Kāpiti Coast DISTRICT COUNCIL
Me Huri Whakamuri, Ka Titiro Whakamua

**OIR: 2324/826**

22 March 2024

[redacted]

Tēnā koe [redacted]

**Request for Information under the Local Government Official Information and Meetings Act 1987 (the Act) (the LGOIMA)**

Thank you for your email of **29 February 2024** requesting the following information:

***I would like to raise an OIA regarding the Waikanae Bridge cycle lane add on.***

1. ***Can you please send me the cost benefit analysis and business case that the Council must have approved that clearly shows that the cost is justified. I would like to see a clear justification for this work.***

2. ***Also please send a summary of the community consultation and what input the rate payers had in saying whether they wanted this done or not.***

3. ***Therefore I would like to see evidence that the proper due diligence was done prior to this work being approved.***

The Waikanae Bridge Clip on is a sub-project within the Mackays to Peka Peka (M2PP) revocation project. The revocation project is preparing for the Old State highway to be handed over from New Zealand Transport Agency/Waka Kotahi (NZTA/WK) to Kāpiti Coast District Council to operate as a local road.

Accordingly, Kāpiti Coast District Council did not undertake its own cost benefit analysis or due diligence on this project but were consulted by NZTA/WK along with the community. Therefore, I must decline your request as the documents alleged to contain the information requested does not exist, or despite reasonable efforts to locate them, they cannot be found, section 17(e) of the LGOIMA refers.

***Please note that any information provided in response to your request may be published on the Council website, with your personal details removed.***

Consultation was undertaken by Council on the topic of cycleways, walkways, and bridleways as part of the 2015 LTP consultation. Feedback was received from the community and there was support for extending the cycleways, walkways, and bridleways in the district.

Cycleways, walkways, and bridleways, and Waka Kotahi cycleways, walkways and bridleways were identified in the long-term plan, with a statement included in the long-term plan that *"We will continue developing our popular network of cycleways, walkways and bridleways".* The long-term plan can be found on our website here:

Long-term Plan 2021–41 - Kāpiti Coast District Council (kapiticoast.govt.nz).

Further, the Waikanae masterplan - Kāpiti Coast District Council (kapiticoast.govt.nz) identified in this document: Waikanae river link "the establishment of a shared path to the Waikanae river for pedestrians and cyclists and Main road "NZTA's $3 million investment on the carriageway modification of the State Highway in Waikanae to achieve a safe local road environment""*".*

Please find attached a copy of a letter sent by NZTA/WK to a ratepayer with information on the options which were considered for the clip-on. Please note that the personal details of other parties have been withheld from this information. The decision to withhold this information is made under section 7(2)(a) of the Act which allows for Council to withhold information in order to protect the privacy of natural persons, including that of deceased natural persons. In Council's view the reasons for withholding these details are not outweighed by public interest considerations in section 7(1) favouring their release.

You have the right to request the Ombudsman to review this decision. Complaints can be sent by email to info@ombudsman.parliament.nz, or by post to The Ombudsman, PO Box 10152, Wellington 6143.

Ngā mihi,

**Sean Mallon**
Group Manager Infrastructure and Asset Management
Kaiwhakahaere Rōpū Anga me te Whakahaere Rawa

[redacted]

www.nzta.govt.nz

WAKA KOTAHI
NZ TRANSPORT AGENCY

44 Bowen Street
Private Bag 6995
Wellington 6141
New Zealand
T 64 4 894 5400
F 64 4 894 6100
www.nzta.govt.nz

12 February 2024

[redacted]

REF: OIA-14468

Dear [redacted]

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

Thank you for your email of 16 January 2024 requesting the following information under the Official Information Act 1982 (the Act):

> *This is an OIA Request regarding the revocation works on the old Waikanae river bridge.*
>
> *Currently a clip-on is being installed.*
> *Did NZTA consider other options prior to deciding upon the current option and what were they?*
> *And why were they rejected?*

The Waikanae Bridge work is a part of the Mackays to Peka Peka (M2PP) Revocation project, which is preparing the Old SH1 to be handed over to Kāpiti Coast District Council to operate as a local road. Several options were considered for the Waikanae Bridge.

The provision of on-road cycle lanes over the existing Waikanae River Bridge was considered and proposed earlier in the Mackays to Peka Peka revocation project. This would not have required new structures and was the lowest-cost approach. This was rejected following Council and community feedback, due to the narrow width of the bridge deck and of the existing road, and options to clip-on or construct a new path were considered.

Five options were developed to provide a shared path 2.5m wide to the west side of the existing Waikanae River Bridge. Four options involved attaching the path to the existing bridge using different approaches, and the fifth option would have provided a separate bridge.

- Option 1 – Clip-on supported from underslung beams to deck slab
- Option 2 – Clip-on supported from bracket stressed to deck slab
- Option 3 – Clip-on with beams spanning between piers supported by cantilever beams
- Option 4 – Clip-on with beams spanning between piers supported by inclined steel props
- Option 5 – Separate bridge for shared path

Early indications suggested that options 1 and 2 were preferred as they limited the impact of loads on the bridge and had lowest construction cost. Considerations included pile load capacity, consent requirements and construction methods.

The option that is now being built, however, is a variation of option 3. While the original 'option 3' was based on a steel structure, a light-weight version using composite materials was developed. This variation was identified after a similar approach was proposed for the Otaki River Bridge and Waitohu Stream Bridge, also on Old SH1. All three bridges are now set to receive a similar, light-weight clip-on.

The benefits of this option for the Waikanae Bridge are that its lighter weight reduces the additional load on the bridge structure, which means it will stand up better to an earthquake and place less pressure on the existing bridge. It also has lower cost than a similar steel clip-on.

*What were the estimated costings for all the options that NZTA had considered?*

When the five options were developed, indicative cost comparisons were developed. These cost estimates were intended to enable an early comparison between the bridge options, not to be a comprehensive estimate. They compare only the estimated construction cost (at 2017 prices) of the bridge structure, not the total project cost, and were not based on detailed designs. The light-weight composite material option had not yet been identified when these comparisons were made.

| **Bridge Structure Option** | Expected cost (P50)* 2017 | 95% Estimate (P95)* 2017 |
|---|---|---|
| Option 1 – Clip-on supported from underslung beams to deck slab | $709k | $783k |
| Option 2 – Clip-on supported from bracket stressed to deck slab | $609k | $670k |
| Option 3 – Clip-on with beams spanning between piers supported by cantilever beams | $913k | $1,033k |
| Option 4 – Clip-on with beams spanning between piers supported by inclined steel props | $917k | $1,037k |
| Option 5 – Separate bridge for shared path | $977k | $1,105k |

* The P50 and P95 estimates represent the 50th and 95th percentile estimates.

These estimates did not include design fees, logistical and transport costs, any new abutments or connecting shared paths on land either side of the bridge, upgraded safety barriers, any temporary works, protection of existing services or traffic management costs.

The assessment of the options also compared their expected structure performance, constructability, effect on river hydraulics (including in a flood event), environmental factors, and safety – as well as cost.

*Did NZTA consider designing and having a free standing bridge constructed directly adjacent to the existing old bridge instead of a clip-on structure?*
*A stand-alone structure that would have been equally suitable to be used as a shared pathway? What would have been the cost for such a structure and why was it rejected?*

Yes, a separate bridge was considered. As shown above this had the highest cost estimate in the initial comparison.

The P50 cost estimate for a separate bridge in 2017 dollars was $977,000 and again this did not include design fees, logistical and transport costs, new abutments, any temporary works, protection of existing services or traffic management costs. However, experience suggests that costs could be

considerably higher than these figures based on actual costs for similar new pedestrian and cycling bridges that are part of other recent projects in the region.

Resource consent requirements are also significantly more complex and challenging for a new bridge. New structures in the river bed would require us to apply for consents that consider the effect on river hydraulics and flooding and other environmental factors. These requirements are much simpler for adding on to the existing bridge piers, saving costs. The cost of professional services for preparing consent applications would have also added to the total project cost.

> *What is the total estimated cost to date of the construction and installation of the clip-on for the old Waikanae river bridge?*

The Waikanae River Bridge clip-on (based on the lightweight 'Option 3') was contracted in November 2021 under a design and construct contract. The contracted cost is $1.923m, and includes design fees, logistical and transport costs, new abutments, upgraded safety barriers, temporary works, protection of existing services and traffic management costs.

The cost is being shared equally by NZ Transport Agency Waka Kotahi and Kāpiti Coast District Council. Progress payments have been made to the contractor for the work completed to date. This includes work to prefabricate the clip-on structures, and to install the cantilever supports which have been installed on the bridge piers.

In line with NZTA policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with NZTA, please contact Ministerial Services, by email to official.correspondence@nzta.govt.nz

Yours sincerely

**Mark Kinvig**
National Manager, Infrastructure Delivery

[redacted]