

# NZ Upgrade Programme

## Monthly Report for September 2022

ISSUED ON 20 October 2022



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New Zealand  
Upgrade  
Programme



New Zealand Government



# Executive Summary

Project Health RAG	Phase	Overall Health	Time	\$
Papakura to Drury	Imp			
O Mahurangi/Penlink	Imp			
SH1/29 Intersection Improvements	Pre-Imp			
Takitimu North Link Stage One	Imp			
Takitimu North Link Stage Two	Pre-Imp			
Ōtaki to North of Levin (Ō2NL)	BC			
SH58 Safety Improvements – Stage Two	Imp			
SH2 Melling Efficiency & Safety Improvements	Pre-Imp			
Canterbury Package				
• Brougham St Corridor Improvements	Pre-Imp			
• Rolleston Access Improvements	BC			
• SH75 Halswell Road Improvements	Pre-Imp			
• SH73 Weedons-Ross Road Intersection	Imp			
• Walnut Avenue Intersection Improvements	Imp			
• SH1 Tinwald Corridor Improvements	Pre-Imp			
Queenstown Package	Pre-Imp			
Northland Package	Rescope			
Northern Pathway Alternative Investment	Rescope			
South Auckland Package	Rescope			

## Key Upcoming Ministerial Project Milestones and Decisions

Project	Milestone	Due
s 9(2)(f)(iv)		

## Sponsor Commentary

The programme status remains RED s 9(2)(g)(i)

s 9(2)(f)(iv)

However, despite this we continue to make good progress with milestones achieved at a project and programme level. The programme team’s focus during September has been the completion of the above mentioned briefings, refocussing the Delivery Improvements work and supporting projects through key milestones.

Project milestones achieved in the month include the Melling project completing the Stage Gate 3 review, which is a readiness for procurement review. This is a significant milestone that provides certainty for the project, our partners, the industry and the region. There has also been good progression of the South Auckland Package detailed business case. The progression within the South Auckland Package project has seen the overall RAG status shifted from RED to AMBER.

September saw a continuation of price falls for steel and fuel. Other price indexes, such as concrete, plant & equipment and shipping have also dropped. Shipping indexes have dropped substantially by 66%-82% from peak prices back in September 2021. However, the continued global economic downturn, coupled with a weakening New Zealand dollar and rising interest rates, have kept inflation high, with a longer-than-expected return to the long-term average of 2-2.5%. The labour market also remains very tight. But with the border reopening last month, capacity constraints may be starting to ease with a slight trend reversal experienced during September.

The risk on cost pressures now focuses on the delay to returning to the long-term average. This has extended significantly by 2 years since forecasts earlier in the year. The effect of this on the programme will be monitored closely.

Communication & Engagement Highlights
<p><b>Takitimu North Link</b> – Video featuring local welding specialist Neihana Bennett (Ngāti Kahu) sharing his journey to becoming a business owner and welding contractor on the project. Social media posts on the endangered Kōtuku/White Heron seen fishing at a project site and the de-fishing underway at waterways.</p> <p><b>Takitimu North Link</b> – Media release on three new bridges starting construction.</p> <p><b>Papakura to Drury and O Mahurangi Penlink</b> – Public information days held.</p> <p><b>SH73 West Melton</b> – Social media post and video highlighting strong relationships with the community.</p> <p><b>Look ahead</b> – Queenstown package designation communications, kindergarten name Takitimu North Link crane, Ōtaki to North of Levin project office open day.</p>

# Upcoming Significant Decisions

During the next several months significant decisions will need to be made and the programme team is working closely with the projects, KiwiRail, Te Manatū Waka and the Treasury to develop further advice to support Joint Ministers decisions on managing the cost pressures across the programme.

Ministerial Risk category	Project Name	Summary	Approval date *	Contractual Commitment	Approval Level
Higher	s 9(2)(f)(iv)				
Lower					
	Rolleston Access Improvements	Detailed Business Case	Mar-23		Board
	s 9(2)(f)(iv)				
Rescope					
Programme					

\* Dates for decisions sitting at the Joint Minister approval level indicate when Waka Kotahi will submit a briefing requesting approval.

# Programme Financials

Project (\$m)	Project Total Spent	% Spent to P50	Budget appropriated (to P50)	Joint Ministers Tagged Contingency	P95 Contingency Appropriated	Funding Allocation	P50 Latest Est.	P95 Latest Est.	Budget Health RAG Status
O Mahurangi/Penlink	90.4	s 9(2)(j)				830	s 9(2)(j)		●
Ōtaki to North of Levin (Ō2NL)	104.2					1,500			●
Higher risk	194.7					2,330			
Papakura to Drury	134.2					655			●
Takitimu North Link Stage One	133.7					655			●
SH2 Melling Safety Improvements	22.6					420			●
SH58 Safety Imp Stage Two	24.0					105			●
SH1/29 Intersection Improvements	4.5					40			●
Canterbury Package	23.4					300			●
Queenstown Package	13.0					115			●
Takitimu North Link Stage Two	17.0					57			●
Lower risk	372.5					2,347			
Northland Package	12.9					192			●
South Auckland Package	85.0					874			●
Northern Pathway Alt Investment	51.6					782.5			●
Rescoped	149.5					1,848.5			
Grand Total	716.7					6,525.5			

## Month Financial Result

Actual expenditure for September was \$33.4m (against a forecast of \$31.3m). Main areas of expenditure during the month were: \$3m property purchase for Otaki to North of Levin; Papakura to Drury and Takitimu North Link Stage one both progressing well (\$15.7m) in construction; and \$6.4m for Penlink as the project enters Implementation phase.

## Estimates at Completion (EAC)

s 9(2)(f)(iv)

## Commentary on sector capacity and schedule

Whilst we remain confident that we have the global resource pool to deliver the programme as it stands, there are trends beginning to surface. We are starting to observe some of the firms that have been continuously successful winning work face internal resourcing challenges, this may result in a reduction in quality, or delays in achieving timeframes. A focus for project teams has been improving the accuracy and re-evaluating schedule forecasts. Currently 6 projects are signalling construction finish delays, with 4 projects forecasting advancements to construction finish dates.

## Commentary on high value/high risk projects

There are no significant departures from the information provided previously:

- O Mahurangi/Penlink:** Confirmation that scope can be delivered within the affordability threshold excluding escalation over and above 2%.
- Ōtaki to North of Levin :** s 9(2)(f)(iv) BC has been submitted for Ministerial consideration for October.
- Takitimu North Link Stage One and Papakura to Drury:** s 9(2)(f)(iv)
- Riverlink/Melling:** s 9(2)(f)(iv)
- South Island –** s 9(2)(f)(iv)

## Cost Pressure Risk

Summary of latest highlights from Infometrics:

- The global outlook for growth continues to decline as central banks continue to tackle high inflation by raising interest rates. Recent changes by the UK Government to fiscal policy, as well as the on-going war in Ukraine, are providing additional uncertainty to world markets. The New Zealand dollar continues to decline against other currencies, especially against the US dollar, with the weaker exchange rate leading to more imported inflation. Further interest rate rises are expected.
- The previous month's downturn in material prices continued for September, with a drop in steel, fuel and concrete. Shipping costs were down sharply during September with both major indexes falling by 40-75%. The labour market remains very tight. But with the border reopening, capacity constraints may be starting to ease, with labour supply seeing a slight reversal in trend for September.
- The effect of escalation risk on the programme has shifted. Previously, concern was focused on peak escalation rates during the early to middle part of 2022. However, this risk has now passed, with focus now on how long it will take for escalation rates to drop-down to the long-term average. Any delay to this return, or any significant delay in project schedules, will have an adverse effect on overall costs to the programme. While our understanding around these forecast rates continues to develop, the programme will adopt a more pessimistic outlook by recommending a more conservative approach to funding allocations for project teams (i.e., P95 estimates).



# Project Readiness Status

Cost pressures are increasing the uncertainty over scope across a range of projects. Given scope clarity is key to consenting and property purchase progress this is presenting an increasing risk to schedules.

Projects *	Construction start date as per Baseline Report	Delivery phase	Next major milestone		State of Readiness		
					Stable Scope	Property purchase	Consenting
Takitimu North Link Stage One	Underway	Imp	Re-Baseline Report	Oct-22			
Queenstown Package	Early 2022	Pre-imp	Scope Decision	Oct-22			
O Mahurangi/Penlink	Mid 2022	Imp	Property Purchase complete	Jan-23			
SH1-29 Intersection Improvements	Late 2022	Pre-imp	Detail Design Review and Approval	Oct-22			
SH58 Safety Imps – Stage Two	Mid 2023 (Stage 2B)	Imp	SP2a implementation start	Oct-22			
Brougham St Corridor Improvements	Mid 2023	Pre-imp	PS Contract Award	Oct-22			
SH73 Weedons-Ross Road Intersection	Mid 2023	Imp	Practical completion	May-23	Trending GREEN		
SH1 Tinwald Corridor Improvements	Mid 2023	Pre-imp	Detail Design complete	Oct-22			
SH1 Papakura to Drury	Stage 1B1 – Mid 2023	Imp	Re-Baseline Report	Oct-22			
SH2 Melling Efficiency & Safety Imp	Late 2023	Pre-imp	Registration of Interest release – construction	Late-22			
SH75 Halswell Rd Imps	Late 2023	Pre-imp	NOR Lodgement	April-23	Trending GREEN		
Rolleston Access Improvements	Early 2024	BC	Detailed Business Case endorsed	Dec-22			
Ōtaki to North of Levin	2025	BC	Detailed Business Case endorsed	Oct-22			
Takitimu North Link Stage Two	N/A	Pre-imp	Re-Baseline Report	Oct-22			

\*South Auckland Package and Northland Package are currently undergoing rescoping and have been excluded from this report. Walnut Avenue is fully in construction and has been removed from this report. Projects appear in order of construction start date.

Readiness is required by the time the construction contract is started, noting that some of the initial projects are being implemented in phases. Note that construction start is as per baseline report. Arrows show movement from prior report.

\*\*Decisions made by Joint Ministers in October will see this status change from RED.

## Scope

RED status reflects scope definition still to be completed/confirmed as part of business case approval process.

- Queenstown Package – Scope is showing RED as affordability issues may result in a requirement to change project scope.
- Ōtaki to North of Levin and Melling Efficiency and Safety Improvements\*\* – Scope is showing RED to reflect uncertainty due to latest cost estimates being higher than allocation and Project teams are working through affordability issues.

## Property

GREEN to RED status reflects scaled risk based on timeframe to construction start. Status should trend to AMBER/GREEN as scope issues are resolved, providing certainty around property requirements. § 9(2)(i)

- Takitimu North Link Stage One – RED § 9(2)(i)
- SH1/29 Intersection Improvements – RED § 9(2)(i)
- SH58 Safety Improvements - RED due to ongoing delays to confirming land requirements.
- Papakura to Drury Stage 1B1 – RED § 9(2)(i)
- Melling Efficiency & Safety Improvements – RED status reflects tight delivery timeframes, particularly for business relocations.
- Rolleston Access Improvements – RED status reflects that land requirements are not yet confirmed.
- O2NL – RED status reflects recent advice that Land Requirement Plans delayed to mid 2023 (programme pushed out to July 2026).

## Consenting

RAG status relates to the state of readiness for construction. Projects rated AMBER still need consents or other statutory approvals. In most cases the pre-lodgement work is well underway or all or parts of the application package have been lodged. Timeframes are not yet critical but we are continuing to see movement of proposed lodgement dates associated with uncertainty in scope and design detail. This plus changes to the resource management framework increase consenting and programme risk. No changes to the status are made this month.

- O Mahurangi / Penlink – the status remains at AMBER as there are still outstanding statutory approvals, but the status may change to GREEN by year end once the final RMA and HNZPT applications are lodged.
- Takitimu North Link Stage Two - the AMBER status reflects the high consenting risks, although with no delivery timeframe there is less time pressure to secure the consents.
- Ōtaki to North of Levin – the RED status § 9(2)(g)(i)

## Archaeological Authority Appeal – Takitimu North Link Stage One

§ 9(2)(i)

# Risk Management Summary – Key Programme Risks

## Key Programme Risks

### Focus this month













- Ownership and management of risks and control plans by the risk owner.
- The interplay of project risks with the wider programme, to understand which significant project risks could significantly impact or stop the programme from achieving the required outcomes.
- Review & monitoring of selected programme risks/issues and their controls (as noted in table below). A staged approach on control assurance for key programme risks will be undertaken, to bring awareness and attention to topical risks/issues, their controls, and how these are monitored. Highlighted for the month of September are Funding and Consenting, as they have featured in programme and project conversations throughout the month.

### Coming up










- Programme Risks Quarterly Workshop – The work to assess and evaluate the key programme risks, the understanding of potential drivers, causes and impacts and the current and proposed mitigations and controls – **October 2022**
- The interplay of transport services strategic risks with NZUP programme risks, to understand if there is an opportunity to positively impact each other's success.

Risk/Issue	Description	Risk/Issue Level	Key Controls	How will Risk/Issue and Controls be monitored?
Funding	<div><div></div><div></div><div></div></div>	Extreme	<ul style="list-style-type: none"><li>• Timely and proactive engagement with stakeholders and partners</li><li>• Regional relationship roles</li><li>• Stakeholder/ partner engagement through project governance and steering groups</li><li>• Memorandum of understanding for managing dialogue and providing support</li><li>• Internal project governance i.e., Sponsors groups, PSC</li><li>• Collaboration with Partners - working relationships i.e., KiwiRail</li><li>• Increased monitoring with cost modelling</li><li>• Financial forecasting and insights reporting</li></ul>	<ul style="list-style-type: none"><li>• Monthly risk report to the Steering Group</li><li>• Monthly reporting regime</li><li>• Embed controls and actions in workplan</li><li>• Quarterly Deep Dive Risk Profile Report</li></ul>
Consenting	Project consents delayed / not granted / onerous conditions	High	<ul style="list-style-type: none"><li>• Appropriate consenting resource to advise on tasks and programme (internal and external)</li><li>• Consenting strategy on most projects (should be for all)</li><li>• Sharing lessons learned across different projects and good examples of application documents and conditions</li><li>• Use updated templates for consent documents</li><li>• Early engagement with regulatory authorities and stakeholders on consenting requirements and expectations</li><li>• Cross agency coordination i.e., Auckland Council, Greater Wellington Regional Council, DOC, Environment Court, for planned lodgement timing</li></ul>	<ul style="list-style-type: none"><li>• Engagement with project consent planners</li><li>• Record of target lodgement dates and programme changes</li><li>• Monthly Governance Group report slide for consenting timeframes</li></ul>

# NZ Upgrade Programme – Sponsor Commentary






















NZ Upgrade Programme					Sponsor Commentary
Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	
Northland	Northland Package (Rescope)				Project remains at a <b>RED</b> RAG status.
		Previous Month <b>RED</b>	Previous Month <b>GREEN</b>	Previous Month <b>RED</b>	
Auckland	Papakura to Drury (Imp)				<p>As per previous reports, the RAG status is <b>RED</b> s 9(2)(g)(i). The re-baseline report is due to be reported to the Joint Ministers in October 2022.</p> <p>Stage 1A delivery continues to progress well. The pricing and programme for the southbound on-ramp detailed design has been received, with reconciliation underway. Piling work for the new on-ramp and motorway bridges over the North Island Main Trunk (NIMT) lines continues.</p> <p>Stage 1B1 detailed design is targeting 100% for most design packages by mid-December 2022. The Road-map through to commencement of construction in October 2023 is being refined s 9(2)(j).</p> <p>The consent for Stage 1B2 is due to be lodged in October via the Covid-19 Recovery (Fast Track Consenting Act 2020). An offer of service for detailed design is about to be awarded.</p>
		Previous Month <b>RED</b>	Previous Month <b>AMBER</b>	Previous Month <b>RED</b>	
	Northern Pathway Alternative Investment (Rescope)				<p>The Transport Minister has considered the redefined scope recommendation sent to him in April and has decided not to proceed with any walking and cycling solution across the harbour at this time. The plan for re-allocating the funds requires Cabinet approval s 9(2)(f)(iv). The RAG status has been changed to <b>GREY</b> to reflect cancellation of the project.</p>
		Previous Month <b>GREY</b>	Previous Month <b>GREY</b>	Previous Month <b>GREY</b>	
	O Mahurangi/ Penlink (Imp)				<p>The project is tracking within the cost and progress parameters as per plan and has a <b>GREEN</b> RAG status.</p> <p>There is now a site presence with an office established and enabling works in progress. The approval of our Environmental Management Plan remains the key focus for October to enable an earthworks start in January 2023. The minister confirmed attendance to the sod turning on 10 December 2022.</p> <p>Our project KPI's for year one are finalised. The team is aligned to enable better outcomes. KRA and KPI feedback sessions with NZUP and digital are set-up to share learnings from our balanced scorecard approach.</p> <p>Our project control system now in place to monitor progress, cost and quality performance. Earned value as a project metric is also being reported.</p>
		Previous Month <b>GREEN</b>	Previous Month <b>GREEN</b>	Previous Month <b>GREEN</b>	

# NZ Upgrade Programme – Sponsor Commentary










NZ Upgrade Programme					Sponsor Commentary
Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	
Auckland (continued)	South Auckland Package (Rescope)				Overall <b>AMBER</b> RAG status has improved (previously <b>RED</b> ) due to ability to progress the South Auckland Package Detailed Business Case.
		Previous Month <b>RED</b>	Previous Month <b>RED</b>	Previous Month <b>GREEN</b>	<b>Mill Road</b> s 9(2)(f)(iv)    <b>SH22 Corridor Upgrade and Waihoehoe Road Upgrade</b> Joint Ministers approved the inclusion of property purchase at Oira Rd intersection into the scope of the SH22 Upgrade Project. With the announcement of Fisher & Paykel Healthcare purchasing land directly opposite Oira Rd intersection, the project team is now evaluating whether the format of the intersection should be a dual lane roundabout or move to a full signalised intersection. s 9(2)(j)  An updated cost estimate has been received from Aecom at s 9(2)(j) Combined with the current cost estimate for Waihoehoe Road Upgrade s 9(2)(j) the total estimated cost is s 9(2)(j) The recent paper to Joint Ministers highlighted an expected cost of s 9(2)(j) for these two projects. This leaves approximately s 9(2)(j) for potential Mill Road / Redoubt Road related safety s 9(2)(f)(iv) (excludes spend to date \$85m).
	Waihoehoe Road (Drury) Upgrade				Approval has been provided to progress purchase of professional services for the pre-implementation phase of SH22 and Waihoehoe Road Upgrade Projects. An initial cap of s 9(2)(j) per project has been agreed while the procurement plan is finalised. This will allow critical path work to get underway e.g. site investigations.
		Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	Draft agreements with Auckland Transport and KiwiRail have been drafted to confirm roles & responsibilities, cost management and risk allocation. The agreements relate to these projects and construction of the Paerata Station roundabout. The relationships between Auckland Transport, KiwiRail and Waka Kotahi are progressing well with good integration.
	SH22 (Drury) Corridor Upgrade				
		Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	























# NZ Upgrade Programme – Sponsor Commentary

NZ Upgrade Programme					Sponsor Commentary
Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	
Waikato & Bay of Plenty	SH1/29 Intersection Improvements (Pre Imp)				The project has a <b>RED</b> status <b>s 9(2)(g)(i)</b>  Counsel, including Crown Law continue to provide guidance to the project team. The Environment Court Notice of Requirement and Consent hearing has been adjourned with a decision expected late 2022. The hearing for the Section 23 has been scheduled for late November with evidence submitted.
		Previous Month <b>RED</b>	Previous Month <b>RED</b>	Previous Month <b>RED</b>	
	Takitimu North Link Stage One (Imp)				The project remains <b>RED</b> RAG status <b>s 9(2)(g)(i)</b>  <b>s 9(2)(f)(iv)</b>  <b>s 9(2)(j)</b>  <b>s 9(2)(g)(i)</b>  <b>s 9(2)(j)</b>  Work continued on the four bridges; Wairoa River, Wairoa Rd, Cambridge Rd and Minden Gully. The staging across the river is progressing well. <b>s 9(2)(ba)(ii)</b>   
		Previous Month <b>RED</b>	Previous Month <b>AMBER</b>	Previous Month <b>RED</b>	
					
		Previous Month <b>AMBER</b>	Previous Month <b>GREEN</b>	Previous Month <b>AMBER</b>	
	Takitimu North Link Stage Two (Pre Imp)				This project has an <b>AMBER</b> RAG status. Multi-criteria analysis (MCA) workshops have been completed. Approval for the preferred option will be presented to the Project Steering Committee in November 22. The target for lodgement of NOR and consents is mid 2023.

# NZ Upgrade Programme – Sponsor Commentary

NZ Upgrade Programme					Sponsor Commentary
Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	
Manawatu / Whanganui	Ōtaki to North of Levin (Ō2NL) (BC)				Our overall status continues to sit at <b>RED</b> s 9(2)(g)(i). Ministerial briefings were delivered in September to support DBC approval. Ministerial decision is critical for further progress of the project.
		Previous Month <b>RED</b>	Previous Month <b>GREEN</b>	Previous Month <b>RED</b>	s 9(2)(g)(i)  We are continuing to develop our consenting technical reports and application documentation. Our current planned lodgement date is mid-October. Project team investigating the options to lodge prior to DBC approval. As part of the development of our procurement strategy. The project is investigating how we can bring our delivery partners into our processes earlier so we can gain the benefits of co-design to help enable opportunities, such as greenhouse gas (GHG) reduction. The preferred procurement model is going through a series of workshops with the group leadership teams, due to its national significance it is important that the approach has wide ownership and consideration of industry risks/opportunities. Principle Technical Advisor (PTA) procurement to commence immediately to enable the project to be ready to procure in 2023, but is also constrained by procurement of other project in the region. Partnership continues to be a journey for all parties on the project. The project has been challenged to consider different ways of approaching consenting, the way we consider mitigation, governance, and partnership on the project. The 'one client' approach taken to partnership needs this sort of challenge to ensure we are collectively aligned.
Wellington	SH58 Safety Improvements – Stage Two (Imp)				The project status is <b>RED</b> . The SH58 Safety Improvements project has two components. Stage 2A (Harris Road to Mount Cecil Road) achieved practical completion on 11 July with the final surfacing to be undertaken in September after winter.
		Previous Month <b>RED</b>	Previous Month <b>RED</b>	Previous Month <b>AMBER</b>	s 9(2)(j)  In parallel, consenting documents are being produced, with most specialist reports now being complete. Planned construction start is late 2023. Early delivery of the first section Stage 2B (Harris Road to East of Moonshine Road) where the effects are relatively minor, is proceeding well. The only property owner where land is required has signed the property agreement. Construction contract documents are with Downer NZ to price the project by 16 October as well as a parallel estimate to be completed by Bond Construction. Consent documents have been submitted.
	SH2 Melling Efficiency & Safety Improvements (Pre Imp)				There has been positive progress over the past month. The project completed the Stage Gate 3 review, which is a readiness for procurement review. Stage Gate 3 reviewers commended the work that has been done on the project and noted many areas of good practice, such as: clear scope definition and ownership (accountability), good early and ongoing engagement with the community, early engagement with property management and business owners impacted by the project, project team co-location is enabling the project to build a "true team", project team liaising and learning across other projects (O Mahurangi), iwi relationship is well established with high trust and regular contact with the project, and significantly improved cost clarity, which has taken most risks into account.
		Previous Month <b>RED</b>	Previous Month <b>AMBER</b>	Previous Month <b>RED</b>	This is a significant milestone that provides certainty for the project, our partners, the industry and the region. The project's complexity, significance, and wide-ranging outcomes for Te Awa Kairangi ki Tai (Lower Hutt) and our partners cannot be understated. It's important to recognise and celebrate the team's achievements in reaching this milestone. There is an expectation that if Ministerial approval is granted for the project to proceed we will see the RAG status improve to <b>AMBER</b> .

# NZ Upgrade Programme – Sponsor Commentary

NZ Upgrade Programme					Sponsor Commentary
Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	
Canterbury	Brougham St Corridor Improvements (Pre-Imp)				<ul style="list-style-type: none"> <li>SH1 Rolleston Access Improvements DBC has identified an emerging preferred option. Public consultation has finished and the DBC is currently programmed to be completed in Q4 2022 with internal approvals March 2023.</li> <li>SH76 Brougham Street Corridor Improvements DBC was endorsed by the Investment and Delivery Committee (I&amp;D) in May. Schedule status remains <b>AMBER</b> to reflect implementation delays later than identified in the baseline report.</li> <li>SH75 Halswell Road Improvements DBC has been approved and is in the pre-implementation phase.</li> <li>SH73 Weedons-Ross Road, SH73 West Melton Improvements, has awarded the contract for physical works. These have now started and the project is currently ahead of schedule.</li> <li>SH1 Tinwald Corridor Improvements is in pre-implementation with design and consenting underway.</li> <li>SH1 Walnut Avenue Intersection Improvements is in implementation and should be completed by December 2022. Construction of the Railway crossing started, and we had a successful block of line during the last weekend of September, moving schedule status to <b>GREEN</b>.</li> </ul>
		Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	Previous Month <b>GREEN</b>	
	Rolleston Access Improvements (BC)				
		Previous Month <b>RED</b>	Previous Month <b>RED</b>	Previous Month <b>AMBER</b>	
	SH75 Halswell Road Improvements (Pre-Imp)				
		Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	
	SH73 Weedons-Ross Road Intersection (Imp)				
		Previous Month <b>RED</b>	Previous Month <b>GREEN</b>	Previous Month <b>RED</b>	
	Walnut Avenue Intersection Improvements (Imp)				
		Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	
	SH1 Tinwald Corridor Improvements (Pre Imp)				
		Previous Month <b>GREEN</b>	Previous Month <b>GREEN</b>	Previous Month <b>GREEN</b>	
Queenstown	Queenstown Package (Pre Imp)				<p>Kā Huanui a Tāhuna (the Queenstown Alliance) are preparing a Target Out-turn cost (TOC) proposal for the delivery of the NZUP Queenstown Package, which is expected in early 2023. Kā Huanui has prepared an update of the business case cost estimate to either validate affordability expectations, or otherwise enable a review of scope/budget ahead of the TOC proposal being fully developed. <b>§ 9(2)(g)(i)</b></p> <p>A prioritisation process was agreed with Queenstown Lakes District Council (QLDC) and Otago Regional Council (ORC) at staff level and the results of this has been reported to the NZUP Governance Group. Reports are being prepared for Joint Ministers.</p>
		Previous Month <b>RED</b>	Previous Month <b>AMBER</b>	Previous Month <b>RED</b>	

# Communications & Engagement

## Overview/Highlights

A number of pieces of proactive content were published, with key themes of progress to deliver NZUP, connecting with the community, caring for the environment and supporting local businesses.

This included Takitimu North Link's video featuring local welding specialist Neihana Bennett (Ngati Kahu) sharing his journey to becoming a business owner and welding contractor on the project – [Facebook](#), [LinkedIn](#), [YouTube](#). The project also communicated strong delivery progress, with construction starting on three bridges and featured de-fishing at waterways.

The strong relationship with the community built by the SH73 West Melton project was highlighted on social media with a local church providing a special 'thank you' morning tea for crews working on the intersection improvements project. Also on West Melton, the chair of the residents' association featured in a video commenting on how pleased the town is that the project will reconnect the south and north parts of the town – "People are right behind it and happy to be disrupted, we just want to see this fixed."

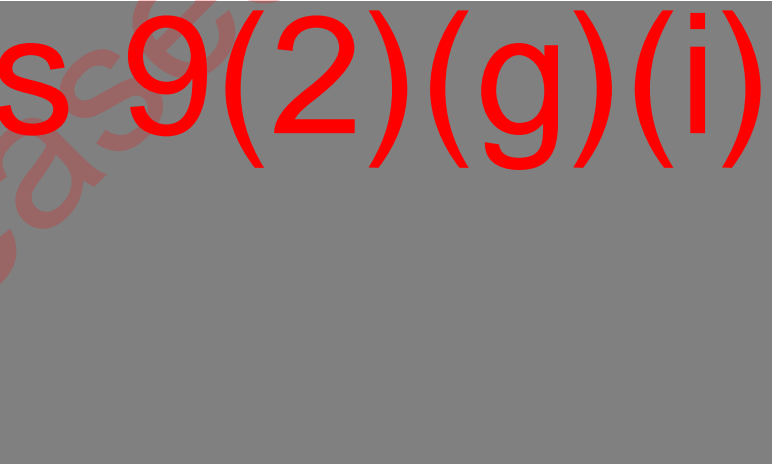
Public information days were held on O Mahurangi/Penlink and Papakura to Drury.

## Issues/Risks

Cost Pressures – s 9(2)(i)(iv)

## Stakeholder Engagement

What stakeholders are saying (themes)



## Proactive content

- Video of welding specialist Neihana Bennett on **Takitimu North Link** – [Facebook](#), [LinkedIn](#), [YouTube](#).
- Construction started on three bridges that cross the Te Hakao Minden Gully at Te Puna on **Takitimu North Link** – [media release](#).
- Connecting communities in Canterbury's **West Melton** – [YouTube](#), [Facebook](#).
- Community provides morning tea to say thank you on **West Melton** – [Facebook](#).
- Progress on RiverLink consents welcomed – [media release](#).
- The rarely seen endangered Kōtuku/White Heron fishing at **Takitimu North Link**, and the de-fishing underway at waterways in the Wairoa East area – [Facebook](#), [LinkedIn](#).

## Communications & Engagement Activity

**Papakura to Drury** – Public information day held on 24 September.

**South Auckland package** – Met with Papakura and Franklin Local Board members (16 Sept), presented to Franklin LB (20 Sept) and Papakura LB (28 Sept).

**O Mahurangi/Penlink** – Held a public information open day with the Stillwater Community with over 70 people attending, and the response was more positive than anticipated. Continue to meet with landowners along the designation and key stakeholders including Auckland Transport.

**SH1/29 Intersection Improvements** – OpEd by David Speirs published in [Cambridge News](#) on 22 September re plans for C2P - focus on multi-modal but talks about whole corridor, page 10.

**Takitimu North Link** – Video published on contract awarded to Māori-owned welding business in support of NZUP's delivery improvement social procurement objectives. Presented at Adventist School with high interest in cycle path, school speed limit and education opportunities for children. Hosted 18 engineering students from Toi-Ohomai which was received very positively.

**Ōtaki to North of Levin** – Ongoing discussions with HDC on Principal Development Agreement (PDA), Tararua Rd roundabout and early works with HDC elected member briefing on 21 September.

**SH75 Halswell Rd improvements** – Council community board briefing held in collaboration with city council staff and developer representatives with a focus on the Aidanfield intersection and developer activity.

**Queenstown package** – Designation comms finalised, including review by QLDC communication team, following councillors' briefing. Impact on trees and noise mitigation of note.

## Upcoming Activities

**South Auckland package** – Updating landowners on Drury projects.

**O Mahurangi/Penlink** – Meeting with landowners, environmental stakeholder groups, and meeting with local councillors re traffic modelling for the Whangaparaoa intersection.

**SH1/29 Intersection Improvements** – Landowner engagement in October and November on safety improvements as well as walking & cycling. Public information day on 17 November in Cambridge will include information on SH1/29 intersection. Planning communications for both the judicial review that has been filed, and outcomes of Environment Court hearing (held 5-8 September).

**Takitimu North Link** – Te Puna Kindergarten 'name the crane' at Minden Gully.

**Ōtaki to North of Levin** – Project office open day on 20 October.

**SH75 Halswell Rd improvements** – Supporting the developer at the Aidanfield intersection re their statutory requirements and consequent communications.

**Queenstown package** – Drop-in sessions planned as part of designation communications following on from council briefing on 27 September.

# Iwi Engagement & Treaty Partnership

## Ngā Pūrongo | Key Themes

### Genuine Partnership

The NZUP internal iwi partnership review has been socialised across the business including a live NZUP call. The review was also presented to the Waka Kotahi Investment & Delivery Board and generated good discussion, with a question being raised on how are we reporting on Māori Procurement targets and economic aspirations across the Programme. The NZUP Programme Management Office (PMO) are currently developing a reporting process for the programme that will focus on 1.) How many Māori business are contracted in the supply chain? 2.) What is the value of the contract?

O Mahurangi Penlink – Iwi working group formed called Te Aukaha with nominated iwi as chair, engagement with central Iwi Integrations group will continue. Alliance working with iwi PAB members on clarifying role and responsibilities.

### Māori Economy

The NZUP economic opportunities roadmap was presented to Ōtaki to North Levin project and iwi partners, who are very interested and can see value in the roadmap supporting local Māori economy. The roadmap has now been socialised across NZUP teams.

### Internal Cultural Capability Building

The PMO continues to support building staff cultural competency. Last month a Kaitiakitanga (Leaders in Practice) workshop was held for the Takitimu team, day 2 of the workshop is set for November 3rd. A Te Tiriti o Waitangi workshop was held in Te Whanganui a Tara for the Melling, Ōtaki to North Levin and SH58 team members. We will also be running the Treaty workshop in Tāmaki Makaurau Nov 8<sup>th</sup> and Te Wai Pounamu Dec 5<sup>th</sup>.

### Provide leadership and empower suppliers to engage effectively with Māori

Recent hui with the Pou Arahi of Aurecon who presented the Aurecon He Rautaki Māori (Māori Strategy). Recent hui with BECA Māori Partnership advisor regarding the purpose, vision and function of their expanding Māori Partnerships team called Te Ahi Tūtata.

## Ngā Hīnonga | Projects

**South Auckland Package** – The iwi and project site visits went well. Mana whenua shared history, cultural practices and their narrative. Site visit included stop to Te Maketū falls, history on land wars and Great South Road. This was very valuable for team. All one on one hui with individual iwi were held/completed in September for whakawhānaungatanga / relationship building. An e-mail has been sent to iwi chairs, regarding iwi interest on the Project Steering Committee (PSC). Nominations remain open until 23 October.

**O Mahurangi** – The team have been working with our iwi partners and have shared a draft Communications Management Plan for their input. A draft project logo has been shared with iwi for their feedback. We have been working with iwi to understand their aspirations for Okura Bush, which is not part of our ecological offset mitigation. The team are looking into how we can partner with iwi and stakeholders to help bring their vision to life.

**SH1/29 Intersection Improvements** – Hui continue on a monthly basis and are progressing very well. The cultural symbolism discussion needs to continue at a level higher than the project team. Iwi contributed to the Environment Court hearing through doing the opening karakia.

**Takitimu North Link Stage 1** – The iwi hapu collective group Te Paerangi met with members of the Regional Leadership team and have also requested a lessons learnt with project and iwi relationships be conducted.

**Takitimu North Link Stage 2** – Pirirakau have confirmed their representative. s 9(2)(g)(i)

**SH58** – Planning team has arranged a meeting with Ngāti Toa planning lead to go over relevant reports and plans. This meeting was delayed but will occur in October.