

1 May 2023

[REDACTED]

REF: OIA-12280

Dear [REDACTED]

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

Thank you for your email of 22 March 2023 requesting the following information under the Official Information Act 1982 (the Act):

*1. a straightforward breakdown of:*

- *the costs of building the infrastructure resilience aspect of the project (i.e. the work designed to protect road and rail assets)*
- *the cost of constructing the shared path on top of the resilience works.*

*2. the source(s) of funding for this project.*

In regard to the first part of your request for a breakdown of costs:

The Ngā Ūranga ki Pito-One section of Te Ara Tupua includes a new walking and cycling path on the seaward side of the rail line between Ngauranga and Petone, built on a new coastal reclamation. The reclamation and path are protected by a combination of new revetments (sloping armoured embankments) and seawalls (vertical concrete walls). These revetments and seawalls also provide protection for the road and rail lines.

It is difficult to divide the cost of delivering the project into the different categories you have identified. The project has an integrated design, and the elements could not be delivered separately based on the current approach. However, we can provide the cost for the revetments and seawalls as part of the project, which has been estimated at \$77.4 million. This includes the direct cost of designing and constructing the seawalls and revetments, and a proportionate share of the project's overheads (Alliance project management costs and allowance for the contractors' agreed margins) under the Te Ara Tupua Alliance contract.

The total cost (target outturn cost) of the Ngā Ūranga ki Pito-One section of Te Ara Tupua Alliance contract is \$232.5 million, meaning other elements of designing and constructing the project are estimated at \$155.1 million. These elements include ecological offsetting required under the resource consent, the shared path and associated landscaping and lighting, the shared path bridge crossing the rail line, and others.

I am required to refuse your request for a straightforward breakdown of the costs of the infrastructure resilience aspect of the project, and the costs of construction under section 18(g)(i) of the Act because the information requested is not held to that level of detail by Waka Kotahi NZ Transport Agency and I have no grounds for believing that the information is held by another department or Minister of the Crown or organisation or of a local authority.

With regard to the second part of your request regarding funding sources, total funding of up to \$311.9 million has been approved for the project. In addition to the \$232.5 million target outturn cost for Te Ara Tupua Alliance, this includes costs paid for the project directly by Waka Kotahi (outside the Alliance contract), the cost of project insurance, and an allowance/contingency for certain risks.

This maximum funding is currently made up of:

- \$304.9 million (98 percent) from the National Land Transport Fund, through the walking and cycling activity class.
- \$7 million (2.25 percent) from two councils (Wellington City Council \$5 million, Greater Wellington Regional Council \$2 million).

Individual projects are not typically split across different activity classes within the National Land Transport Fund, even when they benefit multiple modes of transport (e.g., building a shared path as part of a new expressway project). Projects are assigned to the activity class that best fits the project's main objective.

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 Waka Kotahi policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with Waka Kotahi, please contact Ministerial Services by email to [official.correspondance@nzta.govt.nz](mailto:official.correspondance@nzta.govt.nz)

Yours sincerely



**Mark Kinvig**  
National Manager Infrastructure Delivery