

Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Wednesday, 17 April 2019 20:52
To: [REDACTED] (AT)
Cc: [REDACTED] (AT); [REDACTED] (AT); [REDACTED] (AT)
Subject: 1 pager - GI2T

See email below – also note earlier conversation around the following points:

- at a project level we have been directed to place the funding application, business case for construction and the AT board paper seeking approval for procurement on hold (due to all of these documents requiring confirmation of local share funding/ that construction will proceed etc)
 - o these items are on the critical path for S2 construction, and NZTA continue to query their status
- NZTA is developing procurement documentation for S2 and S4
- Conversations are being held with Kiwirail, and other key stakeholders around construction stage planning

There is a huge amount of work occurring within the above [REDACTED]

From a reputational perspective:

- These is a lot of stakeholder level communication occurring around the project to close out design and planning items – delivery has always been caveated on the basis of receiving construction stage funding, but as you are aware there are a lot of expectations out there

From: [REDACTED] (AT)
Sent: Tuesday, 2 April 2019 1:26 p.m.
To: [REDACTED] (AT)
Cc: [REDACTED] (AT); [REDACTED] (AT); [REDACTED] (AT)
Subject: FW: Reminder - Orakei Local Board workshop

OK - thanks [REDACTED]

Couple of comments:

- Section 2c (building consents) is probably worth closing out now
- Discussion amongst the project team (AT/ NZTA) might best inform where to stop the work (if construction gets deferred) – there will be pros/ cons with each i.e:
 - o after specimen design
 - o after consenting
 - o after prelim/ detailed design

From: [REDACTED] (AT) [REDACTED]
Sent: Tuesday, 2 April 2019 12:26 p.m.
To: [REDACTED] (AT) [REDACTED]
Subject: FW: Reminder - Orakei Local Board workshop

Hi [REDACTED]

My suggestion would be that we should finish those items in blue below and consider further those items in green which may be better left until nearer to construction (if construction gets deferred).

[REDACTED]

Section 2

- a) Resource consents (already lodged)
- b) Detailed design (nearly complete – a few loose ends to tidy up)
- c) Building consents (pre-lodgement meeting being organised)

[REDACTED]

Section 4

As per [redacted] point 4 below, if we are talking about completing the current phase then we would be completing the specimen design, consenting, preliminary and detailed design as we are currently in the design (not investigation) phase.

[redacted]

Thanks,

[redacted]

From: [redacted] (AT) [redacted]
Sent: Tuesday, 2 April 2019 11:07 a.m.
To: [redacted] (AT) [redacted] (AT) [redacted]
[redacted]
Subject: RE:

Hi ,

Below is what [redacted] has proposed. But we need to wait until [redacted] gets this across to [redacted]

Hi suggest we use the following wording. I'm not sure on exactly what we should say for point 4.

1. AT undertaking a detailed review of UCP
2. No decision made, recommendation to AT board in May
3. Due to uncertainty around funding it is likely we will recommend that GI to Tamaki be put on hold in this RLTP cycle [i.e. due to available dollars and that it is unlikely to receive NZTA funding]
- [4. We should complete existing pieces of work with a natural break point e.g. complete scheme design for section 4. For section 2b do we complete the business case?]Each section should be progressed to the end of its current phase gateway.

We should clear this messaging with [redacted] b4 we communicate externally - given the other funding issues at present around funding.

Many Thanks,

Sandy Webb (AT)

From: [REDACTED]
Sent: Thursday, 19 September 2019 07:57
To: [REDACTED] (AT); [REDACTED] (AT); [REDACTED] (AT); [REDACTED] (AT); [REDACTED] (AT); [REDACTED] (AT)
Subject: Active Modes UCP Board Paper - GI 2T

Hi All,

Just a quick heads up that [REDACTED] from NZTA called me last night to talk about GI2T. He is comfortable with the overall approach around going to the December boards for the full scope but noting the risk around this.

[REDACTED] - can you lead inputs into the paper as it needs a coordinated input from across our business. We should also include the overall programme update as part of this. It would also be good to circulate a timetable of dates and groups we need to hit to everyone.

We can discuss the approach at the PCG next week.

Cheers,

[REDACTED]

Sent from my iPhone

Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Thursday, 17 October 2019 10:36
To: [REDACTED]
Cc: [REDACTED] (AT)
Subject: FW: Auckland Transport Website Update - GI/Tamaki Shared Path

Hi [REDACTED] can we get an update

From: [REDACTED]
Sent: Thursday, 17 October 2019 9:12 a.m.
To: [REDACTED] (AT)
Cc: [REDACTED]
Subject: Auckland Transport Website Update - GI/Tamaki Shared Path

Good Morning [REDACTED]

We've had a few calls/emails from constituents, and also Councillor Simpson, on a project update posted to the AT website yesterday regarding the GI/Tamaki Shared Path.

The link is embedded below, in an email from one of the concerned residents.

It appears as though the project update is a little vague on the details of the extended delay to Section 2, apart from NZTA/AT not yet reaching a funding agreement.

I've previously outlined this to the members, but something further in terms of reasoning will be valuable here.

There are statements in the update which suggest that should funding not be secured, Section 2 will not proceed.

Let me know if we can help, where appropriate. We should work to get in front of this where we can either in a memo or at a workshop.

Cheers,

Noho ora mai,

████████████████████
████████████████████
Ōrākei Local Board
Local Board Services
Auckland Council
██

Hi ██████████

Sorry for my late evening mail, but either my eyes must be deceiving me or this PR from AT says S2 is delayed again, again.. and is in jeopardy. Never mind Gowing Drive or John Rymer Place links. Words fail me.

<https://at.govt.nz/projects-roadworks/glen-innes-to-tamaki-drive-shared-path/glen-innes-shared-path-project-updates/>

The original project PR states S1 and S2 opening in 2016. I have that and all the subsequent updates, including only this April, when the position on S2 was construction starting October 2019, and even more recently, construction procurement starting late 2019..

And now this?!

I note in the same PR, there's even commentary about S4 going ahead. Does anyone even care about S4?

Yours despairingly

PS Congratulations both of you on your re-elections!!

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Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Tuesday, 22 October 2019 16:12
To: [REDACTED]
Cc: [REDACTED] (AT); [REDACTED] (AT)
Subject: RE: Communications around timing - Gi2T

That sounds very sensible to me [REDACTED].thanks

From: [REDACTED]
Sent: Tuesday, 22 October 2019 3:09 p.m.
To: [REDACTED] (AT)
Cc: [REDACTED] (AT); [REDACTED] (AT); [REDACTED] (AT)
Subject: FW: Communications around timing - Gi2T
Importance: High

Hi [REDACTED]

As you may be aware, [REDACTED] is disappointed that our recent update did not include an anticipated completion date for Gi2T and I understand she may wish us to publish one.

We are reminding the team, that our communications strategy – as set out in the communications plan attached – was to let people know that construction on Section 2 was not starting in October as anticipated and when funding a funding decision would be made. Without funding approval we did not think it was prudent to be giving the public completion dates at the same time (it distracted from the message that we might not actually get funding, could send a ‘mixed’ message about our confidence in receiving funding and also potentially inadvertently raise people’s expectations).


Following this, *if* funding is obtained March 2020 we would communicate this to the public and get the tender process underway. We felt that at this time it was prudent to be talking about completion dates and that we will be in a better position to provide an accurate completion date/ construction timeline when a contractor/s is in place. (imagine if we’d had to change the completion date *again* for any reason). We’d also have a better view by then of how we have actually got on getting the required consents etc finished up, especially if we manage to get the Section 4 Resource Consent out the door which is the plan.

[REDACTED] is catching up with [REDACTED] to re-confirm this strategy, and **would like confirmation that this approach is still (or not) endorsed by yourself.**

Could you reply back please asap.

Any questions – give me a bell.

Thanks 

Cheers


Sandy Webb (AT)

From: [REDACTED]
Sent: Thursday, 3 October 2019 16:10
To: [REDACTED] (AT)
Subject: ELT memo - Gi2T - FINAL
Attachments: Major project template- Glen Innes to Tamaki Drive Shared Path.docx

Hi [REDACTED]

Attached is the finalised ELT memo for next week.

Cheers
[REDACTED]

Sandy Webb (AT)

From: [REDACTED]
Sent: Monday, 16 September 2019 14:50
To: [REDACTED]
Cc: [REDACTED] (AT); [REDACTED]
Subject: RE: Gi2T - December funding and external stakeholder update

Thanks [REDACTED] I will incorporate incoming feedback into these

From: [REDACTED]@nzta.govt.nz>
Sent: Monday, 16 September 2019 2:48 PM
To: [REDACTED]
Cc: [REDACTED] (AT); [REDACTED]@nzta.govt.nz>
Subject: RE: Gi2T - December funding and external stakeholder update

Hi [REDACTED] – sorry I have made some more changes – more to bring the info about Section 4 to the top – otherwise I think it was confusing.
Cheers
[REDACTED]

From: [REDACTED]
Sent: Monday, 16 September 2019 1:35 PM
To: [REDACTED] (AT); [REDACTED] (AT); [REDACTED]
(AT); [REDACTED]
Cc: [REDACTED]@nzta.govt.nz>; [REDACTED] (AT); [REDACTED] (AT); [REDACTED]
Subject: Gi2T - December funding and external stakeholder update

Hi all

We have drafted a communications plan and key messages for providing an update to Gi2T stakeholders that a funding decision will be made in December. We would appreciate your input please and following this – and NZTA input - we will circulate to [REDACTED] [REDACTED] et al for final review before we go to the ELT.

Could you get back to me in the next day or so please.

Kind regards



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www.nzta.govt.nz

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Sandy Webb (AT)

From: [redacted]
Sent: Thursday, 10 October 2019 11:10
To: [redacted] (AT); [redacted] (AT); David Nelson (AT); Mieszko Iwaskow; [redacted]
Cc: [redacted]
Subject: RE: Gi2T - funding messages approved by ELT
Attachments: 190916 Gi2T - funding key messages - Final.docx

Hi all

We received approval from the ELT this morning to issue our funding update.

We are informing elected members now, then our key stakeholders. We are lining things up to send out the project update mid-next week and the project web page will be updated at the same time.

Kind regards
[redacted]

From: [redacted]
Sent: Tuesday, 1 October 2019 10:50 AM
To: [redacted] (AT); [redacted] (AT); David Nelson (AT); [redacted] Mieszko Iwaskow
Cc: [redacted] (AT); [redacted] (AT); [redacted] (AT)
Subject: RE: Gi2T - funding messages for approval

Sorry I hit send to soon – [redacted] and [redacted] see below

Hi All

[redacted] has advised a change of timing (from February). Is everyone happy with the following statement?

We anticipate that both the Auckland Transport (AT) and NZ Transport Agency (NZTA) boards will have made a decision before the end of the first quarter of 2020.

If so I will update the holding statement and ELT memo, and see if Scott can get us onto this weeks or next week's ELT.

Cheers

From: [REDACTED] (AT) [REDACTED]
Sent: Tuesday, 1 October 2019 9:58 AM
To: [REDACTED]
Cc: Mieszko Iwaskow [REDACTED] (AT) [REDACTED] (AT)
Subject: RE: Gi2T - funding messages for approval

Good morning [REDACTED]

The Board meeting dates for 2020 have not been published and my colleague has advised that the earliest Board meeting will be in March (based on an email from the Agency). This three month gap is too long so we will escalate this matter (via the liaison meeting between our EGMs and NZTA's CFO). However, for the purposes of this paper I would recommend using the following statement:

We anticipate that both the Auckland Transport (AT) and NZ Transport Agency (NZTA) boards will have made a decision before the first quarter of 2020.

Based on the March Board meeting, the construction start and completion dates maybe be impacted.

Kind regards,

[REDACTED]
Funding and Analysis

Level 6, 20 Viaduct Harbour, Auckland
Private Bag 92250, Auckland 1142



[REDACTED]
www.AT.govt.nz | [REDACTED]

From: [REDACTED]
Sent: Monday, 30 September 2019 4:00 p.m.
To: [REDACTED] (AT) Mieszko Iwaskow [REDACTED] (AT)
[REDACTED] (AT) [REDACTED] (AT) ; David Nelson (AT)

Cc: [redacted] (AT) [redacted] (AT) [redacted] (AT) [redacted] (AT)

Subject: RE: Gi2T - funding messages for approval

Thank you [redacted] On the basis that we cannot confirm funding until February, I have revised the holding statement:

A funding decision is expected to be made in December by both AT and NZTA Boards. We anticipate that both the Auckland Transport (AT) and NZ Transport Agency (NZTA) boards will have made a decision before the end of February.

I understand that we can leave the construction start and completion dates as they are because the procurement progress can begin ahead of the NZTA board decision.

Cheers
[redacted]

From: [redacted] (AT) [redacted]

Sent: Monday, 30 September 2019 11:56 AM

To: [redacted] Mieszko Iwaskow [redacted] (AT)
[redacted] (AT) [redacted] (AT) [redacted] David Nelson (AT)

Cc: [redacted] (AT) [redacted] (AT) [redacted] (AT) [redacted] (AT)

Subject: RE: Gi2T - funding messages for approval

Thank you [redacted]

Please see my comments in the attached version.

I would like to highlight to everyone that the funding paper to the NZTA Board is not going to be presented to the last Board meeting for this calendar year for the following reasons:

- The NZTA Board meeting dates have changed. The December Board meeting is only a conference call and it will not include funding papers in the agenda for discussion. Other funding papers are now being advanced to the second Board meeting in November;
- Unfortunately, [redacted] cannot sign off the funding memo for submission until AT Board has approved the additional budget. Given NZTA's delegation structure, this paper will have to go to the delegations (which cannot be advanced ahead of our submission) before going to the Board and the sequencing of the approvals

won't work for all processes to be met by the November Board (or even the December Board at best). The paper will therefore have to go to the Agency's first Board meeting in 2020.

- For clarity, please see the sequencing of funding approval process:
 - o AT Board approves additional budget;
 - o Business case (Financial Case) updated to confirm local share.
 - o [redacted] signs off funding memo. Memo is submitted;
 - o Paper presented to the Agency's delegation;
 - o Paper presented to [redacted] and [redacted];
 - o Board Paper submitted (can be advanced in parallel to the delegation process);
 - o Paper goes to the Agency's Board.

Note: the procurement process can be progressed ahead of the Agency's Board decision on funding. However, the tender cannot be awarded until we have confirmation of funding.

Happy to discuss as necessary.

Kind regards,

[redacted]
Funding and Analysis
Level 6, 20 Viaduct Harbour, Auckland
Private Bag 92250, Auckland 1142



[redacted]
www.AT.govt.nz | [redacted]

From: [redacted]
Sent: Monday, 30 September 2019 9:52 a.m.
To: Mieszko Iwaskow [redacted] (AT) [redacted] (AT)
[redacted] (AT) David Nelson (AT) [redacted] (AT)
Cc: [redacted] (AT) [redacted] (AT) [redacted] (AT)
(AT) [redacted]
Subject: RE: Gi2T - funding messages for approval

Thank you Mieszko

[redacted] – I attach a clean version of the key messages fro your input.

Kind regards

[REDACTED]

From: Mieszko Iwaskow [REDACTED]

Sent: Sunday, 29 September 2019 8:29 PM

To: [REDACTED] (AT) [REDACTED] (AT)

[REDACTED] (AT) David Nelson (AT) (AT) [REDACTED] (AT)

Cc: [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT)

(AT)

Subject: RE: Gi2T - funding messages for approval

Hi All,

Sorry for the delay. Comments attached.

- Can you please also get feedback from [REDACTED] who will need to input on the funding responses.
- Separate question to the project team – we talk about the consents being subject to a the Board decision. This should not be linked as we have an agreement from the Board to get everything construction ready. We need to focus on expediting lodgement of the consents for Section 4.
- Can you also make sure Mark Lambert is over this once we have everyone’s changes.

Cheers,

Mieszko Iwaskow
Portfolio Delivery Director (Strategic Programmes)
Integrated Networks
20 Viaduct Harbour
Private Bag 92250, Auckland 1142



[REDACTED]
www.at.govt.nz | [REDACTED]

From: [REDACTED] (AT) [REDACTED]

Sent: Friday, 27 September 2019 8:39 a.m.

To: [REDACTED] (AT) [REDACTED] Mieszko Iwaskow [REDACTED]

[REDACTED] (AT) David Nelson (AT)

Cc: [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT)

(AT) [REDACTED]

Subject: RE: Gi2T - funding messages for approval

Importance: High

Hi [REDACTED],

Please find the changes that I have done on top of [REDACTED] ones.

Many Thanks,

[REDACTED]

From: [REDACTED]

Sent: Friday, 27 September 2019 8:34 a.m.

To: [REDACTED] (AT) [REDACTED] Mieszko Iwaskow [REDACTED] (AT) [REDACTED] David Nelson (AT)

[REDACTED] (AT)

Cc: [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT)

[REDACTED] (AT)

Subject: RE: Gi2T - funding messages for approval

Thank you [REDACTED]

Could I ask everyone else to have a look by COB today please? ([REDACTED] – would that then enable us to get this onto the ELT agenda next week, or would this project be treated as a special case to get on the agenda given the scale of the project?)

Best

[REDACTED]

From: [REDACTED] (AT) [REDACTED]

Sent: Thursday, 26 September 2019 2:39 PM

To: [REDACTED] Mieszko Iwaskow [REDACTED] (AT) [REDACTED]; David Nelson

[REDACTED] (AT)

Cc: [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT)

[REDACTED] (AT)

Subject: RE: Gi2T - funding messages for approval

[REDACTED]

Some proposed track changes from me – mainly to caveat the December decision some more.

Cheers

[Redacted]

[Redacted]

Planning and Investment Group

[Redacted]

www.at.govt.nz

From: [Redacted]

Sent: Thursday, 26 September 2019 8:14 a.m.

To: Mieszko Iwaskow [Redacted] (AT) [Redacted] (AT) [Redacted] (AT) David Nelson (AT)

[Redacted] (AT) [Redacted] (AT) [Redacted] (AT) [Redacted] (AT)

Subject: Gi2T - funding messages for approval

Hi everyone

We want to send out a project update mid-October to let the community and stakeholders know that a funding decision for both sections will be made in December. We signalled to the community that, subject to funding, construction was anticipated to start in October. We have delayed any project updates in anticipation of the funding decision being made earlier.

I attach the key messages and comms plan for review/approval. These are with NZTA also. We'd like to get this onto the ELT agenda for next week (if able).

Any questions, please let me know

Kind regards

[Redacted]

[Redacted]

Sandy Webb (AT)

From: [REDACTED]@nzta.govt.nz>
Sent: Monday, 30 September 2019 14:25
To: [REDACTED] (AT)
Cc: [REDACTED]
Subject: RE: Gi2T - funding messages for approval

Follow Up Flag: Follow up
Flag Status: Flagged

Perfect, thanks [REDACTED] I'll also talk to some people our end to see if there is anything we can do.

[REDACTED]
[REDACTED] **Communications and Engagement**

From: [REDACTED] (AT) [REDACTED]
Sent: Monday, 30 September 2019 1:54 PM
To: [REDACTED]@nzta.govt.nz>
Cc: [REDACTED]
Subject: RE: Gi2T - funding messages for approval

Hi [REDACTED]

My understanding from our funding team is that AT cannot submit its funding application to NZTA until we have the AT funding confirmed. I think this is why the AT board meeting needs to happen first. The AT board meeting is scheduled for the beginning of December. [REDACTED] has said that he is looking into this.

Thanks,
[REDACTED]

From: [REDACTED]@nzta.govt.nz>
Sent: Monday, 30 September 2019 1:28 p.m.
To: [REDACTED] (AT) [REDACTED]
Subject: RE: Gi2T - funding messages for approval

Hi – thanks for your email, and thanks [REDACTED] for sending the NZTA Board info through. [REDACTED] is looking at the key messages and draft statement this afternoon and I'll prod the others again. I've asked [REDACTED] if we push for the late November board meeting, although I appreciate we need AT's decision first – is that still the case or is there any work around on that? Keen to do whatever we can not to delay any further!

[REDACTED]
[REDACTED] **Communications and Engagement**

From: [REDACTED]
Sent: Monday, 30 September 2019 12:49 PM
To: [REDACTED] <[REDACTED]@nzta.govt.nz>
Cc: [REDACTED] (AT) [REDACTED]
Subject: FW: Gi2T - funding messages for approval

Hi [REDACTED]

I hope you are well?

How are you getting on with input from the NZTA team on the key messages? Attached is the latest draft our end. The AT funding team have raised the matter of the funding decision not going to the NZTA board until next year (Feb I think), so we may need to change the December date (and other timelines) we have cited. I just spoke to [REDACTED] – she is emailing [REDACTED] CC you too, about this now.

[REDACTED] might need an update too sometime soon – I think they have been told December; this was before the NZTA December board meeting had changed.

Cheers
[REDACTED]

Sandy Webb (AT)

From: [REDACTED]
Sent: Tuesday, 8 October 2019 08:54
To: Mieszko Iwaskow
Cc: [REDACTED] (AT); [REDACTED] (AT); David Nelson (AT); [REDACTED] (AT); [REDACTED] (AT); [REDACTED] (AT); [REDACTED] (AT)
Subject: Re: Gi2T - funding messages for approval

Hi mieszko
These are going to this Thursday's ELT. [REDACTED] has the memo and will get on the agenda.

Cheers
[REDACTED]

Sent from my iPhone - please excuse any typos

On 7/10/2019, at 6:50 PM, Mieszko Iwaskow [REDACTED] wrote:

Hi [REDACTED]

Where did we land on the messages? Have they gone through the ELT yet?

Cheers,

Mieszko Iwaskow
Portfolio Delivery Director (Strategic Programmes)
Integrated Networks
20 Viaduct Harbour
Private Bag 92250, Auckland 1142

<image002.jpg>

[REDACTED]
www.at.govt.nz | [REDACTED]

Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Thursday, 6 June 2019 17:57
To: [REDACTED] (AT)
Subject: RE: GI2T - key messages 6 June (002)

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks [REDACTED] I'm going to make a change to one more thing – in the Q&A it asks why this project hasn't received funding in the LTP. It has, just not enough to cover everything. I'm also going to remove the last couple of questions that we haven't developed answers for yet, and just start with these ones.

Cheers,

[REDACTED]
Level 2, 20 Viaduct Harbour Ave, Auckland 1010
P 09 355 3553 | [REDACTED]
www.at.govt.nz



From: [REDACTED]
Sent: Thursday, 6 June 2019 5:11 p.m.
To: [REDACTED] (AT) [REDACTED] (AT) [REDACTED]
Subject: RE: GI2T - key messages 6 June (002)

Here you go [REDACTED] a version with [REDACTED] feedback (track changed) is attached.

I hope I've captured it all [REDACTED]

From: [REDACTED] (AT) [REDACTED]
Sent: Thursday, 6 June 2019 4:57 PM
To: [REDACTED] (AT) [REDACTED]
Subject: RE: GI2T - key messages 6 June (002)

Hi [REDACTED] – I'd rather send a more final version around so if you want to make some changes and get that back to me, I can start circulating it. I've just spoken with Shane and let him know to expect it tomorrow.

[REDACTED]

Level 2, 20 Viaduct Harbour Ave, Auckland 1010

P 09 355 3553 | M [REDACTED]

www.at.govt.nz



From: [REDACTED]
Sent: Thursday, 6 June 2019 4:41 p.m.
To: [REDACTED] (AT) [REDACTED] (AT) [REDACTED]
Subject: RE: GI2T - key messages 6 June (002)

Thanks [REDACTED] Let us know how you get on. I spoke to [REDACTED] - she won't circulate at NZTA until AT has finished its review process. She may have already told you; I told her to stop by and see you as she mentioned she was heading to AT about another project this arvo.

[REDACTED] has reviewed and provided feedback – I have recorded this. I am not sure if you have already started the review process? If so I will sit on it until we get messages back, if not I can send to you now (I have added to the version you provided.)

Cheers
[REDACTED]

From: [REDACTED] (AT) [REDACTED]

Sent: Thursday, 6 June 2019 3:23 PM

To: [REDACTED] (AT) [REDACTED]

Subject: GI2T - key messages 6 June (002)

Hi both – I've had a go. I want to make it clear that there is still funding for this project in the UCP, and that we haven't cut it.

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Sandy Webb (AT)

From: [REDACTED]
Sent: Tuesday, 15 October 2019 10:59
To: [REDACTED] (AT)
Subject: RE: Gi2t - meeting today, BA monthly update and delay comms

Follow Up Flag: Follow up
Flag Status: Completed

Anytime you want. The board etc are informed so we we are good to go

From: [REDACTED] (AT) [REDACTED]
Sent: Tuesday, 15 October 2019 9:51 AM
To: [REDACTED]
Subject: RE: Gi2t - meeting today, BA monthly update and delay comms

Hi [REDACTED]
When should I do the key stakeholder briefings below please?
Thanks,
[REDACTED]

From: [REDACTED]
Sent: Tuesday, 15 October 2019 9:47 a.m.
To: [REDACTED] <[\[REDACTED\]@nzta.govt.nz](mailto:[REDACTED]@nzta.govt.nz)>
Cc: [REDACTED] (AT) [REDACTED]
Subject: FW: Gi2t - meeting today, BA monthly update and delay comms

Hi [REDACTED]

I've just sent out some emails from the Gi2T mailbox letting key stakeholders know about the funding. The Orakei Local Board have been informed (but have made no comment yet – they appear more interested in the lights on Section 3 at this time. On that – someone from the AT lighting team is meeting [REDACTED] on-site. Will keep you posted.). Any comments from govt, [REDACTED]

How are things coming along your end with the campaign monitor email? The AT webpage will be updated by COB Wednesday so be good to get that out the door Thursday am if we can. [REDACTED] is very eager for us to get this out the door.

<p>Media (reactive)</p>	<p>Back-pocket QAs finalised to support media queries.</p>	<p>[REDACTED] and [REDACTED] continue liaison with [REDACTED] (NZTA) and [REDACTED] (AT).</p> <p>Give heads up to social media teams. DONE. Send reminder on Wednesday arvo.</p>
<p>Briefing elected members</p>	<p>Orakei Local Board</p> <p>Orakei Councillor Desley Simpson</p> <p>Local MP Simon O'Connor</p>	<p>[REDACTED] and [REDACTED] liaise on timing:</p> <p>Memo - [REDACTED] via EMRA DONE.</p> <p>[REDACTED] via [REDACTED]</p> <p>[REDACTED] via Ministerial Services</p>
<p>Key stakeholder briefings and directly affected parties updates</p>	<p>Bike Auckland</p> <p>Emails/phone calls/meetings to provide an update on project timings. Stakeholders include but not limited to:</p> <ul style="list-style-type: none"> • Meadowbank St Johns Residents Association - [REDACTED] • Orakei Bay Village - [REDACTED] DONE • Orakei Boatshed owners - [REDACTED] DONE • Mary Birdsall - Ngapipi Road - [REDACTED] DONE • Mana Whenua - [REDACTED] 	<p>Mieszko Iwaskow (AT) and [REDACTED] (NZTA). Ongoing</p> <p>[REDACTED]</p> <p>[REDACTED]</p>

	<ul style="list-style-type: none"> • AC Parks - [REDACTED] • Purewa Cemetery - [REDACTED] • KiwiRail - [REDACTED] • Watercare - [REDACTED] • LINZ - [REDACTED] • Pony Club - [REDACTED] 	
Project e-newsletter	<p>Project update to existing database and key stakeholders.</p> <ul style="list-style-type: none"> • Neighbours on Section 2 (via post to those neighbours who have engaged with us and where no email address exists) • Ngapipi Road directly affected parties (via post where no email address exists) • Wider public and cycling community <p>Include link to social media video for Section 3 (produced by NZTA)</p>	<p>[REDACTED]</p> <p>Thursday morning?</p>
Social media posts	n/a – reactive messaging only. Provide briefing to social media teams at both organisations.	[REDACTED]
Website update	Update websites with latest information	[REDACTED] – in progress

Cheers
[REDACTED]

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Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Wednesday, 19 June 2019 09:29
To: [REDACTED] (AT)
Cc: [REDACTED] (AT)
Subject: RE: gl2t

Thanks so much for the update, [REDACTED]

Cheers,

[REDACTED]
Level 2, 20 Viaduct Harbour Ave, Auckland 1010

P 09 355 3553 | [REDACTED]

www.at.govt.nz



From: [REDACTED]
Sent: Wednesday, 19 June 2019 9:28 a.m.
To: [REDACTED] (AT) [REDACTED] (AT) [REDACTED]
Cc: [REDACTED] (AT)
Subject: gl2t

Hi [REDACTED]
We had our PCG yesterday. [REDACTED] and [REDACTED] updated us on the funding situation (and met with [REDACTED] and [REDACTED] afterwards to do the same). Not sure if you have been updated yet, but the situation is that AT will seek Board approval to construct Section 2 and if approval is given then apply for funding with NZTA, so all going well Section 2 will get underway late this year. Section 4 – we will continue with the resource consenting and design and apply for funding at that time. If Section 4 is not constructed

when Section 2 opens, then we may need to look at some safety improvements on Orakei Road and Ngapipi Road to provide a safer journey to Tamaki Drive. Until the above is confirmed (AT will seek approval at the *next* board meeting) we will continue to use the current key messages:

See last newsletter March 2019 - [REDACTED]

Expected Timeline

- **Mid 2019** - Section 3 fully open.
- Subject to securing approvals and funding:
 - **Mid-late 2019** - Section 4 consenting (timeline subject to public feedback within the Auckland Council consenting process).
 - **Late 2019**
 - Section 2 start construction.
 - Section 4 award detailed design and construction contract (once consent granted).
 - **Mid-end 2021** - Sections 2 and 4 complete.

Cheers
[REDACTED]

Sandy Webb (AT)

From: [REDACTED]
Sent: Tuesday, 24 September 2019 21:31
To: [REDACTED] (AT)
Subject: Re: Gi2T funding comms

Sounds like a plan :-)

[REDACTED]

Sent from my iPhone - please excuse any typos

On 24/09/2019, at 4:44 PM, [REDACTED] (AT) [REDACTED] wrote:

Hi [REDACTED]

Suggested information below. I've discussed this with [REDACTED] and [REDACTED]. Can we please take this to the PMT meeting tomorrow afternoon for endorsement?

Thanks,
[REDACTED]

From: [REDACTED]
Sent: Tuesday, 24 September 2019 1:06 p.m.
To: [REDACTED] (AT) [REDACTED]
Cc: [REDACTED] <[\[REDACTED\]@nzta.govt.nz](mailto:[REDACTED]@nzta.govt.nz)>
Subject: Gi2T funding comms

Hi [REDACTED]

Attached are the key messages and back-pocket QAs for announcing that a funding decision will be made in December. My aim to get these comms onto **next week's ELT agenda for approval.**

Following approval from yourselves, NZTA and [REDACTED] I will circulate to [REDACTED] Mieszko and David Nelson at AT for review/sign off before submitting to the ELT. [REDACTED] (and [REDACTED] have reviewed and provided feedback.

There a few details that need confirming – could you please provide the below details I am after. Please note: the QAs are *reactive* only so we are prepared if asked:

- **What is the required amount needed to complete Section 2 and Section 4/ How much funding are you seeking?**

We currently anticipate that both Sections will require approximately \$83million in funding to complete.

- **If funding is granted in December, when will both Sections be completed by?**

The earliest construction will be completed, provided all consents and other agreements are obtained, is early 2023.

- **If funding is granted in December, when would construction on Section 2 start?**

The earliest construction would start, provided all consents and other agreements are obtained, is mid-2020.

- **How much has been spent already on the project**

Approximately \$20 million

Cheers

[REDACTED]

[REDACTED]

Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Wednesday, 16 October 2019 15:04
To: [REDACTED] (AT)
Subject: FW: Gi2T funding update
Attachments: 190916 Gi2T - funding key messages - Final.docx

FYI

From: [REDACTED]
Sent: Wednesday, 16 October 2019 2:44 PM
To: [REDACTED] (AT) [REDACTED] (AT) [REDACTED]
Subject: Gi2T funding update

Hi [REDACTED] and [REDACTED]

Just to let you know, the AT project web page will be updated end of day and tomorrow (Thursday morning) a project update is being sent out to our project database.

We could get a flurry of interest following this, including from local media.

Local board and Cr Simpson have been informed, and also Bike Auckland.

Cheers

[REDACTED]

[REDACTED]

Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Saturday, 14 September 2019 15:27
To: [REDACTED] (AT)
Subject: RE: Gi2T shared path - Funding

Hi [REDACTED]

Thanks for the update 😊 If either of you need anything from me just let me know! Happy to help out in any way

[REDACTED]

From: [REDACTED]
Sent: Thursday, 12 September 2019 1:20 PM
To: [REDACTED] (AT)
Cc: [REDACTED] (AT)
Subject: Gi2T shared path - Funding

Hi [REDACTED]

(Hi [REDACTED] just looping you in on the funding situation for Gi2T)

There was agreement at the project meeting yesterday that we should update stakeholders. We signalled in March that construction on section 2 would start in October, and questions will be asked so let's front foot this. We thought timing wise that following the elections (12 Oct) might be a sensible time, agree?

I have prepared a communications plan, including key messages etc and this first draft is with [REDACTED] and [REDACTED] for review. Once we three are happy with the first draft I will send to you both for review and input, as well as [REDACTED] and [REDACTED] before seeking higher approvals.

[REDACTED] felt that we would need to go to the ELT – what's the process for this?: paper submitted on a Monday for the following Thursdays ELT? And I would need to attend? What is required of me attending?

Here is the communications timeline we are proposing:

Mid-October 2019: General update

- Construction will not be starting as signalled
- Funding will be known in December/ end of year

- o Acknowledge community's frustration with ongoing delay

December 2019: Final decision

Funding approved:

- o Construction and consenting timelines
- o Best case completion dates

Funding not obtained:

- o Close, and next steps
- o Key spokespeople put forward to manage
- o Explain why funding not obtained, balance with information other projects will/are being delivered by both agencies

February 2020: Construction update and public open day

- o Designs, timeline, programme (S2)
- o Consenting programme update (S4)

Best

From: [REDACTED]
Sent: Wednesday, 11 September 2019 10:31 AM
To: [REDACTED] (AT) [REDACTED]
Subject: Update from the AT/ NZTA meeting - GI2T - PLEASE CALL
Importance: High

Hi [REDACTED]

Last week I mentioned NZTA and AT were meeting to discuss the two remaining sections of Gi2T (2 and 4) - funding and construction staging. One point of concern has been the ability to fund and deliver both sections at the same time, due to concerns about cyclists having to use Ngapipi Road to reach Tamaki Drive if Section 4 is not delivered.

I've received an update from [REDACTED] on yesterday's meeting. Here is a summary:

- NZTA and AT have agreed to work towards an accelerated programme to deliver both sections 2 and 4 (with some staging of S4).
- This is still subject to approval of both boards in early December

Project stakeholders, including the public, have been anticipating construction to start 'late 2019'. Construction will not start this side of Christmas, earliest is April 2020. We need to provide a project update. Communications-wise, there has been no project update on sections 2 and 4 since March-April-ish and at the time we signalled that construction timing was subject to funding. I received a text from [REDACTED] from the residents association last week, so the questions are starting

For an update, we can share some good information to share about section 2 – including balustrade height (1.2m, except where fall from height), and several cross sections showing various positions of the path, planting, lighting etc., so we can demonstrate forward movement and will need to explain that subject to funding the earliest the project will start April. We will need to explain *reactively* why the project funding is not been obtained as some stakeholders will ask. [REDACTED]
[REDACTED]

We have a project meeting today – it would be good to talk to you before I go as we will discuss this. [REDACTED] will be there and I am hoping he will have a good read from [REDACTED] et al prior to then to. I have left a message for him to call me to catch up.

Please give me a call when you have a mo.

Cheers
[REDACTED]
[REDACTED]

Sandy Webb (AT)

From: Shane Ellison (AT)
Sent: Friday, 31 May 2019 10:49
To: [REDACTED] (AT)
Subject: GI2T

Hi [REDACTED]

This is our position on GI2T if you get asked

AT is about to commence the design for Glen Innes to Tamaki Shared Path sections 2 and 4.

The construction start date for section 2 is subject to statutory approvals, land owner agreements, funding and resource consenting. Following completion of design and consultation, consenting, and a tender for construction will be undertaken upon which a funding application will be made to NZTA. Construction will commence upon completion of these activities.

The initial timeframe for the four stages of the Glen Innes to Tamaki Shared Path project was 2015 – 2018. As work on the project has progressed there have been significantly more design and construction challenges than were anticipated when the project was scoped. Various parts of the route have been changed for various reasons and each time a new route is arrived at, new design work and consultation needs to be undertaken.

NZTA and AT are working to progress the remaining stages as quickly as possible while also taking time to hear from the community and special interest groups about what they want to see for the path.

Thanks,

Shane Ellison | Chief Executive Officer

Level 6, 20 Viaduct Harbour, Auckland 1010

Private Bag 92250, Auckland 1142

www.at.govt.nz | [REDACTED]



Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Tuesday, 4 June 2019 11:32
To: [REDACTED] (AT)
Subject: FW: GI2T

From: David Nelson (AT)
Sent: Tuesday, 4 June 2019 11:24 a.m.
To: [REDACTED] (AT) [REDACTED] Mark Lambert (AT) [REDACTED]
Cc: Mieszko Iwaskow [REDACTED]
Subject: FW: GI2T

Hi can I assume you are both across this on point message?

Thanks

D

From: [REDACTED] (AT) [REDACTED]
Sent: Tuesday, 4 June 2019 11:21 a.m.
To: David Nelson (AT) [REDACTED]
Subject: FW: GI2T

FYI.

Many Thanks,
[REDACTED]

From: [REDACTED] (AT)
Sent: Tuesday, 4 June 2019 11:18 a.m.
To: [REDACTED] (AT) [REDACTED]
Subject: FW: GI2T

FYI

[REDACTED]
Planning and Investment Group
[REDACTED]

www.at.govt.nz

From: Shane Ellison (AT)

Sent: Friday, 31 May 2019 10:49 a.m.

To: [REDACTED] (AT) [REDACTED]

Subject: GI2T

Hi [REDACTED]

This is our position on GI2T if you get asked

AT is about to commence the design for Glen Innes to Tamaki Shared Path sections 2 and 4.

The construction start date for section 2 is subject to statutory approvals, land owner agreements, funding and resource consenting. Following completion of design and consultation, consenting, and a tender for construction will be undertaken upon which a funding application will be made to NZTA. Construction will commence upon completion of these activities.

The initial timeframe for the four stages of the Glen Innes to Tamaki Shared Path project was 2015 – 2018. As work on the project has progressed there have been significantly more design and construction challenges than were anticipated when the project was scoped. Various parts of the route have been changed for various reasons and each time a new route is arrived at, new design work and consultation needs to be undertaken.

NZTA and AT are working to progress the remaining stages as quickly as possible while also taking time to hear from the community and special interest groups about what they want to see for the path.

Thanks,

Shane Ellison | Chief Executive Officer

Level 6, 20 Viaduct Harbour, Auckland 1010

Private Bag 92250, Auckland 1142

Sandy Webb (AT)

From: Mieszko Iwaskow
Sent: Wednesday, 30 October 2019 22:43
To: [REDACTED] (AT); [REDACTED] (AT); [REDACTED] (AT); David Nelson (AT)
Subject: RE: GI2TD Communications Planning

Thanks [REDACTED] We have a challenge session next week where we need to challenge our timelines and messaging. I am still not comfortable that we are pushing all opportunities to expedite the programme. Messaging should be aimed out our optimistic expedited programme but noting the risks such as consents. We can also talk to financial years externally i.e. targeted 21/22. Agree that any external messaging needs to be brought up a level.

On the communication side I disagree that [REDACTED] is the main point of communication. This needs to be led through the Client side. The way we have set it up is that [REDACTED] me and Dave (as available) will meet with Bike Auckland monthly to discuss a number of strategic issues. [REDACTED]. This will focus on how we are tracking across the programme, strategic messaging and the relationship. We have a similar monthly session set up with [REDACTED] from NZTA.

At the project level this is where you may want [REDACTED] as the main contact between the organisations if this has worked previously. These are the more tactical and technical review sessions with Bike Auckland. [REDACTED] is one who tends to be involved.

It is important that through the PCG and other interactions we have consistent messages.

We have agreed to an open and transparent relationship with Bike Auckland where we involve early and work in partnership.

Regards,

Mieszko Iwaskow
Portfolio Delivery Director (Strategic Programmes)
Integrated Networks
20 Viaduct Harbour
Private Bag 92250, Auckland 1142



[REDACTED]
www.at.govt.nz | [REDACTED]

From: [REDACTED] (AT) [REDACTED]
Sent: Wednesday, 30 October 2019 1:30 p.m.
To: [REDACTED] (AT) [REDACTED] Mieszko Iwaskow [REDACTED] (AT)
[REDACTED]; David Nelson (AT) [REDACTED]
Subject: FW: GI2TD Communications Planning

Hi all

Further to this – the below summarises the reasons for delay on this project. This is primarily for internal use within AT and NZTA to ensure consistent messaging.

If this is to be shared with Bike Auckland then would suggest this is softened or communicated verbally.

One other point which I have raised with [REDACTED] is around communication channels with Bike Auckland – previously all project communication with Bike Auckland has been channelled through [REDACTED]. To avoid confusion or mixed messaging, it would be useful revert back to this approach (or confirm a new approach between the organisations).

Section 2

- *Landowner agreements, resource consents and variations to consents have taken longer to obtain and have been complicated by design changes.*
- *Finalising the design to KiwiRail's satisfaction is taking longer than anticipated and has required re-designs.*

Section 4

- [REDACTED]
- *Consultation with stakeholders and directly affected parties has been more complicated and taken longer than anticipated*
- *Plan change 22, effective in March 2020, required further consultation with mana whenua to obtain approval to realign a small section of Ngapipi Road and locate the path within the Whakatakataka Reserve.*
- *Coordination and consultation with the AT safety team to carry out an analysis and review of the safety of the shared path adjacent to a section of Ngapipi Road. Coordination with the safety team in its recent safety improvements on Ngapipi Road.*
- *Confirming the location of the shared path in Whakatakataka Reserve was consistent with the local boards plans to revitalise the reserve.*
- *Investigating alternative termination points for the shared path on Ngapipi Road to avoid the reserve, in response to a directly affected parties concerns.*

Thanks

█

From: █ (AT)
Sent: Wednesday, 23 October 2019 12:02 p.m.
To: █ (AT) █ Mieszko Iwaskow █ (AT)
█ David Nelson (AT) █
Subject: FW: GI2TD Communications Planning

Hi all

See below highlight, and the attached email 'communication around timing – GI2T' for the reasoning around not communicating a completion date at this point time (i.e primarily based around uncertainty on funding and mixing messages).

The approach has been previously confirmed through the comms planning on the project – and is supported by AT comms.

We will however have back pocket answers for a targeted completion date – alongside the reasoning behind the project delays. █ is currently drafting some communication around this.

At a programme governance level can you provide some direction around how you want to deal with █ request to publish a completion date (noting the reasons for not doing so at this point in time).

Thanks

█

From: █ (AT) █
Sent: Wednesday, 23 October 2019 10:51 a.m.
To: █ (AT) █
Cc: █ (AT) █
Subject: GI2TD Communications Planning

Hi █

█ and I have just had a meeting to discuss █ email below and create a forward plan around comms with the general public and Bike Auckland in relation to completion dates and causes of delay.

What is our target end date?

We have confirmed that our target end date is end-2022 as per the current programme. This has been optimised as per [REDACTED] email (attached). The project team (including [REDACTED] at NZTA [REDACTED] do not see any scope to accelerate this further [REDACTED] We will ask NZTA to confirm that they accept this end date at our PMT meeting today.

What end date should we communicate?

We can use the end-2022 as our target completion date [REDACTED] if asked, but will seek buy-in from NZTA [REDACTED] at our PMT meeting today. We had previously agreed to communicate early 2023 to provide some buffer and prevent community disappointment should any of the project risks eventuate and cause further delays.

What is the plan for communicating the end date?

The AT communications team have clarified the intentions around communication of an end date [REDACTED]. [REDACTED] has confirmed that the comms plan was developed in collaboration with NZTA and that they are therefore also on board with this. We understand that Bike Auckland are pushing AT to publish an anticipated completion date for the project now. This isn't in line with the agreed communications plan. We hadn't planned to communicate the end date now so as not to detract from the key messages around funding uncertainty. We had planned to communicate end dates once we have funding confirmed and a contractor on board. This may be something that [REDACTED] could discuss directly with [REDACTED] to ensure that he understands the reasoning?

We have discussed some more detailed comms around causes of delay on section 4. [REDACTED] will draft a [REDACTED] communication to Bike Auckland around this and once agreed, she will edit to create a version that we can use in our FAQ's for the public. [REDACTED] and I will also work on an internal briefing note to document causes of delay on the project.

[REDACTED] will respond to [REDACTED] to let him know that we are working on some more detailed comms around the causes of delay.

Regards,

[REDACTED]
Investigation and Design Central | Integrated Networks

20 Viaduct Harbour Avenue, Auckland 1010

[REDACTED]
www.at.govt.nz



From: Mieszko Iwaskow [REDACTED]
Sent: Monday, 21 October 2019 6:00 p.m.
To: [REDACTED]
Cc: [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT)
Subject: Re: Monthly Report for Bike Auckland

If we go with 2022 we need to have some messaging as to why we have slipped from our previous position.

Noting the risks can we not go with 'target completion 2021/22.' Section 2 will be within this timeframe and we take a more optimistic view on Section 4 and back ourselves?

Cheers,

Mieszko

Sent from my iPhone

On 21/10/2019, at 5:52 PM, [REDACTED] wrote:

The most recent completion date communicated externally is end of 2021.

From: Mieszko Iwaskow [REDACTED]

Sent: Monday, 21 October 2019 5:47 PM

To: [REDACTED] (AT)

Cc: [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT)

Subject: Re: Monthly Report for Bike Auckland

Thanks [REDACTED]

[REDACTED] - what are the most recent completion dates we have communicated externally?

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: [REDACTED] (AT)" [REDACTED]

Date: 21/10/19 5:06 PM (GMT+12:00)

To: Mieszko Iwaskow [REDACTED]

Cc: [REDACTED] (AT)" [REDACTED] (AT)" [REDACTED] (AT)" [REDACTED] (AT)"

Subject: RE: Monthly Report for Bike Auckland

Hi [REDACTED]

As agreed with [REDACTED] we can remove early 2023 and just have "we expect to have completed construction late 2022". Please note the previous programme (produced in August 2019) had section 4 completion siting out in December 2023. The current programme is already an expedited programme that was prepared in response to concerns the difference in delivery timeframes would introduce safety issues (as original programme showed section 2 would be delivered well before construction of section 4 had even started). The programme is based on lessons learnt from section 2 including the time it has taken to get resource consent, KiwiRail signoffs and other property agreements. [REDACTED]

[REDACTED] let me know if you have any questions.

Many thanks,

[REDACTED]

From: Mieszko Iwaskow [REDACTED]
Sent: Monday, 21 October 2019 8:19 a.m.
To: [REDACTED]
Cc: [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT) <[\[REDACTED\]@nzta.govt.nz](mailto:[REDACTED]@nzta.govt.nz)>; [REDACTED] (AT) <[\[REDACTED\]@nzta.govt.nz](mailto:[REDACTED]@nzta.govt.nz)>; [REDACTED] (AT) [REDACTED] (AT) David Nelson (AT) [REDACTED]; [REDACTED] (AT) [REDACTED] (AT)
Subject: Re: Monthly Report for Bike Auckland

Morning All,

I am not comfortable with 2023 as this is a more conservative view and not aligned with community expectations. It will sound like we are going backwards. It is also not aligned with the story around having section 4 substantially complete at the same time as section 2.

Can we please provide an expedited programme to work to/communicate where we can note the caveats such as consenting approval etc.

Cheers,

[REDACTED]

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: [REDACTED]
Date: 21/10/19 8:00 AM (GMT+12:00)
To: Mieszko Iwaskow [REDACTED]
Cc: [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT) <[\[REDACTED\]@nzta.govt.nz](mailto:[REDACTED]@nzta.govt.nz)>, [REDACTED] <[\[REDACTED\]@nzta.govt.nz](mailto:[REDACTED]@nzta.govt.nz)>
Subject: RE: Monthly Report for Bike Auckland

Hi Mieszko

I have been liaising with the PMs to confirm timing for Sections 2 and 4 and have updated the report accordingly. Dates are:

- *Section 2* - Subject to funding approval we will be procuring for construction in early 2020 and we anticipate that construction will be completed April 2022.

- *Section 4* – The target for lodging Resource Consent is early next year. Subject to funding, we expect to have completed construction late 2022/early 2023.

Could you please confirm that you are happy with the updated report, and also whether you would like to send this on to [REDACTED]

Cheers
[REDACTED]

Important notice: The contents of this email and any attachments may be confidential and subject to legal privilege. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments; any use, disclosure or copying of this message or attachments is prohibited. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Auckland Transport.

Sandy Webb (AT)

[Redacted]

[Redacted]

[Redacted]

Begin forwarded message:

From: [Redacted] ([Redacted])
Date: 4 July 2019 at 3:44:06 PM NZST
To: [Redacted] (AT)" [Redacted] (AT)"
Cc: [Redacted] (AT)" [Redacted] (AT)" [Redacted] (AT)" [Redacted] (AT)"
Subject: NZTA update on GI to TD

You may be interested in this memo for the Orakei Local Board from NZTA in regard to GI to TD.

Kind regards [Redacted]

[Redacted]

20 Viaduct Harbour, Level 2, Auckland 1141
Private Bag 92250, Auckland 1142

[Redacted]

Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Friday, 1 November 2019 08:53
To: [REDACTED] (AT); Mieszko Iwaskow; [REDACTED] (AT); David Nelson (AT)
Subject: FW: OLB memo - Gi2T
Attachments: Memo to OLB - Gi2T November 2019.docx

Hi team

Draft local board memo as attached – this responds to queries from the OLB and Cllr Simpson.

Note – the memo uses an ‘end of 2022’ completion date.

Suggest we test this date at our Gi2T challenge session on Monday – and update/ issue the memo following this meeting.

Please note – in preparation for the challenge session Monday, I’ve got the team putting together a best case programme for section 4 (i.e assuming no consenting delays, and some activities running concurrently etc).

Thanks

[REDACTED]

From: [REDACTED]
Sent: Thursday, 31 October 2019 4:53 p.m.
To: [REDACTED] (AT) [REDACTED] (AT)
Cc: [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT)
Subject: OLB memo - Gi2T
Importance: High

Hi [REDACTED]

Orakei Local Board and Cr Simpson have asked more detail around the delay getting construction ready and funding situation, and are asking for this information asap. The Meadowbank Residents Association in particular are pressuring them for answers [REDACTED]

I have drafted a memo for the board/Councillor and attach for your sign off. (note: [REDACTED] have reviewed. The memo is with NZTA for approval too). Please also advise if this memo should also be approved by any other persons at AT. I suggest that this information is also sent to Bike Auckland by [REDACTED] at the same time.

I have included the “end of 2022” completion date – I trust this is now approved internally? – and a bit more detail about the delays we have faced on sections 2 and 4.

Kind regards

[REDACTED]

[REDACTED]

Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Wednesday, 17 April 2019 13:46
To: [REDACTED] (AT)
Subject: Publicly communicated project costs - GI2T

Hi [REDACTED]

I have spoken with [REDACTED]. The only communications on project costs that she has communicated in her time on the project are:

- Section 3 - \$5.9m as part of media response
- \$44m project budget (did not specify AT or NZTA) – also part of media response
- S3 balustrade costs \$440K – to Orakei Local Board and as part of an OIA to member of the public – it was not specified whether this was a project cost or not
- The NZTA website currently says:



<https://www.nzta.govt.nz/projects/glen-innes-to-tamaki-drive-shared-path/>

[REDACTED] is going to ask [REDACTED] at NZTA to send you through the email that contains the above information that was sent to the [REDACTED] as part of the media response.

I hope that helps.

Regards,



Investigation and Design Central | Integrated Networks

20 Viaduct Harbour Avenue, Auckland 1010



www.at.govt.nz



Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Tuesday, 15 October 2019 11:40
To: [REDACTED]
Subject: Timing update for GI to Tamaki Shared Path Project

Hi [REDACTED]

As a key stakeholder for the Glen Innes to Tamaki Drive shared path project I wanted to let you know that unfortunately a funding decision for construction of Sections 2 and 4 won't be made until early next year. We still plan to tender the works in December this year but will be unable to award the construction contract until the funding is approved next year.

Our official communication update is provided below for your information. If you have any questions please let me know.

Sections 2 and 4 – funding update

The delivery of Sections 2 and 4 of the Glen Innes to Tamaki Drive Shared Path are subject to funding approval by the funding partners Auckland Transport (AT) and the NZ Transport Agency (NZTA).

We anticipate that both the Auckland Transport (AT) and NZ Transport Agency (NZTA) boards will have made a decision before the end of the first quarter of 2020.

We will then advise all partners, stakeholders and the community of the decision. In the meantime, we are still working on the final design aspects, consenting and other statutory approvals for Section 2 of the path so that if funding is secured, construction can commence as soon as possible.

In parallel we are progressing Section 4 of the path, to get this section ready to apply for Resource Consents and get construction ready.

Kind regards,

[REDACTED]
Investigation and Design Central | Integrated Networks

20 Viaduct Harbour Avenue, Auckland 1010

[REDACTED]
www.at.govt.nz

Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Friday, 31 May 2019 16:57
To: [REDACTED] (AT)
Subject: Re: UCP Update

NZTA at the project level and stakeholders at the project level for GI2T and Parnell. Also it's around what content we update on our website etc. Not much has happened for Parnell for a while and I understand there is a CLG that wants to be part of the design process. [REDACTED] is the stakeholder adviser for Parnell.

Then there is the wider cycling stakeholder group - Shane is planning a meeting with them in July. Once I've chatted to [REDACTED] hopefully we will have more clarity around messaging!

Sent from my iPhone

On 31/05/2019, at 4:14 PM, [REDACTED] (AT) [REDACTED] wrote:

Let's discuss this on Tuesday.

So as [REDACTED] has taken care of [REDACTED] what other stakeholders do we need to talk to? LBs for Orakei and Waitamata, who else?

From: Mark Lambert (AT)
Sent: Friday, 31 May 2019 3:04 p.m.
To: [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT) David Nelson (AT)
[REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT) [REDACTED] (AT)
Subject: Fwd: UCP Update

FYI.

Mark

Begin forwarded message:

From: "Mark Lambert (AT)" [redacted]

Date: 31 May 2019 at 15:02:29 NZST

To: [redacted]

Cc: [redacted]

Subject: UCP Update

Hi [redacted]

Further to our conversation this morning, following a deep dive by the AT executive to assess scope additions beyond cycling and cost changes within the Urban Cycleway Programme (UCP), AT is continuing with all elements of the UCP.

Four projects are now ready to progress to construction award / tender including the K Road cycleway, New Lynn to Avondale and Tamaki Drive (Plumer St to Ngapipi Rd). We are also looking to progress to construction on Northcote Bridge.

We are progressing the Glen Innes to Tamaki sections 2b and 4 designs including any statutory approvals, resource consent applications and any property acquisition against current timelines to be ready for construction and funding approvals for implementation, noting additional funding is likely to be required. I note your point that the original programme was for 2015 – 2018 for the whole project, and I understand that design, route and construction changes have contributed to timeframe extensions.

We have identified additional funding from other sources to support value-add elements on the back of UCP projects to remove pressure from the UCP budgets, including for safety items, urban realm and utilities.

We are also taking time to ensure we complete full consultations and hear from the community and special interest groups.

Look forward to catching up with [redacted] next week to brief you more fully.

Regards

Mark Lambert

<image007.jpg>

Executive General Manager

Integrated Networks

Sandy Webb (AT)

From: [REDACTED]
Sent: Wednesday, 11 September 2019 10:31
To: [REDACTED] (AT)
Subject: Update from the AT/ NZTA meeting - Gi2T - PLEASE CALL

Hi [REDACTED]

Last week I mentioned NZTA and AT were meeting to discuss the two remaining sections of Gi2T (2 and 4) - funding and construction staging. One point of concern has been the ability to fund and deliver both sections at the same time, due to concerns about cyclists having to use Ngapipi Road to reach Tamaki Drive if Section 4 is not delivered.

I've received an update from [REDACTED] on yesterday's meeting. Here is a summary:

- NZTA and AT have agreed to work towards an accelerated programme to deliver both sections 2 and 4 (with some staging of S4).
- This is still subject to approval of both boards in early December

Project stakeholders, including the public, have been anticipating construction to start 'late 2019'. Construction will not start this side of Christmas, earliest is April 2020. We need to provide a project update. Communications-wise, there has been no project update on sections 2 and 4 since March-April-ish and at the time we signalled that construction timing was subject to funding. I received a text from [REDACTED] from the residents association last week, so the questions are starting

For an update, we can share some good information to share about section 2 – including balustrade height (1.2m, except where fall from height), and several cross sections showing various positions of the path, planting, lighting etc., so we can demonstrate forward movement and will need to explain that subject to funding the earliest the project will start April. We will need to explain *reactively* why the project funding is not been obtained as some stakeholders will ask. There could be some discomfort internally around this.

We have a project meeting today – it would be good to talk to you before I go as we will discuss this. [REDACTED] will be there and I am hoping he will have a good read from [REDACTED] et al prior to then to. I have left a message for him to call me to catch up.

Please give me a call when you have a mo.

Cheers
[REDACTED]
[REDACTED]

Sandy Webb (AT)

From: [REDACTED]@nzta.govt.nz>
Sent: Wednesday, 11 September 2019 07:13
To: [REDACTED]
Cc: [REDACTED] (AT)
Subject: Re: Update from the AT/ NZTA meeting this morning - GI2T

Follow Up Flag: Follow up
Flag Status: Flagged

Great, thanks [REDACTED]

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From: [REDACTED]@nzta.govt.nz>
Sent: Tuesday, September 10, 2019 9:30:12 PM
To: [REDACTED]@nzta.govt.nz>; [REDACTED]
Cc: [REDACTED] (AT)
Subject: RE: Update from the AT/ NZTA meeting this morning - GI2T

Hi [REDACTED]

A clarification please, As I stated clearly in the meeting today:

With funding confirmed in December, the earliest start of construction will not be March.

It would be around end of April as I imagine, the main issue is that we don't go to the market in December/January, the semi-holiday period so we will lose a few weeks there and push out to April.

Cheers
[REDACTED]

From: [REDACTED]
Sent: Tuesday, 10 September 2019 8:28 PM
To: [REDACTED]
Cc: [REDACTED] (AT) [REDACTED]@nzta.govt.nz>
Subject: Update from the AT/ NZTA meeting this morning - GI2T

Hi [REDACTED]

The outcome of the meeting this morning was that NZTA and AT have agreed to try and work towards an accelerated programme where we would look to deliver both sections 2 and 4 as soon as we can (with some staging of S4). This is still subject to approval of both boards but those dates have been pushed back to the first week of December (both board meeting are within a few days of each other). The way the programme looks is that there will definitely be no construction this side of Christmas and the soonest that it could start is March at best case scenario. I think that we need to look at some sort of interim comms update. My thinking is that property owners that we have been engaging with along with the Pony Club will need an update so that means we will get questions so we are best to do a proactive update. Please can you feel out at AT how this would go down and the timing that may be best. Let's discuss at the project meeting tomorrow.

Cheers

[REDACTED]

Governance, Stakeholders and Communications

[REDACTED]
w nzta.govt.nz

Auckland Office / Level 11, HSBC House, 1 Queen Street
Private Bag 106602, Auckland 1143, New Zealand



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Sandy Webb (AT)

From: [REDACTED] (AT)
Sent: Thursday, 17 October 2019 15:43
To: [REDACTED] (AT)
Subject: FW: Update on Glen Innes to Tamaki Drive Shared Path construction

For info

From: [REDACTED] (AT)
Sent: Thursday, 17 October 2019 12:40 p.m.
To: [REDACTED] (AT) [REDACTED]
Subject: FW: Update on Glen Innes to Tamaki Drive Shared Path construction

FYI. Do you also receive below from NZTA?

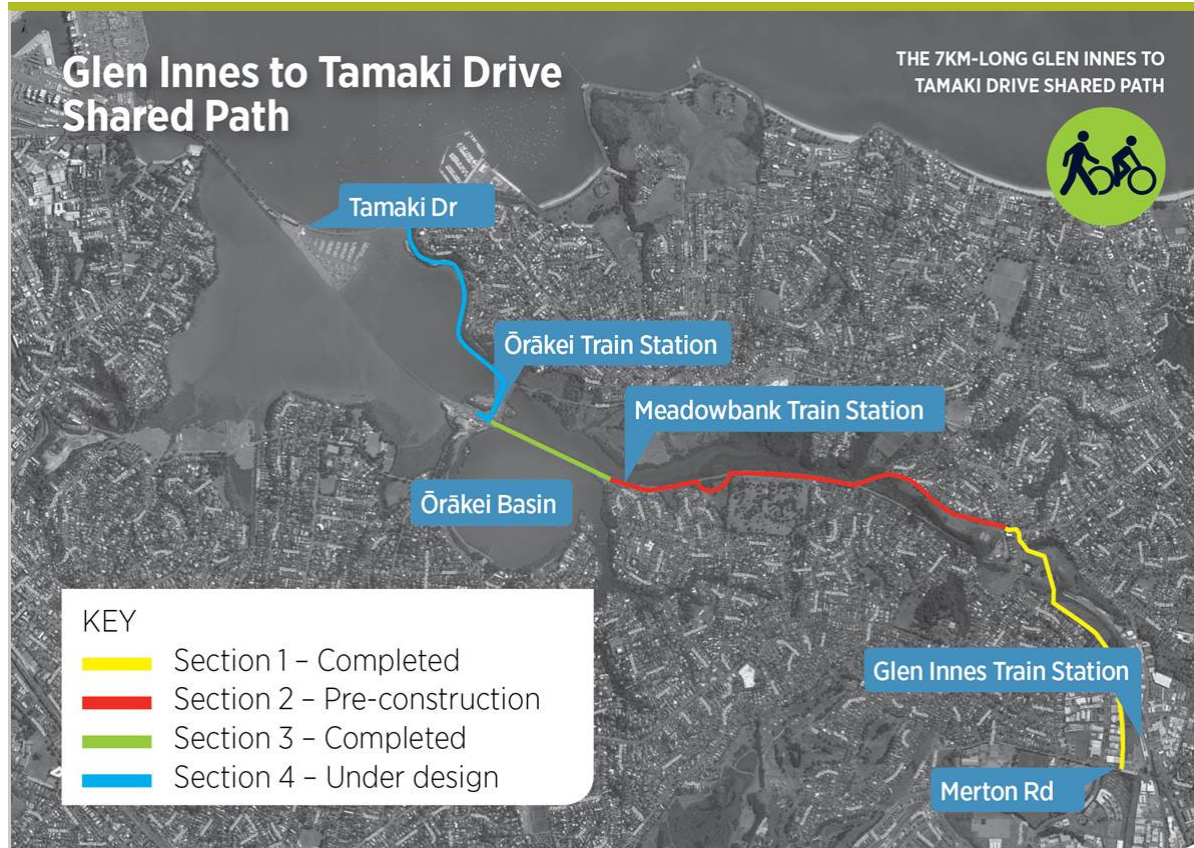
From: NZ Transport Agency <GI2T=noreply.nzta.govt.nz@cmail19.com> On Behalf Of NZ Transport Agency
Sent: Thursday, 17 October 2019 11:02 a.m.
To: [REDACTED] (AT) [REDACTED]
Subject: Update on Glen Innes to Tamaki Drive Shared Path construction

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Glen Innes to Tamaki Drive Shared Path

THE 7KM-LONG GLEN INNES TO TAMAKI DRIVE SHARED PATH



Update on construction

October 2019

The delivery of Sections 2 and 4 of the Glen Innes to Tamaki Drive Shared Path are subject to funding approval by the funding partners Auckland Transport (AT) and Waka Kotahi NZ Transport Agency.

We anticipate that both AT and the Transport Agency boards will have made a decision

before the end of the first quarter of 2020, and we will advise the community of the decision at this time.

In the meantime, we will still be working on the final design aspects, consenting and other statutory approvals for Section 2 of the path so that if funding is secured, construction can commence as soon as possible.

In parallel we are progressing Section 4, to get this section ready to apply for Resource Consents and get construction ready.

If funding is approved, it is expected that construction of Section 2 will progress in the first half of 2020, subject to finalisation of statutory approvals and procurement. The initial timeframe for the four sections of the Glen Innes to Tamaki Shared Path project was 2015 – 2018.

As work on the project has progressed there have been significantly more design and construction challenges, and therefore higher costs, than anticipated when the project was initially scoped in 2015.

We appreciate that the community is eager to see the path completed. The NZ Transport Agency and Auckland Transport are working closely together to progress the remaining sections of the path.

Working with the community and people who will use the path is important to us, and we will continue to keep people informed.



Section 3: Orakei Basin Boardwalk

Section 3

Section 3 was fully completed in July 2019. This involved widening the existing boardwalk (while keeping it open for use) to 4.5 metres, installing new skid resistant surfacing and a new balustrade with handrail lighting. The lighting has extended the hours of use of the boardwalk. Please see our video about this recently completed section [here](#).

We'd love to hear what you think of the boardwalk and how you are using it - contact us on GI2T@nzta.govt.nz or post a message on our Facebook page.

More information

To find out more about the project:

- visit www.nzta.govt.nz/GI2T or www.at.govt.nz/easternpath
- phone **09 355 3553**
- email GI2T@nzta.govt.nz

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Sandy Webb (AT)

From: Mieszko Iwaskow
Sent: Friday, 18 October 2019 10:56
To: [REDACTED] (AT)
Subject: Re: Update on Glen Innes to Tamaki Drive Shared Path construction

Hi [REDACTED]

We have agreed to be transparent with the updates in confidence and share for feedback before they go out. Sorry if this message did not come through.

Cheers,

Mieszko

Sent from my iPhone

On 18/10/2019, at 8:03 AM, [REDACTED] wrote:

Good morning [REDACTED]

I see that 'end of 2021' date [REDACTED] wishes us to aim for.

I didn't share the update with [REDACTED] Bike Auckland for 'review' because I don't think it is appropriate.

Let me know if you would like me to manage things differently.
[REDACTED]

From: [REDACTED]
Sent: Friday, 18 October 2019 7:11 AM
To: 'Mieszko Iwaskow' [REDACTED]@nzta.govt.nz>; [REDACTED]@nzta.govt.nz>
Cc: [REDACTED]
Subject: FW: Update on Glen Innes to Tamaki Drive Shared Path construction

Hi [REDACTED]

Cc: Mieszko Iwaskow <Mieszko.Iwaskow@at.govt.nz>

Subject: FW: Update on Glen Innes to Tamaki Drive Shared Path construction

Good morning

FYI. the update has just been sent out.

Kind regards

[Redacted]

From: NZ Transport Agency <GI2T=noreply.nzta.govt.nz@cmail19.com> **On Behalf Of** NZ Transport Agency

Sent: Thursday, 17 October 2019 11:02 AM

To: [Redacted]

Subject: Update on Glen Innes to Tamaki Drive Shared Path construction

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UCP ELT Sessions**Agreed Principles: Safe, Fit for Purpose & Affordable cycling infrastructure**

Attendees:

David N, Mark Lambert,

Shane E (Partly),

No	Project Name	Decision Taken	Specific Decision/s
12	GI2T	25 th March	<ul style="list-style-type: none">• All Designs, Consenting & Enabling works to be continued.• Constructions to be deferred until additional funding is sourced.• For section 4 if NZTA needs to continue with D&C approach AT will fully support the project provided that NZTA will fully fund for the build of section 4.• NZTA's ability to fund the project is priority 5 or below is questionable.
Overall Programme Decisions		25th March	<ul style="list-style-type: none">• Parnell to Tamaki Dr project to be deferred until additional funding is sourced.

MEMO:

To	Orakei Local Board
From	Glen Innes to Tamaki Drive Shared Path project team
Subject	July project update (in leu of presentation)
Date	July 2019
Contact	[redacted]@nzta.govt.nz

Section 2

Planning continues towards a construction start this year (2019) and we hope to have the enabling works underway in the last few months of the year. That may mean that we could have a sod-turning event in November and we will discuss this with the Local Board closer to the time.

We are currently focused on closing out the last of the consents, getting the land owner agreements in place and working with KiwiRail to ensure that we can get the necessary access to their site and a few other detailed design issues where the path interacts with their land and facilities.

We are also working towards publishing the full set of plans on the website for the section in a user-friendly format so that people living near the route and future users can see the detail of the design a few months before we start construction.

While we are not seeking further feedback, we are keen to ensure that we have closed out all of the community issues raised with us during the various consultation periods. (Closed out means that we have understood the issues and addressed them where we can or provided an explanation of why we have not made changes/ incorporated feedback). We will of course alert the Local Board when we publish the plans.

We are still working with some property owners along the route around elements like fencing, light poles and planting, and to fix historic encroachments. We will soon be further engaging with the community via a newsletter, providing an update and cross sections of the shared path to help people visualise the path.

Section 3

We are still planning to have this section complete in the next few weeks but because the path has remained open for the entire construction period, we are not planning an opening event. We are working to ascertain if mana whenua want to bless the site.

We will be putting out a press release to announce that works are complete, and this will come to the Local Board to approve a suggested quote. The target date for releasing this is Wednesday 17 July.

We are actively managing the issue that we have had with some of the flooring 'lifting'. We have replaced sixteen planks and we are monitoring the situation.

Section 4


We are still working to prepare to lodge the resource consent for this section and hope to be doing that in the next few months.



There will be a walk over with the Local Board on 23 July, in the Whakatakataka Bay reserve for the project team to show the board and to hear your feedback on the proposed route and gradient of the path through the reserve. The person who designed the proposed alignment will be present at the meeting.

We are aware of the issues raised by the Local Board about safety where the path comes out onto Ngapipi Road. Auckland Transport is undertaking a safe system review of that area and we will use the findings to feed into the final design. More information about this will be provided following the completion of the review.

Meeting Notes

Location	Level 2 meeting room, [REDACTED]
Time/Date:	3.00pm / 8 th May April 2019
Our Ref:	J3162
Project:	Glen Innes To Tamaki Drive Shared Path

Attendees:		Apologies:	
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Item	Topic	By who	Was required by when
1	Review previous minutes and meeting actions		
1.2	<p><i>Item 1.3: Section 2 Economic evaluation</i></p> <ul style="list-style-type: none"> ▪ [REDACTED] to finalise paper to [REDACTED] (awaiting peer review of economics). Forthcoming AT board meeting to discuss walking and cycling. [REDACTED] to then follow up with NZTA. ▪ [REDACTED] to write board paper: See above. Found there is a high proportion of landscaping costs which needs to be addressed. ▪ Funding and consenting are critical so that the project is ready to go when the funding becomes available. Currently the project is in a good space at present: ready to go on one package, nearly ready on another. 	<div style="text-align: center; margin-bottom: 20px;"></div> <div style="text-align: center; margin-bottom: 20px;"></div> <div style="text-align: center;">Note</div>	<p>May</p> <p>May</p>
1.5	<i>Item 1.6 Section 2 Stakeholders</i>	-	



	<ul style="list-style-type: none"> █ █ <p>AT needs</p> <p>an answer from the NZTA planning and investment team to invest:</p>		15/5
1.9	<p>Item 1.7 Section 4 cost estimation</p> <ul style="list-style-type: none"> █ NZTA still to sign off Procurement Plan: █ 	█	April
1.11	<p>Other Business - Actions from previous meeting</p> <p>█</p> <ul style="list-style-type: none"> █ Cost adjustment is with funding team: █ <p>█</p>		
5.0	Section 4 update		
5.3	Programme / Other:	█	May

	<ul style="list-style-type: none"> Need to apply for construction funding after detailed design. ■ and ■ to address 		
6.0	Any other business		
	Next meeting: 3pm Wednesday 15 th May		

Meeting Notes

Location	Level 2 meeting room, [REDACTED]
Time/Date:	3.00pm / 22 nd May April 2019
Our Ref:	J3162
Project:	Glen Innes To Tamaki Drive Shared Path

Attendees:		Apologies:	
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Item	Topic	By who	Was required by when
1	Review previous minutes and meeting actions		
1.2	<p>Section 2 Funding</p> <ul style="list-style-type: none"> ▪ [REDACTED] requested to prepare a board paper. Following business case meeting with NZTA P&I, [REDACTED] discussed the paper with [REDACTED] who recommended an application for a price departure and to raise and funding issues early. Work won't proceed until this report is completed. [REDACTED] to discuss with David Nelson ▪ [REDACTED] to finalise paper to [REDACTED] and [REDACTED] following forthcoming AT board meeting to discuss walking and cycling. [REDACTED] to then follow up with NZTA. 	 	<p>W/C 27/5</p> <p>May</p>

	<ul style="list-style-type: none"> █ to write board paper. This is on hold pending confirmation of funding situation. 	█	May
1.8	<p>Item 1.7 Section 4 cost estimation</p> <ul style="list-style-type: none"> NZTA still to sign off Procurement Plan: █ █ 	█	April
1.10	<p>Other Business - Actions from previous meetings</p> <ul style="list-style-type: none"> █ to complete business case and gateway document; waiting for information from NZTA and needs more information around procurement. █ █ 	█ █	May May
	█		
	<ul style="list-style-type: none"> Need to apply for construction funding after detailed design. █ and █ to address. To be completed 	█	May
	█		
	<ul style="list-style-type: none"> █ noted that the number one priority is funding. Outcomes from the AT board meeting need to go back to █ asap. █ to get █ to set up meeting between AT and NZTA ASAP. Completed 	█	17/5
	Next meeting: 3pm Wednesday 5 th June 2019		

Meeting Notes

Location	Level 2 meeting room, [REDACTED]
Time/Date:	3.00pm / 5 th June 2019
Our Ref:	J3162
Project:	Glen Innes To Tamaki Drive Shared Path

Attendees:	[REDACTED]	Apologies: None
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Item	Topic	By who	Was required by when
1	Review previous minutes and meeting actions		
1.1	<ul style="list-style-type: none"> ▪ Review of previous minutes: Nothing arising 		
1.2	<p>Section 2 Funding</p> <ul style="list-style-type: none"> ▪ [REDACTED] requested to prepare a board paper: on hold ▪ [REDACTED] to discuss with David Nelson: complete. ▪ [REDACTED] also met with [REDACTED]: <ul style="list-style-type: none"> – Confirmed team to continue with the design, consents, and land access so that documents are ready for construction. – PCGs to be reset. – Timing of funding being sorted between NZTA and AT. – Challenges with comms requirements is acknowledged. [REDACTED] and [REDACTED] working together and working around messaging and timing [REDACTED] 	<div style="text-align: center; margin-bottom: 10px;">[REDACTED]</div> ALL Note [REDACTED]	On hold Per programme June June

	<ul style="list-style-type: none"> to finalise paper to following forthcoming AT board meeting to discuss walking and cycling. to then follow up with NZTA: Superseded by email/complete to write board paper: Remains on hold pending confirmation of funding situation. 	<p></p>	<p>On hold</p>
<p>1.8</p>	<p>Item 1.7 Section 4 cost estimation</p> <ul style="list-style-type: none"> NZTA still to sign off Procurement Plan: to include updated costs in next comms release. 	<p></p>	<p>June</p>
<p>1.10</p>	<p>Other Business - Actions from previous meetings</p> <ul style="list-style-type: none"> S3 cost adjustment is with funding team: Need to apply for construction funding after detailed design. and to address: Complete 	<p></p>	<p></p>

	Next meeting: 3pm Wednesday 19th June 2019		

Agenda

GI to Tamaki AT Project Team Meeting

Date: 10 June 2019








Time: 09:30-10:30

Venue: Room 5.18

Invitees:



Apologies: [Click here to enter text](#)

Item	Topic
1.	Task / Action Updates Section 4: <i>Communications and Engagement</i>  <ul style="list-style-type: none">Develop communications around funding situation with NZTA  – Bike Auckland have been updated on funding situation. GI2T top priority for Bike Auckland. AT/NZTA committed to review prioritisation with political lens (due this week). Key messages drafted. Being reviewed by AT Chief Exec. Working on costs for communications  Section 2: <i>Communications and Engagement</i> <ul style="list-style-type: none">Arrange cross-section mock-ups for newsletter including lighting, CCTV and planting  – On hold due to funding uncertainty.Advise if planting plans to be updated as a result of consultation with residents  – On hold due to funding uncertainty  Design / Construction 



Meeting Notes

Location	Level 2 meeting room, [REDACTED]
Time/Date:	3.00pm / 19 th June 2019
Our Ref:	J3162
Project:	Glen Innes To Tamaki Drive Shared Path

Attendees:	[REDACTED]	[REDACTED]
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Item	Topic	By who	Was required by when
1	Review previous minutes and meeting actions		
1.1	<ul style="list-style-type: none"> ▪ Review of previous minutes. First bullet point under 'Item 1.7 Section 4 cost estimation' corrected. 		
1.2	<p>Section 2 Funding</p> <ul style="list-style-type: none"> ▪ [REDACTED] requested to prepare a board paper: on hold ▪ Actions from ML meeting with [REDACTED] <ul style="list-style-type: none"> – PCGs to be reset. Complete. [REDACTED] to set up placeholders for next 3 months. – Challenges with comms requirements is acknowledged. [REDACTED] and [REDACTED] working together and working around messaging and timing relative to Bike Auckland discussions. Comms are currently in hand. ▪ [REDACTED] to write board paper: Remains on hold pending confirmation of funding situation. No longer required – replaced by [REDACTED] writing UCP paper. Shane Ellison can sign off. 	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>On hold</p> <p>June</p> <p>June</p> <p>On hold</p>

2	Programme update		
3	Section 2 update –		
3.1	<p><i>Communications/Stakeholder engagement</i></p> <ul style="list-style-type: none"> - AT board meeting is scheduled for 8th Sept. [redacted] advises that NZTA have fought hard for funding and needs to be used. Reputational risks will need to be managed. -Concerted effort to get funding for Section 2 is required [redacted] <p>[redacted]</p>	[redacted]	
	Next meeting: 3pm Wednesday 3rd July 2019		

GI to Tamaki AT Project Team Meeting

Date: 23 June 2019

Time: 09:30-10:30

Venue: Room 5.18

Invitees:

Apologies:

Item	Topic
1.	<p>Task / Action Updates</p> <p>Section 4: <i>Communications and Engagement</i></p> <p>[REDACTED]</p> <ul style="list-style-type: none">Develop communications around funding situation with NZTA [REDACTED] – Bike Auckland have been updated on funding situation. GI2T top priority for Bike Auckland. AT/NZTA committed to review prioritisation with political lens (due this week). Key messages drafted and reviewed by AT Chief Exec. Working on costs for communications. Awaiting NZTA cost information from [REDACTED] can then send information through to [REDACTED] <p>[REDACTED]</p> <p>Section 2:</p> <p><i>Design / Construction</i></p> <ul style="list-style-type: none">Prepare review of design cost estimate vs approved NZTA funding and report discrepancy to PCG for decision [REDACTED] – not yet startedPrepare draft procurement plan for construction funding [REDACTED] – not yet started

GI to Tamaki AT Project Team Meeting MASTER

Date: 25 July 2019

Time: 14:00-15:00

Venue: Room 4.05

Invitees:

Apologies:

Item	Topic
1.	<p>Task / Action Updates</p> <p>Section 4:</p> <p><i>Communications and Engagement</i></p> <p>[Redacted]</p> <ul style="list-style-type: none"> Develop communications around funding situation with NZTA [Redacted] – Bike Auckland have been updated on funding situation. GI2T top priority for Bike Auckland. AT/NZTA committed to review prioritisation with political lens (due this week). Key messages drafted and reviewed by AT Chief Exec. Working on costs for communications. Awaiting NZTA cost information from [Redacted] [Redacted] can then send information through to [Redacted] Not yet received from [Redacted] will send cost info for [Redacted] to submit to [Redacted] Cost info on Section 4 sent <p>[Redacted]</p> <p>Section 2:</p> <p><i>Communications and Engagement</i></p> <ul style="list-style-type: none"> Arrange cross-section mock-ups for newsletter including lighting, CCTV and planting [Redacted] – No longer on hold. [Redacted] to refine cross-sections and develop newsletter. [Redacted] to send [Redacted] pdf of different balustrade heights along section and reasoning. [Redacted] part is complete. [Redacted] to ensure this is included on [Redacted] list of deliverables. Advise if planting plans to be updated as a result of consultation with residents [Redacted] – No longer on hold. [Redacted] to follow up with [Redacted] Not completed, will discuss with [Redacted] Planting plans with AC as awaiting consent. Not confirming planting until AC have confirmed plans. [Redacted] Close out lighting positioning issue with lighting team [Redacted] – This will be undertaken following any feedback received from the newsletter, reassess afterwards – Note: newsletter no longer on hold.

Design / Construction

- [Redacted]
- Prepare review of design cost estimate vs approved NZTA funding and report discrepancy to PCG for decision [Redacted] – *not yet started. Complete*
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]



Meeting Agenda

Location	Level 2 meeting room, [REDACTED]
Time/Date:	3.00pm / 28 th August 2019
Our Ref:	J3162
Project:	Glen Innes To Tamaki Drive Shared Path

Attendees:	[REDACTED]	Apologies:	[REDACTED]
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Item	Topic	By who	Required by
5	Section 2:		
5.3	<ul style="list-style-type: none"> ▪ Stakeholders: <ul style="list-style-type: none"> – <i>Comms:</i> On hold until funding clarified. However: <ul style="list-style-type: none"> ▪ Can prepare update now for balustrade outcome. ▪ Cross section is ready to go. 	[REDACTED]	11/9
5.4	<ul style="list-style-type: none"> ▪ Funding <ul style="list-style-type: none"> – <i>Business case:</i> Under review. Expected 30/8. [outstanding action/note: [REDACTED] advises that [REDACTED] will not support business case without plan for Section 4. [REDACTED] spoke to [REDACTED] and [REDACTED] Mieszko also, assurance that NZTA process will ultimately be unlocked. [REDACTED] will review updated business case (to be circulated by [REDACTED] early next week). Contract can be awarded subject to funding]. [REDACTED] to forward to [REDACTED] once received. – <i>Board papers:</i> [REDACTED] inputting. 	[REDACTED] [REDACTED]	30/8 Sept




Meeting Agenda

Location	Level 2 meeting room, [REDACTED]
Time/Date:	3.00pm / 11 September 2019
Our Ref:	J3162
Project:	Glen Innes To Tamaki Drive Shared Path

Attendees:	[REDACTED]	Apologies:	[REDACTED]
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Item	Topic	By who	Required by
1	<p>Funding:</p> <ul style="list-style-type: none"> ▪ Business case <ul style="list-style-type: none"> – Review by AT / NZTA funding advisors: [REDACTED] has sent business case to [REDACTED] has provided feedback. Awaiting feedback from [REDACTED] advised that David is now away on leave. [REDACTED] <i>to clarify when NZTA funding team will provide feedback on business case.</i> – Acceptance of updated S4 programme: A draft programme was presented by AT to NZTA at a meeting on 10/09/19 and has been accepted in principle. 	[REDACTED]	ASAP
	[REDACTED]		
	<ul style="list-style-type: none"> ▪ AT board paper 		

	<ul style="list-style-type: none"> - <i>AT to complete AT board paper seeking project funding – now extended to meet December board meeting timeframes</i> ▪ AT procurement plan <ul style="list-style-type: none"> - [redacted] <i>to progress AT procurement plan for Section 2 construction. Timing to align with December board meeting</i> ▪ NZTA procurement plan (S2 construction) <ul style="list-style-type: none"> - <i>MSQA contract to be included in NZTA procurement plan</i> ▪ NZTA board paper – <ul style="list-style-type: none"> - [redacted] <i>to prepare NZTA board paper</i> - [redacted] <i>to work with [redacted] to get board paper in place for December.</i> - [redacted] <i>to request meeting with [redacted] re: joint paper</i> - [redacted] <i>are progressing inputs progressing inputs for AT funding application to meet December AT board meeting.</i> [redacted] 	<p>[redacted]</p> <p>[redacted]</p> <p>[redacted]</p> <p>[redacted]</p> <p>[redacted]</p> <p>[redacted]</p>	<p>TBC</p> <p>TBC</p> <p></p> <p>Sept</p>
<p>3.4</p>	<ul style="list-style-type: none"> ▪ S2 Communications and Stakeholder Engagement <p>[redacted]</p>	<p>[redacted]</p>	<p></p> <p>19/9</p>

	<p><i>key messages to be prepared and approved at next Thursday's AT ELT meeting.</i></p>		ASAP
			
3.4	<ul style="list-style-type: none"> ▪ S2 Programme <ul style="list-style-type: none"> – <i>AT Board Paper: AT paper to be redrafted in accordance with revised delivery strategy</i> 		Dec
7.1	<ul style="list-style-type: none"> ▪ Items for PCG: <ul style="list-style-type: none"> – <i>PCG update after SSA re:</i> <ul style="list-style-type: none"> ▪ <i>Section 4 Programme</i> ▪ <i>Section 2 status update</i> ▪ <i>Delamination status</i> 		
	Next meeting: 3pm Wednesday 25th September 2019		

GI2T project construction and funding stakeholder update– for mid-October 2019

FINAL

Holding statement:

The delivery of Sections 2 and 4 of the Glen Innes to Tamaki Drive Shared Path are subject to funding approval by the funding partners Auckland Transport (AT) and the NZ Transport Agency (NZTA).

We anticipate that both the Auckland Transport (AT) and NZ Transport Agency (NZTA) boards will have made a decision before the end of the first quarter of 2020.

We will then advise all partners, stakeholders and the community of the decision. In the meantime, we are still working on the final design aspects, consenting and other statutory approvals for Section 2 of the path so that if funding is secured, construction can commence as soon as possible.

In parallel we are progressing Section 4 of the path, to get this section ready to apply for Resource Consents and get construction ready.

If funding is approved, it is expected that construction of Section 2 will progress in the first half of 2020 subject to finalisation of statutory approvals and procurement.

The initial timeframe for the four sections of the Glen Innes to Tamaki Shared Path project was 2015 – 2018. As work on the project has progressed there have been significantly more design and construction challenges, and therefore higher costs, than anticipated when the project was initially scoped in 2015.

We appreciate that the community is eager to see the path completed. The NZ Transport Agency and Auckland Transport are working closely together to progress the remaining sections of the path.

Key messages

- A construction contract for Section 2 will not be awarded later this year as had been signalled in March 2019.
- Section 2 will soon be construction ready, subject to landowner agreements and consents, and if funding is approved the tendering process can get underway for that section without delay.
- Preparation for lodging for Resource Consenting for Section 4 of the path is also being progressed.
- We have received a great response from the community during our recent consultations and community open days, and know people are eager to see the path completed.
- We will be communicating with directly affected people about this change in programme, such as those we have been consulting about issues such as lighting and fencing who live on the boundary of Section 2 of the path.

2nd tier

- We acknowledge that the initial timeframe for the four sections of the Glen Innes to Tamaki Shared Path project was 2015 – 2018, and that delays can be frustrating.
- As work on the project has progressed there have been significantly more design and construction challenges than were first anticipated when the project was scoped, coupled with a change of route for Section 4. Construction costs have also increased due to the complexities of the project.

AT FUNDING MESSAGES

- AT funding for the RLTP (Regional Land Transport Plan) 2018-2021 has committed \$153 million to deliver the Urban Cycleways Programme. All the work to the point of construction for the Glen Innes to Tamaki Shared Path was included in this funding.
- When AT plans the delivery of its [cycling programme?] we take into consideration a range of factors, including cost benefit ratios (i.e. the costs of the project vs the number of people anticipated to use it), readiness for construction, network priority, constructability and opportunities for staging. This prioritises which projects will deliver the best outcomes.

Back-pocket QAs

- **When is the soonest construction will start?**
 - If funding is secured in December, we can commence the tendering process for construction in early 2020
- **Why did you send out a newsletter in March saying that Section 2 would be starting late this year and that Section 4 was moving to a design / construct contract?**
 - This was the estimated timing at that time; however this start date was (and is) subject to funding being obtained.
- **Why haven't you lodged for Resource Consent yet? You signalled this would happen in the first half of 2019.**

Consultation with directly affected parties has taken longer than anticipated. We anticipate lodging for Resource Consent in early 2020.
- **If the project doesn't receive funding in December, how likely is it to receive funding in the next round and when would that be?**
 - We cannot guarantee that any project will receive funding in any funding round. The project is an important and strategic project for Auckland and is still a priority, however available funding is limited, and decisions are made at the time about the best value for money projects
- **Which projects received funding in the current RLTP/ What cycling projects is AT spending its funding on?**
 1. Karangahape Road Enhancements
 2. Victoria Street Cycleway
 3. Westhaven to CBD Cycleway
 4. New Lynn to Avondale Cycleway
 5. Tamaki Drive Cycleway
 6. Waitemata Safe Routes Cycleway
 7. Great Nth Rd Cycleway
 8. Herne Bay to Westhaven Cycleway
 9. Pt Chevalier to Herne Bay Cycleway
 10. Links to Glen Innes Cycleways
 11. Northcote safe routes: bridge section
 12. Glen Innes to Tamaki Shared Path – to the point of construction
- **What does this mean for the John Rhymer Place and Gowing Drive (Orakei Shared Path) connection projects? (how long will they be further delayed for)?**
 - Those are separate projects to the GI2T Shared Path and decisions about them are made separately to this project.

- **If the project doesn't get funding in December, does this mean the project will never be built?**
 - No it doesn't, we just do not have the funding available at this time.

- **If the project does not receive funding, when is the next funding cycle that this project will be considered in?**

If it does not receive funding this year, the project will be considered in the next three-year Regional Land Transport Plan which is 2021 / 2024

- **Why have you spent money on Sections 1 and 3 if you didn't have funding?**
 - NZTA and AT are committed to completing the project, however as time has gone on the timeline and cost estimates for the project have increased, which means the two remaining sections are considered in separate funding rounds.

- **What about all the work done to date on the project; isn't it a waste of ratepayer's money?**
 - The designs and other work that has gone into the project can be picked up and re-used at a future date.

- **Can you complete one of the sections and then do the other one later?**
 - It is our aim to complete both sections at the same time because this provides a continuous, safe and fully separated walking and cycling connection from Glen Innes to Tamaki Drive, enabling more people to use and enjoy.

- **What is the required amount needed to complete Section 2 and Section 4/ How much funding are you seeking?**

We currently anticipate that both Sections will require approximately \$83 million in funding to complete.

- **If funding is granted in December, when will both Sections be completed by?**

The earliest construction will be completed, provided all consents and other agreements are obtained, is early 2023.

- **How much has been spent on the project already?**

Approximately \$22 million including full completion of sections 1 and 3 and the associated design and enabling works for the section 1 to 4.

- **What are anticipated user numbers when the facility is built?**

We anticipate that the path will initially cater for at least 800 trips by foot and bike per day although this is subject to change as the areas around the path continue to develop.

- **What is the AT budget in this cycle for cycling projects?**

For the current Regional Land Transport cycle which is 2018-2021, AT has an approved budget of \$153 million to complete the above-mentioned list of cycling projects.

	<ul style="list-style-type: none"> - [redacted] <i>to progress AT procurement plan for Section 2 construction. Timing to align with December board meeting</i> ▪ NZTA procurement plan (S2 construction) <ul style="list-style-type: none"> - <i>MSQA contract to be included in NZTA procurement plan</i> ▪ NZTA board paper – <ul style="list-style-type: none"> - [redacted] <i>to prepare NZTA board paper</i> - [redacted] <i>to work with [redacted] to get board paper in place for December.</i> - [redacted] <i>to request meeting with [redacted] re: joint paper</i> 	[redacted]	TBC
		[redacted]	TBC
		[redacted]	
3.4	<ul style="list-style-type: none"> ▪ S2 Communications and Stakeholder Engagement 		
	<ul style="list-style-type: none"> - Comms plan for timelines: <i>Comms plan to be developed to address change in timelines for S2 and S4. A few short key messages to be prepared and approved at next Thursday's AT ELT meeting.</i> 	[redacted]	19/9
		[redacted]	ASAP
3.4	<ul style="list-style-type: none"> ▪ S2 Programme <ul style="list-style-type: none"> - AT Board Paper: <i>AT paper to be redrafted in accordance with revised delivery strategy</i> 	[redacted]	Dec
	Next meeting: 3pm Wednesday 09 th October 2019		

Meeting Minutes

Location	Level 2 meeting room, [REDACTED]
Time/Date:	3.00pm / 09 October 2019
Our Ref:	
Project:	Glen Innes To Tamaki Drive Shared Path

Attendees:		Apologies:	
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Item	Topic	By who	Required by
1	<p>Funding:</p> <ul style="list-style-type: none"> ▪ Business case <ul style="list-style-type: none"> – Review by AT / NZTA funding advisors. [REDACTED] to clarify when NZTA funding team will provide feedback on business case. NZTA board meeting changed to conference call. [REDACTED] to follow up and keep Mieszko in the loop. AT will continue to present paper at Dec board meeting. [REDACTED] <i>provided clarification note on NZTA process.</i> [REDACTED] – Acceptance of updated S4 programme: [REDACTED] to advise if programme accepted. [REDACTED] <i>feedback received programme accepted.</i> 		

	<ul style="list-style-type: none"> ▪ AT board paper - <ul style="list-style-type: none"> - Still on track to present paper in December. ▪ AT procurement plan <ul style="list-style-type: none"> - ██████ to progress AT procurement plan for Section 2 construction. Timing to align with December board meeting. ██████ <i>has drafted procurement plan. Awaiting agreement on cost split (to be agreed post meeting).</i> ▪ NZTA procurement plan (S2 construction) <ul style="list-style-type: none"> - MSQA contract to be included in NZTA procurement plan as per previous stages. NZTA will need to engage ██████ for technical support during construction stage. ██████ ▪ NZTA board paper – <ul style="list-style-type: none"> - ██████ <i>to confirm board dates for 2020</i> - ██████ to prepare NZTA Board paper - ██████ to work with ██████ and ██████ to get Board paper completed. 	<p>██████</p> <p>██████</p> <p>██████</p>	
<p>3.4</p>	<ul style="list-style-type: none"> ▪ S2 Communications and Stakeholder Engagement <div style="background-color: #cccccc; height: 200px; width: 100%;"></div>		

	<ul style="list-style-type: none"> - Comms plan for timelines: <i>Comms plan</i> under review now. [redacted] has reviewed this with updated funding figures and dates. Change section 4 construction completion to 2023. Construction start date mid-2020. Costs to date - 20m Cost estimates to complete - 80m. PMT have endorsed the messaging as revised by [redacted] Post meeting note: This has been approved by AT ELT. - Bike Auckland have asked for monthly updates. [redacted] - Blog has been written by Bike Auckland need to ensure that AT website is up to date. [redacted] 	<p>[redacted]</p> <p>[redacted]</p>	
<p>3.4</p>	<ul style="list-style-type: none"> ▪ S2 Programme <ul style="list-style-type: none"> - AT Board Paper: AT paper to be redrafted in accordance with revised delivery strategy. <i>Currently occurring.</i> 	<p>[redacted]</p>	<p>Dec</p>
	<p>Items for PCG</p> <p>Circulate written update to PCG members as follows:</p> <ul style="list-style-type: none"> [redacted] - Section 4 Programme – <i>updated in memo at last PCG</i> [redacted] - Section 2 status update – <i>update in memo at last PCG</i> <p>[redacted]</p>		
	<p>Next meeting: 3pm 23/10/2019</p>		

Meeting Minutes

Location	Level 2 meeting room [REDACTED]
Time/Date:	3.00pm / 09 October 2019
Our Ref:	
Project:	Glen Innes To Tamaki Drive Shared Path

Attendees:	[REDACTED]	Apologies:	[REDACTED]
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Item	Topic	By who	Required by
1	<p>Funding:</p> <ul style="list-style-type: none"> ▪ Business case <ul style="list-style-type: none"> – Targeting update to business case by end of the week. [REDACTED] to confirm AT sign off process. – Acceptance of updated S4 programme: programme accepted. ▪ AT board paper - <ul style="list-style-type: none"> – Still on track to present paper in December. ▪ AT procurement plan <ul style="list-style-type: none"> – [REDACTED] has drafted procurement plan. AT Board paper to include granting delegation to AT CE for PP. ▪ NZTA procurement plan (S2 construction) <ul style="list-style-type: none"> – MSQA contract to be included in NZTA procurement plan as per previous stages. NZTA will need to engage [REDACTED] for technical support during construction stage. [REDACTED] ▪ NZTA board paper – 	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Nov</p> <p>Dec</p> <p>Nov</p>

	<ul style="list-style-type: none"> - Dates for NZTA board meetings confirmed. Agreement to target Feb Board Paper. - [redacted] to prepare IQA and NZTA Board paper - [redacted] to work with [redacted] and [redacted] to get Board paper completed. 	[redacted]	
3.4	<ul style="list-style-type: none"> ▪ S2 Communications and Stakeholder Engagement 		
	<ul style="list-style-type: none"> - Comms plan for timelines: Comms plan This has been approved by AT ELT. - Bike Auckland: They have asked for monthly updates. - Blog has been written by Bike Auckland need to ensure that AT/NZTA website is up to date. AT Website is being updated and [redacted] to coordinate with [redacted] regarding NZTA website. 	[redacted]	ASAP
3.4	<ul style="list-style-type: none"> ▪ S2 Programme - AT Board Paper: AT paper to be redrafted in accordance with revised delivery strategy. 	[redacted]	Dec
	Next meeting: 3pm 06/11/2019		

Meeting Minutes

Location	Level 2 meeting room [REDACTED]
Time/Date:	3.00pm / 13 th November 2019
Our Ref:	
Project:	Glen Innes To Tamaki Drive Shared Path

Attendees:	Apologies:
[REDACTED]	[REDACTED]

Item	Topic	By who	Required by
1	Funding:		
	<ul style="list-style-type: none"> ▪ Business case - NZTA in process of reviewing, AT going through queries and preparing responses. [REDACTED] 	[REDACTED]	Nov
	<ul style="list-style-type: none"> ▪ AT board paper – Nothing to report ▪ AT procurement plan – Reviewed by [REDACTED] and signature process to start. ▪ NZTA procurement plan (S2 construction) – All signed off (remove from next agenda) ▪ NZTA board paper – [REDACTED] to submit once AT board paper is signed off. [REDACTED] to coordinate. 	[REDACTED]	Nov
		[REDACTED]	Dec
3.4	<ul style="list-style-type: none"> ▪ S2 Communications and Stakeholder Engagement 	[REDACTED]	Jan

		<ul style="list-style-type: none"> - Comms plan for timelines – Approved (to be removed from next agenda) - Bike Auckland – Update sent - Website Update – Completed (removed from next agenda) 	<div style="background-color: #cccccc; width: 20px; height: 20px; margin: 0 auto;"></div>	Nov
	Next meeting: 3pm 27/11/2019			



**Glen Innes to Tamaki Drive
Shared Path**

Economic Evaluation –
Sections 2 and 4

October 2019

flow

TRANSPORTATION SPECIALISTS



TRANSPORTATION SPECIALISTS

Project: Glen Innes to Tamaki Drive Shared Path
Title: Economic Evaluation – Sections 2 and 4
Document Reference: S:\Stan\045 GI to Tamaki Drive Stages 2 & 4\4.0 Reporting\R1F191014 GI2T Economic Assessment.docx

Prepared by: [REDACTED]

Revisions:

Date	Version	Reference	Approved by	Initials
3 December 2018	A	R1A181203	[REDACTED]	[REDACTED]
20 February 2019	B	R1B190220	[REDACTED]	[REDACTED]
25 April 2019	C	R1C190425	[REDACTED]	[REDACTED]
6 April 2019	D	R1D190506	[REDACTED]	[REDACTED]
10 October 2019	E	R1E191010	[REDACTED]	[REDACTED]
14 October 2019	F	R1F191014	[REDACTED]	[REDACTED]

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EXECUTIVE SUMMARY

This report summarises the economic evaluation undertaken for Sections 2 and 4 of the Glen Innes to Tamaki Drive project (GI2T). The assessment has been undertaken for the two sections collectively, as well as individually for Sections 2 and 4.

The assessment has utilised the Auckland Cycle Model to estimate future cycle demands following investment in Sections 2 and 4 of the GI2T project. In total, the project is estimated to result in 400 new daily cycle trips on the network in 2026, and an increase in the total distance cycled on the network by 3,600 daily cyclist-km in 2026. These changes in user behaviours are expected to result in significant corresponding health and environment benefits, as well as road traffic reduction benefits.

The following table summarises the forecast, 2026, daily cyclists, estimated to use each section of the GI2T project:

Table ES1: 2026 Forecast Annual Average Daily Cyclists, GI2T Project

Project Section	Location	GI2T Project Scenarios			
		Section 1 and 3	Sections 1, 2 and 3	Sections 1, 3 and 4	Complete GI2T
Section 1	Glen Innes to St Johns Road	230	350	230	400
Section 2	St Johns Road to Meadowbank Station	n/a	560	n/a	730
Section 3	Across Orakei Basin	200	680	290	900
Section 4	Orakei Basin to Tamaki Drive	290	410	800	1,050

The economic evaluation has been carried out using procedures from the Transport Agency’s Economic Evaluation Manual, adapting and expanding on these where necessary to suit the Project. The separate sections of the project are estimated to have the following Benefit Cost Ratios (BCRs). Each of these BCRs recognise that Sections 1 and 3 are now, or will very shortly be, complete; as such the BCRs presented are for the addition of the “missing” sections to Sections 1 and 3:

- ◆ Section 2 only: 0.87
- ◆ Section 4 only: 0.71
- ◆ Sections 2 and 4 together: 0.96

It is important to recognise that the predicted benefits of Sections 2 and 4 together are greater than for the individual sections; in effect, the completed GI2T shared path is greater than the sum of its parts. This is to be expected, given that the two sections collectively form a completed cycleway, which neither section does individually.

Nonetheless, these are relatively low BCRs and the reasons for this are two-fold:

- ◆ The very high construction costs of the project, at approximately \$20 million per km
- ◆ The project delivers a key cycling route between the city centre and east Auckland, comparable to the Northwestern Cycleway, but does not leverage that investment by providing connecting

cycle facilities. Section 2 of the GI2T project is for example some 2.6 km long, without any intermediate connections, while Sections 2 and 3 together provide 3.3 km of path with no connections to residential areas to the north. Available connections to the GI2T path at St Johns Road and Orakei Road (to the south) are arterial routes without cycle infrastructure, and will form barriers for many potential users. By comparison, an equivalent 6.0 km length of the Northwestern Cycleway, from Upper Queen Street to Great North Road, has 23 local connections, at an average spacing of 260 m.

As a result, the GI2T shared path carries a significant portion of the cost of a future east Auckland cycle network, without realising the full benefits of that investment. It is noted however that for the project to achieve a BCR of 1.0 (for Stages Sections 2 and 4 together), patronage on the GI2T shared path would need to be 5% higher than forecast. This is within the range of uncertainty of the forecasts, and could potentially be delivered with just one additional local connection.

A series of sensitivity tests were run on the economic evaluation of the GI2T to test various input assumptions; these tests returned ranges of benefit cost ratios as below:

- ◆ 0.55 to 1.50 for Section 2
- ◆ 0.61 to 1.27 for Section 4
- ◆ 0.65 to 1.69 for Sections 2 and 4 together.

As a subsequent exercise, the BCR for the overall GI2T project has been assessed (ie for Sections 1, 2, 3 and 4 together). This assessment resulted in an overall BCR of 0.94.

This economic evaluation has been independently peer reviewed, with the outcomes from that review incorporated into the evaluation and this document.

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APPENDICES

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APPENDIX C	CYCLIST DEMAND DIFFERENCE PLOTS
APPENDIX D	INDEPENDENT PEER REVIEW

1 INTRODUCTION

This report summarises the demand assessment and economic evaluation undertaken for Sections 2 and 4 of the Glen Innes to Tamaki Drive shared path (GI2T). GI2T will provide an approximately 6.4 km off road shared use path between Glen Innes and Auckland’s waterfront at Tamaki Drive. The project is being staged as follows:

- ◆ Section 1 between Merton Road in Glen Innes and St Johns Road (completed)
- ◆ Section 2 between St Johns Road and Meadowbank Station
- ◆ Section 3 Across Orakei Basin (under construction)
- ◆ Section 4 between Orakei Basin and Tamaki Drive.

This document assesses Sections 2 and 4 individually, as well as Sections 2 and 4 together. The evaluation excludes any economic effects of the completed, or under construction, sections of GI2T.

2 PROJECT HISTORY

An economic evaluation of the GI2T project overall, as well as various options of Section 4, was previously carried out by Flow in September 2017¹. That study estimated a Benefit Cost Ratio (BCR) for Section 4 of the GI2T project of 1.1, and an overall BCR for the corridor of 1.0. Since that time, a preferred Section 4 alignment has been selected and the project costs have increased. In parallel, the processes used to evaluate the benefits of large cycle infrastructure projects has evolved through subsequent iterations of improvement and review.

More recently, the Auckland Urban Cycleways Programme (UCP), of which GI2T is a component, was reassessed, again by Flow, in December 2018². That assessment indicated that due to the escalated project costs, the GI2T project (Sections 1 to 4 collectively) would have an overall BCR of 0.9.

3 CYCLE DEMAND ASSESSMENT

3.1 Methodology

Demand estimates have been determined using the 2026 and 2046 Auckland Cycle Model. This model estimates future cycling demand and:

- ◆ Reflects predicted land use (according to Auckland Council’s land use forecasts)
- ◆ Reflects cyclists’ route choice – with cyclists generally opting to travel via a slightly longer route if it provides a higher standard of infrastructure, or less adverse gradients

¹ Glen Innes to Tamaki Drive Shared Path – Stage 4 Demand Assessment and Economic Evaluation; Flow Transportation Specialists; September 2017

² Auckland Urban Cycleways Programme –Demand Assessment and Economic Evaluation; Flow Transportation Specialists; December 2018

- ◆ Reflects realistic cycling trip lengths – with longer trips less likely to be undertaken by bicycle than shorter trips, with a probability distribution applied that is based on the existing Auckland cycle trip length distribution
- ◆ Reflects realistic cycle trip types – with trip types such as home-to-work and home-to-education more likely to be undertaken by bicycle than trip types such as trips for employer’s business
- ◆ Is responsive to changes in cycle infrastructure (in terms of both demands and trip assignment), in that high quality cycle infrastructure between any two nodes will result in more trips between those nodes being undertaken by bicycle, than a scenario with poorer quality cycle infrastructure
- ◆ Reflects “network effects” and as a result predicts higher cycle demands where a connected cycle network is provided; conversely the model predicts fewer cycle demands where a network is disconnected or is missing critical links between origin-destination pairs.

The model was built to represent a 2013 base year, and a 2016 forecast model has also been developed. This 2016 forecast model included all cycling infrastructure constructed between March 2013 and July 2016, notably including recent infrastructure in Grafton Gully, Nelson Street, LightPath, Beach Road, and Carlton Gore Road.

The 2016 model was then calibrated against automated cycle count data collected from 21 locations, to refine the model’s cycle demand process. In this way, the model’s response to cycle infrastructure investment has been calibrated to match the growth observed between 2013 and 2016, given the investment in Auckland cycle infrastructure over this period.

The development of the Auckland Cycle Model is documented more fully in a Model Development Report, appended to this document.

For the economic evaluation of the Project, 2026 and 2046 forecast models have been used. These models are based on Auckland land use scenario I11 (the most recent available, and that reflecting Auckland Unitary Plan zoning).

The model represents morning and evening peak period (two hour) cyclist demands for each forecast year. Estimates of daily cyclist demands have been derived by factoring the morning and evening peak period forecasts. A factor of 2.4 has been used in this process in order to calibrate the 2016 model outputs to best replicate observed cycle count data across central Auckland (refer Section 3.3). It is noted that automated cycle count data collected in central Auckland provides a range of factors ranging from 2.0 on the Northwestern Cycleway, to 2.7 on Karangahape Road and 3.1 on Great North Road.

Sensitivity tests have been run on the economic evaluation to assess the impacts of varying the above daily factor (refer Section 4.5).

3.2 Scenario I11 Land Use Forecasts

The Auckland Cycle Model uses inputs from the Auckland Council’s Scenario I11 land use forecasts, as well as trip predictions from the ART model (which in turn are a response to I11 land uses). The following table documents the approximate forecast I11 land uses within various catchments of the Project.

Table 1: Scenario I11 Land Use Forecasts (predicted growth from 2016 in brackets)

Area	Population			Employment		
	2016	2026	2046	2016	2026	2046
CBD ³	37,000	47,000 (+25%)	57,000 (+53%)	88,000	110,000 (+26%)	156,000 (+78%)
GI2T project area ⁴	75,000	93,000 (+24%)	115,000 (+54%)	51,000	53,000 (+4%)	57,000 (+11%)

Significant population and employment growth are predicted within the area of the project.

3.3 2016 Cycle Model

As noted above, the Auckland Cycle Model was built and validated to a 2013 base year. A 2016 forecast model was developed based on 2016 I9 forecast land uses, and including all cycle infrastructure in place at that time, including stage 1 of the Nelson Street Cycleway and the Grafton Gully Cycleway. A plot of forecast daily cyclists from the 2016 model is included in Appendix B.

A factor of 2.4 has been used to calibrate the estimated daily cyclist demands against the 2016 observations.

A comparison of the 2016 forecast model's outputs with automatic and manual cycle count data collected by Auckland Transport, generally in 2015 and 2016, is presented below.

Table 2: Comparison of 2016 Forecast Model Daily Cyclists and Count Data

Road	Section	Daily Count Data	Model	
			2016 Model	Difference
Broadway	South of Khyber Pass Road	819	842	+23
Quay Street	Spark Arena	738	787	+49
Tamaki Drive	East of The Strand	1,176	1,076	-100

The 2016 forecast model agrees very well with the number of cyclists surveyed on each route at the city end of the project. The base model is as a result considered an appropriate representation of the available data, given the above considerations.

It is noted however that there is generally a lack of existing (pre UCP) cycle count data within the Glen Innes area.

³ Within the SH16 and SH1 motorway cordon

⁴ Broadly the suburbs of Parnell, Newmarket, Meadowbank, Glen Innes, Pt England, Orakei, Mission Bay, Kohimarama, St Heliers and Glendowie

3.4 Scenarios Assessed

The Project has been benchmarked against a future Reference Case that includes all existing cycle infrastructure, in addition to future infrastructure either currently proposed, or expected to be implemented in the future. The future Reference Case for 2026 and 2046 is identified below.

2026 Future Reference Case:

The 2026 future Reference Case includes all existing cycle infrastructure, as well as proposed future cycle infrastructure projects that have committed funding, or considered likely to receive funding by 2026. These include:

- ◆ Sections 1 and 3 of GI2T
- ◆ Completion of the other projects within the UCP, including the Tamaki Drive and the Links to Glen Innes projects
- ◆ SkyPath and SeaPath
- ◆ Te Whau Pathway.

2046 Future Reference Case:

The 2046 future Reference Case includes all infrastructure included in the 2026 Reference Case. It also includes limited future cycle infrastructure that, while not committed, are considered the 'bare minimum' level of ongoing cycle investment over the next 30-year period. If no further background investment was assumed, this would unrealistically limit the long-term connectivity of the proposed Project. Infrastructure included is:

- ◆ Future cycle infrastructure on Ponsonby Road and Richmond Road, where not already proposed by the UCP
- ◆ Future cycle infrastructure on Park Road (Grafton Road to Carlton Gore Road)
- ◆ Cycle facilities on Rosebank Road
- ◆ A cycle greenway route parallel to Great North Road, from New Lynn to Henderson
- ◆ A future shared use path parallel to SH1 north, from Constellation Drive to Esmonde Road, with cycle infrastructure on key arterials within the lower North Shore to support SkyPath and SeaPath
- ◆ Future cycle facilities parallel to either SH1 south, Great South Road or the southern rail corridor, from Newmarket to Ellerslie

It is noted that the Auckland Cycle Network (ACN) is Auckland Transport's proposed long-term network of cycle infrastructure and it contains significantly more investment than the above, with dedicated cycle infrastructure on all arterial routes and parallel to all motorway and rail corridors. A sensitivity test on the economic assessment of the Project, should the ACN be completed, is included in Section 4.5.

3.5 Forecast Future Cyclist Demands

Forecast flow plots are appended to this report and show:

- ◆ The Annual Average Daily Cyclists (AADC) forecast with and without the GI2T investment in 2026 (Appendix B), and
- ◆ The difference in AADC forecasts between the future Reference Case and the GI2T scenario, again in 2026 (Appendix C). In these plots, increases in cyclists are shown as green bands, while decreases (cyclists shifting to alternative routes) are shown as blue bands.

The following table summarises the forecast daily cycle trips on each section of the Project, for each forecast year.

Table 3: 2026 Forecast Annual Average Daily Cyclists

Route	Location	GI2T Project Sections			
		Sections 1 and 3	Sections 1, 2 and 3	Sections 1, 3 and 4	Complete GI2T
Glen Innes to Tamaki Drive					
Section 1	Glen Innes to St Johns Road	230	350	230	400
Section 2	St Johns Road to Meadowbank Station	n/a	560	n/a	730
Section 3	Across Orakei Basin	200	680	290	900
Section 4	Orakei Basin to Tamaki Drive	290	410	800	1,050
Connecting/Parallel Routes					
Tamaki Drive	East of The Strand	1,600	1,600	1,800	1,850
Tamaki Drive	East of Ngapipi Drive	1,350	1,200	990	820
Kepa Road	East of Kupe Street	240	130	330	150
St Johns Road	West of College Road	260	160	290	170

The project is understandably predicted to result in significant increases in demand on existing sections of the project, as well as on Tamaki Drive west of the GI2T connection. Conversely, reductions are generally predicted on existing parallel routes (Kepa Road and St Johns Road), as well as on Tamaki Drive east of the GI2T connection, as cyclists reassign onto the new facility.

3.6 Forecast Cycle Trips

The following table documents the modelled summary statistics, in terms of:

- ◆ The total daily cycle-km travelled within the model,
- ◆ The total daily number of cycle trips,
- ◆ The number of new daily cycle trips, relative to the future Reference Case,
- ◆ The average length of the above new cycle trips.

Table 4: Modelled Summary Statistics

Statistic	2016	2026, GI2T Project Sections			
		Sections 1 and 3	Sections 1, 2 and 3	Sections 1, 3 and 4	Complete GI2T
Daily cycle-km travelled	117,000	232,500	234,200	234,200	236,100
Daily cycle trips	20,500	38,690	38,870	38,840	39,070
Additional cycle-km travelled due to GI2T		n/a	+1,700	+1,700	+3,600
New daily cycle trips due to GI2T		n/a	+180	+150	+380

Little weight should be given to the first two indicators, as the total number of cycle trips and the distance travelled relates to the size of the model and the cycle trips included within it. The number of new daily cycle trips however provides a key measure of the overall effectiveness of Sections 2 and 4 of the GI2T project at facilitating mode shift towards cycling. In total, the two sections combined are estimated to result in 380 new daily cycle trips on the network in 2026. Similarly the total distance travelled on the network is predicted to increase by approximately 3,600 daily cyclist-km in 2026 due to the two sections of GI2T investment, resulting in corresponding health benefits and road traffic removal benefits.

Notably, the Sections 2 and 4 together are predicted to result in greater effects than the sum of Sections 2 and 4 individually – this reflects the “network effects” of connecting together cycle infrastructure to form a network. Section 2 is predicted to have a slightly greater impact than Section 4 (Section 2 being the significantly longer section, but Section 4 providing more network connectivity).

4 ECONOMIC EVALUATION

4.1 Methodology

4.1.1 General Methodology

This section quantifies the economic evaluation of the Project. The economic evaluation has been based on Simplified Procedures 11 (SP11) from the New Zealand Transport Agency’s Economic Evaluation Manual (EEM). Recognising however that SP11 is intended for evaluating projects with capital costs under \$5 million, and that SP11 contains a number of simplistic approximations, the SP11 procedures have been extended, primarily by using the 2026 and 2046 Auckland Cycle Model to inform the economics, rather than SP11’s default demand estimation tool.

Cycling benefits for intermediate years have been interpolated from the two forecast years. This differs from SP11, which typically considers only a single opening year, and applies a cycle growth rate to future years.

4.1.2 Economic Evaluation Scenarios

The economic evaluation has been undertaken by comparing future Reference Case and future Option scenarios, as documented in Section 3.4.

4.1.3 Update Factors

The economic evaluation has been carried out using the EEM's most recent update factors (1 December 2018), including:

- ◆ 1.21 for walking, cycling and public transport benefits
- ◆ 1.50 for travel time cost savings
- ◆ 1.07 for vehicle operating cost savings.

4.1.4 Cyclist Travel Time Benefits

Travel time cost savings for cyclists have been determined for all existing cyclists, as per SP11. Existing cyclists have been determined by running the 'Project' model networks with the 'Reference Case' demand set. This 'fixed trip assessment' allows the number of existing cyclists that would reassign onto the Project to be quantified; ie. the total 'existing cyclists' required input to calculate travel time cost savings.

Travel time cost savings for cyclists have also been determined for all new cyclists predicted to use the proposed facilities, by applying the 'rule of half' method. This method assumes that new users gain half of the travel time benefits of existing users, relative to their travel choice without the Project (ie using other modes or not travelling at all).

A value of time of \$10.80 has been applied, being the weighted average of \$7.80 (cycling for commuting) and \$6.90 (cycling for other purposes), updated by the current 1.47 EEM value of time update factor, and weighting for the relative proportions of Auckland commuter cyclists to recreational cyclists from data obtained from surveys on Quay Street and Tamaki Drive (50% each, respectively).

Mean speeds of 20 km/h have been applied to both the Reference Case and Project, based on typical on road cycle speeds obtained from cycle tube counters. These speeds have been adjusted to account for delays incurred at intersections, resulting in net speeds of 16 km/h for the Reference Case and 20 km/h for the Project.

A relative attractiveness weighting has been applied to travel times for each option, consistent with SP11. Ratings of 2.0 (for an off-street cycle path) and 1.0 (for on-street cycling with no marked cycle lane) have been applied to the Project and Reference Case, respectively.

Sensitivity tests have been run on the economic evaluation assuming slower mean speeds of 15 km/h, and applying a higher mean speed of 25 km/h on the Project.

4.1.5 Pedestrian Travel Time Benefits

Pedestrian travel time benefits have been calculated in the same way as cyclist travel time benefits, albeit without any relative attractiveness applied to routes in either the Reference Case or Project, and with an assumed average walking speed of 5 km/h.

For Section 2 of the project, pedestrian travel time benefits have been calculated for the length of the new route proposed between St Johns Road and Meadowbank station, relative to the existing, longer route via the local street network.

For Section 4 of the project, the proposed boardwalk runs directly parallel to existing footpaths on Ngapipi Road and as a result, no pedestrian travel time benefits have been derived.

4.1.6 Health Benefits for Cyclists

SP11 calculates health benefits only for that portion of a cyclist's trip that takes place on the facility itself, as per Equation 1 below. This is a significantly conservative assumption, as the typical new cycle trip using the GI2T route is predicted to be in the order of 6 to 9 km, and only a portion of that trip will be on the Project itself (noting that Glen Innes will be an approximately 9 km cycle from the city centre, once GI2T is complete).

Equation 1: Health and Environment Benefits Calculation

$$\text{Length of new cycling facility} \times \text{Number of new daily cyclists} \times \text{Benefit rate from SP11}$$

It is also noted that some existing cyclists will gain health benefits from the project, if, by changing from their existing, arterial road route onto the new facility, they cycle a greater distance (choosing to do for the safety, amenity and travel time benefits of the new facility).

To better account for this benefit stream, cyclist health benefits have been calculated for the collective increase in distance cycled, due to the Project. This quantity has been obtained directly from the model, with the total length of cyclist-km travelled under the Reference Case and Project scenarios compared, and the difference being the total distance of new (or extended) cyclist-km trips. This value replaces both the 'Length of new cyclist facility' and the 'Number of new daily cyclists' from Equation 1 above.

SP11 applies a composite rate of \$1.40 to cyclist health and environment benefits, with \$0.10 of this attributable to environment benefits (decongestion). To avoid double counting of benefits, this component has been removed from this benefit stream, and dealt with separately as documented below.

4.1.7 Health and Environment Benefits for Pedestrians

SP11 also allows health and environment benefits to be calculated for new pedestrian trips, at a rate of \$2.70 per new pedestrian-km travelled. These have been assessed only for sections of the GI2T project that provide new pedestrian facilities – all of Section 2 and approximately half of Section 4. For sections of the project that improve walking and cycling facilities on existing roads, where there are existing footpaths, these benefits have been assumed to be zero.

The number of new pedestrians on new pedestrian links has been estimated by factoring down the forecast daily cyclist forecasts. A factor of 0.7 has been used to do so, based on pedestrian and cyclist count data obtained from existing shared use paths across Auckland. Sensitivity tests have been carried out on this input to the economic evaluation in Section 4.5.

Pedestrian health and environment benefits have not been separated out as they have been for cycle trips, as it is assumed that very few new pedestrian trips on the facility will directly replace an existing car trip.

4.1.8 Cycle Safety Benefits

Cycle safety benefits have been assumed to accrue only for that portion of facility that is new or improved, rather than the entire cyclist's trip as per health benefits. They will also apply to both new and existing cyclists. The calculation of this benefit stream follows the SP11 process, and applies the rate of \$0.05 per cycle-km.

4.1.9 Road Traffic Reduction Benefits from New Cycling Trips

Decongestion benefits are a significant proportion of the overall project benefits, as sections 2 and 4 of GI2T provide improved alternatives to private car travel on currently congested road corridors. As a result, any mode shift in favour of cycling will reduce existing (or forecast future) congestion on the road network.

The default EEM decongestion value for Auckland is \$1.89 per vehicle-km removed from the network (Table SP9.1, updated to 2018 values). This flat value does not recognise the high levels of congestion currently experienced in central Auckland during the commuter peak periods, and does not reflect how this congestion is expected to change over time.

The evaluation has instead adopted composite decongestion values developed by Flow using three Auckland strategic traffic models⁵, which on average predict decongestion costs of:

2016 Decongestion Rates

- ◆ \$3.73 per vehicle-km removed from the road network during the commuter peaks
- ◆ \$1.05 per vehicle-km during the weekday interpeak period

2026 Decongestion Rates

- ◆ \$7.52 per vehicle-km removed from the road network during the commuter peaks
- ◆ \$2.43 per vehicle-km during the weekday interpeak period

Weekend and off-peak decongestion values have conservatively been assumed to be zero, and no growth has been applied to these values beyond 2026.

⁵ The Upper Harbour Corridor, Southern Sector SATURN and CBD SATURN models

It is important to recognise that not every new cyclist trip due to the Project would otherwise take place by private car. Recognising this, the number of new cyclist trips has been factored down to reflect:

- ◆ Average car mode share across Auckland (77% in 2026 and 69% in 2046, from the Auckland Regional Transport model),
- ◆ Average car occupancy (assumed to be 1.1),
- ◆ Non-utility cycling trips – some new cycle trips using the new facility will be recreational trips and therefore not replace a trip by any other mode. 70% of new cycle trips are estimated to be utility trips during the commuter peaks, and 15% during the interpeak period, based on survey data collected on Quay Street and Tamaki Drive.

A sensitivity test has been carried out on the economic evaluation, should the default EEM decongestion rate of \$1.89 per vehicle-km be applied to all forecast years.

4.2 Project Costs

Project costs and construction timings have been provided by Auckland Transport, and include:

- ◆ \$48.8 million for Section 2, with a 2-year construction period beginning April 2020
- ◆ \$32.6 million for Section 4, with an 18-month construction period beginning July 2021
- ◆ \$11.0 million in design costs for Sections Stages 1 to 4.

The design costs have been apportioned between the four GI2T sections, according to their respective construction costs, and half of the Section 2 and Section 4 design costs have been assumed to be sunk costs, omitted from the analysis. Annual maintenance costs of a further 1% of the capital costs have been assumed. Overall, Sections 2 and 4 of the GI2T project has combined discounted design, construction and maintenance costs of \$82.0 million.

4.3 Benefit Summary

The following table summarises the predicted discounted Project benefits.

Table 5: Discounted Project Benefits and Costs

Benefit Stream		Discounted Benefits		
		Section 2	Section 4	Sections 2 & 4
Cycling benefits	Health benefits for cyclists	\$12.6 million	\$10.5 million	\$25.4 million
	Safety benefits for cyclists	\$0.4 million	\$0.3 million	\$0.9 million
	Travel time savings for cyclists	\$4.1 million	\$1.3 million	\$6.7 million
Pedestrian benefits	Health & environment benefits for peds	\$16.3 million	\$4.0 million	\$26.6 million
	Travel time savings for pedestrians	\$2.5 million	Nil	\$3.1 million
General traffic benefits	Decongestion	\$8.0 million	\$6.7 million	\$16.2 million
Total Discounted Benefits		\$43.8 million	\$22.8 million	\$78.9 million

Table 5: Discounted Project Benefits and Costs

Benefit Stream	Discounted Benefits		
	Section 2	Section 4	Sections 2 & 4
Total Discounted Costs	\$50.1 million	\$31.9 million	\$82.0 million

As a result of the above, the Project has been assessed to have the following Benefit Cost Ratios (BCRs):

- ◆ Section 2 only: 0.87
- ◆ Section 4 only: 0.71
- ◆ Sections 2 and 4 together: 0.96

It is important to recognise that the predicted benefits of Sections 2 and 4 together are greater than the sum of the individual sections. This is to be expected, given that the two sections collectively form a completed cycleway, which neither section does individually.

These are relatively low BCRs, and the reasons for this are two-fold:

- ◆ The very high construction costs of the project, at approximately \$20 million per km
- ◆ The project delivers a key cycling route between the city centre and east Auckland, comparable to the Northwestern Cycleway, but does not leverage that investment by providing connecting cycle facilities. Section 2 of the GI2T project is for example some 2.6 km long, without any midblock connections, while Sections 2 and 3 together provide 3.3 km of path with no connections to residential areas the north. Available connections to the GI2T path at St Johns Road and Orakei Road (to the south only) are arterial routes without cycle infrastructure, and will form barriers for many potential users.

As a result, the GI2T shared path carries a significant portion of the cost of a future east Auckland cycle network, without realising the full benefits of that investment.

4.4 Incremental Analysis

An incremental analysis has been carried out on the assessment, starting with the lowest cost investment option (Section 4 only):

Table 6: Incremental Analysis

Base Option for Comparison			Next Option			Incremental Analysis			
Option	Costs	Benefits	Option	Costs	Benefits	Costs	Benefits	BCR	Option Selected
4	\$31.9m	\$22.8m	2	\$50.1m	\$43.8m	\$18.2m	\$20.9m	1.15	2
2	\$50.1m	\$43.8m	2 & 4	\$82.0m	\$78.9m	\$31.9m	\$35.1m	1.10	2 & 4

As a result of the incremental analysis, Sections 2 and 4 together is the preferred option (ie completion of the GI2T shared path. It is noted however that this analysis starts from the position that Sections 4 is

the initial base option in the incremental analysis process, being the lowest cost investment option, as per standard EEM procedure.

In this instance however, all three investment options have BCRs under 1.0. If the incremental analysis began from the position that ‘Do Nothing’ was the initial base option, the outcome would be that none of the investment options would reach the EEM’s target incremental analysis BCR of 1.0 in order to be the preferred option.

4.5 Sensitivity Tests

A series of sensitivity tests have been run on the assessment, focussing on the larger benefit streams of the Project. The sensitivity tests investigate the impacts of:

- ◆ Slower mean cycle speeds; the default mean speed used is 20 km/h (before correcting for intersection delays), with a low value of 15 km/h sensitivity tested for both the Reference Case and Project
- ◆ Faster mean cycle speeds on the Project; the default mean speed used is 20 km/h, with a higher value of 25 km/h sensitivity tested
- ◆ Faster/slower land use growth, relative to the I11 default forecasts
- ◆ The effects on the Project, should the full Auckland Cycle Network (ACN) be completed by 2046
- ◆ Varying the factor used to develop estimates of daily cyclists; the default factor used is 2.4, with a low value of 2.0 (the factor observed on the Northwestern Cycleway), and a high value of 3.1 (being the observed factor on Great North Road)
- ◆ Varying the factor used to develop estimates of pedestrians; the default factor used is 0.7, with a low value of 0.1 (the factor observed on the old Mangere Bridge), and a high value of 1.4 (being the observed factor on the Te Ara Tahuna Estuary shared path in Orewa)
- ◆ Testing the effect should a higher proportion of forecast cyclists be commuter cyclists; the default assessment applies a 50/50 split of commuter/recreational cyclists, and this test considers a 70/30 split.
- ◆ Applying the EEM’s default, flat decongestion rate to vehicle trips removed from the road network (\$1.89 per vehicle-km)
- ◆ The effect of a large uptake in e-bikes resulting in a higher proportion of long trips being undertaken by bicycle⁶
- ◆ The effect of applying a reduced, 4%, discount rate to the economic evaluation, as recommended by Resolve Group (refer Section 5.2) to approximate the effects of “social capital” – the concept that by providing a free travel alternative between Glen Innes to the city centre (and on to other destinations), the project will facilitate more social engagement.

The results of the sensitivity tests are presented below.

⁶ This test doubles the likelihood of trips over 5.0 km in length being carried out by bicycle, with smaller increases to short trips. The resulting forecast 2026 average trip length increases from 5.0 km to 5.5 km.

Table 7: Option Benefit Cost Ratios – Sensitivity Tests

Sensitivity Test Scenario	Benefit Cost Ratio		
	Section 2	Section 4	Sections 2 & 4
Low pedestrian factor (0.1)	0.55	0.61	0.65
EEM default decongestion rate	0.75	0.56	0.81
Low daily cyclist factor (2.0)	0.75	0.63	0.83
Full ACN by 2046	0.72	0.77	0.87
Lower land use growth	0.83	0.67	0.91
Default Benefits	0.87	0.71	0.96
High cyclist speeds on Project (25 km/h)	0.88	0.72	0.96
Low mean cyclist speeds (15 km/h)	0.89	0.73	0.98
High proportion of commuter cyclists	0.93	0.79	1.03
Higher land use growth	0.91	0.75	1.01
High daily cyclist factor (3.1)	1.08	0.86	1.18
Low discount rate (4%)	1.11	0.89	1.21
High pedestrian factor (1.4)	1.25	0.84	1.32
High uptake in e-bikes	1.50	1.27	1.69

The sensitivity tests carried out have resulted in BCR ranges for the project of:

- ◆ 0.55 to 1.50 for Section 2
- ◆ 0.61 to 1.27 for Section 4
- ◆ 0.65 to 1.69 for Sections 2 and 4 together.

Notably, the full ACN test is predicted to reduce the Project BCRs, as while a completed ACN would provide feeder routes to the proposed shared path, it would also provide alternative parallel routes (Kepa Road, Shore Road among others) that would draw cyclists away from the proposed shared path. The potential impact of e-bikes is expected to be significant, as this technology is well suited to the long cycle trips that the proposed shared path would enable. There is also significant sensitivity to the pedestrian input factor, although it is noted that these tests consider extreme cases.

As a final test, a break-even analysis has been carried out by factoring the Auckland Cycle Model outputs to identify the level of demand necessary for the Project to achieve a BCR of 1.0. Patronage would need to be 5% higher than forecast for this to be reached, for Sections Stages 2 and 4 collectively. This is within the range of uncertainty of the forecasts, and could potentially be delivered with just one additional local connection.

4.6 Economic Evaluation of Sections 1 to 4

It is important to recognise that the above economic assessment considers only the effects of completing the two final sections of the GI2T – Sections 2 and 4 – as Section 1 is already completed and Section 3 under construction. As a result, both the costs and benefits associated with Sections 1 and 3 have been omitted.

Subsequently, an assessment of the complete GI2T shared path has been undertaken, ie Sections 1, 2, 3 and 4 together. This economic assessment has been carried out using the same economic methodology as documented previously, except for the following differences:

Table 8: Economic Evaluation Inputs, GI2T Sections 1-4

Item	Economic Evaluation of Sections 2 & 4	Economic Evaluation of Sections 1, 2, 3 & 4
Auckland Cycle Model scenarios	Future Reference Case includes GI2T Sections 1 & 3. Option scenario adds in Sections 2 & 4.	Future Reference Case excludes all GI2T sections Option scenario adds in Sections 1-4.
Economic evaluation period	40 years, beginning April 2020 (start of Section 2 construction)	40 years, beginning October 2015 (start of Section 1 construction)
Sunk costs	50% of design costs assumed to be sunk and omitted	All costs included for Sections 1-4

The following table summarises the outcome of the economic evaluation for the four GI2T stages together, comparing this to the evaluation for Stages 2 and 4 alone.

Table 9: Discounted Project Benefits and Costs

Economic Measure		Discounted Cost/Benefit	
		Sections 2 & 4	Sections 1-4
Cycling benefits	Health benefits for cyclists	\$25.4 million	\$31.2 million
	Safety benefits for cyclists	\$0.9 million	\$1.3 million
	Travel time savings for cyclists	\$6.7 million	\$7.6 million
Pedestrian benefits	Health & environment benefits for peds	\$26.6 million	\$32.2 million
	Travel time savings for pedestrians	\$3.1 million	\$3.3 million
General traffic benefits	Decongestion	\$16.2 million	\$19.8 million
Total Discounted Benefits		\$78.8 million	\$95.4 million
Total Discounted Costs		\$82.0 million	\$101.8 million

The resulting BCR for the overall GI2T shared path project has been assessed to be 0.94. This is very similar to the BCR for Sections 2 and 4 of 0.96. This is not unexpected, as Sections 2 and 4 make up approximately 80% of the overall GI2T project costs, so understandably the BCR for these sections heavily influences the overall BCR.

It is also noted that the BCR for Section 2 and 4 gains from omitting sunk costs (the 50% of design costs assumed to be sunk, as per Section 4.2), and this is consistent with EEM guidance. The BCR for the overall GI2T project must include sunk costs however, in order to fairly include the Section 1 and 3 construction costs already spent. This has a significant impact on the BCR, as the overall design costs for GI2T are some \$11 million.

5 INDEPENDENT REVIEWS

5.1 Peer Review

This economic evaluation has been independently peer reviewed, by Harrison Grierson. The reviewer agreed with the methodology applied, and made a number of recommendations that have been incorporated into the evaluation and this document. The peer review documentation is included in Appendix D, and the recommendations of the review are summarised in the following table:

Table 10: Independent Peer Review Summary

Item	Peer Review Comment	Response and Action Taken	Item Resolution
Use of EEM SP11	Concern over use of SP11 for a project with capital value over \$5 million	Additional commentary added to report to clarify methodology used – ie full economic procedure developed by expanding on SP11	✓
Update factors	New EEM update factors released after first draft report	Subsequent reports have incorporated current EEM update factors	✓
Recreation/commuter mix	Additional information required to support 50/50 balance of recreational/commuter cyclists	Survey data supplied. Sensitivity tests run on effects of recreational/commuter cyclist assumptions	✓
Estimated cyclist speeds	Additional information required to support assumed speeds	Survey data supplied. Default cyclist speed reduced to reflect GI2T design speed. Sensitivity tests run on effects of speed assumptions	✓
Pedestrian travel time benefits	Recommendation to include pedestrian travel time benefits	Pedestrian travel time benefits added to evaluation	✓
Health benefits for cyclists	Clarification sought that cycling health benefits exclude environmental benefits	Wording in report revised to clarify	✓
	Clarification that health benefits do not double count benefits associated with completed sections of GI2T	Wording in report revised to clarify	✓

Table 10: Independent Peer Review Summary

Item	Peer Review Comment	Response and Action Taken	Item Resolution
Health and environment benefits for pedestrians	Clarification that pedestrian health benefits also include environmental benefits	Wording in report revised to clarify	✓
	Additional information required to support assumed ratio of cyclists to pedestrians	Survey data supplied. Sensitivity tests run on effects of pedestrian ratio assumptions	✓
Road traffic reduction benefits	Additional information required to support decongestion rates applied	Additional modelling and economic data provided. Sensitivity test run on effects of decongestion rates.	✓

5.2 Additional Comments Received

Further comments were provided following the peer review from Resolve Group. These comments, and Flow’s response to them, are provided below:

Table 11: Additional Review Summary

Resolve Group Comment	Response and Action Taken	Item Resolution
Increased demand due to tourism spending. The Flow model does calibrate with the cycle counts but not sure whether a distinction is made between major tourism/recreational routes	Flow agree that tourist users may be significant on cycle routes such as SkyPath, Quay Street and Tamaki Drive. Tourists are not anticipated to use the facility in significant numbers however, and this benefit stream would not be expected to contribute significantly to the assessment.	✓
Increased use by vulnerable users - new, and returning cyclists	The Auckland Cycle Model already incorporates estimates of both existing and new users.	✓
Section 4 completes a connected network with the central cycling spine in the CBD. Without it users will not be able to reach the CBD unless they transfer at Orakei train station	The Auckland Cycle Model already includes “network effects” and as such already accounts for this gap in the network, if Section 4 is not completed.	✓
4% discount rate to be used to recognise the social capital value (network integration) and intergenerational importance - as part of sensitivity analysis	A 4% discount rate sensitivity test has been included in the economic evaluation, to account for possible social capital value.	✓

Table 11: Additional Review Summary

Resolve Group Comment	Response and Action Taken	Item Resolution
<p>Inclusion of the creation of Social capital value (see the research report Framework for measuring social capital in New Zealand by Stats NZ in 2001. The impacts reflect on networking ability, changing values, social cohesiveness, improved mobility especially for those not having access to a car to participate in society. Cycleways forms part of the creation of social capital for short trips.</p>	<p>As above</p>	<p style="text-align: center;">✓</p>
<p>Comparing the two projects against each other as part of the sensitivity testing is good and well but not conclusive as we are looking at how well the network will be functioning. The impacts should therefore also be reviewed from a network perspective i.e. the outcomes from sections 1+2+3 versus 1+2+3+4 should be compared. The "missing link" or "completed network" concepts are being tested in these scenarios.</p>	<p>As per above, the Auckland Cycle Model already includes "network effects". The assessment compares the effects (in terms of demands and economics) of sections 1+2+3 versus 1+3+4 versus 1+2+3+4. This is evident in Table 3 and Table 4, which show increasing cycle demands on GI2T, as well as on the network overall, as each section is completed. This has been clarified in the reporting.</p>	<p style="text-align: center;">✓</p>

APPENDIX A **economic evaluation sheets**

2026 GI to Tamaki

SP11 Walking and cycling facilities continued

Worksheet 4 - Travel time cost savings - Cyclists

1 Road type (tick option being considered)			
urban arterial	<input checked="" type="checkbox"/>	urban other	<input type="checkbox"/>
		rural strategic	<input type="checkbox"/>
		rural other	<input type="checkbox"/>
2 Travel time data		Update factor	1.50
Cyclists average annual daily traffic current (AADT _E) (or volumes affected by the improvement) - Existing Cyclists			515
Cyclists average annual daily traffic current (AADT _{NE}) (or volumes affected by the improvement) - New & Existing Cyclists			774
Walking or Cycling growth rate (per annum)			n/a
Travel time costs (TTC) (Table 4.1b)		\$	11.03
		Do-minimum	Option
Length of route (km)	L ^{dm}	4.8	L ^{opt} 4.2
Mean mode speed	VS ^{dm}	16	VS ^{opt} 20
Relative attractiveness		1.0	2.0
3 Annual TTC for the do-minimum			
		$\frac{(AADT_E + AADT_{NE}) / 2 \times 365 \times L^{dm} \times TTC}{VS^{dm}}$	= \$ 780,649 (a)
4 Annual TTC for the option			
		$\frac{(AADT_E + AADT_{NE}) / 2 \times 365 \times L^{opt} \times TTC}{VS^{opt} \times RA}$	= \$ 270,274 (b)
5 Value of annual TTC savings			
			(a) - (b) = \$ 510,374 (c)
6 PV of TTC savings			
			(c) x DF ^{TTC} = \$ n/a (d)
Transfer PV or TTC savings, C for the preferred option to C on Worksheet 1.			

2046 GI to Tamaki

SP11 Walking and cycling facilities continued

Worksheet 4 - Travel time cost savings - Cyclists

1 Road type (tick option being considered)							
	urban arterial	<input checked="" type="checkbox"/>	urban other	<input type="checkbox"/>	rural strategic	<input type="checkbox"/>	
					rural other	<input type="checkbox"/>	
2 Travel time data							
					Update factor	1.50	
Cyclists average annual daily traffic current (AADT _E) (or volumes affected by the improvement) - Existing Cyclists							
						622	
Cyclists average annual daily traffic current (AADT _{NE}) (or volumes affected by the improvement) - New & Existing Cyclists							
						869	
Walking or Cycling growth rate (per annum)							
						n/a	
Travel time costs (TTC)							
					\$	11.03	
		Do-minimum		Option			
Length of route (km)	L ^{dm}	4.8	L ^{opt}	4.2			
Mean mode speed	VS ^{dm}	16	VS ^{opt}	20			
Relative attractiveness		1.0		2.0			
3 Annual TTC for the do-minimum							
		$\frac{(AADT_E + AADT_{NE}) / 2 \times 365 \times L^{dm} \times TTC}{VS^{dm}}$		= \$	903,681	(a)	
4 Annual TTC for the option							
		$\frac{(AADT_E + AADT_{NE}) / 2 \times 365 \times L^{opt} \times TTC}{VS^{opt} \times RA}$		= \$	312,870	(b)	
5 Value of annual TTC savings							
					(a) - (b) = \$	590,811	(c)
6 PV of TTC savings							
					(c) x DF ^{TTC} = \$	n/a	(d)
Transfer PV or TTC savings, C for the preferred option to C on Worksheet 1.							

2026 GI to Tamaki

SP11 Walking and cycling facilities continued

Worksheet 4 - Travel time cost savings - Pedestrians

1 Road type (tick option being considered)								
	urban arterial	<input checked="" type="checkbox"/>	urban other	<input type="checkbox"/>	rural strategic	<input type="checkbox"/>	rural other	<input type="checkbox"/>
2 Travel time data						Update factor	1.50	
Cyclists average annual daily traffic current (AADT _E) (or volumes affected by the improvement) - Existing Cyclists						<input style="width: 100%;" type="text"/>	324	
Cyclists average annual daily traffic current (AADT _{NE}) (or volumes affected by the improvement) - New & Existing Cyclists						<input style="width: 100%;" type="text"/>	508	
Walking or Cycling growth rate (per annum)						<input style="width: 100%;" type="text"/>	n/a	
Travel time costs (TTC) (Table 4.1b)						\$	<input style="width: 100%;" type="text"/>	11.03
		Do-minimum			Option			
Length of route (km)	L ^{dm}	<input style="width: 100%;" type="text"/>	3.3	L ^{opt}	<input style="width: 100%;" type="text"/>	2.6		
Mean mode speed	VS ^{dm}	<input style="width: 100%;" type="text"/>	5	VS ^{opt}	<input style="width: 100%;" type="text"/>	5		
Relative attractiveness		<input style="width: 100%;" type="text"/>	1.0		<input style="width: 100%;" type="text"/>	1.0		
3 Annual TTC for the do-minimum								
$\frac{(AADT_E + AADT_{NE}) / 2 \times 365 \times L^{dm} \times TTC}{VS^{dm}}$						= \$	<input style="width: 100%;" type="text"/>	1,103,953 (a)
4 Annual TTC for the option								
$\frac{(AADT_E + AADT_{NE}) / 2 \times 365 \times L^{opt} \times TTC}{VS^{opt} \times RA}$						= \$	<input style="width: 100%;" type="text"/>	869,781 (b)
5 Value of annual TTC savings								
						(a) - (b) = \$	<input style="width: 100%;" type="text"/>	234,172 (c)
6 PV of TTC savings								
						(c) x DF ^{TTC} = \$	<input style="width: 100%;" type="text"/>	n/a (d)
Transfer PV or TTC savings, C for the preferred option to C on Worksheet 1.								

2046 GI to Tamaki

SP11 Walking and cycling facilities continued

Worksheet 4 - Travel time cost savings - Pedestrians

1 Road type (tick option being considered)
 urban arterial urban other rural strategic rural other

2 Travel time data	Update factor	1.50
Cyclists average annual daily traffic current (AADT _E) (or volumes affected by the improvement) - Existing Cyclists		385
Cyclists average annual daily traffic current (AADT _{NE}) (or volumes affected by the improvement) - New & Existing Cyclists		563
Walking or Cycling growth rate (per annum)		n/a
Travel time costs (TTC)	\$	11.03

		Do-minimum		Option
Length of route (km)	L ^{dm}	3.3	L ^{opt}	2.6
Mean mode speed	VS ^{dm}	5	VS ^{opt}	5
Relative attractiveness		1.0		1.0

3 Annual TTC for the do-minimum	$\frac{(AADT_E + AADT_{NE}) / 2 \times 365 \times L^{dm} \times TTC}{VS^{dm}}$	= \$	1,258,582	(a)
4 Annual TTC for the option	$\frac{(AADT_E + AADT_{NE}) / 2 \times 365 \times L^{opt} \times TTC}{VS^{opt} \times RA}$	= \$	991,610	(b)

5 Value of annual TTC savings

(a) - (b) = \$ 266,972 (c)

6 PV of TTC savings

(c) x DF^{TTC} = \$ n/a (d)

Transfer PV or TTC savings, C for the preferred option to C on Worksheet 1.

2026 GI to Tamaki

SP11 Walking and cycling facilities continued

Walking Section C and D

Cycling Section A, B, C, D

Worksheet 5 - Benefits for walking and cycling facilities:

1 Health and environmental benefits for walking facility

Pedestrian growth rate (per annum) n/a

Health and environmental benefits for footpaths and other pedestrian facilities

Benefit = number of additional pedestrians/day x length of new facility in km x 365 x \$2.70 Update factor 1.21

L 3.4 x NPDP 510 x 365 x \$2.70 x DF 1.00 = \$ 2,045,238 (a)

2 Health and environmental benefits from improvements at hazardous sites

(provision of overbridges, underpasses, bridge widening or intersection improvements for pedestrians)

Benefit = number of additional pedestrians/day x 365 x \$2.70

NPD x 365 x \$2.70 x DF = \$ - (b)

Transfer total (a) or (b) to D on Worksheet 1.

3 Health benefits for cycling facility

Cyclist growth rate (per annum) n/a

Health and environmental benefits for cycle lanes, cycleways or increased road shoulder widths

Benefit = number of additional cycle trips/day x average distance cycled in km x 365 x \$1.30 Update factor 1.21

L 1.0 x NTD 3584 x 365 x \$1.30 x DF 1.00 = \$ 2,057,717 (c)

4 Health and environmental benefits from improvements at hazardous sites

(provision of overbridges, underpasses, bridge widening or intersection improvements for cyclists)

Benefit = number of additional cycles/day x 365 x \$4.20

NTD x 365 x \$4.20 x DF = \$ - (d)

Transfer total (c) or (d) to D on Worksheet 1.

5 Safety benefits for cycle facility

Safety benefits for cycle lanes, cycleways or increased road shoulder widths in the absence of a specific accident analysis

Benefit = number of new and existing cycle trips/day x length of new facility in km x 365 x \$0.05

L 4.2 x NSD 774 x 365 x \$0.05 x DF 1.00 Update factor 1.21

= \$ 71,237 (e)

6 Safety benefit from improvements at hazardous sites in the absence of a specific accident analysis

(provision of overbridges, underpasses, bridge widening or intersection improvements for cyclists)

Benefit = number of additional cycles/day x 365 x \$0.15

NSD x 365 x \$0.15 x DF = \$ - (f)

Transfer total (e) or (f) to E on Worksheet 1.

2046 GI to Tamaki

SP11 Walking and cycling facilities continued

Walking Section C and D

Cycling Section A, B, C, D

Worksheet 5 - Benefits for walking and cycling facilities:

1 Health and environmental benefits for walking facility

Pedestrian growth rate (per annum)				n/a
Health and environmental benefits for footpaths and other pedestrian facilities				
Benefit = number of additional pedestrians/day x length of new facility in km x 365 x \$2.70				
L	3.4	x NPD	569	x 365 x \$2.70 x DF
			1.00	= \$ 2,278,451 (a)

2 Health and environmental benefits from improvements at hazardous sites

(provision of overbridges, underpasses, bridge widening or intersection improvements for pedestrians)				
Benefit = number of additional pedestrians/day x 365 x \$2.70				
		NPD		x 365 x \$2.70 x DF
				= \$ - (b)
Transfer total (a) or (b) to D on Worksheet 1.				

3 Health benefits for cycling facility

Cyclist growth rate (per annum)				n/a
Health and environmental benefits for cycle lanes, cycleways or increased road shoulder widths				
Benefit = number of additional cycle trips/day x average distance cycled in km x 365 x \$1.30				
L	1.0	x NTD	3532	x 365 x \$1.30 x DF
			1.00	= \$ 2,027,762 (c)

4 Health and environmental benefits from improvements at hazardous sites

(provision of overbridges, underpasses, bridge widening or intersection improvements for cyclists)				
Benefit = number of additional cycles/day x 365 x \$4.20				
		NTD		x 365 x \$4.20 x DF
				= \$ - (d)
Transfer total (c) or (d) to D on Worksheet 1.				

5 Safety benefits for cycle facility

Safety benefits for cycle lanes, cycleways or increased road shoulder widths in the absence of a specific accident analysis				
Benefit = number of new and existing cycle trips/day x length of new facility in km x 365 x \$0.05				
L	4.2	x NSD	869	x 365 x \$0.05 x DF
			1.00	= \$ 80,059 (e)

6 Safety benefit from improvements at hazardous sites in the absence of a specific accident analysis

(provision of overbridges, underpasses, bridge widening or intersection improvements for cyclists)				
Benefit = number of additional cycles/day x 365 x \$0.15				
		NSD		x 365 x \$0.15 x DF
				= \$ - (f)
Transfer total (e) or (f) to E on Worksheet 1.				

Worksheet 1 - Evaluation Summary

1	Evaluator(s) Reviewer(s)	
2	Activity/package details Approved organisation name Activity/package name Your reference Activity description Describe the predominant type of problem	Flow Transportation Specialists GI to Tamaki Dr stages 2 & 4 STAN045 New Road Infrastructure Assessment Cycle network connectivity and quality
3	Location Brief description of location	GI to Tamaki Dr
4	Alternatives and options Describe the do-minimum Summarise the alternatives considered Summarise the options assessed	Do Nothing
5	Timing Earliest construction start date (mm/yyyy) Expected construction start date (mm/yyyy) Expected duration of construction (months)	Apr 2020 Apr 2020 30
6	Economic Efficiency Date Economic evaluation completed (mm/yyyy) Time zero Base date for costs and benefits PV cost of the do-minimum PV net cost of preferred option PV net benefits of preferred option	1 July 2018 1 July 2018 \$ - \$ 82,023,392 \$ 78,859,006
7	BCR	1.0
8	FYRR	5.5%
9	Non-monetised impacts	NA
10	National strategic factors	NA

Spreadsheet based on the NZ Transport Agency Economic Evaluation Manual

Worksheet 3 - Project Benefit Summary

Project Name		GI to Tamaki Dr stages 2 & 4	
Benefits			
			Option 1
1	TTC	\$	
2	VOC	\$	
3	Accident costs (study corridor)	\$	928,258
	Accident costs (wider area)	\$	
4	Vehicle emission costs	\$	
5	Driver frustration	\$	
5a	Trip Reliability	\$	
6	Monetised external impacts (list)		
	Pedestrian health benefits	\$	26,549,222
	Cyclist health benefits	\$	25,375,703
	Road Traffic Reduction Benefit (cycle trips)	\$	16,197,837
	Cyclist travel time benefits	\$	6,737,422
	Pedestrian travel time benefits	\$	3,070,564
7	PV total net Benefits		78,859,006
Costs		PV of costs as calculated	
8	Investigation		
9	Design		
10	Property		
11	Construction/implementation		71,922,555
12	Maintenance		10,100,837
13	Renewal		
14	Operating		
15	External impact mitigation		
16	Activity contingency costs		
17	Risk Management		
18	PV total net costs		82,023,392
19	BCR = (7)/(18)		0.96



Spreadsheet based on the NZ Transport Agency Economic Evaluation Manual

Worksheet 4 - Incremental Analysis

Project Name							GI to Tamaki Drive shared path				
1	Target BCR (from appendixA12.4)						1.0				
Step	Base option for comparison			Next option			Incremental Analysis				
	Option (2)	Costs (3)	User Costs (4)	Option (5)	Costs (6)	User Costs (7)	Costs (8) = (6)-(3)	User Costs (9) = (7)-(4)	incremental BCR (10) = (9)/(8)	Base option for next step (11)	
Default incremental analysis (Stage 4 as initial base option)											
1	Stage 4	\$ 31,932,844	\$ 22,818,844	Stage 2	\$ 50,122,703	\$ 43,761,002	\$ 18,189,859	\$ 20,942,157	1.15	Stage 2	
2	Stage 2	\$ 50,122,703	\$ 43,761,002	Stages 2 & 4	\$ 82,023,392	78,859,006	\$ 31,900,689	\$ 35,098,005	1.10	Stages 2 & 4	
Alternative incremental analysis (Do Nothing as initial base option)											
1	Do Nothing	\$ -	\$ -	Stage 4	\$ 31,932,844	\$ 22,818,844	\$ 31,932,844	\$ 22,818,844	0.71	Do Nothing	
2	Do Nothing	\$ -	\$ -	Stage 2	\$ 50,122,703	\$ 43,761,002	\$ 50,122,703	\$ 43,761,002	0.87	Do Nothing	
3	Do Nothing	\$ -	\$ -	Stages 2 & 4	\$ 82,023,392	\$ 78,859,006	\$ 82,023,392	\$ 78,859,006	0.96	Do Nothing	
12	Preferred activity option						Do Nothing				
13	Rational for selection						Highest Ranking BCR				
14	Results of sensitivity testing of target incremental BCR										

Worksheet 5 - First year rate of return

Project	GI to Tamaki Dr stages 2 & 4				
1 Preferred activity Option	Stages 2 & 4				
2 Activity (do-minimum or option)	\$	82,023,392			
3 Midpoint of first year benefits	1/07/2023				
4 SPPWF of first year of benefits	0.747				
Benefits	Opening Year Benefits option (5)	Opening Year Benefits do minimum (6)	Net Annual benefits (at time zero) (7)	Growth rate (decimal) (8)	PV of net benefits first year
TTC	\$				
VOC savings	\$				
Accident cost savings	\$				52,244
Vehicle emission reduction	\$				
Reduced driver frustration	\$				
Trip Reliability	\$				
Monetised external impacts (list)					
Pedestrian health benefits	\$				1,502,180
Cyclist health benefits	\$				1,541,004
Road Traffic Reduction Benefit (cycle trips)	\$				907,831
Cyclist travel time benefits	\$				372,365
Pedestrian travel time benefits	\$				171,310
					-
					-
10 Sum of PV of benefits in first year	\$				4,546,935
11 FYRR = [(10)/(2)x100]					5.5 %



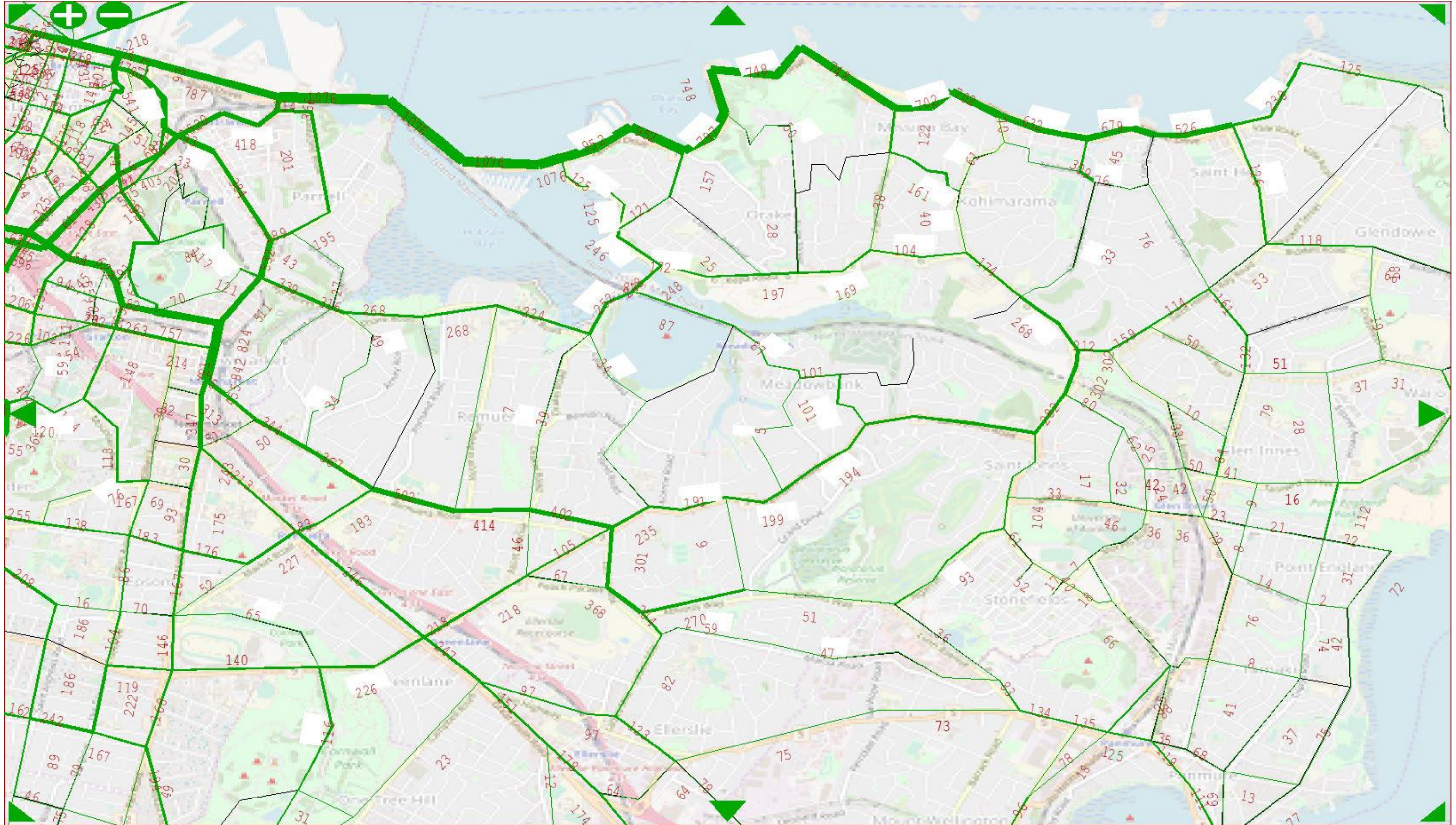
Spreadsheet based on the NZ Transport Agency Economic Evaluation Manual

APPENDIX B

cyclist demand plots

2016 CYCLIST DEMAND PLOTS

Figure 1: Modelled 2016 Average Annual Daily Cyclists



2026 CYCLIST DEMAND PLOTS

Figure 2: Forecast 2026 Average Annual Daily Cyclists, Reference Case

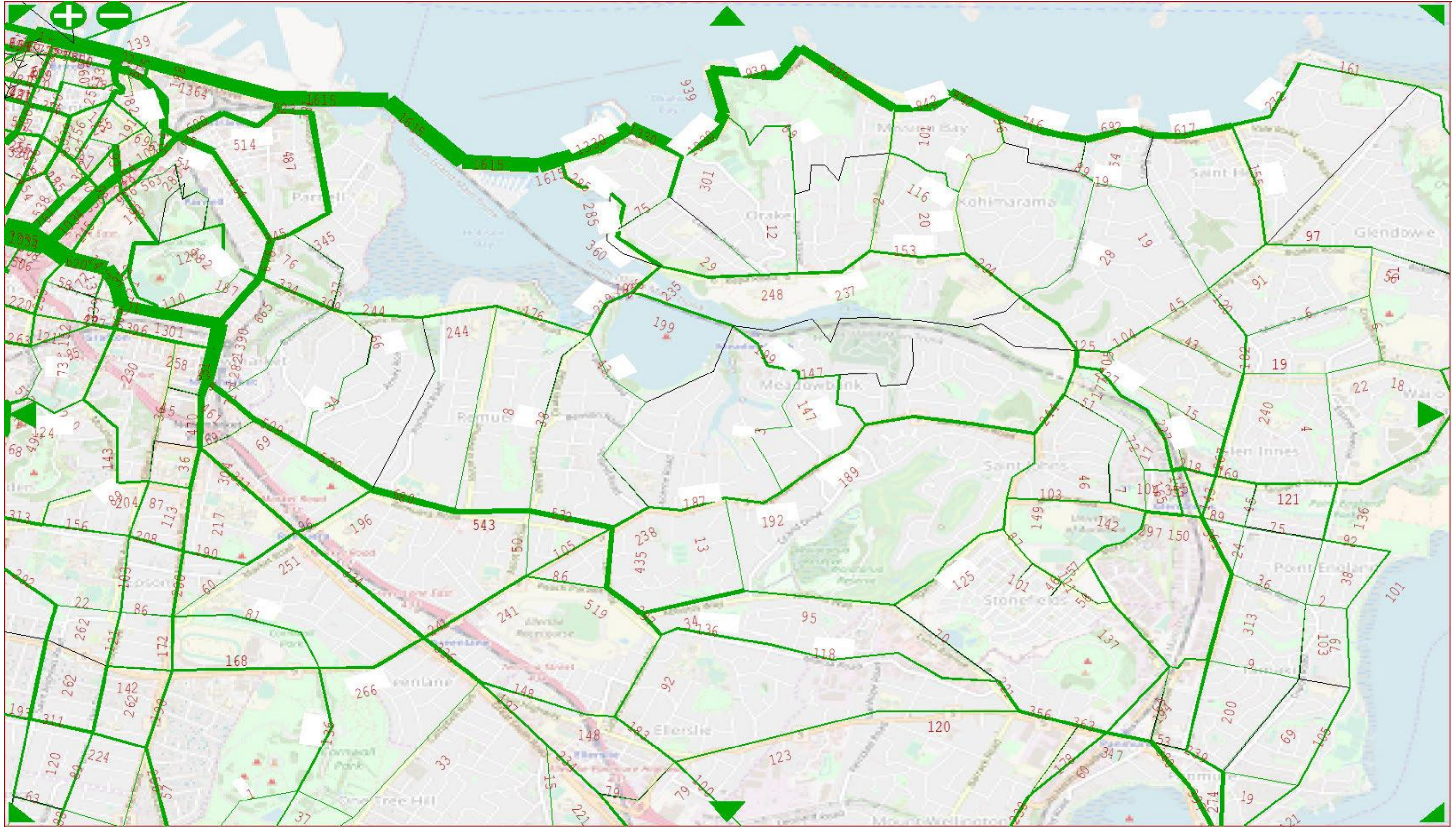
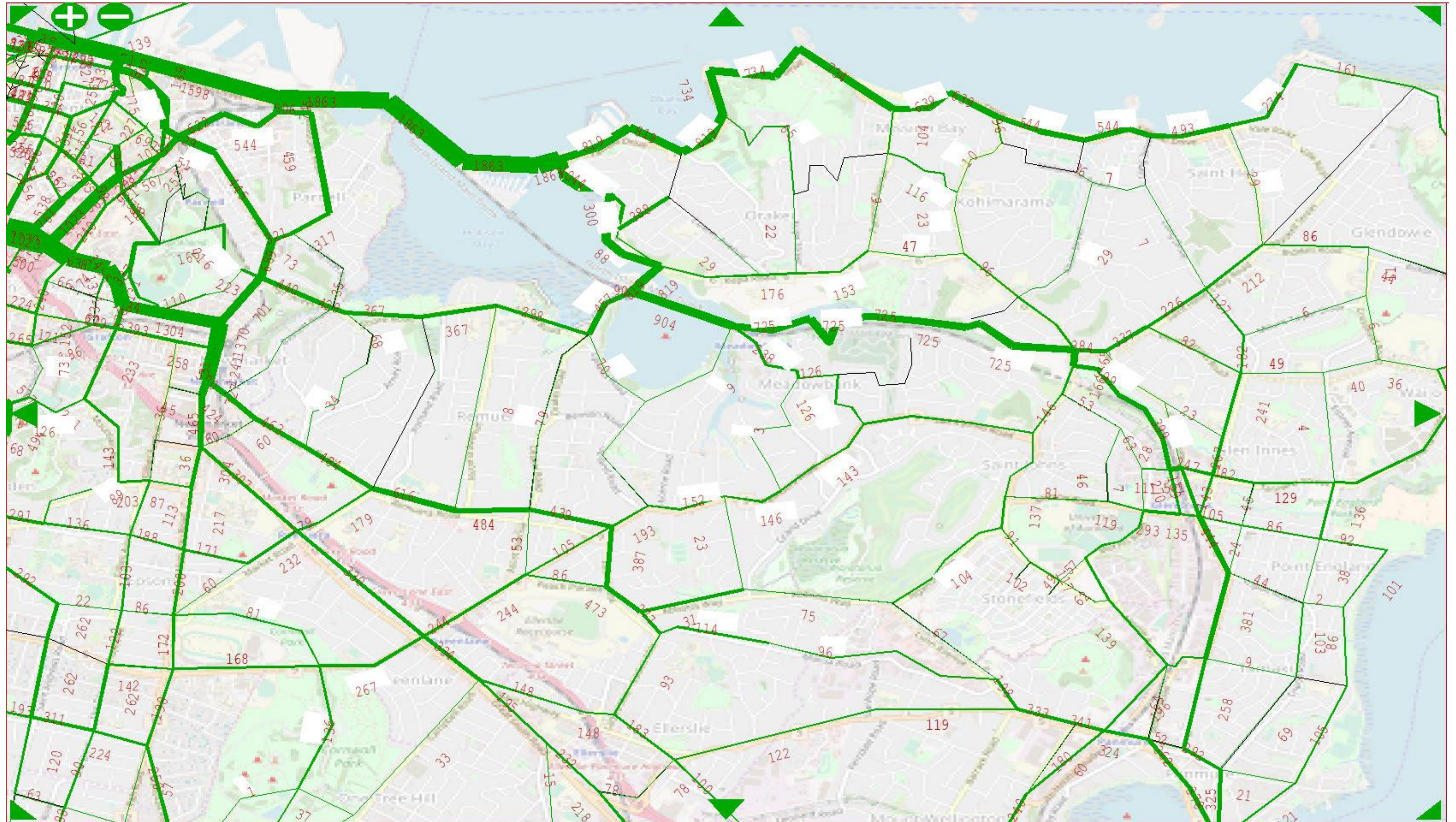


Figure 5: Forecast 2026 Average Annual Daily Cyclists, Completed GI2T Project



APPENDIX C **cyclist demand difference plots**

2026 CYCLIST DEMAND DIFFERENCE PLOTS

Figure 6: Forecast Average Annual Daily Cyclists, 2026 Reference Case (relative to 2016)

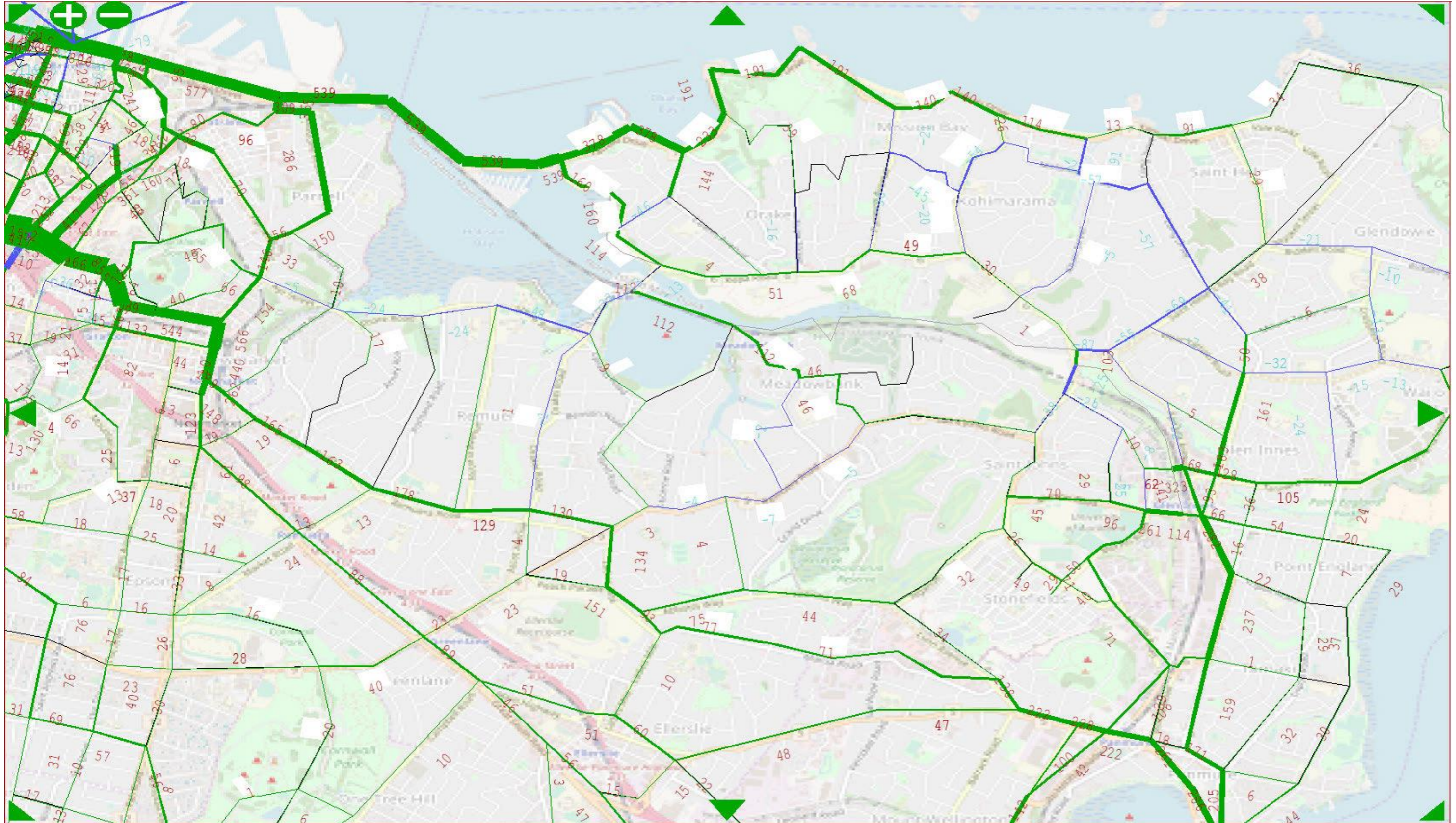


Figure 7: Forecast 2026 Average Annual Daily Cyclists, GI2T Project Section 2 (relative to Reference Case)

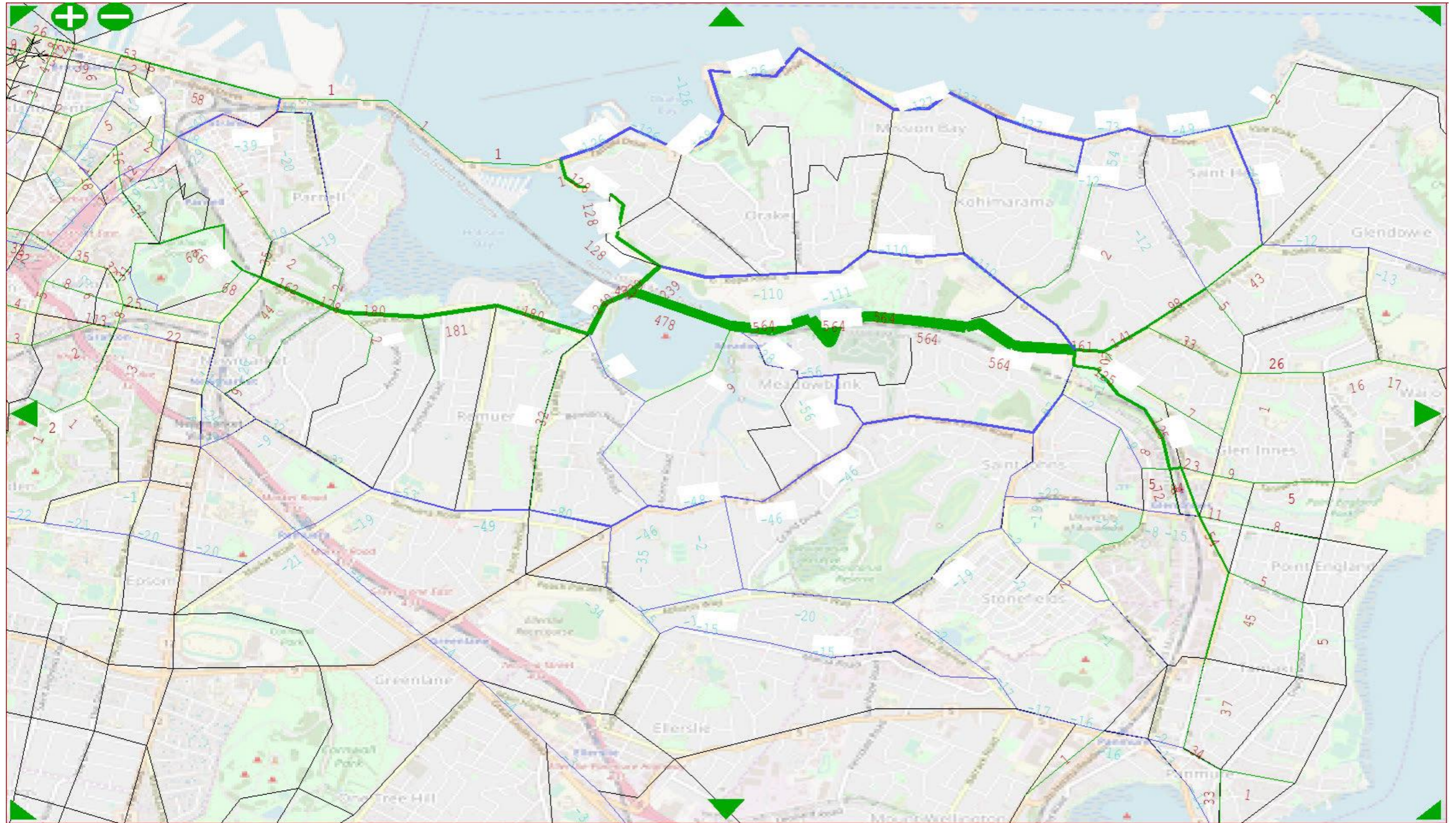
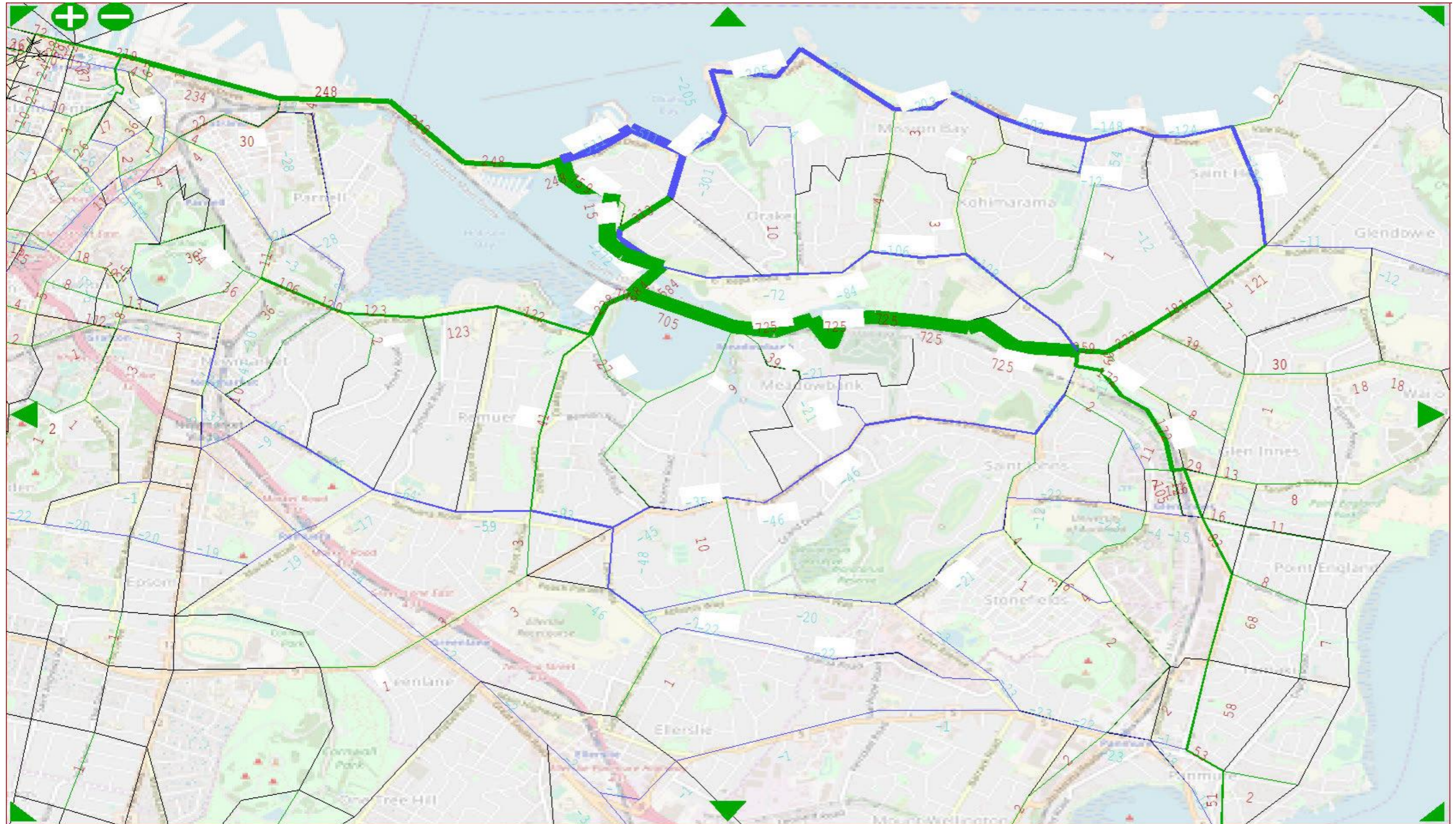


Figure 9: Forecast 2026 Average Annual Daily Cyclists, GI2T Project Sections 2 and 4 (relative to Reference Case)



APPENDIX D

independent peer review

**GLEN INNES TO
TAMAKI DRIVE
SHARED PATH**

Peer Review

Auckland Transport





DOCUMENT CONTROL RECORD

CLIENT Auckland Transport
PROJECT Glen Innes to Tamaki Drive Shared Path
HG PROJECT NO. 1040-145303-01
HG DOCUMENT NO.
DOCUMENT Peer Review

ISSUE AND REVISION RECORD

DATE OF ISSUE 11 February 2019
STATUS Final



ORIGINATOR [Redacted] Traffic and Transportation Intern



REVIEWED [Redacted] Transportation Consultant



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APPENDICES

Appendix 1	Correspondence with Flow
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1.0 INTRODUCTION

The Glen Innes to Tamaki Drive Shared Path (GI2T) is a joint project between Auckland Transport (AT) and the New Zealand Transport Agency (NZTA). GI2T is part of the Auckland Urban Cycleways Programme (UCP) – a programme of cycling infrastructure projects aimed at creating a network of safe cycle routes across Auckland. This project will be funded by the Urban Cycleways Fund (UCF), a government initiative to enable investment in cycleway infrastructure.

In the Government Policy Statement on land transport (GPS) 2018/19 – 2027/28 four priorities are identified. The two key strategic priorities of safety and access are supported by two other strategic priorities of value for money and environment. Projects for government funding should sufficiently align with these priorities. The updated GPS places greater emphasis on hard-to-measure benefits of investment to ensure a more balanced future transportation system.

The National Land Transport Programme (NLTP) sets out a three-year plan for transport investment including individual project that give effect to the priorities outlined in the GPS. The GI2T project is included in the 2018 – 2021 NLTP, highlighting its significance for improving the walking and cycling network within Auckland.

The shared path will link Merton Road near Glen Innes Station to Tamaki Drive at the Ngapipi Road intersection. It is being completed in four sections.

In this commission, HG is undertaking a peer review of the economic evaluation for Sections 2 and 4 of the Glen Innes to Tamaki Drive project. The economic evaluation was undertaken by Flow Transportation Specialists ('Flow').

Standards and guidelines used in the Peer Review include:

- Economic Evaluation Manual (EEM)

The intent of this report is to peer review the current economic evaluation, confirm appropriate evaluation practice and provide guidance where we feel additional focus is required.

1.2 BACKGROUND

Section 1 of GI2T opened in December 2016 and currently work is ongoing on Section 3.

Currently, Section 2 is planned for construction to commence in July 2019 and Section 4 to begin November 2020.

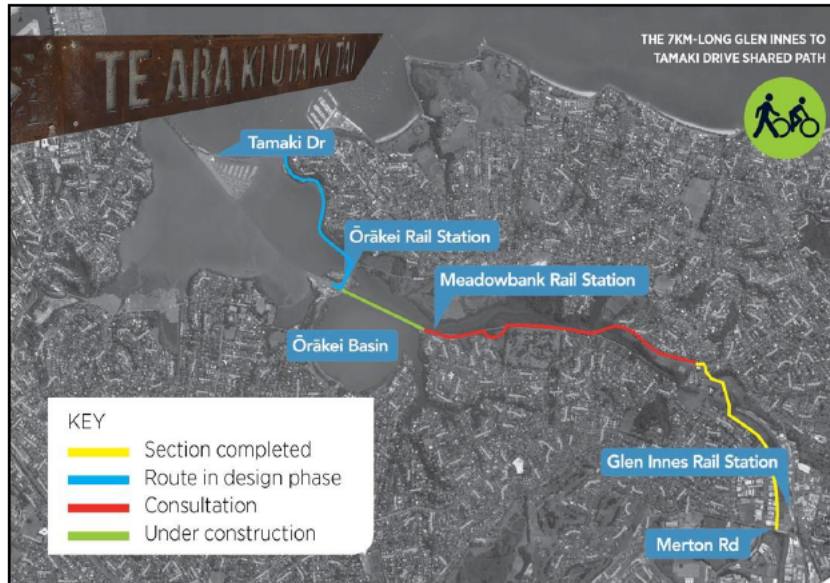
In 2017, Flow evaluated the whole GI2T project economics. Flow estimated at that time a BCR of 1.0. Several design options for Section 4 were evaluated concurrently. The BCR estimated in 2017 for Section 4 was 1.1.

In December 2018, Flow re-evaluated the Auckland UCP economics and determined as part of that assessment a new estimated BCR of 0.9 for the overall GI2T project. Escalating costs and changes to the evaluation method between the economic assessments are cited as reasons for the reduction in BCR.

1.3 LOCATION DESCRIPTION AND EXISTING FACILITIES

The GI2T project is located between the suburbs of Ōrākei and Glen Innes in the eastern side of the central isthmus of Auckland.

Figure 1 shows the location of the project in relation to the surrounding area. Section 2 and Section 4 are shown in red and blue, respectively.

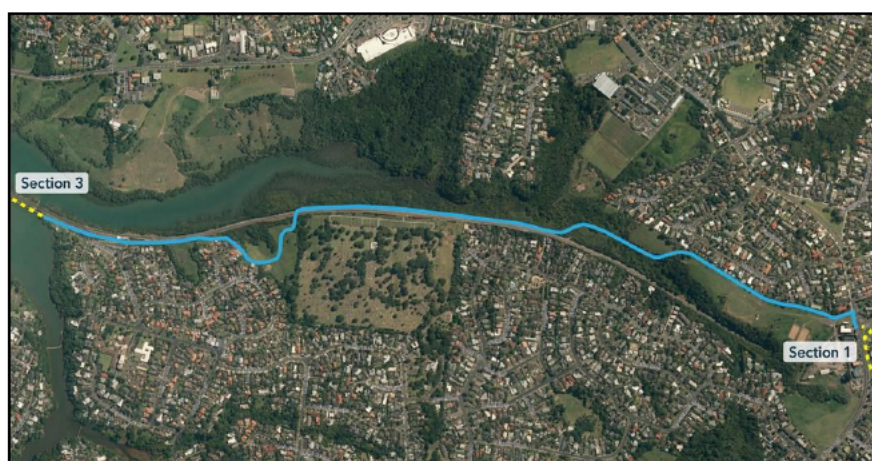


¹ FIGURE 1: SITE LOCATION AND OVERVIEW OF SECTIONS

As the figure also shows, the GI2T shared path terminates at Tamaki Drive. Existing shared paths and cycleways along Tamaki Drive connect with the GI2T shared path to allow continued safe cycling and walking.

Recently, the Tamaki Drive / Ngapipi Road intersection was upgraded to a signalised intersection with separated cycle crossings. Upgrades to existing cycle facilities along Tamaki Drive are also planned.

Section 2 is shown highlighted blue in Figure 2 below.



² FIGURE 2: SECTION 2 ALIGNMENT

¹ <https://at.govt.nz/media/1978235/gi-to-tamaki-dr-shared-path-route-map-overview.jpg?width=1083>

² <https://at.govt.nz/media/1750831/glen-innes-shared-path-section2.jpg?width=1083>

This section stretches between St Johns Road and Ōrākei Basin and will involve the construction of two bridges.

Section 4 is shown highlighted blue in Figure 3 below.



³ **FIGURE 3: SECTION 4 ALIGNMENT**

The exact alignment of Section 4 has not been finalised, yet through consultation it was determined it would follow the shoreline of Ōrākei Bay (between Ōrākei Road and Tamaki Drive).

³ <https://at.govt.nz/media/1974505/gi-to-tamaki-dr-shared-path-section-4-map.jpg?width=1083>

2.0 ECONOMIC REVIEW

The draft Economic Evaluation ('the Report') of the benefits of the Glen Innes to Tamaki Drive Shared Path (dated December 2018) was prepared by Flow Transportation Specialists ('Flow'). In the following sections of this report, we have peer reviewed the draft Economic Evaluation undertaken by Flow.

2.1 METHODOLOGY

The evaluation was undertaken based on the Simplified Procedure 11 – Walking and Cycling Facilities (SP11) worksheet of the NZTA Economic Evaluation Manual (EEM).

The EEM specifies that simplified procedures can be used if the Project cost is under \$5 million and that funded projects will be completed in the first year. For projects that do not meet this requirement, the full procedures in the EEM must be used.

The cost for the Project was provided by Auckland Transport. A total discounted cost of \$93.0 million is estimated for the two sections of the cycleway considered in this report. Therefore, as in accordance with the EEM, the full procedure should have been used. We recommend the economic evaluation be revised using the full procedure as outlined in Section 4.5 of the EEM.

Nevertheless, a review of the economic evaluation conducted by Flow is presented in the following subsections.

Cyclist demand was forecasted using the Auckland Cycle Model (ACM) developed by Flow. Contained in the SP11 is the standard methodology for forecasting cyclist demand. Therefore, standard practice would recommend the use of the method outlined in SP11. However, the ACM has shown to better predict cycleway usage and we agree with its use.

The evaluation uses model data for two forecast years of 2026 and 2046 and linear interpolation to estimate benefits across the time period. SP11 states that a growth rate should be applied from a base date to forecast data. We cannot comment on the potential variation in results due to this deviation as no data using the standard SP11 method has been provided.

Nevertheless, the data used for 2046 is obtained from the ACM and therefore we consider this methodology to be acceptable.

A discount rate of 6% has been assumed for the economic evaluation and a 40 year evaluation period has been used. This is in accordance with the requirements of the EEM.

The economic evaluation includes a comparison of the references cases – where the Project is not implemented, against the future option scenario. Two reference cases have been developed, one for 2026 and the other for 2046. Each reference case attempts to approximate the extent of the Auckland cycling network at each reference year. That is, the 2026 reference case includes all proposed cycle infrastructure projects with committed funding (and those that are likely to have received funding by 2026). The 2046 reference case extends the 2026 reference case to include facilities that are likely to be implemented under the 30-year 'bare minimum' cycle infrastructure investment level. This is a standard comparison methodology for evaluation of a new project.

2.1.1 UPDATE FACTORS

The EEM 1 December 2017 update factors were applied in the economic evaluation. At the time of completing the evaluation, these factors were the most recent. However, revised update factors were released on 1 December 2018. We recommend that the new update factors are utilised in a revised economic evaluation.

2.1.2 CYCLIST TRAVEL TIME BENEFITS

Cyclist travel time cost savings have been calculated using the method outlined in SP11. Travel time cost savings were calculated for both existing users and new users. As stipulated in Appendix A20 the 'rule of half' method has been used to determine the travel time benefits for new users. However, SP11 does not reference the 'rule of half' therefore we query the use of this in the SP11 method.

Two types of cycling were assumed for the evaluation, cycling for commuting and cycling for other purposes. Each purpose has a different value of time - \$7.80 /hr and \$6.90 /hr respectively in accordance with the travel time values in Section A4 of the EEM. For the evaluation, Flow have estimated that 50% of cycling trips are for commuting and 50% of trips are for non-commuting purposes. This assumption was based on data from surveys conducted on Quay Street and Tamaki Drive. However, data has not been provided to validate this assumption and we are concerned that this may underestimate the quantity of commuting cyclists (and therefore underestimate the benefits).

The survey methodology including the exact locations of the surveys and the survey times should be provided to evidence the assumptions made. Quay Street and Tamaki Drive are located along the scenic waterfront of the Waitematā Harbour, form a popular recreational route for sightseers and are relatively flat. In comparison, the Glen Innes to Tamaki Drive shared path is further from the CBD, not along the waterfront and has significant hill sections. We therefore would anticipate there to be proportionally fewer trips categorised under cycling for other purposes (i.e. we would expect a higher proportion of trips to be made by commuters).

Therefore, the travel time benefits attributed to the Project may be underestimated. Nevertheless, we believe underestimate is likely to have minor effect on the overall benefits and therefore is not of great concern.

Speeds of 20 km/h and 25 km/h were assumed for the Reference Case and the Project section, respectively. The Reference Case speed has been based off on-road cycle counter speeds. However, no source material has been provided to confirm this detail. Furthermore, the 25 km/h speed used for the Project is based on the assumption that cyclists can travel at higher speeds when separated from vehicles.

However, on the new shared path cyclists will be mixed with pedestrians. This creates friction and a priority order where cyclists would be expected to give way to pedestrians resulting in lower speeds. We recommend using measured speeds from cycle counters installed on other shared paths in Auckland if available.

Relative attractiveness ratings have been correctly used from SP11 to account for the preference for cyclists to cycle on separated cycleways.

We agree with the assumption that travel time cost savings for pedestrians are likely to be small. However, the economics should be updated with these cost savings as pedestrian numbers, especially recreational walking, could increase using this route.

2.1.3 HEALTH AND ENVIRONMENTAL BENEFITS - CYCLISTS

In SP11 health and environment benefits for new cyclists are only calculated for the fraction of the cycling trip undertaken on the new project section. However, the Report uses the full length of the G12T shared path for calculating health and environmental benefits. That is, the benefits from new cyclists (that wouldn't cycle without Section 2 and 4) is calculated for the full route (Section 1 to 4).

We have not reviewed the health and environmental benefit calculations for the whole route or for Section 3. We have some concerns that this methodology of calculating health and environmental benefits may be 'double-counting' the benefits associated with new cyclist trips (on the entire G12T project). It should be clarified how the benefits from the other sections of the project were included in the analyses for those sections.

Used in the Report is a \$1.30 / cyclist-km rate for health and environment benefits for cyclists. Table A20.4 in the EEM states a rate of \$1.30 / cyclist-km for health benefits only and does not include environmental benefits. The worksheet template for SP9 of the EEM states that environmental benefits are realised in the rate used for road traffic reduction. We recommend changing the wording in the Report to reflect this.

2.1.4 HEALTH AND ENVIRONMENTAL BENEFITS - PEDESTRIANS

Pedestrian health and environment benefits have also been included in the economic evaluation. The Project has only considered benefits for sections of the Project where no pedestrian facility previously existed. We agree with this assumption.

A composite rate of \$2.70 / pedestrian-km for new pedestrian trips has been used. As per Table A20.3 of the EEM, this composite rate is stated to include benefits for health and road traffic reduction. In the calculation for the health and environment benefits for cyclists the road traffic reduction component was subtracted from the benefit rate. However, this was not done for the health and environment benefits for pedestrians. We query this difference, but assume it arises from an assumption that new pedestrian trips are not as a result of mode change but rather are new trips all together. The Report should be updated to confirm the reason for this discrepancy.

A factor of 0.7 has been applied to the number of new cycling trips to estimate the number of new pedestrian trips. It is stated that this is based on pedestrian and cyclist count data from existing shared paths across Auckland. However, no evidence of this count data has been provided and therefore we cannot comment on the accuracy of this factor.

2.1.5 CYCLE SAFETY BENEFITS

Cycle safety benefits were calculated in accordance with the method outline in SP11 using a rate of \$0.05 / cycle-km. The calculation only uses the length of cyclists' trips that take place on the new facility. We agree with this calculation.

2.1.6 ROAD TRAFFIC REDUCTION BENEFITS FROM NEW CYCLING TRIPS

Road traffic reduction benefits have been calculated to account for new cycling trips that result from a change in travel mode from private vehicle. Road traffic reduction benefits include travel time savings, vehicle operating cost savings, crash cost savings and environmental benefits.

The EEM states a value of \$1.56 / vehicle-km removed for the base date. The economic evaluation has used the 2017 update factors to reach a value of \$1.86 / vehicle-km removed. However, the Report states that this value has not been used.

Instead, the evaluation has relied on three Auckland strategic traffic models developed by Flow themselves. No information about these models has been provided for peer review and therefore we cannot comment on the reliability of the models. Nevertheless, these models have predicted decongestion costs of \$7.16 / vehicle-km and \$2.32 / vehicle-km removed from the network in 2026 during peak and interpeak weekday periods, respectively.

No model data has been supplied for peer review. Therefore, we cannot comment on the accuracy of these values for representing the road traffic reduction benefits. The calculations provided with the Report include the calculations using both the standard rates and the Flow developed rates. It is evident that the road traffic reduction benefits are a lot greater using the rates developed by Flow rather than the standard EEM rates.

The total discounted benefit realised from road traffic reduction stated by the Report is \$17,534,339 out of total discounted benefits of \$81,752,025. Evidently, the road traffic reduction benefits represent a significant portion of the total benefits.

Had the standard EEM rate been applied, the total road traffic reduction benefits would be reduced to \$11,035,988. This would reduce the total project benefits to \$75,253,674. We have calculated this ourselves. The Report should be updated to consider the use of the standard EEM rate.

We are concerned about this deviation from the standard methodology. Therefore, more information should be presented about the models used to calculate the decongestion rate used.

The Report uses an average car occupancy rate of 1.1. No source material is provided to justify this assumption.

The percentage of utility cycle trips of the total cycle trips has been assumed to be 70% and 15% in the peak period and interpeak period respectively. The Report states this has been based on survey data collected on Quay Street and Tamaki Drive. No source material has been provided to confirm these percentages.

2.2 PROJECT COSTS

Project costs provided in the Report have been provided directly from Auckland Transport. A total discounted cost of \$93.0 million for Sections 2 and 4 of the Glen Innes to Tamaki Drive project has been stated. This peer review does not comment on the costing of the Project as this is outside the scope.

2.3 BENEFIT SUMMARY

A benefit summary in the Report has been included which lists the discounted benefits and provides reasoning for the low BCR of 0.9.

Two reasons have been included for the low BCR, these are mentioned below with our comments in response in italics:

1. *Very high construction costs at \$20 million / km*
 - We agree that the high construction costs have a large influence on the low BCR
2. *Without a full cycle network in the surrounding area, the full benefits of the Project cannot be realised*
 - We agree that the lack in supporting infrastructure plays a role in limiting the future forecasted use of the new cycleway and hence results in a lower BCR.

2.4 INCREMENTAL ANALYSIS

Section 4.4 of the Report should be where details of any incremental analysis for the Project is detailed. However, at this stage this section is left as 'TBC' pending the final version of the economic evaluation.

2.5 SENSITIVITY TESTS

Section 4.5 of the Report is for sensitivity tests of the Project. At the time of writing this peer review, the section only contains the factors that will be tested and does not present the results. Therefore, limited comments can be made on the sensitivity tests for the Project.

The Report lists four factors that will govern the sensitivity test to be conducted. We agree in general with the factors included.

3.0 CONCLUSIONS AND RECOMMENDATIONS

In this report, we have reviewed the draft Economic Evaluation of the benefits of the Glen Innes to Tamaki Drive Shared Path prepared by Flow Transportation Specialists.

This peer review has assessed the methodology used to evaluate the economic benefits of the planned shared path.

Some concerns are raised in this peer review and thus the following should be taken note of:

- SP11 of the EEM has been used despite the Project not meeting the conditions for its use. We recommend the use of the full procedures as outlined in Section 4.5 of the EEM.
- Cyclist demand was forecasted using the Auckland Cycle Model developed by Flow instead of the process outlined in SP11.
- 1 December 2017 update factors and rates have been used in the economic evaluation, these should now be updated to the 1 December 2018 values.
- Cyclist travel time benefits have been estimated using the 'rule of half' method for new trips which is not outlined in SP11.
- We believe the estimated 25 km/h speed for cyclists on the new shared path is overestimated and does not consider the mixing of pedestrians and cyclists.
- The deviation from SP11 methodology in calculating health benefits from new cyclists for the whole trip length instead of only the fraction of the trip undertaken on the new infrastructure may result in double counting of the benefits.
- No evidence has been supplied to support the 0.7 factor used to estimate the number of pedestrian trips based on the number of cycling trips.
- Cycle safety benefits have been calculated in accordance with SP11.
- Insufficient information has been provided to assess the strategic traffic models developed by Flow and used to determine a decongestion rate.
- No conclusion can be drawn on the appropriateness of the decongestion rates used in place of the standard EEM rates.
- All project costs as provided were assumed to be accurate.
- A BCR of 0.9 has been reasoned through high construction costs and full benefits of the projects not being realisable at this stage.
- No peer review on the incremental analysis nor sensitivity test could be completed due to insufficient information.

For the completed sections, we are confident that a robust evaluation has been undertaken for the Glen Innes to Tamaki Drive Shared Path. However, we recommend the evaluation be redone using the full procedure outlined in Section 4.5 of the EEM.

4.0 LIMITATIONS

4.1 GENERAL

This report is for the use by Auckland Transport only, and should not be used or relied upon by any other person or entity or for any other project.

This report has been prepared for the particular project described to us and its extent is limited to the scope of work agreed between the client and Harrison Grierson Consultants Limited. No responsibility is accepted by Harrison Grierson Consultants Limited or its directors, servants, agents, staff or employees for the accuracy of information provided by third parties and/or the use of any part of this report in any other context or for any other purposes.

4.2 PEER REVIEW

Should this report be a peer review of the work of another consultant (“the designer”), the following limitations apply:

- The review is limited to only those aspects of the designer’s work specified in the peer reviewer’s scope of engagement.
- The liability for the reviewed work remains at all times solely with the designer.
- If any comments or recommendations by the peer reviewer are adopted by the designer, the responsibility for their adoption is assumed totally by the designer.



APPENDICES



APPENDIX 1
CORRESPONDENCE WITH FLOW

[Redacted]

From: [Redacted] (AT) [Redacted]
Sent: Monday, 11 February 2019 12:11 PM
To: [Redacted]
Cc: [Redacted]
Subject: RE: GI to Tamaki Dr shared path

Hi [Redacted]

Thanks for this. If you could please just append this email as an Appendix A to the original report and reissue as a .pdf that would be great.

Thanks,
[Redacted]

From: [Redacted]
Sent: Monday, 11 February 2019 11:41 a.m.
To: [Redacted]
Cc: [Redacted] (AT) [Redacted]
Subject: RE: GI to Tamaki Dr shared path

Hi [Redacted]

Thanks for the email and the phone call last week. The below addresses the concerns raised in our memo and we generally support the methodology that was undertaken for the economics. I've written in some comments below in green. Let me know any further queries/issues.

[Redacted] please let me know if this email and comments below are OK or if you need us to update our original report.

Thanks,



[Redacted]
Transportation Consultant

[Redacted]
[Redacted]
[Redacted]
[Redacted]

[Redacted] [Redacted]

HARRISON
GRIERSON.
COM



All our emails and attachments are subject to [conditions](#).

From: [Redacted]
Sent: Thursday, 7 February 2019 11:00 AM
To: [Redacted]

Cc: [REDACTED] (AT) [REDACTED]

Subject: GI to Tamaki Dr shared path

Hi [REDACTED]

As per my email earlier this week, please see our responses to the GI2T peer review below. I also attach the additional information that will allow you to complete the review. Items are numbered as per peer review. Actions for Flow are highlighted in red.

I trust this sheds some light on each of the issues identified in the peer review. Feel free to get in touch should this not be the case.

Once you've had time to digest the below, it would be good to get confirmation of which items we consider resolved, and perhaps discuss any outstanding ones. We will then be able to amend and finalise the economics as required.

2.1 Use of EEM SP11

The most significant item identified in the peer review was the use of SP11. The review was correct in that the EEM provides SP11 for use in assessing projects under \$5m in value, and refers to full procedures for projects above this threshold. The EEM does not however provide any guidance on full procedures for cycling projects, beyond referring back to SP11. Presumably when the EEM was written, no-one envisaged cycling projects with capital values over \$5m.

In response to this, Flow have developed a procedure based on principles and benefit values within SP11, but using standard economic full procedures. This has included:

- Replacing the (very coarse) demand estimation tool within SP11 with the Auckland Cycle Model
- Replacing the simplified discounting process in SP11 (based on a single demand year and annual growth rate) with 2 specific model forecasts, and interpolating between them. This also allows us to dampen down benefit streams during construction periods
- Using the models as described allows model outputs (such as distances cycled) to directly inform the economics spreadsheets. SP11 uses the project length to derive benefit streams, which again is very coarse
- Applying the 'rule of half' to travel time benefits, to account for the travel time benefits of users who switch mode in favour of cycling. This aligns with standard economic procedures when accounting for induced demand.

The economics procedure developed has been applied now multiple times, including for the Auckland Cycling PBC, cycling components of the Northern Corridor Improvements, the Auckland Urban Cycleways Programme, the New Lynn to Avondale shared path, SeaPath and SkyPath. Each of these projects significantly exceeds the \$5m threshold of a standard SP11 evaluation. The process has also been independently peer reviewed, most recently in the case of SeaPath, by QTP. Please let me know if you require any further information on this history. Given this history, we don't propose significantly changing the assessment methodology.

Assessment methodology is considered acceptable.

2.11 update factors

Agreed that the revised economics should use the current update factors.

2.12 recreation/commuter mix

I attach reference data to support the assumed balance of commuter to recreations users:

- An intercept survey carried out by AT on Quay St. Refer cells shaded red
- A Tamaki Dr survey we carried out. Again refer to red cells.

I agree that Quay St and Tamaki Dr are very recreational-cyclist heavy. But, to some degree, I expect GI2T to be similar. At one end of the spectrum is the NW cycleway, which is very commuter-oriented and attracts relatively few recreational cyclists. At the other end is Tamaki Dr, which is popular both with commuters and recreational trips. I would expect GI2T to be nearer the Tamaki Dr end of the spectrum, given how scenic the route will be through Meadowbank, and how pleasant the coastal path will be across the Orakei basin and along the shore of Hobson Bay.

Nonetheless, I'm happy to do **sensitivity testing around the effects of different recreational/commuter balances**. The data provided shows 40% commuters, 60% recreational overall on Tamaki Drive. Data shows on weekdays 78% are commuters on Quay St and on weekends 6% are commuters. I think after seeing the data, a 50:50 split between commuters and cyclists for GI2T is reasonable/appropriate. It would still be interesting to see a split between commuters and recreational cyclists of, say, 60:40.

2.12 estimated speeds

Cyclist travel speeds are very commonly underestimated, as it's surprising how fast cyclists actually travel. There's data collected from various Northcote cycle tube counts in 2016 in [redacted] link. These indicate mean (on road) speeds of between 16.8 and 32.9 km/hr. Noting that the more extreme of these are up/downhill, the average on road existing speed is around 25 km/hr. We typically apply 20 km/hr to on road routes, acknowledging that the Northcote data may be skewed by sports cyclists, as existing cycle infrastructure on the surveyed routes is patchy.

In terms of off road path speeds, again 25 km/h is the standard we've applied in the assessment of other projects. There's no tube count data to support this, just our own experience cycling on the NW cycleway (which is narrower and bumpier than GI2T will be, but flatter). I agree however that a high number of pedestrians will reduce the mean speed on the shared use path. Exploring that idea:

- We estimate 510 pedestrians/day in 2026 (economics spreadsheet, Model Summary sheet, cell M12). That equates to very roughly 53 pedestrians per hour, during the commuter peak
- Typical pedestrian speed is around 5 km/h
- Therefore the pedestrian density is $k = Q/v = 53/5 = 11$ peds/km. Or roughly 1 ped per 95m, on average.

I expect that's low enough not to significantly slow cyclists, particularly given the 4m width of the path.

[redacted] tells me however that the design speed for GI2T is 20km/h. In light of this, **I suggest applying this to travel times on GI2T** (ie the same speed as on street). This will reduce this benefit stream. **I also suggest we carry out some sensitivity testing on the economics assuming slower/faster speeds**. Agree with using the reduced speed of 20km/h as more appropriate for the shared path.

2.12 pedestrian travel time benefits

We'd expect these to be negligible, and possibly zero, as people may go out of their way to use the more attractive route over the main roads. But happy to include this benefit stream in the updated economics

2.1.3 health benefits

Agree that health/environmental benefits wording in report is ambiguous, and **will be updated to refer to Health Benefits only**.

In terms of double counting health benefits from already completed sections of GI2T, we have been careful not to include these. The economics takes the modelled cyclist-km from the Reference Case (with the completed GI2T stages in place), X^{RC} . We also take the modelled cyclist-km travelled from the project scenario (included the completed GI2T), X^{Proj} . The net difference, $X^{Proj} - X^{RC}$, is the total increase in distance cycled due to the project, by:

- New cyclists attracted to cycling by the new facility, and
- Existing cyclists who cycle a little further to use the safer, more pleasant, uninterrupted new route.

To clarify, what this process does is not determine health benefits based on the full length of the GI2T shared path (as per peer review), but determine these benefits by the full length of new cyclist trip undertaken (or the increased trip length, in the second case from above). This more appropriately determines the health benefit, based on the

actual predicted new km cycled. This is a key distinction between our methodology and SP11, which calculates this benefit only for that portion of each new users' trip that happens to be on the new facility.

This addresses the concern raised in our memo and we consider the calculation of health benefits acceptable.

2.14 health and environment benefits for peds

Correct – the health and environment benefits for pedestrians have not been split into separate components as the assumption is that new pedestrian trips are unlikely to replace a car trip. Report will be updated to clarify this.

I also attach the data from various existing shared paths from which the 0.7 peds/cyclist ratio has been taken. Omitting the New Lynn outlier (which is in the middle of the metro centre and has zero existing cyclist connectivity), the other shared paths have a range of 0.1 to 1.4, and a 0.7 average. We propose however a sensitivity test on this ratio. We agree that sensitivity testing would be useful. While 0.7 is the average, it appears the ped/cyclist ratio is either between 0.1-0.4 or it is between 1.2-1.4. There appears to be two groups within the data set.

2.16 road traffic reduction benefits

Again this is a process we've used consistently across many cycle project evaluations. For some projects we have the benefit of a relevant local traffic model to assess the economic effects of removing relevant vehicle trips from the road network, such as using the Upper Harbour Corridor model to assess the economic effects of removing cross-harbour car trips for SeaPath and SkyPath. We do not have a convenient strategic traffic model for the GI2T area however, so instead use the average value per car-km removed from the network obtained from the:

- 2026 CBD SATURN model
- 2026 Upper Harbour Corridor model
- 2026 Southern Sector SATURN model

The assumption then is that the three models collectively provide a fair representation of average traffic congestion levels across the Auckland urban area. I attach the spreadsheet behind the derivation of the values used of \$7.16 per veh-km and \$2.32 per veh-km in the commuter peak and interpeak, respectively (UCF Economics, from the Urban Cycleways Programme assessment). You'll also see that we did the same process using the 2016 forecasts of the above models, and arrived at a value of \$1.83 per veh-km removed in 2016 (weighted average across the day). That agrees surprisingly well with the \$1.86 provided in the EEM, which clearly doesn't account for increasing congestion over time.

This latter spreadsheet was developed over 2 years ago and used 2016 discount factors, as well as different assumptions re car mode share, etc. We should apply the current update factors to this process, so that's an action on us.

I also suggest including a sensitivity test that applies the default EEM decongestion rates. Agree with both of these points and have no outstanding concerns regarding the road traffic reduction benefits.

2.16 commuter/recreational split

See section 2.12 above

Cheers

[Redacted signature block]

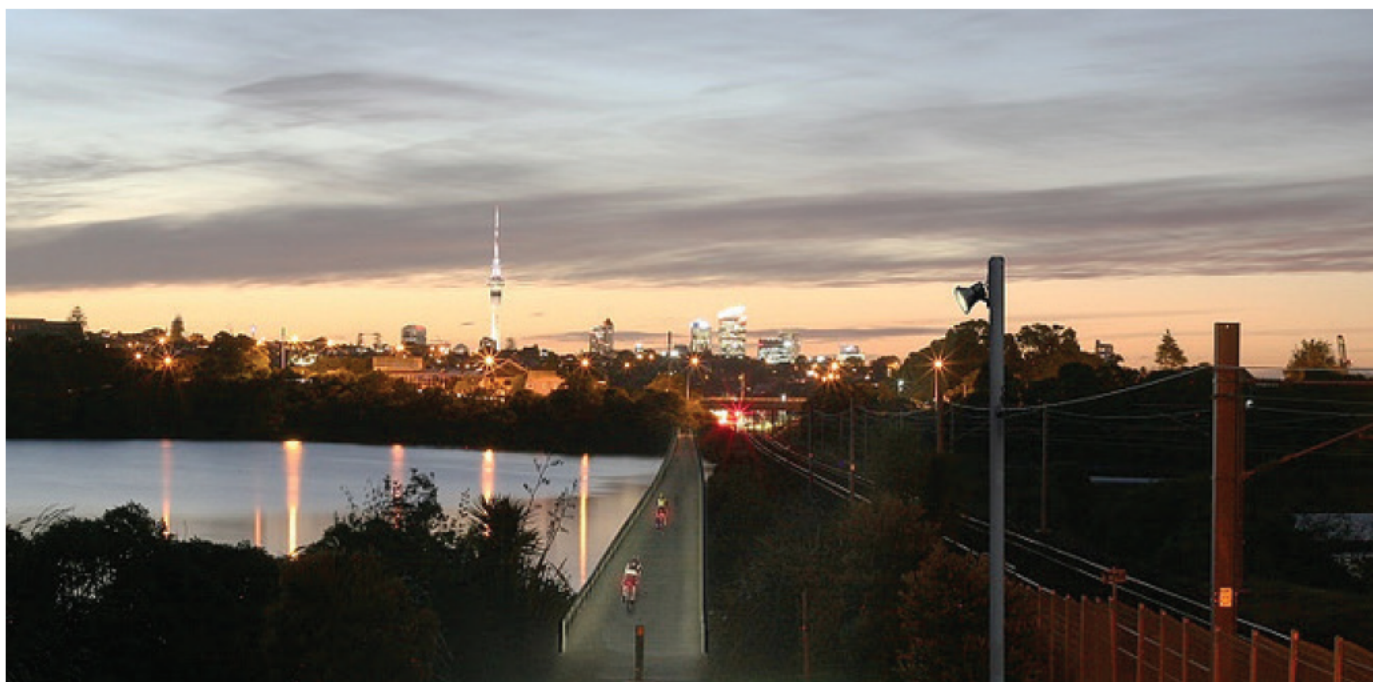
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Glen Innes to Tamaki Drive Shared Path – Te Ara Ki Uta Ki Tai



Introduction

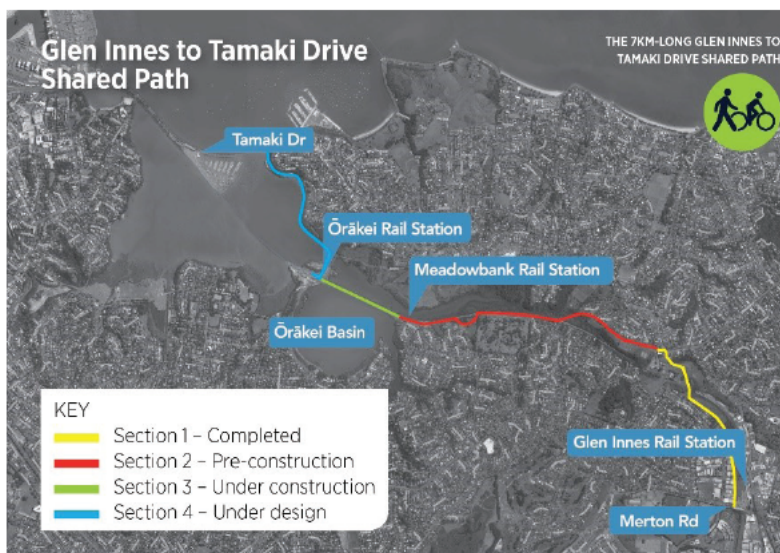
The NZ Transport Agency and Auckland Transport (AT) are creating a shared path for people on foot and on bikes from Merton Road near Glen Innes Train Station to Tamaki Drive - allowing you to walk, run or cycle from Auckland's eastern suburbs to the Waitematā Harbour.

The path will be seven kilometres long and about four metres wide. The path is being built in four stages to recognise the different consenting and construction challenges of the project.

The first section of the project (from Merton Road to St Johns Road) was completed and opened in 2016. This update is to bring the local community and people across Auckland who are interested in the project, up to speed on progress with sections 2, 3 and 4.

The path was originally set to open in 2018. However changes to the route (for section 4) as well as other delays mean the path is now due to be completed by 2021. The Transport Agency and AT are committed to the project and are working as quickly as we can to secure statutory approvals and funding to provide great outcomes for the community and other partners and stakeholders.

Working with the community and people who will use the path is important to us. Please see the bottom of the newsletter for the ways that you can find out more or contact us.



Section 2

Starting at the intersection of St Johns Road and St Heliers Bay Road, section 2 travels through Pourewa Valley, past Meadowbank Train Station to Orakei Basin.

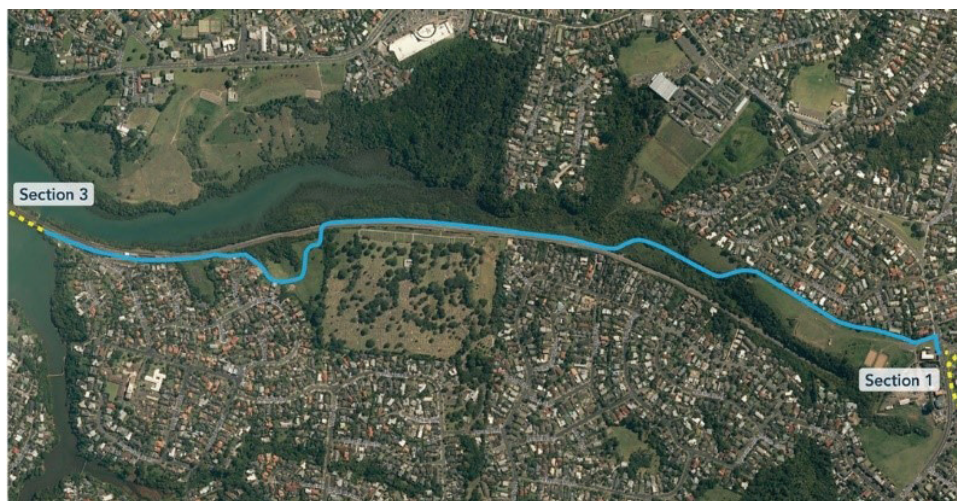
The valley's topography and environment have presented technical challenges and access constraints. In determining the route, we have sought to create a path that follows the geographic contours, provides ease of use and accessibility for people of all abilities, while minimising earthworks and environmental impact.

Where are we at with section 2?

- The route planning is fully complete.
- We undertook community consultation in late 2018 on the design aspects of the path - the report is on the AT website: at.govt.nz/easternpath
- We have used the feedback to help finish the detailed design of the path and this is close to completion.
- Once the full design is complete, we will share this on the AT website.
- We are working through a small alteration to the designation, securing resource consent and land owner approvals.
- We are working on the construction planning. Once underway, it will take about two years to construct this section of the path.
- Plans are in place to start construction by the end of the year (2019) subject to statutory approvals and funding being in place.

How are we working with the community and stakeholders at the moment?

- You can read the consultation report for the community engagement we carried out in late 2018 for section 2 on the AT website.
- We are meeting regularly with the Orakei Local Board who continue to provide valuable input into designing the path.
- We are talking to people who live close to the route where either we want to build them a privacy fence because the path is near their house, or their property may be impacted by construction and we want to let them know more about this.
- We are working with other groups and businesses in the area such as the iwi, Meadowbank Pony Club, Purewa Cemetery, Auckland Council, Watercare and Kiwirail to ensure that all of our planning is in place to be able to start building this section of the path.
- As our plans around construction become more detailed we will continue to talk to the people, groups and businesses impacted by the construction.



More about section 2

- There will be changes to the intersection at St Johns Road and St Heliers Bay Road to make it safer to travel between sections 1 and 2.
- The landings will be longer and more widely spaced than section 1 to make the journey more pleasant.
- Any vegetation lost as a result of the site works will be replaced with representative native species to enhance quality and diversity of habitat and support indigenous wildlife.
- The shared path will cross the KiwiRail and Watercare access roads located at the basin end of the path. This means that we will install a bollard to prevent unauthorised vehicles accessing the path, use markings and surface treatments to indicate the shared path and install signs to alert path users and maintenance people of each other's presence. We are working through what the signage will look like but it is likely that it will include some sort of lighting when it is activated by vehicles crossing.
- The path will be made of a mix of concrete bridges and boardwalks and a mix of post and wire fences, no fence or balustrades with handrails and next to the rail corridor there will be some fencing to keep people off the train line.
- The team are still working through the final designs for the balustrades and we will make this public when the plans are published.



New balustrade for section 3

Section 3

Section 3 of the path connects section 2 to section 4 and involves widening the Orakei Basin boardwalk to four and a half metres.

This section started in late 2017 but during construction it was found that the piling needed more work than anticipated. Over the next few months there will also be a new contractor on site to finish off the job.

When the contractor began to install the new balustrade (handrail) on the boardwalk in the middle of last year (2018), there was some feedback that people didn't like it and didn't think that it fitted well with the rest of the environment. The biggest issues were the height of the balustrade at 1.4 metres and the thickness and design of the slats which didn't allow people to see the lovely views very well.

The Transport Agency agreed to change the design and there were several rounds of consultation about this. The new balustrade (pictured above) is now being manufactured and will be installed from next month.

The balustrade is made from a mix of wood and metal and at 1.2 metres high will be both safe for people on bikes but offer people on foot a better view of the surrounding area. The path will be lit at night by down lighting in the handrails.

The new GRP (fibre reinforced plastic) decking for this section that is partially installed seems to be working well for the community and we have had some good initial feedback. We also propose using this decking, which is very durable and provides a great non-slip surface, on some parts of section 2.

What is happening to the old balustrades?

The original wood balustrade can't be re-used as too many of the planks were rotting. The wood is being re-purposed.

The new balustrade that was partially installed will be used on another project where it fits in better with the surrounding environment.



And what about the timber decking?

The Transport Agency and AT are glad that we have been able to donate the wood for re-use in the community, including to Mens Shed who will use it in community projects.

Photo above with Claudio from the project team and Mens Shed's - Paul, Bob and John.



Section 3 viewed from the Meadowbank end



Section 3 new decking

Section 4

The route for section 4 starts at Orakei Basin, near the Orakei Basin Village development, runs next to the Orakei Road Bridge and follows the eastern edge of Hobson Bay on a structure completely separate to Ngapipi Road.

It joins Ngapipi Road south of the boatsheds in the area of Whakatakataka Bay and provides a safe connection to Tamaki Drive at the Ngapipi Road intersection that is now signalised with traffic lights.

Where are we at with section 4?

- The route is final, following the evaluation of eight route options late 2017 (the consultation report on the preferred route can be found on the AT website).
- We have an initial (specimen) design for the path, taking into account feedback we received during the 2017 consultation.
- We are preparing to lodge a notified resource consent for the path.

- We are talking to people who own properties and businesses who will be impacted by the path, in advance of lodging the resource consent application with Auckland Council.
- Anyone can be involved in a notified consent process so you will have a chance to have a say.
- To complete this section by the end of 2021 we are looking at a detailed design and construction contract.
- For this section of the path, the

duration of the consenting phase will depend on feedback submitted to Auckland Council during the consent process and any other council conditions.



Connections to the path

You often give us feedback about requests for us to build as many connections to the path as possible. We understand that getting on and off the path, especially around schools and transport hubs maximises the number of trips that the path can be used for. While connections to the path are not in scope for the project, we are working with other teams at AT and Auckland Council to ensure that the path can accommodate future connections.

Project timeline

Mid 2019	Section 3 fully open
Mid-late 2019	Section 4 consenting (timeline subject to public feedback within the Auckland Council consenting process)
Late 2019	Section 2 start construction
Late 2019	Section 4 award detailed design and construction contract (once consent granted)
Mid-end 2021	Sections 2 and 4 complete



To find out more about the project visit www.nzta.govt.nz/gi2t www.at.govt.nz/easternpath or phone 09 355 3553.

Project information: Glen Innes to Tamaki Drive Shared Path, funding for Sections 2 and 4

What and where

Project name, objectives and proposal	<p>Glen Innes to Tamaki Drive Shared Path</p> <p>The Glen Innes to Tamaki Drive Shared Path - Te Ara Ki Uta Ki Tai (the path of land and sea) is a joint NZTA and AT project that will deliver a 7km-long path that connects Auckland's eastern suburbs to the city centre. Sections 1 and 3 have been completed, and project stakeholders and the community are anticipating that work will be starting in October on Section 2. There have been delays in obtaining funding and funding is now being sought at the AT board meeting later this year and by the NZTA board in March 2020. If funding is obtained, the soonest that work could start is mid-2020. Because of public expectations that Section 2 will be starting soon, a project update is necessary.</p>
Consultation, consultation close out or implementation	Project update
Project Lead, team and programme of works	<div style="background-color: #cccccc; width: 100px; height: 1em; display: inline-block;"></div> Investigation and Design Central, Urban Cycling Programme

Project initiation

What is the genesis of this project, e.g. customer request or part of the safety programme or needed for a funding application	<p>The project is a key part of the Urban Cycleways Programme, and all four sections of the shared path were targeted for completion in the original three-year programme (2015-2018).</p> <p>The path connects Auckland's eastern suburbs to the city centre and connects communities with public transport along the route. The path will complete a missing link in Auckland's cycle network and connect with cycle routes to Point England, the shared path along Tamaki Drive, and the upcoming Tamaki Drive Cycle Route.</p>
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Background information

<p>Is this a re-consult/ has it been delayed/is the community expecting the project/ have there been any CLGs?</p>	<p>In early 2019, AT reassessed which cycling projects will receive funding under Urban Cycleway Programme (UCP) and the Glen Innes to Tamaki Drive Shared Path was reprioritised. This led to further investigation into the overall delivery of the path and funding uncertainty for Section 4 from both agencies, raising concerns about the delivery of Section 4. It is desirable to have both sections completed at about the same time to provide a high-level of service and safety for the increased number of cyclists anticipated to use the route. This is due to safety risks on the existing route from Orakei to Tamaki Drive, via Ngapipi Road.</p> <p>In September 2019 the NZ Transport Agency and AT agreed to work towards an accelerated programme to deliver both sections 2 and 4 as soon as possible. This is still subject to funding approval from both organisations' boards by the end of the first quarter of 2020.</p> <p>Project stakeholders are anticipating that work will be starting in October on Section 2, however due to delays in obtaining funding the soonest that it could start is mid-2020. Due to expectations publicly that section 2 is soon to start, a project update is necessary.</p>
<p>The history of the project – write a brief synopsis of the project background</p>	<p>There has been strong interest in the project from elected representatives, the local community and the cycling community, since the official Ministerial sod turning in September 2015. As a key part of the Urban Cycleways Programme, all four sections of the shared path were targeted for completion in the original three-year programme (2015-2018). Section 1 was opened in December 2016, and Section 3 (widening the Orakei Basin Boardwalk) was completed in June 2019.</p> <p>In 2018, stakeholders and the public were advised that due to a number of design and consenting challenges Sections 2 and 4 would be completed by the end of 2021.</p>
<p>Regional Fuel Tax Funded?</p>	<p>No</p>

Community information

Which LB/do they know/what do they think/what pre-consultation activities have occurred?	Orakei Local Board have a strong interest in the project and have shared feedback to help shape aspects of the path. Their focus has been safety and accessibility, and ensuring the project is delivered to a high standard. They have received regular briefings and updates. They are unaware at this time that the start date for section 2 is delayed or that a funding decision for both sections 2 and 4 will be made by the end of the first quarter of 2020.
Which BID/do they know/what do they think/what pre-consultation activities have occurred?	N/a Strong interest from the Meadowbank and St Johns Residents Association. This association have been involved in all consultation activities on the path (route for Section 4 and design of Section 2 most recently).
Which Ward Councillor/do they know/what do they think/what pre-consultation activities have occurred?	Desley Simpson has been kept well informed of the project. Unaware at this time that the start date for section 2 is delayed or that a funding decision for both sections 2 and 4 will be made by the end of the first quarter of 2020.
Which MP/do they know/what do they think/what pre-consultation activities have occurred?	Simon O'Connor. Unaware at this time that the start date for section 2 is delayed or that a funding decision for both sections 2 and 4 will be made by the end of the first quarter of 2020.
What other key stakeholders/do they know/what do they think/what pre-consultation activities have occurred?	Several consultations have occurred over the last year, including the design for Section 2 of the path and the balustrade on Section 3, and a drop-in session for homeowners neighbouring Section 2. We have a stakeholder database and have kept interested parties regularly informed. There is a high level of awareness of the project within the community.
Has any other community engagement happened. If yes please list	<ul style="list-style-type: none"> • Project update: Orakei Basin Boardwalk is now finished – August 2019 • Drop-in session for neighbours on Section 2 (fencing, planting, encroachments, location of path) – April 2019 • Consultation: Directly affected parties consultation ahead of lodging for Resource Consent, Section 4 – March 2019 • Project update: Design for Section 2, progress on Section 3, consenting process for Section 4, Expected project timeline - March 2019 • Consultation: Proposed design for Section 2 - November 2018 • Consultation: balustrade designs for Section 3 - November 2018

	<ul style="list-style-type: none"> • Consultation: Preferred route for Section 4 - September 2017
Any other community intel	

Risk assessment

<p>What communications risks exist? Who could be concerned? And why? (Please put a low, medium or high next to each risk)</p>	<ul style="list-style-type: none"> • Negative publicity and dissatisfied stakeholders – high. Disappointment from community due to significant delays to completing the project, and uncertainty around funding. • Not good use/ risk of ratepayer’s money to spend money to get to this point in the project (two sections completed, one designed) - High • Implications for other connecting/complimentary projects – medium. Has ripple on effect for funding (i.e. the Orakei shared path local board project, Auckland Council Tapaha Reserve) • A third party announces/leaks the delay to the construction before we do – medium • Central/ Local Government have opposing view of how funding should be allocated – medium
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Communication material

Communication plan. (Who will know what and when?)	<p>Briefing elected members</p> <ul style="list-style-type: none"> • Orakei Local Board • Orakei Councillor Desley Simpson • Local MP Simon O’Connor • Central Govt. 	Mid (tbc) October (just prior to stakeholder briefings)
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	Key stakeholder briefings and directly affected parties updates <ul style="list-style-type: none"> • Bike Auckland 	Mid (tbc) October (following Bike Auckland and Elected member briefings)
	Media release (reactive)	Ready prior to announcements
	Project newsletter (distributed to stakeholder database via email).	Mid (tbc) October (following stakeholder and Elected member briefings)
	Social media posts – n/a reactive messaging only	Ready prior to announcements
	Website update – latest information	Ready prior to announcements
List of key stakeholders	<ul style="list-style-type: none"> • Central Govt, Minsiters Twyford and Genter, local MP Simon O'Connor • Auckland Council (Orakei councillor Desley Simpson, Mayor) • Iwi • Orakei Local Board • Bike Auckland • Meadowbank St Johns Residents Association • Orakei Bay Village • Orakei Boatshed owners • Ngapipi Road directly affected parties • Mana Whenua • AC Parks • Purewa Cemetery • KiwiRail • Watercare • LINZ • Pony Club • Neighbours on Section 2 • Wider public and cycling community 	

Key messages

Holding statement:

The delivery of Sections 2 and 4 of the Glen Innes to Tamaki Drive Shared Path are subject to funding approval by the funding partners Auckland Transport (AT) and the NZ Transport Agency (NZTA).

We anticipate that both the Auckland Transport (AT) and NZ Transport Agency (NZTA) boards will have made a decision before the end of the first quarter of 2020.

We will then advise all partners, stakeholders and the community of the decision. In the meantime, we are still working on the final design aspects, consenting and other statutory approvals for Section 2 of the path so that if funding is secured, construction can commence as soon as possible.

In parallel we are progressing Section 4 of the path, to get this section ready to apply for Resource Consents and get construction ready.

If funding is approved, it is expected that construction of Section 2 will progress in the first half of 2020 subject to finalisation of statutory approvals and procurement.

The initial timeframe for the four sections of the Glen Innes to Tamaki Shared Path project was 2015 – 2018. As work on the project has progressed there have been significantly more design and construction challenges, and therefore higher costs, than anticipated when the project was initially scoped in 2015.

We appreciate that the community is eager to see the path completed. The NZ Transport Agency and Auckland Transport are working closely together to progress the remaining sections of the path.

Key messages

- A construction contract for Section 2 will not be awarded later this year as had been signalled in March 2019 due to unforeseen design and construction challenges which have required additional time to work through

	<ul style="list-style-type: none"> • Section 2 will soon be construction ready, subject to final design, landowner agreements and consents, and if funding is approved the tendering process can get underway for that section without delay. • Preparation for lodging a Resource Consent application for Section 4 of the path is also being progressed. • We have received a great response from the community during our recent consultations and community open days, and know people are eager to see the path completed. • We will be communicating with directly affected people about this change in programme, such as those we have been consulting about issues such as lighting and fencing who live on the boundary of Section 2 of the path.
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Signed off

Project Manager	date	
[REDACTED] /ELT sign off group	date	

MEMO:

To	Orakei Local Board / Cr Simpson
From	Glen Innes to Tamaki Drive Shared Path project team (NZTA and AT)
Subject	Funding and timeline update
Date	X November 2019

Sections 2 and 4 construction

Project funding:

- A funding decision for Sections 2 and 4 is anticipated to be made by the end of the first quarter 2020.
- The shared path is an important and strategic project for Auckland and is still a priority, however costs for the project have increased and available funding is limited. In this case careful decisions need to be made about the best value projects at this point in time for the Auckland cycling network.
- A decision about progressing the remaining two sections will be made by the AT and NZTA boards (the project is jointly funded) and the outcome will be known by the end of the first quarter next year (2020)
- It is our aim to complete both sections 2 and 4 at the same time because this provides a continuous, safe and fully separated walking and cycling connection from Glen Innes to Tamaki Drive, enabling more people to use and enjoy. On this basis, both sections require funding for construction.
- We appreciate that the community are disappointed to hear the project has been further delayed and that they are eager to see the path completed.

Project timeline:

- As work on the project has progressed there have been significantly more design and construction challenges than were first anticipated, coupled with a change of route for Section 4. The complexities of the project have also increased construction costs.
- Subject to funding approval, we will be procuring for construction in early 2020. This would mean that construction would start mid-year and be completed in 2022.
- The target for lodging Resource Consent for Section 4 is early next year. Subject to funding and provided all consents and other agreements are obtained, we expect to have completed construction by the end of 2022.

Progress update - Section 2 (St Johns Road to Orakei Basin):

- Landowner agreements, Resource Consents and variations to consents have been complicated by design changes. However, the project team is hopeful that these will be closed out by the end of the year.

Progress update - Section 4 (Orakei Basin to Tamaki Drive):

- We expect to lodge for Resource Consent early next year. This will be a notified resource consent application.
- Consultation with stakeholders and directly affected parties has taken longer than anticipated, and has been complicated by some factors outside of our control. It is important to us that we complete the consultation process and in finalising the initial designs we sought to minimise potential effects on other parties, where able, and address concerns raised, including about safety, before applying for consent.

MEMO:

To	Orakei Local Board
From	Glen Innes to Tamaki Drive Shared Path project team
Subject	October project update
Date	10 October 2019

Sections 2 and 4 – funding update

Construction on Section 2 will not start later this year as originally anticipated. As the board is aware, the delivery of both Sections 2 and 4 of the Glen Innes to Tamaki Drive Shared Path are subject to funding approval by the funding partners (AT and NZTA).

We anticipate that both the AT and NZTA boards will make decision before the end of the first quarter of 2020. We will then advise all partners, stakeholders and the community of the decision.

In the meantime, we are still working on the final design aspects, consenting and other statutory approvals for Section 2. If funding is approved, it is expected that construction of Section 2 will progress in the first half of 2020 subject to finalisation of statutory approvals and procurement.

In parallel we are progressing Section 4 of the path, to get this section ready to apply for Resource Consents and get construction ready.

We are informing key stakeholders of the delay and will issue an e-newsletter update to the community next week.

[Redacted]

[Redacted]

[Redacted]

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