

# NZ Upgrade Programme

## Monthly Report for January 2023

ISSUED ON 27 February 2022



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New Zealand  
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# Executive Summary

Project Health RAG	Phase	Overall Health	Time	\$
Papakura to Drury	Imp			
South Auckland Package	DBC			
South Auckland - Waihoehoe Road (Drury) Upgrade	Pre-Imp			
South Auckland - SH22 (Drury) Corridor Upgrade	Pre-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)	Pre-Imp			
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			

## Communication & Engagement Highlights

**SH58 Safety Improvements Stage 2** – Resource consent has now been lodged. Construction of the early section (Harris Road to East of Moonshine Road) has now been awarded to Downer NZ

**Ōtaki to North of Levin** – Councils publicly notified of RMA submissions (24 Jan), public submissions open until 28 Feb.

**Papakura to Drury** - New project signage developed, to be installed 8 February.



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New Zealand Upgrade Programme

## Sponsor Commentary

We start 2023 with the programme remaining in RED s 9(2)(g)(i)

s 9(2)(f)(iv)

s 9(2)(g)(i)

the programme continues to make good progress. Construction commenced on O Mahurangi Penlink, construction was awarded for the early section of SH58 Stage 2 and on Waihoehoe Road Stage 2a we have awarded the professional services contract.

The programme is at a transition point and we have a focus on ensuring the programme is ready for this next phase. This includes:

- A health check and readiness review (undertaken by Ken Kanofski Advisory),
- Potential changes to programme management arrangements following recommendations made to Joint Ministers empowering delivery agencies to make scope and outcomes trade-offs and reprioritise funding, and
- An overall change in focus areas from Governance and the programme team reflecting this shift to a majority of the programme being in construction.

Initial progress on the above will be reported in March.

## Key Upcoming Project Decisions

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

# 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. Oct 22	P95 Latest Est. Oct 22	Budget Health RAG Status
O Mahurangi/Penlink	112.0	s 9(2)(j)				830	s 9(2)(j)		●
Ōtaki to North of Levin (ŌZNL)	125.4					1,500			●
Higher risk	237.3					2,330			●
Papakura to Drury	170.7					655			●
Takitimu North Link Stage One	171.1					655			●
SH2 Melling Safety Improvements	32.6					420			●
SH58 Safety Imp Stage Two	29.0					105			●
SH1/29 Intersection Improvements	4.8					40			●
Canterbury Package	34.1					300			●
Queenstown Package	18.9					115			●
Takitimu North Link Stage Two	18.5					57			●
Lower risk	485.7					2,347			●
Northland Package	13.0					192			●
South Auckland Package	86.6					874			●
Northern Pathway Alt Investment	51.7					782.5			●
Rescoped	151.3					1,848.5			●
Grand Total	874.4					6,525.5			●

## Month Financial Result

December and January saw a combined spend of **\$67.3m**, this being lower than forecast owing to the holiday season and exceptionally wet conditions during January for those projects in construction. Additionally, we expect projects to track under their February forecast due to continuing adverse weather conditions. Highest project spends include: \$20m Takitimu North Link Stage 1, \$15.3m for Papakura to Drury, \$11m for O Mahurangi Penlink.

## Estimates at Completion (EAC)

EAC values are as of October 2022 and reflect the latest estimates provided to Ministers. Estimates will be reviewed in 2023 to reflect the recent quarterly update to forecast escalation rates in November, as part of normal standard project practice.



## Commentary on sector capacity and schedule

Whilst we remain confident that we have the global resource pool to deliver the programme as it stands, the impacts from recent weather events and the Waka Kotahi emergency response could affect our ability to commence future procurements (due to a potential redeployment of resources interested in tendering) or maintain the current programme of construction (due to a potential reallocation of committed resources).

It's important to note that the Waka Kotahi emergency response may affect internal resources as well as external resources.

We are continuing to monitor the impacts on the NZUP programme and will provide an update next month.

## Funding Commentary

There are no major changes to the cost estimates and risks for individual projects this month. s 9(2)(f)(iv)

- **South Auckland, Northland Package and Ōtaki to North of Levin:** s 9(2)(f)(iv)
- **Projects with Confirmed funding lower than P95:** Takitimu North Link Stage 1 (P50), Papakura to Drury (<P50) and SH1/29: s 9(2)(g)(i)
- **Projects with P95 funding** (SH58, O Mahurangi Penlink, SH2 Melling, Canterbury Package and Queenstown Package: s 9(2)(g)(i)

## Cost Pressure Risk

There has been little change in the overall inflationary environment since last November's rate update. The NZ Reserve Bank continues to raise the official cash rate in an attempt to control inflation. Oil prices have contributed, in part, to keeping inflation rates high, owing to lower production levels. The programme has continued to support project teams to update their cashflow forecasts with the latest Waka Kotahi price index values.

The impact of the recent adverse weather within the upper North Island has been varied. Actual effect on costs and schedule will be assessed by the programme as more information is gathered from the project teams. At this early stage, we can expect Takitimu North Link Stage 1 to have the greatest risk of potential impact.

# Project Readiness Status

Projects *	Construction start date as per 2022 Briefings	Delivery phase	Next major milestone		State of Readiness		
					Stable Scope	Property purchase	Consenting
Takitimu North Link Stage One	Underway	Imp	Archaeological Authority Paper	Mar-23			
SH73 Weedons-Ross Road Intersection	Underway	Imp	Practical completion	May-23			
O Mahurangi/Penlink	Underway	Imp	Property Purchase complete	Mar-23			
SH1-29 Intersection Improvements	Mid 2023	Pre-imp	NOR Approval	Feb-23			
SH58 Safety Imps – Stage Two	Mid 2023 (Stage 2B)	Imp	Physical Works	Late-23			
Queenstown Package	Mid 2023	Pre-imp	NOR Approval	Aug-23			
SH1 Tinwald Corridor Improvements	Mid 2023	Pre-imp	Detail Design complete	Feb-23			
SH1 Papakura to Drury	Stage 1B1 – Mid 2023	Imp	Stage 1B2 NOR Approval	May-23			
SH2 Melling Efficiency & Safety Imp	Late 2023	Pre-imp	Preferred Proponent	Mar-23		Trending AMBER	
SH75 Halswell Rd Imps	Mid 2024	Pre-imp	NOR Lodgement	April-23			
Brougham St Corridor Improvements	Late 2024	Pre-imp	PS Tender	Feb-23			
Rolleston Access Improvements	Early 2025	BC	Detailed Business Case WK review	Feb-23			
Ōtaki to North of Levin	2025	Pre-imp	Specimen Design	Apr-23			
Takitimu North Link Stage Two	N/A	Pre-imp	Specimen Design	Mar-23			
Waihoehoe Road (Drury) Upgrade	N/A	Pre-imp	Land Requirement Plans	Feb-23			
SH22 (Drury) Corridor Upgrade	N/A	Pre-imp	Land Requirement Plans	Feb-23			

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 2022 briefings. RAG status are provided by Programme SMEs and reflect the programme's view of readiness.

RED or AMBER may not necessarily mean that management intervention is required, they represent a scaled risk. Over time all projects would trend to GREEN as they enter or near construction with all property/scope/consenting issues resolved.

## Scope

RED status § 9(2)(g)(i)

- Queenstown Package – Scope is showing RED § 9(2)(g)(i)
- Canterbury Package – scope is AMBER, § 9(2)(g)(i)
- Ō2NL – Scope is showing RED § 9(2)(g)(i)
- SH2 Melling – Decisions made by Joint Ministers in October has seen the status move to AMBER, § 9(2)(g)(i)
- Waihoehoe and SH22 (Drury) Upgrade – projects added this month have AMBER § 9(2)(g)(i)

## Property

GREEN to RED status § 9(2)(g)(i)

- Takitimu North Link Stage One – RED § 9(2)(g)(i)
- SH58 Safety Improvements - RED § 9(2)(g)(i)
- SH2 Melling – RED § 9(2)(g)(i)
- Rolleston Access Improvements – RED § 9(2)(g)(i)
- Ō2NL – RED § 9(2)(g)(i)

## Consenting

RAG status relates to the state of readiness for construction. Projects rated AMBER still need designations, consents or other statutory approvals (e.g. archaeological authority). In most cases the pre-lodgement work is underway or the application package has been lodged. Ongoing uncertainty in scope of some packages will result in later lodgement dates.

Projects not yet lodged will be subject to further changes to the resource management framework (e.g. National Policy Statement for Indigenous Biodiversity). There are now four projects which may be lodged after the new Natural and Built Environments Act comes into effect. This won't necessarily increase consenting risk (depending on final project scope), but will create uncertainty for the process. A review of the consenting strategies for some projects will be required.



# Schedule and Milestone Report

Northland Package, SH22 Drury corridor, Waihoehoe Road, and Mill Road are excluded from this slide until project schedules are finalised.

Project	2021 Baseline Construction Start	Updated Baseline Construction Start	Latest Construction Start	2021 Baseline Construction Finish	Updated Baseline Construction Finish	Latest Construction Finish	2022	2023	2024	2025	2026	2027	2028
Papakura to Drury	Underway	Underway	Underway	Late 2027	Late 2027	Late 2027							
O Mahurangi	Mid 2022	Late 2022	Underway	Mid 2026	Late 2026	Late 2026							
SH 1/29	Late 2022	Mid 2023	Mid 2023	Late 2024	Late 2024	Mid 2024							
Takitimu North Link - Stage 1	Late 2021	Underway	Underway	Late 2026	Mid 2027	Mid 2027							
Ōtaki to North of Levin	2025	2025	2025	2029	2029	2029							
SH58 – Stage 2	Early 2021	Underway	Underway	Mid 2026	Mid 2026	Mid 2026							
Melling	Late 2023	Late 2023	Late 2023	Late 2027	Late 2027	Late 2027							
Brougham St	Mid 2023	Late 2024	Late 2024	Late 2025	Late 2026	Late 2026							
Rolleston	Early 2024	Early 2025	Early 2025	Mid 2026	Late 2027	Late 2027							
Weedons-Ross	Mid 2023	Mid 2023	Underway	Early 2024	Early 2024	Mid 2023							
Tinwald	Mid 2023	Mid 2023	Mid 2023	Mid 2024	Mid 2024	Mid 2024							
Halswell	Late 2023	Mid 2024	Mid 2024	Late 2025	Late 2026	Late 2026							
Walnut	Mid 2021	Underway	Underway	Late 2022	Late 2022	Late 2022							
Queenstown	Early 2022	Mid 2023	Mid 2023	Early 2024	Mid 2026	Mid 2026							

36% of all Major (M1) Milestones Complete

1 Major Milestone Completed in January

2 Advanced Construction End

1 Advanced Construction Start

The above table show' the 2022 advised construction start and end dates. Any changes will be notified through this report.

2022 Updated Baseline Advised to Ministers

Baseline NOR Lodgement

Current Scheduled Construction if different to 2022 updated baseline

Advancement

## Commentary

Project schedules will be baselined to align with the briefings provided in late 2022. Extensive work is currently being undertaken on O2NL, SH2 Melling and the South Auckland packages to create updated end to end schedules. As property and consenting timelines become clearer, SH1/29 will provide an update to Governance Group as specific information was not provided in the briefings.

Major milestones met in the past few months include:

- **SH2 Melling** - The Request for Proposal (RFP) closed in December 2022. The 2 short-listed proponents will be announced in February with the tender to be awarded in March 2023
- **SH1/29** - Schedule is being re-baselined following the successful acquisition of a key property.
- **Tinwald** – Both Consenting was completed and Notice of requirement approved in January 2023. Project is on track to go out to tender in early March 2023.
- **SH58 Safety Improvements** - Stage 2a - Practical completion for was signed off at the end December 2022.  
- Stage 2b – Consent was granted in December 2022
- **Queenstown Package** – The Notice of requirement was lodged and the Detailed Design completed, both in December 2022
- **O Mahurangi Penlink** - Minister Hon Michael Wood broke ground at the sod turning ceremony in early December 2022.

# 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 Treasury to develop further advice to support Joint Ministers decisions on managing the cost pressures across the programme.

Contracts and Tenders above \$40m are shown below. Several upcoming key procurement decisions, including the physical works contract awards for Melling and Papakura to Drury Stage 1B1 (with a combined value of \$700m+) will be supported with papers over the coming months. The Northland Package Business Case is currently with Joint Ministers waiting for approval decision, while Rolleston and South Auckland Business Case approvals are due in May and July, respectively.

Project	Status	Related Cost Value \$M	Required Approval Date	Approval level
Commence Physical Works Procurement				
SH 1-29	Upcoming decision	s 9(2)(b)(ii)	April/May 2023	General manager*
Papakura to Drury 1B1 (Closed Tender)	Upcoming decision		May-23	General manager*
SH58 Stage 2B (Closed Tender)	Upcoming decision		May-23	General manager*
O2NL	Upcoming decision		Aug-23	General manager*
Halswell	Upcoming decision		Aug-23	General manager*
Physical Works Contract and Variation Awards:				
s 9(2)(f)(iv)				
SH58 Stage 2B	Upcoming decision		Jun-23	General manager*
SH 1-29	Upcoming decision		Jul-23	Board*
Melling	Upcoming decision		Oct-23	Board*
Papakura to Drury 1B1	Upcoming decision		Oct-23	General manager*
Business Cases:				
s 9(2)(f)(iv)				
Rolleston	Upcoming decision		May-23	Board*
s 9(2)(f)(iv)				
* Subject to expected costs being <i>within</i> funding allocation.				

# Risk Management Summary – Key Programme Risks

## Key Programme Risks

- There have been no changes to key programme risks since our last report.
- We continue to manage 2 issues – funding and cost escalation pressures. We are also managing a range of risks.

## Current Activity

- **Quantitative Risk Analysis (QRA)**
  - QRAs will assist the Programme to make informed judgements on the successful delivery of projects at set funding and scope.
  - A long-term approach for developing internal capability for Waka Kotahi is being developed. We will develop a project plan for Quantitative Risk Analysis to be reported to Programme Sponsor Advisory Group alongside Active Risk Manager paper on **24 February 2023**.
  - We continue to drive QRAs within the programme. QRAs for Canterbury, SH58 and SH1/29 are planned for early 2023.
- **Control Assurance Plan**
  - A staged approach to control assurance on the programme risks to be undertaken on top priority key risks.
  - The control assurance “deep dive” will be carried out through working with key risk owners and subject matter experts across the programme to identify and analyse causes, controls and monitoring requirements.
  - Timeframe – April 2023.

Current Programme Risk Landscape

Extreme Risk	High Risk	Medium Risk
<ul style="list-style-type: none"> <li>• <b>Funding:</b> s 9(2)(g)(i) – being managed as an issue</li> <li>• <b>Escalation:</b> Escalating input cost, labour, material, property and delivery – <b>being managed as an issue</b></li> <li>• <b>Resources:</b> Inadequate internal &amp; external programme resource</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Property:</b> Unsuccessful and costly property acquisition</li> <li>• <b>Delivery Improvement:</b> Outcomes not achieved</li> <li>• <b>External Capacity:</b> External partner and stakeholder capacity to support programme</li> <li>• <b>Consents:</b> Project consents delayed</li> <li>• <b>Local Authority:</b> Stakeholders' expectations are not met</li> <li>• <b>Operation:</b> Inadequate project management practices and disciplines</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Score card:</b> 5% value of all tender contracts awarded to Māori SMEs requirement not achieved</li> <li>• <b>Procurement:</b> Market Concentration</li> <li>• <b>NZUP Initiatives:</b> Programme initiatives / improvements not promulgated and embedded across Waka Kotahi</li> <li>• <b>Data Quality:</b> Inadequate programme data quality/ currency and consistency</li> <li>• <b>Resources Management Legislation:</b> On-going changes to resource management legislation and policy</li> <li>• <b>Governance:</b> Perceived disconnect between programme &amp; project</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)	●	●	●	s 9(2)(f)(iv)
		Previous Month GREY	Previous Month GREY	Previous Month GREY	
Auckland	Papakura to Drury (Imp)	●	●	●	As per previous reports, the RAG status is RED s 9(2)(f)(iv) and s9(2)(g)(i)
		Previous Month RED	Previous Month AMBER	Previous Month RED	Stage 1A construction resumed on 16 January after a 3 week site shutdown period. The site held up well with the significant rain event in Auckland with only minor ponding and the measures put in place performed as intended. Stage 1B1 design continues with most design packages at 85% with 100% due in late March/early April. s 9(2)(b)(ii). At this stage we will proceed on the current timeframe for pricing with an expected contract signing date of October 2023. We are working with the contractor, designer, and the Waka Kotahi Commercial and Procurement Teams on 4 workstreams (Programme, Schedule of Prices, Bid Placing Report and Adjudication, and Contract) as we work towards seeking a price from the contractor for Stage 1B1. Stage 1B2 consent was lodged in late October 2022 and it is anticipated the EPA will appoint a panel in February 2023. This is a bit slower than expected but shouldn't impact the programme at this stage. Detailed Design on 1B2 has commenced and is expected to be complete late 2023/early 2024.
	Northern Pathway Alternative Investment (Rescope)	●	●	●	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. s 9(2)(f)(iv), s 9(2)(g)(i)
		Previous Month GREY	Previous Month GREY	Previous Month GREY	
	O Mahurangi/ Penlink (Imp)	●	●	●	The project is tracking within the quality, cost and progress parameters as per plan and has a GREEN RAG status. The sod turning took place on 10 December and construction commenced in January 2023 as per plan. Current site activities are environmental controls, tree clearing and the start of bulk earthworks. The detail design is well progressed to support construction. Internal reviews by our SMEs (subject matter experts) kicked off. This is the final quality check prior to IFC (issued for construction). A detailed risk review took place in December and currently our contingency provisions are sufficient. The community remains excited about the project. Our site and environmental controls held up extremely well during the recent storm events and not much time was lost (1 day) or disruption was caused.
		Previous Month GREEN	Previous Month GREEN	Previous Month GREEN	



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Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	
Auckland (continued)	South Auckland Package (Detailed Business Case)				Overall RAG status is RED, s 9(2)(g)(i)
		Previous Month RED	Previous Month AMBER	Previous Month RED	
	Waihoehoe Road (Drury) Upgrade				<b>Detailed Business Case</b>
		Previous Month RED	Previous Month AMBER	Previous Month RED	s 9(2)(f)(iv)
	SH22 (Drury) Corridor Upgrade				<b>SH22 Corridor Upgrade and Waihoehoe Road Upgrade</b>
		Previous Month RED	Previous Month AMBER	Previous Month RED	The overall RAG status is RED, s 9(2)(g)(i) Pre-Implementation phase is being delivered in two phases, Stage 2A due for completion in April 23 delivers Land Requirement Plans to commence property acquisition negotiations. Stage 2B Pre-Imp contract is expected to be awarded in May 23 to complete the phase over the following 14-18 months. Prior to Christmas break, considerable effort was made to contact land owners about the project with an emphasis to gain access to some properties for Geotech and site investigations. 34 properties across the Drury projects are required to give consent to access land for site investigations with 20 giving approval to date. s 9(2)(g)(i) Councillor Andy Baker has requested a meeting on 24 February 23 to discuss previous levels of engagement and options identified. Storm water management is a focus for the design teams across both Waihoehoe Road and SH22. Integration with KiwiRail and Papakura to Drury Project is a key aspect to minimise land requirements but meet requirement to treat all water run-off. We have been progressing a combined wetland area with KiwiRail for Waihoehoe Road however the recent flooding in the area suggest this needs to be revisited. s 9(2)(g)(i) Agreements are underway with a number of developers to obtain funding commitments to further improvements in both SH22 and Waihoehoe Road corridors, adjacent to the proposed upgrades. On SH22, Waipupuke Developments and Fisher & Paykel Healthcare have committed to funding the development of a fully signalised intersection. Ministers supported the SH22 project purchasing some land to support progressing the intersection. s 9(2)(f)(iv)






















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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)	<div></div>	<div></div>	<div></div>	The project has a <b>RED</b> status s 9(2)(g)(i)
		Previous Month <b>RED</b>	Previous Month <b>RED</b>	Previous Month <b>RED</b>	
	Takitimu North Link Stage One (Imp)	<div></div>	<div></div>	<div></div>	Project remains <b>RED</b> RAG status s 9(2)(g)(i) s 9(2)(f)(iv) and s9(2)(g)(i) s 9(2)(j)
		Previous Month <b>RED</b>	Previous Month <b>AMBER</b>	Previous Month <b>RED</b>	
	Takitimu North Link Stage Two (Pre Imp)	<div></div>	<div></div>	<div></div>	Project remains <b>AMBER</b> RAG status. An emerging preferred alignment option was endorsed by PSC in December 2022 with formal feedback now being sought from project partners and stakeholders prior to consultation with landowners and then the public. s 9(2)(a), s 9(2)(g)(i) s 9(2)(g)(i)
		Previous Month <b>AMBER</b>	Previous Month <b>GREEN</b>	Previous Month <b>AMBER</b>	
WAKA KOTAHI NZ TRANSPORT					Target for lodgement of NOR and consents is mid to late 2023 prior to changes in RMA legislation.
Froudly NZ TRANSPORT					Omokoroa to Te Puna Safety Improvements (SIP) has moved into pre implementation with detailed design and consenting expected to be complete by the end of 2023.
New Zealand Upgrade Programme					

# 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) (Pre-Imp)	<span style="color: red;">●</span>	<span style="color: green;">●</span>	<span style="color: red;">●</span>	<p>The project continues to report an overall status of <span style="color: red;">RED</span> s 9(2)(g)(i)</p> <p>s 9(2)(f)(iv)</p> <p>The team have used the "quieter" time in January to develop work plans for each workstreams within the project. This initiative is providing a good level of detail, especially for internal tasks. It is giving the team more confidence that they own the integrated programme rather than leaving it to our suppliers. As a result of this it is clear that there is a need to build resources as the workload increases as we move into our Environment Court hearings, ramp up our property purchase and commence the procurement of our constructors. The team have identified the need for a resourcing plan and this is currently under development and should allow us to take a proactive approach to building the team for the next phase of the project.</p> <p>The consenting and designation workstream reached a new milestone this month with the commencement of the public submission period. The first public meeting had a great turn out with generally a positive vibe. We found we had quite a large number of people engaging with the project for the first time and we will ensure we adjust our communications approach to suit. One other learning for the team was realisation that we needed to allow additional time in the consenting schedule to allow our partners to participate effectively, whilst managing their other commitments.</p>
		Previous Month <span style="color: red;">RED</span>	Previous Month <span style="color: green;">GREEN</span>	Previous Month <span style="color: red;">RED</span>	
Wellington	SH58 Safety Improvements – Stage Two (Imp)	<span style="color: orange;">●</span>	<span style="color: green;">●</span>	<span style="color: orange;">●</span>	<p>The project status is <span style="color: orange;">AMBER</span>. The SH58 Safety Improvements project has two components. Stage 2A (Mount Cecil Road to Harris Road) achieved practical completion on 11 July with the final surfacing to be undertaken in December after Winter and product trials. Median barrier is under construction.</p> <p>Land requirement plans have been completed for Stage 2B (Mount Cecil Road to Transmission Gully) and landowners have been approached for agreement. We are currently responding to issues being raised by landowners. In parallel, consenting documents are being produced, with specialist reports now being complete.</p> <p>Construction of the first section of SH58 Stage 2B (Harris Road to Moonshine Road) has been awarded to Downer NZ at a contract price of <span style="color: red;">s 9(2)(j)</span>. This results in Stage 2B effectively commencing 8 months ahead of baseline (1 August 2023). All consents have been received, electricity lines diversion has been completed and construction is underway. S92 requests received from Greater Wellington Regional Council and Porirua City Council for Moonshine to Transmission Gully are being worked through.</p>
		Previous Month <span style="color: orange;">AMBER</span>	Previous Month <span style="color: green;">GREEN</span>	Previous Month <span style="color: orange;">AMBER</span>	
	SH2 Melling Efficiency & Safety Improvements (Pre Imp)	<span style="color: orange;">●</span>	<span style="color: green;">●</span>	<span style="color: orange;">●</span>	<p>The project status is <span style="color: orange;">AMBER</span>. 2023 is shaping up as the most significant for the project yet. RFP individual evaluation is complete, and moderation is underway. We expect to announce the two short-listed proponents on 17 February, with selection workshops in early March to identify and announce the preferred proponent announced in late March. The interim Project Alliance Agreement (iPAA) phase is planned for six months, from April to October.</p> <p>The RiverLink Partner Agreement, defining the Greater Wellington Regional Council (GWRC), Hutt City Council (HCC) and Waka Kotahi governance and commercial arrangements for design and construction, will be complete and signed before Waka Kotahi signing the Project Alliance Agreement on behalf of the partners. We're aiming to sign the PAA in October and fully use the 2023/24 construction season, with a particular focus on the river works.</p> <p>The partner property agreement is in development, and the team are working towards completion in March. The agreement will require Waka Kotahi board approval (it will be over \$20m), and we are aiming for the 25 May board meeting. On project completion, there will be a reconciliation to ensure the property agreement aligns with what was built.</p> <p>Other key work underway includes continuing utilities and ground investigations, third-party agreements, and advanced works. Getting ready for the iPAA phase includes investigating project office locations and induction for the preferred proponent.</p>
		Previous Month <span style="color: orange;">AMBER</span>	Previous Month <span style="color: orange;">AMBER</span>	Previous Month <span style="color: orange;">AMBER</span>	

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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 a preferred option. The DBC is being completed and is about to go through a gateway review in March 2023. While the reconciliation against the parallel estimate is ongoing the overall costs will be above the expected budget.</li><li>SH76 Brougham Street Corridor Improvements – DBC. The pre-imp tender closes at the end of Feb 2023. Schedule status remains <b>AMBER</b> s 9(2)(g)(i)</li><li>SH75 Halswell Road Improvements – DBC has been approved and is in the pre-implementation phase. s 9(2)(g)(i)</li><li>SH73 Weedons-Ross Road, SH73 West Melton Improvements - Good progress has been made, and we are ahead of schedule.</li><li>SH1 Tinwald – We are aiming to start construction in mid/late 2023.</li><li>SH1 Walnut Ave – Construction was completed in November 2022</li></ul> <div>s 9(2)(g)(i)</div>
		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>GREEN</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>GREEN</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)				<div>s 9(2)(f)(iv)</div>
		Previous Month <b>RED</b>	Previous Month <b>AMBER</b>	Previous Month <b>RED</b>	

# Communications & Engagement

## Overview/Highlights

Community engagement, resource consent and media releases were top of the communications activity for this month. Utility investigations have caused issues for the Queenstown package. Tolling has been a hot topic for both Ōtaki to North of Levin and O Mahurangi Penlink. Construction has been awarded in the early section of SH58. South Auckland package has pushed back their business case to mid-2023 s 9(2)(g)(i)

## Issues/Risks

**Queenstown Package** - Gas leak on SH6 during utility investigations resulted in highway closure for over 5mins. s 9(2)(g)(i)

**SH2 Melling:** s 9(2)(g)(i)

**Takitimu North Link Stage One** – s 9(2)(g)(i)

## Proactive content

**Takitimu North Link:** One year progress [media release](#).

**O Mahurangi/Penlink:** Enabling works starting Jan [Facebook post](#).

**SH2 Melling:** Procurement nears completion [media release](#). RiverLink partners recognised for collaborative approach to resource consent [media release](#).

**Ōtaki to North of Levin:** Information session [media release](#). [Two Facebook posts](#) promoting the info session event.

## Communications & Engagement Activity

**Northern Package:** Pending further feedback from Minister re preferred alternative option for crossing, project on hold. Partners and internal stakeholders informed of directive and confirmed that we will be in touch with substantive updates. s 9(2)(f)(iv)

**South Auckland Package** – E-news letter sent to Mill Rd stakeholders indicating a pushback until mid-2023 for the business case s 9(2)(g)(i)

**Papakura to Drury** - New project signage developed, to be installed 8 Feb. Information day held at Drury Hall, also attended by other project teams active in the Drury area to provide complete picture of transport improvements for local residents.

**Takitimu North Link Stage 1** – Cambridge Road truck movements result in lower carbon emissions – media release in draft (with media team). SH2 Waihi to Tauranga Corridor newsletter issued to 2067 subscribers, 69% opened the email.

**SH58 Safety Improvements Stage 2** – Resource consent has now been lodged. Construction of the early section (Harris Road to East of Moonshine Road) has now been awarded to Downer NZ.

**Queenstown Package** – Press release announcing NOR notification prepared. Utility investigation, including multiple noisy nightworks, underway- full programme outlined until March. Delays in notifications raised with Alliance communication and construction team. Questions raised about notification timeframes which currently sits at 10 days for high impact night works

**Ōtaki to North of Levin** – Councils publicly notified of RMA submissions (24 Jan), public submissions open until 28 Feb. On 28 Jan project speaker event with presentation from iwi partners, the planning team and other stakeholders, 130 where in attendance. [DBC and engagement report posted](#).

## Stakeholder Engagement

### What stakeholders are saying (themes)

s 9(2)(g)(i)

## Upcoming Activities

**Takitimu North Link Stage One:** BOP Freight Forum - 9 Feb. Tauranga City Council staff construction update 10 Feb. Western Bay of Plenty District Council (WBOPDC) Projects & Monitoring Committee - 22 Feb. Role of Kaitiaki on the project video being edited.

**South Auckland package:** Meeting with Franklin ward Councillor 24 Feb

**Ōtaki to North of Levin** – Project office open day 9 Feb. Drop-in session 8, 16 Feb. Project director speaking to Grey Power (17 Feb tbc) and Probus (23 Feb).

**Papakura to Drury** - 14 & 28 Feb fortnightly SIIG design hui (if required). 17 Feb monthly SIIG hui.



# Iwi Engagement & Treaty Partnership

## Ngā Pūrongo | Key Themes

### Genuine Partnership

Across several projects we are working closely with Mana Whenua and iwi, including monthly Mana Whenua steering groups, iwi integration meetings, and hui to discuss how we can continue to work closely together.

### Cultural Capability Building

Projects teams are working closely with local iwi discussing cultural significance within the project areas. There have also been employment opportunities given to those who whakapapa to local iwi.

## Ngā Hīnonga | Projects

**South Auckland Package** – Monthly iwi Integration Group and fortnightly working group are going well. Key priority for Mana Whenua at the moment is the Geotech and ground investigations. We continue to work with Mana Whenua partners on bilingual headings on the webpages, a Mana Whenua icon, and voice recordings of correct Te Reo Māori pronunciations of place names/words significant to the projects.

**O Mahurangi** – Mana whenua lead the hurihia te whenua ceremony. Ongoing discussions re engagement with the community, in particular the mobile hub. s 9(2)(g)(i)

**Papakura to Drury** – on 6 and 16 December the fortnightly Southern iwi Integration Group (IIG) design hui occurred. The monthly IIG and fortnightly design hui are progressing well. 31 January Multi Criteria Analysis (MCA) for Drury South Interchange Eastern Connection (Stage 2) was held during SIIG design hui.

**SH1/29 Intersection Improvements** – Hui continue on a monthly basis and are progressing very well. The January hui was held at Karapiro and was very successful.

**SH2 Melling** – Monthly meetings with Mana Whenua Steering Group, with update from project director and partner leads as required. Chamber of Commerce is facilitating discussions on trades training and employment with local iwi, Ministry for Social Development, and wider sector. Mana Whenua gifted the name Te Awa Kairangi, to the project recognising the cultural and historical name of the river. Project name transition is progressing well and expected to be implemented alongside the signing of the IPAA. Currently in the process of engaging the team to discuss collateral design and rebranding to ensure mana whenua are happy with our proposed plan ahead.

**SH58** – Ngāti Toa involved in consenting preparation.

**Queenstown Package** - An internal meeting with Waka Kotahi wider team, including project sponsor and director, held before Christmas to have kōrero/insight as to how mana whenua considerations form part of the NZUP Queenstown works. Aukaha designer, who sits as part of the alliance design team, led the meeting and showed where plans are up to. This includes four specific tahu whenua sculptures. Questions have been raised in relation to budget, what Waka Kotahi processes are required and what community engagement is required. Next Mana Whenua Liaison Group hui has been scheduled for March.