

MINISTERIAL BRIEFING NOTE

Subject	Te Ara Tupua Alliance Contract Signing Ceremony
Date	20 July 2022
Briefing number	BRI-2533

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 st contact
Kesh Keshaboina	Regional Manager Systems Design (Wellington/Top of South)	section 9(2)(a)	section 9(2)(a)	✓

Action taken by Office of the Minister

- ☐ Noted
- ☐ Seen by Minister
- ☐ Agreed
- ☐ Feedback provided
- ☐ Forwarded to
- ☐ Needs change [please specify]
- ☐ Withdrawn
- ☐ Overtaken by events

20 July 2022

Minister of Transport

TE ARA TUPUA ALLIANCE CONTRACT SIGNING CEREMONY

Purpose

1. This briefing provides you with information about Te Ara Tupua Alliance and associated projects, before the Alliance contract signing on Tuesday 26 July 2022 from 9:00am to 9:30am.

Project funding and costs

2. The Alliance is delivering two key projects, the Ngā Ūranga ki Pito-One section of Te Ara Tupua and Tupua Horo Nuku Eastern Bays Shared Path.

Ngā Ūranga ki Pito-One

3. The total project cost is \$311.9M, with the following split of cost share:
 - Waka Kotahi NZ Transport Agency (NLTF) - \$304.9M
 - Greater Wellington Regional Council - \$2M
 - Wellington City Council - \$5M
 - Hutt City Council is a partner in this project despite not contributing funds directly.

Tupua Horo Nuku

4. The project is led by Hutt City Council. To date the project has committed funding from:
 - Waka Kotahi (NLTF funding will be sought) - \$7.5M
 - Hutt City Council - \$7.5M
 - NZ Government (COVID-19 Recovery Fund) - \$15M
5. Costs to deliver all 6 bays are forecast to be greater than the funding committed to date and any split for additional funding has not yet been determined. Funding is committed to the first two bays.
 - Southern portion (2 bays) \$17M approximately
 - Northern portion (4 bays) TBC - currently being estimated by the Alliance

Project features

6. The Ngā Ūranga ki Pito-One section of Te Ara Tupua and Tupua Horo Nuku Eastern Bays Shared Path face similar design, construction and environmental challenges due to the harbour environment, making them a good fit for integrated delivery by Te Ara Tupua Alliance.

Ngā Ūranga ki Pito-One section of Te Ara Tupua

- 4.5km long, 5m wide shared path from Ngauranga interchange to Honiana Te Puni Reserve
- Integrated with Thorndon Quay Hutt Road project (LGWM) to the south, and Pito-One to Melling cycleway and RiverLink walking and cycling paths to the north, creating a future Wellington to Lower Hutt cycling spine.
- Coastal revetments and seawalls covering a 3.3km section, protecting the shared path and improving the resilience of the rail and road corridors.
- Delivered in close collaboration with KiwiRail to ensure safe and efficient operation of both construction activity and train movements in a constrained space.

Tupua Horo Nuku Eastern Bays Shared Path

- 4.4km long, 2.5-3.5m wide shared path through the communities of the Eastern Bays connecting Eastbourne to Seaview.
- Integrated with existing and future walking and cycling network in Lower Hutt.
- New seawalls using a curved stepped design, replacing existing Marine Drive seawalls some of which are nearing end of life.



Project benefits

7. By providing a safe, attractive 5m wide path, separated from motorised traffic, Te Ara Tupua will make it possible for more people to try new and active ways of getting around.
8. By 2030, we estimate people making over 2000 trips by bike on the path each weekday, as well as 725 walking or running trips and around 160 trips on e-scooters or other devices. Recreational use will see even more people walking, running, and enjoying the path at weekends.

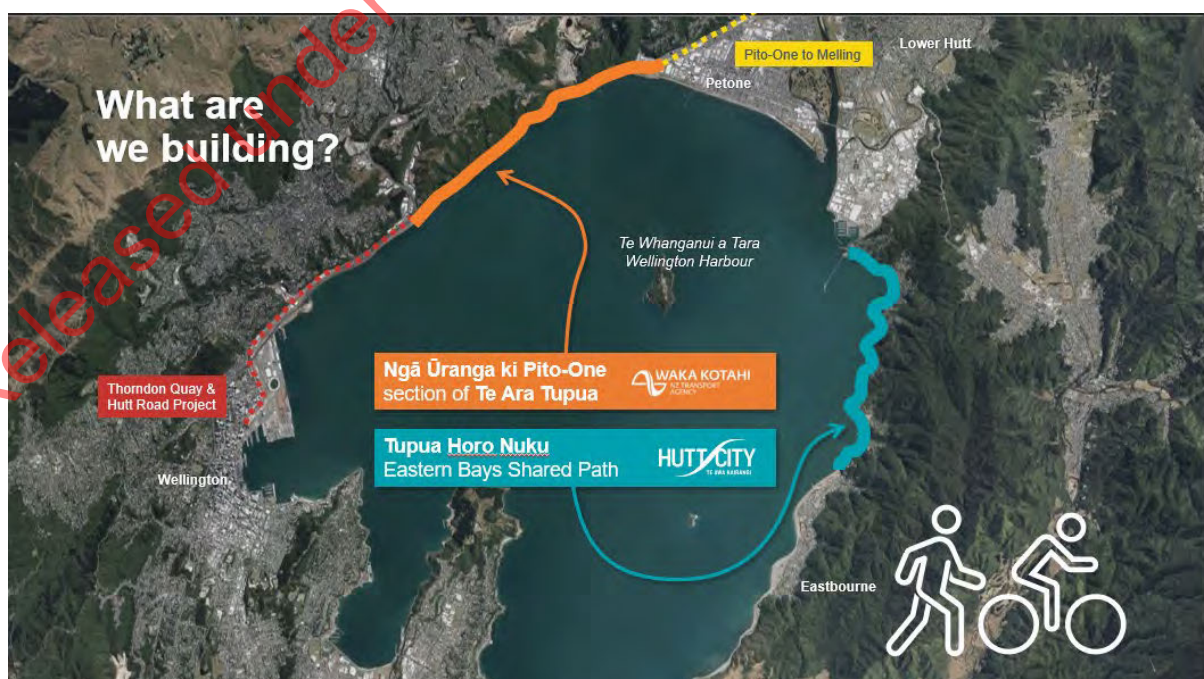
The key benefits of Te Ara Tupua include:

- a high-quality shared path for people who want to cycle or walk, promoting a healthy lifestyle
- sustainable and affordable transport
- cycling becomes a safer and more attractive transport choice shifting people from vehicles to cycling and walking which also reduces traffic congestion and emissions
- people of all ages and abilities will be able to ride a bike using a path that accommodates less confident as well as experienced cyclists
- more connections to the wider cycling network
- better safety standards and capacity improves the network's resilience to events such as storms and earthquakes
- supports tourism-related cycling and boosts the Wellington regional economy.

Project context

9. Te Ara Tupua is the project to create a walking and cycling link between Wellington and Lower Hutt. It includes three projects – upgrades to Thorndon Quay and Hutt Road, Ngā Ūranga ki Pito-one, and Pito-one to Melling. The name Te Ara Tupua was gifted to the project by Te Atiawa Taranaki Whānui.

10. Te Ara Tupua Alliance is delivering two harbour-side walking and cycling path projects in Te Whanganui-a-Tara Wellington. The projects will support uptake of active travel in the region and improve the resilience of existing coastal infrastructure.
11. The Alliance is made up of Waka Kotahi (as owner), with Downer NZ, HEB Construction and Tonkin + Taylor as the design and construction partners.
12. Te Ara Tupua Alliance was initially procured by Waka Kotahi to deliver the Ngā Ūranga ki Pito-One project, and was selected based on track record and skill set, as Alliance procurement is based on non-price attributes.
13. Since July 2021 Te Ara Tupua Alliance has been in the Interim Project Alliance Agreement (IPAA) phase. During this phase of an Alliance project, the design and construction methodology are developed to produce a price for delivery.
14. During this phase the Alliance was also identified as a suitable team to deliver Tupua Horo Nuku given the common challenges and requirements of the two projects.
15. The prices have now been developed for the Ngā Ūranga ki Pito-One project and the southern two bays of Tupua Horo Nuku.
16. Signing the Project Alliance Agreement (PAA) is a crucial milestone that enables the delivery of these two iconic future walking and cycling routes. It represents a coming together of the parties who will sign the contract making up the formal Alliance as well as the wider project partners – iwi mana whenua (Taranaki Whānui and Ngāti Toa), Hutt City Council, KiwiRail, Greater Wellington, and Wellington City.
17. As well as a strong example of partnering with iwi mana whenua, it is an example of central-local government collaboration to deliver community benefit.
18. Once the PAA is signed, construction will begin first on Tupua Horo Nuku (August 2022), then on the Ngā Ūranga ki Pito-One section (late 2022). The first work for Ngā Ūranga ki Pito-One will be construction of the new Integrated Clubs building on Honiana Te Puni Reserve.
19. These projects complement other works currently underway on the Pito-one to Melling section of Te Ara Tupua (under construction), and improvements planned as part of Let's Get Wellington Moving section of Wellington to Ngauranga.



Key messages

20. Right now, there is no safe walking and cycling route between Wellington and Lower Hutt. By providing a safe, attractive 5m wide path, separated from traffic, Te Ara Tupua will make it possible for more people to try new and active ways of getting around.
21. By 2030, we estimate that people will be making over 2000 trips by bike on the path each weekday, as well as 725 walking or running trips and around 160 trips on e-scooters or other devices. Recreational use will see even more people walking, running, and enjoying the path at weekends.
22. It will give people a reason to leave their cars at home and take up more active transport options like walking and cycling. It will improve peoples' health and connect them more safely with jobs, schools, essential services and recreation.
23. It's also good for the environment, with more people choosing to walk, run, cycle or scooter means lower emissions from transport and less pressure on our roads and public transport services. Reducing emissions is a high priority for the Government and New Zealand needs to transition to a low carbon transport system.
24. Equally as important, the project will help provide critical protection from the effects of rising sea levels due to climate change and weather events for State Highway 2 and the main rail corridor.
25. The same is true for the eastern bays of Lower Hutt. 5000 people live along the Eastern Bays, with Marine Drive providing the only road and infrastructure service connections.
26. Local residents have identified that the completion of Tupua Horo Nuku, and concern about climate change, as the two most important issues facing the Eastbourne community.
27. Tupua Horo Nuku provides opportunities for protecting the resilience of the road and underground services by upgrading the supporting seawalls.
28. The road is currently subject to closure, and/or reduced operation, in part due to wave overtopping because of the current state of the coastal edge.
29. In addition to increased connectivity, the new shared path will provide the first step in enabling the Marine Drive Road corridor to respond to the challenges of sea level rise.
30. Ngā Uranga ki Pito-one and Tupua Horo Nuku will also create amazing new pieces of harbour waterfront and contribute to the Great Harbour Way, Te Aranui o Poneke, right around the edge of Te Whanganui a Tara.

Ministerial Contract Signing

31. The event will be located at The Dowse Art Museum, 45 Laings Road, Lower Hutt.
32. A mana whenua welcome, speeches, and a contract signing ceremony will take place.

Key attendees to acknowledge

33. The key attendees invited for the contract signing ceremony include the following:

- Mana whenua
- Local Government Partners: Hutt City Council, Wellington City Council and Greater Wellington Regional Council
- Te Ara Tupua Alliance Representatives from Tonkin + Taylor, Downer NZ, and HEB Construction
- Local Members of Parliament
- Waka Kotahi representatives

Media

34. This is not a media event, however, we expect some local and national media interest.
35. Recent media has been critical of the increasing costs associated with these walking and cycling projects, particularly the impact projects like this will have on other walking and cycling projects.
36. If media do attend (they are not being invited) they may ask questions about the increased cost of Te Ara Tupua.

It is recommended that you:

1. **Note** the contents of this briefing.
2. **Forward** this briefing to *[Insert the MP name if the Minister is not attending/ Delete is Minister is attending]*



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Kesh Keshaboina,

Regional Manager System Design (Wellington and Top of the South Island)

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Hon Michael Wood, Minister of Transport

Date: 2022