



Will be considered for release with redactions

MIN-4231 - Te Ara Tūhono - Pūhoi to Warkworth Motorway

13 June 2023

Provide advice on Te Ara Tūhono - Pūhoi to Warkworth motorway ahead of the ribbon cutting event on Friday, 16 June 2023.

Waka Kotahi NZ Transport Agency's response:

Project funding and costs

- Te Ara Tūhono - Pūhoi to Warkworth is being delivered through a Public Private Partnership (PPP). The Northern Express Group (NX2) consortium will finance, design, construct, manage and maintain the motorway for 25 years following the build of the motorway. Full ownership of the highway will remain with the public sector.
- Waka Kotahi NZ Transport Agency is committed to making repayments for the construction and maintenance for up to 25 years, once the highway is available to traffic.
- The current project cost for the new motorway is \$877.5 million. This comprises of three components including \$709.5 million (2016 Net Present Value) and two settlement packages. The settlement packages include \$85 million to cover the cost resulting from the first COVID-19 lockdown in 2020, and a further \$83 million which was agreed pre COVID-19 to cover historic claims including extra costs to works at the northern end of the project.
- The current project cost does not include any additional costs yet to be agreed as a result of the 2021 COVID-19 lockdown and associated Alert Level restrictions on the project.

Project context

- The Pūhoi to Warkworth section is the first stage of the Ara Tūhono project. Waka Kotahi continues to work towards securing land designation and resource consents for the second stage from Warkworth to Wellsford. We do not anticipate any works on the Warkworth to Wellsford corridor commencing this decade.
- By 2048, there will be another 7,300 homes in Warkworth's future growth areas, and the population is expected to rise from 5,000 to around 22,000.
- To support Warkworth's growth, Te Tupu Ngātahi Supporting Growth is planning a long-term transport network so that current and future communities can have better access to safe, accessible and low-carbon transport choices.

Key features

- Te Ara Tūhono – Pūhoi to Warkworth is an 18.5- kilometre-long four-lane motorway that will run from north of the Johnstones Hill tunnels to north of Warkworth. It will be a key part of the Auckland to Northland Corridor. When completed, it will provide a safer, more reliable and resilient highway connection from Pūhoi to Warkworth, and with the wider Northland.



Will be considered for release with redactions

- The project has some impressive cuts of up to 70 metres deep and has moved over 10 million cubic metres of earth. This is one of the largest volumes of earth to be moved on a New Zealand roading project to date.
- More than eight million work hours have been completed on the project to date by over 7,000 individuals that have been inducted onto the project site over the years.
- The motorway will have a low-noise asphalt surface called open graded porous asphalt (OGPA). This will provide a smooth and safe ride for motorists because the surface is porous, which helps with water runoff and increases resistance.
- The motorway is designed to international standards to be one of the safest roads in New Zealand. Key safety features include:
 - flexible safety barrier along the median and verges of the 18.5km motorway
 - fully-sealed medians and shoulders
 - emergency truck stopping areas
 - rockfall mesh barriers.

Route investigation and community consultation (2010–2012)

- The project team, working with consultants Sinclair Knight Merz (SKM), completed a detailed study of the route in 2010 and 2011. The study considered all issues associated with the road's construction from the technical, environmental and community perspectives. The topics examined in the study included:
 - Location and form of road improvements
 - Social impacts such as noise, air quality and the effect on the local community
 - Tangata whenua and the cultural impacts of potential routes
 - Property impacts
 - Geotechnical and topography considerations
 - Ecological impacts and the effect on historic areas
 - Connections to the local roading network and walking and cycling access
 - Staging and costs
 - Opportunities to accelerate the project.
- Community input was sought through two rounds of consultation. The first round associated with the route investigation was carried out between 21 June and 16 August 2010.
- The second round of consultation took place between 16 November 2010 and 28 January 2011 with the release of the indicative route for the Pūhoi to Warkworth section.
- The findings of investigations into the Pūhoi to Warkworth section of the route were considered alongside community feedback to announce a preferred route in April 2012.

Obtaining statutory approvals (2013–September 2014)

- Detailed reports that outlined the potential environmental effects of the project were lodged with the Environmental Protection Authority (EPA) at the end of August 2013 to support the Notice of Requirement application to build the road.
- The EPA notified and collected submissions on the Pūhoi to Warkworth proposal between 16 November and 13 December 2013. An independent Board of Inquiry heard submissions from the public at a hearing between 7 April and 5 June 2014. The Waka Kotahi Board confirmed the designation and resource consents on 12 September 2014.



Will be considered for release with redactions

Procurement (2015–2016)

- In November 2016, Waka Kotahi awarded a PPP Contract to NX2 to deliver the motorway in late 2021.
- NX2's equity investors are the Accident Compensation Corporation and Public Infrastructure Partners II LP (managed by Morrison & Co PIP Limited), ACCIONA Concesiones and Fletcher Building.

Construction (2016-2023)

- Construction on the new motorway started in October 2016.
- The motorway design does not include a connection back to the existing SH1, except for the interchanges at Pūhoi and north of Warkworth. Therefore, Pūhoi to Warkworth has been built as one project and not in stages.
- Like most industries in Aotearoa, COVID-19 has had a significant impact on roading infrastructure and the completion of several key projects including the Pūhoi to Warkworth motorway. The extended lockdown saw Alert Level 3 & 4 restrictions in place for several months before the region moved into the traffic light framework. This coupled with ongoing supply chain constraints caused delays to the programme of work.

Operational opening

- The motorway is expected to open to public overnight on Sunday, 18 June 2023/Monday, 19 June 2023, (likely in the small hours of Monday morning).
- Waka Kotahi does not publicly announce the opening date and time of new roads. This is standard opening practice as it prevents a build-up of sight-seeing "new road trippers" and helps ensure things are orderly, low key, and uncongested. Te Honohono ki Tai Road will open on the same date as the new motorway.
- If questioned, we strongly advise that the exact date and time of road opening to traffic is *to be confirmed* but we expect this to be within days of the opening event.
- A public information campaign will be live from Wednesday, 14 June 2023 to advise that the road will open soon and once open, messaging will be amended as appropriate.

How will Ara Tūhono - Pūhoi to Warkworth add to resilience of transport to Northland?

- State Highway 1 (SH1) is a vital lifeline between Auckland and Northland.
- Recent events, such as the flooding of SH1 through Dome Valley, and slips on the current route over the Auckland Anniversary weekend floods and Cyclone Gabrielle resulted in frequent and extended closures of the road.
- This demonstrates the lack of route resilience with the current road and how easily Northland can be isolated for an extended period should SH1 continue to be affected by extreme weather events.
- The new route provides resilience through provision of an offline alternative route to the existing state highway alignment between Pūhoi and Warkworth.

This is the most significant road opened in NZ since when?

- Te Aranui o Te Rangihaeata – Transmission Gully opened last year, on 30 March 2022.

Travel times

- While there will be some journey time savings, the key objective of this project is to increase travel time consistency (reliable journeys) for the movement of people and goods between the regions.



Will be considered for release with redactions

- The Hill Street intersection in Warkworth is a major traffic bottleneck for travellers between Auckland and Northland, Warkworth and the Kowhai Coast communities.
- The new motorway will alleviate congestion at Warkworth by providing a bypass for through traffic, while increasing travel time consistency.
- The 2026 forecast for the afternoon peak period traffic shows an approximate seven-minute time saving for a motorist travelling north from Pūhoi to north of Warkworth.

Proactively Released

QUICK FACTS

FOR THE ARA TŪHONO - PŪHOI TO WARKWORTH MOTORWAY PROJECT

The Ara Tūhono Pūhoi to Warkworth project will extend the four-lane Northern Motorway (SH1) 18.5km from the Johnstone's Hill tunnels to just north of Warkworth. It will provide a safer, more resilient gateway to the north, helping to boost the economic potential in Northland with better connections for freight, tourism and every day motorists.



A four-lane extension to the Northern Motorway (SH1) from the Johnstone's Hill Tunnels at Pūhoi to a tie-in with the existing SH1 north of Warkworth.



PEOPLE WORKING ON THE PROJECT AT ITS PEAK

The highway is being built to the west of the existing SH1 and will bypass Warkworth on the western side. It will be a four-lane dual carriageway, separated by a central median with a safety barrier.

Key benefits of the new motorway include:

- Improved safety, reliability and resilience for motorists, tourism and freight;
- Improved connection between Northland, Auckland and the Upper North Island;
- Support population growth and encourage a growing economy.

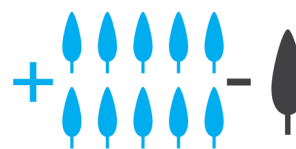
The Pūhoi to Warkworth project is a Private Public Partnership (PPP) between the Government and a private consortium, the Northern Express Group (NX2). While NX2 will be responsible for financing, designing, building, maintaining and operating the motorway for up to 25 years, the motorway will remain a public asset.

A WIRE ROPE BARRIER

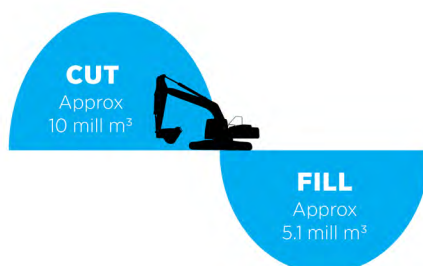
ALONG THE MEDIAN OF THE MOTORWAY WILL PREVENT HEAD-ON COLLISIONS



HECTARES OF VEGETATION CLEARED INCLUDING PINE PLANTATIONS



Significant planting programme of natural vegetation to replace indigenous vegetation removed for the project



APPROX.



VEHICLES PER DAY USING BOTH THE NEW ROAD AND THE FORMER SH1

BY 2026

Auckland/Northland Projects and Investment 2013-2023

13 June 2023

Additional information of Auckland and Northland projects and investment in the past 10 years.

Waka Kotahi NZ Transport Agency response:

\$10.58 billion has been invested in Waka Kotahi projects in the Auckland and Northland regions over the past 10 years.

Significant investment includes the following projects:

Tāmaki Makaurau (Auckland)

Western Ring Route, including the Northern Corridor Improvements

- Western Ring Route has been made up of several projects over the years which provides people and freight with a second route through Auckland, in addition to State Highway 1 (SH1).
- The projects included the Waterview Tunnel, SH16 Causeway, SH16 Lincoln Road Interchange, SH16 Te Atatu Road Interchange, SH16 St Lukes Road to Great North Road, Northern Corridor Improvements, and SH16 Lincoln to Westgate.
- The programme has provided many benefits to the network. These include supporting economic transformation, providing an alternate route, creating additional capacity, improving network resilience and performance, improving public transport, and supporting the growth aspirations of the Auckland transport plan.

Victoria Park Tunnel

- The Victoria Park Tunnel project was designed to remove the last major traffic bottleneck on Auckland's central motorway network and unlock the potential of other significant investment in recent years to improve travel reliability to and around the Auckland's central business district.
- Benefits include improved motorway capacity and safety, reduced congestion on Victoria Park viaduct, bus priority improvements (Harbour Bridge to CBD), better pedestrian access (from St Marys/Ponsonby to the CBD and Auckland waterfront, and improved residential environment as a result of noise barriers and urban design and landscaping

Newmarket viaduct

- The Newmarket Viaduct project saw the previous Newmarket Viaduct (flyover) replaced with a wider, stronger, more sustainable motorway bridge.
- Benefits include enhanced motorway capacity and safety, increased seismic integrity through key motorway link, connects more appropriately with surrounding environment and provides opportunity for more progressive local land use, and facilitates better pedestrian links through Newmarket.

Ngā Hau Māngere (Old Māngere Bridge Replacement)

- Ngā Hau Māngere is a new and improved walking and cycling connection that reflects what made the old bridge a much-loved and long-standing community asset, while creating an iconic new landmark for the area.
- Benefits include, maintaining the important walking and cycling connection between communities, creating an appealing public space, making travel through the area more accessible and enjoyable, promoting safe and accessible use by a variety of users. This includes people travelling on foot or by bike, recreational users and people fishing. Access to the Manukau Harbour and Māngere Inlet is also improved for waka, small boats, kayaks and canoes, as it has a higher clearance underneath.

Southern Corridor Improvement Projects

- The purpose of the project is to address existing bottlenecks at several locations along the Southern Motorway to provide a more reliable trip for all road users. There are also known safety risks at the Takanini Interchange, particularly at the northbound merge onto the motorway, which will be addressed as part of the Project. Rapid population growth is expected in this area over the next 30 years. The project addresses the immediate needs of the city's growth as well as future proofing for the longer-term.
- Benefits include improved journey reliability on the Southern Motorway (SH1), improved connections between the local roads and state highway network to ease congestion, new or improved noise walls, urban design and landscaping, and improved stormwater treatment.

20Connect

- 20Connect is part of a wider programme of works called the Southwest Gateway. This programme is being carried out by the Waka Kotahi, Auckland Transport and Auckland Airport.
- Improvements delivered along State Highway 20, 20A and 20B provide more choice when travelling around southwest Auckland (including to and from the airport), enhance the public transport system, cater for freight and cyclists, and improve access to growth areas adjacent to the state highway.

NZUP O Mahurangi – Penlink (Currently in progress)

- O Mahurangi – Penlink will form a vital transport link in north Auckland as more people live and work in Silverdale, Whangaparāoa and the Hibiscus Coast. The new two-lane road and shared walking and cycling path will provide improved travel times between Whangaparāoa and wider Auckland.
- The benefits will include support for urban development, providing more travel choice for active modes, improved public transport services with more reliable journey experiences, and builds network resilience in north Auckland.

NZUP SH1 Papakura to Drury (Currently in progress)

- The SH1 Papakura to Drury project's improvements currently underway will support the growth of communities by improving access along and across the motorway, enhancing local connectivity and resilience, and improving transport choices.

- The benefits include reinforcement of the Southern Motorway's function to support national and regional economic growth, supporting the growth of communities, allowing for additional capacity through lane additions and changes interchanges, promoting walking and cycling in South Auckland, and contributing to the safety and resilience of Auckland's transport system.

Te Tai Tokerau (Northland)

SH1 Corridor Improvements – Whangarei

- A suite of six projects comprised SH1 Corridor Improvements – Whangarei are all complete. This particular stretch of SH1 is the primary strategic urban arterial in Whangārei.
- Benefits include improved traffic flows in and around the city (reducing queues, bottlenecks and accidents), travelling made safer and smoother for motorists, cyclists and pedestrians, and the creation of jobs locally, with the majority of suppliers and subcontractors being regionally based.

SH10 Kaeo Bridge upgrade (Currently in progress)

- The SH10 Kāeo Bridge upgrade project includes a new two-lane bridge and roundabout at the intersection of SH10 and Whangaroa Road.
- Benefits include improved road safety and reduction of peak season vehicle queuing along the state highway, improved experience of road users, support for Northland tourism and economic development, and flood mitigation.

SH1 Loop Road North to Smeatons Hill Safety Improvement (Currently in progress)

- Loop Road is the southern portion of an 'inland freight route', which crosses SH1 south of Whangārei. The intersection with the state highway is a critical connection for the Northland forestry sector on the journey to and from Northport at Marsden Point, where logs are sent for export. A two-lane roundabout has been constructed at the intersection of SH15 Loop Road (North) and SH1. To ensure the newly built roundabout can operate at dual-lane capacity, a southbound taper lane and second bridge will be built alongside the existing bridge to ensure southbound traffic exiting the roundabout have a safe distance to merge back into a single lane before Portland Road.
- Benefits include improved safety and freight efficiency and improved stormwater management and riparian planning to enhance the environment and prevent untreated stormwater entering the Otaika Stream.