

19 October 2018

Alan Johnstone
fyi-request-8594-a7dc72d5@requests.fyi.org.nz

REF: OIA-4143

Dear Alan

Thank you for your email to the NZ Transport Agency (Transport Agency), sent via the FYI website, of 31 August 2018 requesting the following information under the Official Information Act 1982 (the Act):

I would like to request, under the OIA, the latest timeline for the completion of all components and work streams of the Glen Innes to Tamaki shared path, section 2, as well as all relevant documents describing the status of the project as of today and the latest design documents.

Please also detail all relevant factors that have resulted in the failure to deliver this project to the original 2018 time lines.

In addition please provide all relevant documentation describing the current and historical funding status of this project from 2015 onwards.

Auckland Transport (AT) and the Transport Agency are jointly constructing a shared path for cyclists and pedestrians that will follow the eastern rail line from Merton Road near Glen Innes Station to Orakei Rail Station (the Shared Path). From Orakei Rail Station, the Shared Path follows Orakei Road and Ngapipi Road, then crosses Hobson Bay before connecting with Tamaki Drive to the north.

The Shared Path is being constructed in four sections, and has allocated funding of \$44 million. A revised business case is currently being completed in relation to sections 2 and 4 to confirm costs. AT and the Transport Agency are currently engaging with the community about design aspects for Section 2 (please visit the AT website for details of the consultation and to give your feedback) and will come back to stakeholders and the community in early 2019 to confirm the final Stage 2 design.

Delays delivering this section of the shared path are due to a number of factors. In late 2017, a preliminary design was completed for this section. However, the cost estimate for what was designed was beyond what was budgeted for this section of the project. This challenge was further compounded by section 2 (and also section 4) of the project effectively being put on hold until the new budget allocation became available in August this year.

A value engineering exercise was also undertaken to investigate ways to reduce some of the cost for delivery and achieve a better benefit to cost ratio. That exercise was completed towards the middle of 2018. The value engineering exercise recommended significant changes to the design. There have been some other less significant causes of the delay including unforeseen changes to constraints in the rail corridor and a constructability review.

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The plans for Section 2 of the Shared Path is attached to this response as **Appendix A**. The 2015 Glen Innes to Tamaki Scheme assessment report and its appendices are attached as **Appendix B** and **Appendix C**.

The Transport Agency will continue to update the community about the Shared Path via a number of communication mediums, including the below website:

www.at.govt.nz/projects-roadworks/glen-innes-to-tamaki-drive-shared-path/

If you would like to discuss this reply with the Transport Agency, please contact Connie Rowe, Senior Advisor, Communications and Engagement, by email to Connie.Rowe@zata.govt.nz.

Yours sincerely

A handwritten signature in black ink that reads "Chris Hunt". The signature is written in a cursive style with a light grey shadow effect behind the text.

Chris Hunt

Senior Manager, Project Delivery