacts with landowners directly.

Waka Kotahi has written to all landowners in the project area to advise that discussions with landowners have been paused until later in the year when we have undertaken a further assessment of the project.

Question two: We understand that there was a major cost estimate error with the projected cost of Mill Road, can you please provide the latest estimate for Mill Road including land take.

I am refusing this question under section 9(2)(f)(iv) of the Act, to protect the confidentiality of advice tendered by Ministers and officials. Waka Kotahi has recently completed a baseline exercise for the NZ Upgrade Programme and provided this advice to the Government. The Government is now considering the advice and what decisions will need to be made about the Programme.

All projects are currently being progressed as announced by the Government in January 2020.

Question three: can you please provide a breakdown of payments to external consultants (eg Aecom, BECA etc) working on the SGA work for Drury for the last 4. This includes payments made directly or indirectly by Auckland Council and Auckland Transport.

The Supporting Growth Alliance has incurred costs of \$22,685,360 from 2017 to April 2021 against the components of our 'South' projects outlined below. These costs were for the Supporting Growth Alliance non-owner participants and sub-contractors employed by them. A breakdown of these costs by Programme Phase is detailed below. As noted in the refinement of 16 April 2021, this includes costs related to the Mill Road Project and Drury Stations Project (e.g. trains and roads).

In some cases, the costs have been recorded in Supporting Growth Alliances system for work that includes other South Projects. For example, the Integrated Transport Assessment and the Indicative and Detailed Business Cases were prepared for all South Projects. Where this has occurred, an assumption has been made about the value attributable to the above listed projects.

The Tranche A costs are **\$1,687,299** and include the following:

- South Area wide costs
- Southern Integrated Transport Assessment
- South Indicative Business Case

The Tranche B costs are **\$12,091,781** and include:

- South Area wide costs
- South Strategic Detailed Business Case and Notices of Requirement
- Mill Road
- South Drury Local
- South Rail

The Tranche C costs are **\$146,247** and include:

- Drury Post Lodgement

Variations & Additional Services costs are **\$8,759,983** and include the following:

- Additional work on the Rail Stations and the Mill Road Projects related to the projects being included in the NZ Upgrade Programme
- Additional work on the Drury network
- Mill Road investigations

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 Waka Kotahi, please contact Ministerial Services by email to official.correspondence@nzta.govt.nz.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'A. Thackwray', with a stylized flourish at the end.

Andrew Thackwray
National Manager, Infrastructure Delivery