

# NZ Upgrade Programme

## Monthly Report for April 2023

ISSUED ON 24 May 2023



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New Zealand  
Upgrade  
Programme



New Zealand Government

# Executive Summary

Project Health RAG	Phase	Overall Health	Time	\$
Northland Package	BC			
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	Better	Better	Better
Takitimu North Link Stage 1	Imp			
Takitimu North Link Stage 2	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		Worse	
• SH73 Weedons-Ross Road Intersection	Imp			
• Walnut Avenue Intersection Improvements	Post-Imp			
• SH1 Tinwald Corridor Improvements	Imp			
Queenstown Package	Pre-Imp			
Communication & Engagement Highlights				
SH1/29 Intersection Piarere: Engagement summary report published, includes key feedback themes. The project is preparing to go to tender shortly.				
SH2 Melling Interchange: Preferred Alliance named on 17 April 2023.				
O Mahurangi: Ministers announcement to toll the road occurred this month, FAQs were prepared. Continued community and stakeholder engagement. Team preparing the first ISC audit for the stakeholder credits on the project.				

## Sponsor Commentary

April sees the programme remaining as RED s 9(2)(g)(i) The programme’s status will be reviewed after the updated Delegation Letter is confirmed by the Waka Kotahi Board.

Items of note this month at a project level are:

- Rolleston Phase Readiness Stage 2 was completed with the project receiving a AMBER/GREEN rating (successful delivery appears probable, however, attention will be needed to ensure risks do not materialise into major issues threatening delivery).
- Notice of Interest for Ō2NL released to market.
- RiverLink programme signed IPAA with AECOM/Fletcher consortia. An official event is planned for May.
- A paper is being presented to Governance Group at the end of May seeking endorsement of the way forward for contract options for Takitimu North Link stage 1. This will then progress in July to Waka Kotahi Board for a decision.
- The Mill Road component of the South Auckland Package has been reshaped and renamed as “Manukau to Takaanini Access and Safety” to reflect a broader range of outcomes required to be met. Completion of the draft business case is on track for going to the Board in July 23.
- We have seen a deterioration in budget status for projects within the Canterbury package. This reflects updated information as design progresses, along with updates to escalation rates. s 9(2)(g)(i)

The programme has received the latest cashflow forecasts from each of the projects, which also includes the latest escalation rates provided by Infometrics. The forecasts continue to reflect the general upward cost pressure trend that the programme has been experiencing over the last 2 years. Although updated escalation and admin rates have mainly contributed to this rise, there are also increases to base costs. The programme team will review this as part of the wider risk and contingency management workstream, to better understand how this can be controlled or mitigated within the limitations set by the Joint Ministers.

## Key Upcoming Project Decisions

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	129.4	s 9(2)(j)				830	s 9(2)(j)		●
Otaki to North of Levin (O2NL)	132.8					1,500			●
<b>Higher risk</b>	<b>262.2</b>					<b>2,330</b>			
Papakura to Drury	199.9					655			●
Takitimu North Link Stage 1	197.8					655			●
SH2 Melling Safety Improvements	35.2					420			●
SH58 Safety Imp Stage Two	33.5					105			●
SH1/29 Intersection Improvements	5.3					40			●
Canterbury Package	40.6					300			●
Queenstown Package	23.5					115			●
Takitimu North Link Stage 2	24.0					57			●
<b>Lower risk</b>	<b>559.8</b>					<b>2,347</b>			
Northland Package	13.0					192			●
South Auckland Package	90.0					874			●
Northern Pathway Alt Investment	51.2					782.5			●
<b>Rescoped</b>	<b>154.1</b>					<b>1,848.5</b>			
<b>Grand Total</b>	<b>976.1</b>					<b>6,525.5</b>			

## Financial Result

- The Programme reports a March spend of **\$33m**, \$3.8m (10%) lower than forecasted (\$36.8m). This underspend was predominantly driven by timings around property forecasts and invoice approvals after month end.
- Our full year Programme forecast to June 2023 is \$460m, \$145m (24%) lower than the baseline budget \$605m set at the start of the financial year. The key reasons behind this include; delays due to poor weather, unrealised property contingency and improved forecasting throughout the year.
- The Programme will seek to transfer any underspend to the next financial year.

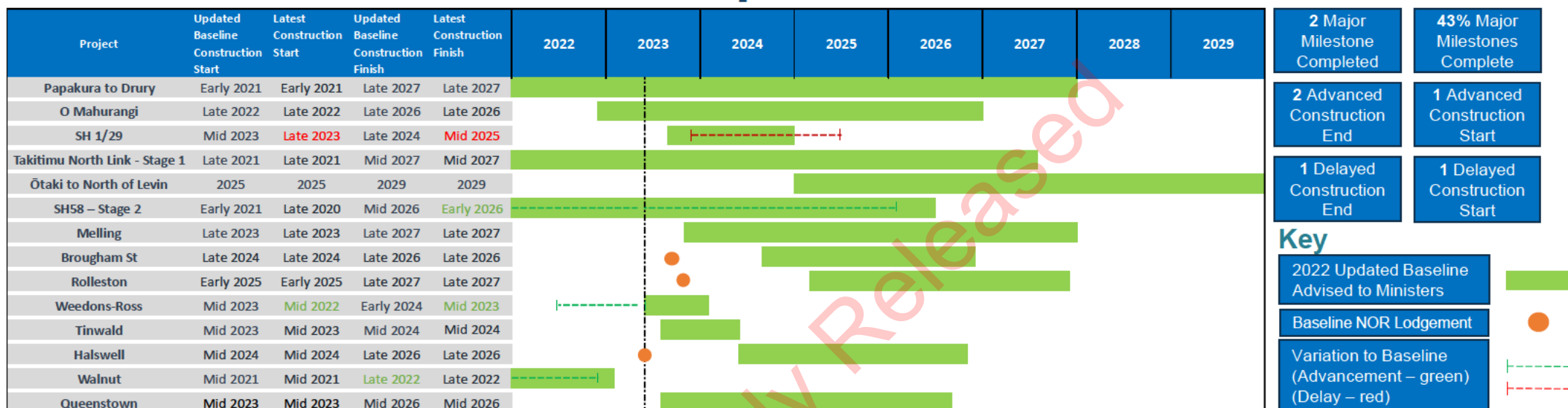
## Estimates at Completion (EAC)

- EAC values within the table are as of October 2022 and reflect the latest estimates provided to Ministers in briefings late last year. Although there has been no formal updates to EAC since October, we have received provisional updates reflecting the latest risk and escalation forecast from Takitimu North Link Stage 1, Canterbury Package and Queenstown Package.
- The latest escalation rates for Quarter 2 of 2023 have now been included into project cashflow forecasts. Forecasts in SAP will be updated progressively over the next 1-2 months along with subsequent reporting to Governance Group.

s 9(2)(f)(iv)



# Schedule and Milestone Report



## Programme Commentary

- Whilst construction dates largely remain on track to the updated baseline, risks to the critical path are becoming evident for a number of projects (noted in the next section). These risks and their mitigations will be monitored as part of ongoing quantified risk assessments to understand the potential impact of the overall cost of these delays.
- The Level 1 major milestone have largely stabilised with only 3 delayed milestones impacting 2 projects.
- Consenting risks are being closely monitored as most projects still need designations, consents or other statutory approvals e.g. archaeological authorities for Takitimu North Link Stage 1. Property risks remain high on specific projects as mitigations and response to objections are being progressed.
- Early completion is being signalled for SH58 as a result of establishing carry-over works from Stage 2B for the contractor whilst consents are processed for approval.
- Melling - Signed IPAA with the AECOM/Fletcher consortia. IPAA signing ceremony with Minister of Transport on the 2<sup>nd</sup> of May.
- The professional services tender has been awarded for Brougham St.
- Northland Package and South Auckland Package (including SH22 Drury Corridor and Waihoehoe Road) will be added to this report when schedules are finalised.

## Project Schedule and Critical Path

s 9(2)(g)(i)

# Project Readiness Status

Projects	Construction start date as per 2022 Briefings	Next major milestone	State of Readiness		
			Stable Scope	Property purchase	Consenting
Takitimu North Link Stage 1 (Imp)	Underway	s 9(2)(f)(iv)			Extreme
SH73 Weedons-Ross Road (Imp)	Underway				
O Mahurangi/Penlink (Imp)	Underway				
SH1-29 Intersection Improvements (Pre Imp)	Mid 2023				
SH58 Safety Imps – Stage 2 (Imp)	Mid 2023 (Stage 2B)			Trending GREEN	
Queenstown Package (Pre Imp)	Mid 2023				
SH1 Tinwald Corridor Improvements (Imp)	Mid 2023				
SH1 Papakura to Drury (Imp)	Stage 1B1 – Mid 2023				
SH2 Melling Efficiency & Safety (Pre Imp)	Late 2023			Trending AMBER	
SH75 Halswell Rd Imps (Pre Imp)	Mid 2024				
Brougham St Corridor Improvements (Pre Imp)	Late 2024				
Rolleston Access Improvements (BC)	Early 2025		Trending RED		
Ōtaki to North of Levin (Pre Imp)	2025				
Takitimu North Link Stage 2 (Pre Imp)	N/A				
Waihoehoe Road (Drury) Upgrade (Pre Imp)	TBC				
SH22 (Drury) Corridor Upgrade (Pre Imp)	TBC				

Readiness ratings are assigned by the programme Subject Matter Experts and reflects the programme's view of status. **RED** or **AMBER** may not necessarily mean that management intervention is required. Over time all projects would trend to **GREEN** as they enter or near construction with all property, scope and consenting issues resolved.

## Scope

**RED** status reflects scope definition still to be completed/confirmed.

- Queenstown is showing **RED** to s 9(2)(g)(i)
- Ō2NL is showing **RED** s 9(2)(f)(iv)
- Rolleston Access Improvements is now trending **RED** s 9(2)(g)(i)

## Property

**GREEN** to **RED** status reflects scaled risk based on timeframe to construction start.

- Takitimu North Link Stage 1 – This is an extreme risk and remains **RED** s 9(2)(i)
- SH2 Melling – **RED** reflects tight delivery timeframes for business relocation. s 9(2)(i) hence the 'Red trending Amber' status.
- Brougham St Corridor Improvements – **RED** reflects the fact that design and land requirements are not yet confirmed.
- Rolleston Access Improvements – **RED** reflects the fact that design and land requirements are not yet confirmed.
- Ō2NL – **RED** s 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 s 9(2)(g)(i). In most cases the pre-lodgement work is underway, or the application package has been lodged. Ongoing uncertainty in scope of some packages has affected 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 five 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 may create uncertainty for the process. A review of the consenting strategies for some projects may be required.

s 9(2)(g)(i)

# Upcoming Significant Decisions

One change has occurred since last month.

s 9(2)(f)(iv)

Contracts and Tenders above \$40m are shown below. s 9(2)(f)(iv)

s 9(2)(f)(iv)

s 9(2)(f)(iv)

# Programme Risk Management

## Key Programme Risks

There have been no changes to key programme risks since our last report. At a programme level we continue to manage 3 extreme risks: funding, escalation and resources.

A review of programme risks will be undertaken in Q2, and any significant changes will be highlighted in a future report. It is likely that Property will move from High to Extreme reflecting property acquisition challenges increasing in some significant projects. The programme team is working with the risk owners regarding mitigation plans. **s 9(2)(g)(i)**. Resourcing risk has been moved from Extreme to High reflecting that we feel we have evidence we have the resource pool to deliver; this will be tested during the upcoming review.

### Funding – Status reduced from Issue to Risk

We have received Joint Minister's signature on their agreement to progress projects in delivery within an adjusted fixed funding envelope. We have changed the status of this from "issue" to risk. The risk level will be reviewed as part of our wider programme review.

### Escalation & Cost Pressure - Issue

There are no further updates from the last February Infometric quarterly report.

The programme continues to experience ongoing cost pressures from the latest cashflow forecasts provided by project teams. As part of a wider uplift in risk and contingency management, the programme will review the most significant risks in terms of potential costs. Outcomes from this work will support future decision making for the programme over the next several months.

The next update to escalation rates from Infometrics is expected late May. The programme will continue to monitor the effect of this on cashflow forecasts and estimates at completion for the projects.

### Resources Risk: Sector capacity

We remain confident that we have the global resource pool to delivery the NZUP programme as it stands. This is evidenced by contracts continuing to be awarded, the receipt of several professional services bids for Waihoehoe Road and at least 3 providers showing an interest in SH1/29. We will continue to monitor the outcome of the sub alliance professional services process on the east coast, particularly around geotechnical and structural engineering.

## Current Programme Risk Landscape\*

Extreme Risk	High Risk	Medium Risk
<ul style="list-style-type: none"> <li><b>Funding:</b> <b>s 9(2)(g)(i)</b></li> <li><b>Escalation:</b> Escalating input cost, labour, material, property and delivery – <b>being managed as an issue</b></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 and other statutory approvals delayed (either lodgement or statutory process)</li> <li><b>Local Authority:</b> Stakeholders' expectations are not met</li> <li><b>Operation:</b> Inadequate project management practices and disciplines</li> <li><b>Resources:</b> Inadequate internal &amp; external programme resource</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>

\* Key project specific risks can be found in the sponsor commentaries.

# NZ Upgrade Programme – Sponsor Commentary

Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	Sponsor Commentary
Northland	Whangarei to Port Marsden Highway Safety Project (Rescope)	●	●	●	s 9(2)(f)(iv) and s9(2)(g)(i)
		Previous Month GREEN	Previous Month GREEN	Previous Month GREEN	
Auckland	Papakura to Drury (Imp)	●	●	●	Integration meetings across all projects in the Whangarei to Te Hana corridor have commenced with inclusion of Ops & Maintenance team members and other workstreams. The benefit of these meetings is already apparent with a number of opportunities identified for reducing potential rework or leveraging off each other.
		Previous Month RED	Previous Month AMBER	Previous Month RED	Stage 1A construction continues, with a Ministerial visit and site blessing for the new Park Estate Bridge scheduled for 16th June 2023. Culvert extensions noted in the previous report have been assessed further, and a recommendation on the way forward is to go to the PSC in late May noting that whilst the additional works are more expensive than anticipated and will add time to the programme, it is more efficient and cost effective to do the work now.
	O Mahurangi/ Penlink (Imp)	●	●	●	Stage 1B1 design documentation is nearing completion and is due to be issued to the contractor at the end of May for pricing, which is expected to take 10-12 weeks.
		Previous Month AMBER	Previous Month GREEN	Previous Month AMBER	Stage 1B2 detailed design continues and we are expecting a decision on the Notices of Requirement in June or potentially late May, which is earlier than noted last month.



# NZ Upgrade Programme – Sponsor Commentary

Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	Sponsor Commentary
	South Auckland Package	●	●	●	<p><b><u>South Auckland Package (SAP)</u></b></p> <p>Package as a whole has an <b>AMBER</b> status. This is driven by increases in the revised cost estimates for the Drury projects which are being included into the SAP business case, due to Ministers in August 23 and risk associated with land purchases.</p> <p>The package has 2 components to it in two different phases:</p> <p>Drury projects: Waihoehoe Rd and SH22 Urbanisation projects - \$56m funding approved to progress pre-implementation and property purchase. The South Auckland Package DBC will seek funding to progress to the implementation phase.</p> <p>§ 9(2)(g)(i)</p>
Auckland (continued)	Manukau to Takaanini Rd Access & Safety (Detailed Business Case)	●	●	●	§ 9(2)(f)(iv)
		Previous Month <b>GREEN</b>	Previous Month <b>GREEN</b>	Previous Month <b>GREEN</b>	
	Waihoehoe Road (Drury) Upgrade (Pre-Imp)	●	●	●	<p><b><u>Waihoehoe Rd Urbanisation</u></b></p> <p>Project is in the pre-implementation phase, with funding provided for pre-implementation and property purchase.</p> <p>Tender for the Stage 2B Professional Services contract nearing completion and on track for awarding later this month. This will allow work to progress to complete the detailed design and consenting.</p> <p>§ 9(2)(j)</p>
		Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	
	SH22 (Drury) Corridor Upgrade (Pre-Imp)	●	●	●	<p>Revised cost estimate for the project has seen a 7.8% increase to § 9(2)(j) primarily due to an increase in base rates for construction and higher commercial property</p> <p><b><u>SH22 Urbanisation</u></b></p> <p>Project is in the pre-implementation phase, with funding provided for pre-implementation and property purchase.</p> <p>Stage 1B professional services due to be completed beginning of June 23. This includes final land requirement plans to progress all land owner discussions. Stage 2B professional services contract will be progressed to tender in June 23 with aim of awarding contract in August 23.</p> <p>A revised cost estimate was completed for the SAP business case. Cost has increased by 14% to § 9(2)(j) due to updated escalation costs, inclusion of TIO and an increase in land costs due to rezoning to high intensity land use zoning.</p>
		Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	

# NZ Upgrade Programme – Sponsor Commentary

Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	Sponsor Commentary
Waikato & Bay of Plenty	SH1/29 Intersection Improvements (Pre Imp)	<div></div>	<div></div>	<div></div>	The project has an <b>AMBER</b> status <b>s 9(2)(g)(i)</b> [redacted] The Environment Court Notice of Requirement and Consent hearing was adjourned in September 2022 and a decision was advised in April 2023. Advance notice of intention to go out for tender in May has been issued on GETS, with the intention of contract award early August.
		Previous Month <b>RED</b>	Previous Month <b>RED</b>	Previous Month <b>RED</b>	
	Takitimu North Link Stage 1 (Imp)	<div></div>	<div></div>	<div></div>	Project remains <b>RED</b> RAG status <b>s 9(2)(g)(i)</b> [redacted]
		Previous Month <b>RED</b>	Previous Month <b>RED</b>	Previous Month <b>RED</b>	<b>s 9(2)(g)(i), s 9(2)(j)</b>
	Takitimu North Link Stage 2 (Pre Imp)	<div></div>	<div></div>	<div></div>	Project is <b>RED</b> RAG status given the number of AMBER factors (risk, schedule, engagement). An emerging preferred alignment option was endorsed by PSC in December 2022 with formal feedback having now being sought from project partners and stakeholders and affected landowners. Public engagement will be undertaken in June 2023. Partner and stakeholder feedback has been balanced with no red flags, but all have noted the importance of feedback from tangata whenua. <b>s 9(2)(g)(i)</b> [redacted] [redacted] [redacted] Target for lodgement of NOR and consents is late 2023. Good progress is being made on AEE, specialist reports and consenting documentation. The impact of additional work for alternatives assessment, design and investigations due to NPS legislation has meant that funding will need to be moved from the property contingency funding to pre-implementation in order to complete this phase.
		Previous Month <b>RED</b>	Previous Month <b>AMBER</b>	Previous Month <b>AMBER</b>	

# NZ Upgrade Programme – Sponsor Commentary






















Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	Sponsor Commentary
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)(f)(iv)</p> <p>Our procurement process continues to make good progress with the release of the NOI (Notice of Interest) to the market in April. The team are working closely with NZUP and the Riverlink team to take on board lessons learnt from recent projects. Our expectation is to release our EOI (Expression of interest) to the market in May; s 9(2)(f)(iv)</p> <p>We have currently been allocated <span style="color: red;">s 9(2)(i)</span> for the pre-implementation and property purchase phases and are currently tracking <span style="color: green;">GREEN</span> on the budget for these activities. If the project was fully funded we would rate the overall project status at <span style="color: orange;">AMBER</span>.</p> <p>The team are currently making good progress on some of our key areas: Property purchase continues to be scheduled and we have now achieved the purchase of 42% of the required property. We will commence releasing Land Requirement Plans (LRPs) to LINZ for approval in May and are working closely with them to ensure we don't overload them due to the number of properties. Our consenting and legal teams are continuing to work through the submission and prepare for the Environment Court hearing in Spring 2023. As a result of recent report submissions we are seeing an increased risk on scope through Councils requesting some significant additions to the scope of the project. Whilst we aim to work these through with the Councils these are likely to have a final determination made by the Environment Court and if found in their favour would add significant cost to the overall project.</p> <p>s 9(2)(g)(i)</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>	

# NZ Upgrade Programme – Sponsor Commentary

Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	Sponsor Commentary
Wellington	SH58 Safety Improvements – Stage Two (Imp)	●	●	●	The project status is <b>GREEN</b> . 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 being completed in December following the winter shutdown. Median barrier is complete.
		Previous Month <b>GREEN</b>	Previous Month <b>GREEN</b>	Previous Month <b>GREEN</b>	Land requirement plans have been completed for Stage 2B (Moonshine Road to Transmission Gully (TG)) and landowners have been approached for agreement. <b>s 9(2)(b)(i)</b>
	SH2 Melling Efficiency & Safety Improvements (Pre Imp)	●	●	●	Construction of the first section of SH58 Stage 2B (Harris Road to Moonshine Road) was awarded to Downer NZ at a contract price of <b>s 9(2)(i)</b> on 7 December 2022. This results in Stage 2B effectively commencing 8 months ahead of baseline (1 August 2023). All consents have been received, and construction is underway. A full weekend road was completed in the weekend beginning 28 April for critical pavement work. This resulted, as expected, in similar congestion on Saturday to a weekday peak with 30 minute travel delays. On Sunday there were no delays to traffic.
		Previous Month <b>AMBER</b>	Previous Month <b>GREEN</b>	Previous Month <b>AMBER</b>	The Moonshine Road to Transmission Gully length, which is the last stage in the project, is targeted to commence in November 2023. It is proposed to commence with the section from Flighty's Road to TG to provide additional time for property purchase between Moonshine Road and Flighty's Road.



# NZ Upgrade Programme – Sponsor Commentary

Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	Sponsor Commentary
Canterbury	Brougham St Corridor Improvements (Pre-Imp)				<p>There are no major updates to report for the Canterbury package. Commentary remains largely as per the previous month and is noted below.</p> <p>SH1 Rolleston Access Improvements – DBC has identified a preferred option. An internal phase readiness review (previously known as stage gate) has been completed, which had an amber/green rating. <span>s 9(2)(g)(i)</span></p> <p>SH76 Brougham Street Corridor Improvements – DBC. The pre-imp tender has been awarded. Schedule status remains AMBER <span>s 9(2)(g)(i)</span></p> <p>SH75 Halswell Road Improvements – DBC has been approved and is in the pre-implementation phase. <span>s 9(2)(g)(i)</span></p> <p>SH73 Weedons-Ross Road, SH73 West Melton Improvements - Good progress has been made, and we are ahead of schedule with the completion ceremony held in April with stakeholders and the local community</p> <p>SH1 Tinwald – We are aiming to start construction in mid/late 2023.</p> <p>SH1 Walnut Ave – Construction was completed in November 2022.</p> <p><span>s 9(2)(j)</span> An internal process has also been initiated to re-prioritise the Canterbury package within the existing budget. This should be completed in June.</p>
		Previous Month AMBER	Previous Month AMBER	Previous Month AMBER	
	Rolleston Access Improvements (BC)				
		Previous Month RED	Previous Month RED	Previous Month RED	
	SH75 Halswell Road Improvements (Pre-Imp)				
		Previous Month RED	Previous Month GREEN	Previous Month RED	
	SH73 Weedons-Ross Road Intersection (Imp)				
		Previous Month GREEN	Previous Month GREEN	Previous Month GREEN	
	Walnut Avenue Intersection Improvements (Post-Imp)				
		Previous Month AMBER	Previous Month GREEN	Previous Month AMBER	
	SH1 Tinwald Corridor Improvements (Imp)				
		Previous Month GREEN	Previous Month GREEN	Previous Month GREEN	
Queenstown	Queenstown Package (Pre Imp)				<span>s 9(2)(g)(i)</span>
		Previous Month RED	Previous Month RED	Previous Month RED	<span>s 9(2)(g)(i)</span>

# Communications & Engagement

## Overview/Highlights

Announcements and stakeholder/landowner engagement were key communication activities this month. RiverLink/Melling announced their construction partner, the tolling of O Mahurangi was announced and SH1/29 prepared messaging for the Minister as requested. Communication plans for several projects are also progressing as the projects evolve. Communication has been collaborative across iwi and governance, to ensure our messaging aligns.

## Issues/Risks

**Takitimu North Link Stage 1:** s 9(2)(g)(i)

**SH2 Melling interchange:** Some concern that property owners/tenants in the construction zone don't want to move. Relocation of premises through compulsory acquisition. Possible issues around vacant properties if demolition doesn't proceed quick enough.

**SH1 Ōtaki to North of Levin:** Potential media coverage if s185 request for full rather than partial property purchase proceeds to Court (scheduled late May)

## Communications & Engagement Activity

**SH58 Safety Improvements Stage 2:** Full road closure comms completed. [Wrap-up Facebook post shared.](#)

**SH1/29 Intersection Piarere:** [Engagement summary report published.](#) includes key feedback themes. The project is preparing to go to tender shortly.

**SH1 Papakura to Drury:** Special Vehicle Lane (SVL) messaging risk - DBC engagement underway with key stakeholders (local boards done, industry stakeholders upcoming) with the report due in July. Public engagement is not planned unless the DBC decides to proceed further with the proposal. Messaging silent for now.

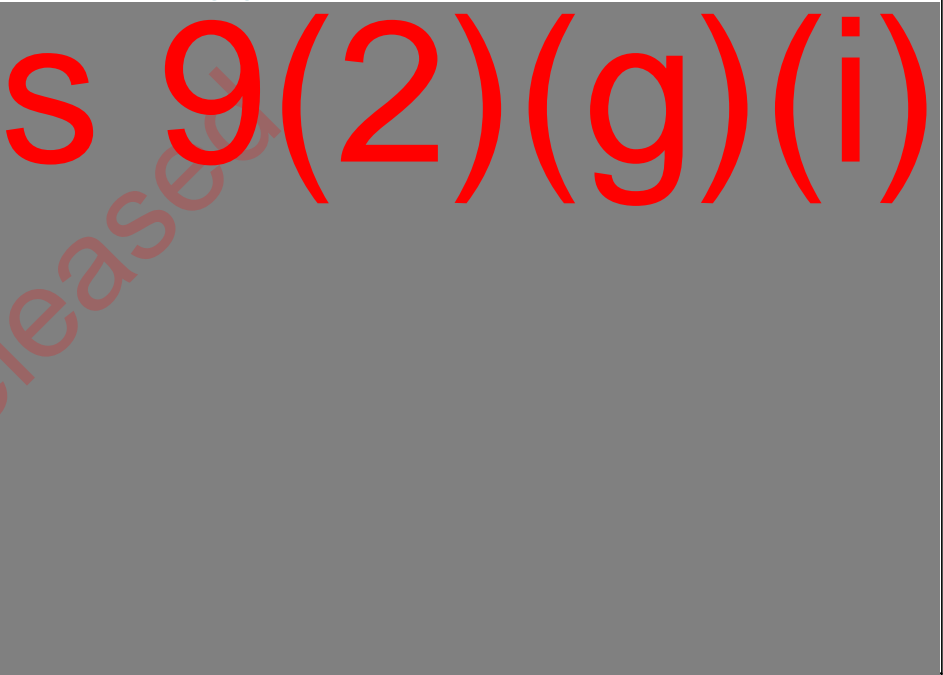
**Queenstown Package:** Back pocket statement being prepared re the delivery of NZUP Queenstown Package by Kā Huanui a Tāhuna for media and stakeholders. Full utilities programme communicated across landowners, local media, stakeholders and QLDC councillor briefing.

**O Mahurangi:** Ministers announcement to toll the road occurred this month, FAQs were prepared. Continued community and stakeholder engagement. Team preparing the first ISC audit for the Stakeholder credits on the project.

**Brougham St corridor improvements:** Concept designs for the bridge have been drawn up and shared with the Bridge Feedback Group. Contacting consultants for the detailed design is still holding up this project. Human centred design workshops on the bridge in early May.

**SH2 Melling Interchange:** Preferred Alliance named on 17 April 2023. Delivered comms across external and internal channels and media. RiverLink NZPI awards win, Delivered comms across internal and external channels and media. Preparation for the Alliance contract signing event on 2 May.

## Stakeholder Engagement



## Upcoming Activities

**Queenstown Package:** Draft C&E construction plan underway with first review end of month.

**South Auckland Package:** Finalising the South Auckland Package C&E strategy. Updating project and package communications – FAQs, info boards, info sheets, maps, web pages, key messaging. Arranging transfer of Mill Rd stakeholder information from Te Tupu Ngātahi to Waka Kotahi. Waiting for approval from Ministerial Services to have meetings with councillors (Manurewa-Papakura and Franklin wards) and MPs (Takanini, Papakura, Port Waikato, Hauraki-Waikato electorates) to update on progress on the South Auckland Package.

**SH2 Melling Interchange:** Preparation for community engagement with surrounding neighbourhoods of potential skatepark location, and around areas where housing is being demolished for project works. Project office is being scouted in Lower Hutt, details to confirm once the team is ready to move in. Housing demolition preparation comms being finalised.

# 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. Project teams are working to continue to be guided by mana whenua principles and are actively working towards an increased understanding of how to work with Iwi in an alliance context.

### Risks

Takitimu North Link Stage 1: s 9(2)(g)(i)

### Broader Outcomes – Māori Business Engagement and 5% Contract Value

The programme has undertaken a review to document and understand the current baseline of Māori business engagement across projects. The results are wide ranging from little or no engagement, through to clear targets being considered as part of KRAs. We will also be communicating with the Commercial and Corporate Procurement Team as they develop initiatives to gain industry level Information and how this may provide data for NZUP projects. Future work will be progressed when we have the skills and capability in the team following succesful recruitment into the vacant NZUP Principal Māori Advisor position.

## Ngā Hīnonga | Projects

**Takitimu North Link Stage 1:** Waka Kotahi Te Matangi team had a two-day noho at Tawhitinui Marae, Ōmokoroa, west of Tauranga in early March and took the opportunity to visit the Takitimu North Link site office. Site visit happened in March and hapu reps impressed with progress. Cultural artworks designs have been approved to progress. Contacted design team to set up interviews with artists when time is right.

**O Mahurangi:** The Alliance engage with iwi through Te Aukaha, the projects iwi working group. A focus has been on developing the groups work programme and specific KPI. Co-design work has begun on the Cultural and Environment Design Framework (CEDF) and landscaping opportunities.

**South Auckland Package:** Continuing monthly IIG hui and additional working group hui where needed. Socialising new options for Mill Road - feedback to date so far has been practical. Mana whenua are still advocating for the ultimate 4 lane offline solution for Mill Road. Upcoming hui to focus on gaining additional feedback on the technically preferred option for Mill Road and consenting and stormwater for SH22.

**SH2 Melling Interchange:** 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, MSD, and wider sector. Project name transition is progressing well, and expected to be implemented over the next month. Powhiri blessing and welcome was held for the new Alliance.

**SH1 Ōtaki to North Levin:** ‘One client’ approach being take with our project partners hapū of Ngāti Raukawa and Muaūpoko Tribal Authority. Kaimahi from our partners are active within the day-to-day project activities, at events and have representation on the PSC. Site blessing held 15 March for SH1 SIP with project partners, Kāpiti Coast District Council mayor and community chair, Wellington Transport Alliance and Downer contractors. First stages of Kaupapa Poutama Ō2NL/ induction and education campaign held with Whakawhanaungatanga day to welcome the PTA team to the project on 29 March. New collateral was developed for the induction and co-ordination of the induction framework was developed by Waka Kotahi and partners.

**SH1 Papakura to Drury:** SIIG monthly hui covering Stage 1A construction update and further information and discussion regarding an additional Stage 1B1 consent being sought for scour protection around Ngākōroa Bridge piers.