

6 August 2024

[REDACTED]

Radio NZ

[REDACTED]

REF: OIA-15868

Dear [REDACTED]

Request made under the Official Information Act 1982

Thank you for your email of 12 July 2024 requesting the following information under the Official Information Act 1982 (the Act):

- *Which of the Roads of National Significance includes a cycleway component?*
- *Whether those cycleway components can still be funded from the roading budget under the new transport GPS?*
- *What the BCR of those RONS would be, with and without the cycleway component?*

I have numbered each part of your request and will answer each in turn.

1. Which of the Roads of National Significance includes a cycleway component?

A shared use path for the full length of the new Ōtaki to North of Levin (Ō2NL) project consented design. This responds to a project objective set out in the 2022 Notices of Requirement and resource consent applications of enabling mode choice for journeys between local communities.

The majority of the Roads of National Significance (RoNS) are still subject to business case development and the scope of these projects is not yet confirmed. For the projects where a business case has previously been completed, NZ Transport Agency Waka Kotahi (NZTA) will be revisiting the design of any multi-modal components over the coming months consistent with the direction of the new Government Policy Statement on Land Transport (GPS) 2024, which is available online at: www.transport.govt.nz/assets/Uploads/Government-Policy-Statement-on-land-transport-2024-FINAL.pdf.

2. Whether those cycleway components can still be funded from the roading budget under the new transport GPS?

The GPS directs that funding in the road improvement activity classes will not be used to invest in new multi-modal improvements, including cycleways. The GPS also instructs where multi-modal elements are required as a condition of an already in place consent, these elements can be funded from the

road improvement activity classes, but the NZTA is still expected to minimise costs needed to deliver these multi-modal elements.

3. What the BCR of those RONS would be, with and without the cycleway component?

Consistent with GPS direction, where appropriate NZTA will be revisiting the design of any multi-modal components in the RoNS to ensure costs are minimised. Historically, the costs and therefore the BCR of providing multi-modal facilities have not been clearly separated out as distinct from other components (e.g., property, landscaping, concrete etc.) Accordingly, we are not able to provide accurate information in respect of the costs of ancillary multi-modal facilities for these projects. Furthermore, we do not generate separate BCRs for projects that respectively include and not include walking and cycling facilities.

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 the Andrew Knackstedt, Senior Manager, Media, by email to andrew.knackstedt@nzta.govt.nz.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'P. Glucina', is positioned above the printed name and title.

Paul Glucina

Acting National Manager, System Design