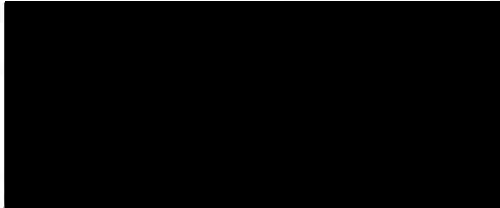


13 August 2015



Dear 

Request made under the Official Information Act 1982

Thank you for your email of 25 June 2015 requesting the following information under the Official Information Act 1982:

All documents held by NZTA produced since 28 March 2015 relating to the 10 Northland bridge double-laning projects, and a list of these documents.

On 15 July 2015, we wrote to you to advise that the NZ Transport Agency was extending the 20 working days available to respond to your request, as allowed for under section 15A of the Official Information Act 1982. The deadline was extended because of the consultations necessary to make a decision on your request.

This response also covers the response to your 25 June 2015 request to the Far North District Council for the same information, which was transferred to the NZ Transport Agency on 3 July 2015 under section 12 of the Local Government Official Information and Meetings Act 1987.

The following documents are within the scope of your request and are attached:

- Attachment 1: Emails from NZ Transport Agency officials and the Office of the Minister of Transport, March–April 2015
- Attachment 2: Emails from NZ Transport Agency officials and the Office of the Minister of Transport, March–April 2015
- Attachment 3: Emails from NZ Transport Agency officials, April 2015
- Attachment 4: Emails from NZ Transport Agency officials and Radio New Zealand, April 2015
- Attachment 5: Emails from NZ Transport Agency officials, NZ Herald and the State Services Commission, April 2015
- Attachment 6: Emails from NZ Transport Agency officials and Radio New Zealand, April 2015

- Attachment 7: Email from NZ Transport Agency official, April 2015
- Attachment 8: Email from NZ Transport Agency official, May 2015
- Attachment 9: Emails from NZ Transport Agency officials and Opus, May 2015
- Attachment 10: Emails from NZ Transport Agency officials and Opus, May 2015
- Attachment 11: Emails from NZ Transport Agency officials and Opus, May 2015
- Attachment 12: *Northland One Lane Bridges Replacement Options Report*, May 2015
- Attachment 13: Emails from NZ Transport Agency officials, June 2015
- Attachment 14: Emails from NZ Transport Agency officials, June 2015
- Attachment 15: Emails from NZ Transport Agency officials, June 2015
- Attachment 16: Emails from NZ Transport Agency officials and Opus, June 2015
- Attachment 17: Emails from NZ Transport Agency officials, June 2015
- Attachment 18: Emails from NZ Transport Agency officials, June 2015
- Attachment 19: Emails from NZ Transport Agency officials, June 2015
- Attachment 20: Ministerial briefing note, *Northland Bridges*, June 2015
- Attachment 21: Email from NZ Transport Agency official, June 2015

Information outside the scope of your request has been redacted from some documents as noted on the documents.

Yours sincerely



Brett Gliddon
Highway Manager Auckland and Northland

From: [Ernst Zollner](#)
To: [Geoff Dangerfield](#)
Subject: FW: Northland Bridges
Date: Friday, 10 April 2015 12:36:00 p.m.
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)

Geoff, this may come up with the Minister on Monday.

I rang Matt (in response to his email) last night to remind him that the reason we are currently investigating upgrading the 6 bridges is in response to your discussion with the Minister, and that the reason we state publicly that we are investigating strengthening Joan and Darby (and not widening) is to avoid a public outcry... and this tactic has been a success to date, and is one that he and I agreed a fortnight ago.

I had phone calls from highly concerned environmental groups but when I assured them we are looking at other upgrade options only they were satisfied/calmed and kept quiet. As was the RTC.

Insisting that it must be widened (and a tree or both trees then likely cut down) because of the candidate's announcement will cause an uproar and leave the Agency in a really difficult space if they push us into a corner like this.

From: Matthew Skinner [mailto:Matthew.Skinner@parliament.govt.nz]
Sent: Friday, 10 April 2015 10:14 a.m.
To: Ernst Zollner
Cc: Andrew Knackstedt
Subject: RE: Northland Bridges

Hi Ernst

I've had a quick chat within the office this morning, and we all see exactly where you are coming from. The issue is that there is still a political commitment to double-lane all 10 bridges, including Darby and Joan. We need to discuss it with the Minister (we'll try to do this before the 9am NZTA meeting on Monday so that he can have further discussions with Geoff/Chris if need be).

Cheers
 Matt

Matt Skinner | Private Secretary – Transport

Office of Hon Simon Bridges | Minister of Transport
 DDI: +64 4 817 9802 | M: +64 21 569 240 | F: +64 4 817 6535
 Private Bag 18041 | Parliament Buildings | Wellington 6160 | New Zealand

From: Matthew Skinner
Sent: Thursday, 9 April 2015 3:37 p.m.
To: 'Andrew Knackstedt'
Subject: RE: Northland Bridges

Hi Andy

The reason behind that wording was to make it clear that the work NZTA is doing is not a substitute for the Government's commitment. We don't think there is an issue with spelling that out. Any queries that come as a result of it won't be the responsibility of the NZTA, because

there is not yet any direction/funding etc for the NZTA to double-lane the bridge — at this stage there is just a political commitment that something will be done in the next six years. Therefore any queries can be directed to this office.

It's not up to the NZTA to justify the Government's commitment, but the original sentence infers that the only work planned for the bridge is strengthening and resilience. This already happened in the Northern Advocate article that was written based on a similar line, which misled the reporter into thinking that the Government is no longer committed to investigating the double-laning/realignment of the bridge.

For this reason, we would prefer that any messaging that outlines the plans for the bridge specifies the distinction between the NZTA's current plans and the Government's commitment. Happy to discuss if you disagree.

Cheers
Matt

Matt Skinner | Private Secretary – Transport

Office of Hon Simon Bridges | Minister of Transport
DDI: +64 4 817 9802 | M: +64 21 569 240 | F: +64 4 817 6535
Private Bag 18041 | Parliament Buildings | Wellington 6160 | New Zealand

From: Andrew Knackstedt [<mailto:Andrew.Knackstedt@nzta.govt.nz>]
Sent: Thursday, 9 April 2015 1:48 p.m.
To: Matthew Skinner
Subject: RE: Northland Bridges

Hi again Matt,

Sorry, I've a further discussion with Ernst on this, and we think we're better off sticking with the original sentence on Darby and Joan – if we include the 'separate to the Government's announcement' we risk inviting specific questions around the logistics of double-laning, which you'll be aware are a bit fraught.

Cheers,
Andy

From: Matthew Skinner [<mailto:Matthew.Skinner@parliament.govt.nz>]
Sent: Wednesday, 8 April 2015 3:08 p.m.
To: Andrew Knackstedt; Anthony Frith
Subject: RE: Northland Bridges

Hi Andy

Thanks for sending this through, this office is really happy with it. I've picked up a couple of typos in there, and could we be more specific in the Darby and Joan sentence at the end (assuming what I've put below is correct)?

The NZ Transport Agency develops a National Land Transport Programme (NLTP) every three years to give effect to the Government Policy Statement on Land Transport (GPS). The NLTP sets out the activities that address the transport priorities of the GPS using the funding provided in the GPS for different activities. The 2015-2018 NLTP is currently being

developed.

To be included in the NLTP activities have to be included in a Regional Land Transport Programme (RLTP) - including those concerning state highways - and proposed for funding from the National Land Transport Fund (NLTF).

Four of the ten Northland one-lane bridges are included in the draft 2015-2018 Regional Land Transport Programme (RLTP) for Northland. These are the two bridges at Matakoe, being Hardies and Andersons, and the bridges at Taipa and Kaeo.

The Transport Agency will be undertaking preliminary assessments for all remaining one-lane bridges in Northland. If there is a good fit with the standard NLTF criteria, these could be progressed in the 2018-2021 Northland RLTP and the 2018-2021 NLTP. Alternatively, the Government may decide on a possible investment approach outside of the NLTF. Questions relating to the possibility of alternative funding approaches should be directed to the Minister of Transport.

Separate to the Government's announcement regarding the upgrading of the Darby and Joan bridge, the NZ Transport Agency is currently investigating strengthening and other resilience improvements to the bridge.

Cheers

Matt

Matt Skinner | Private Secretary – Transport

Office of Hon Simon Bridges | Minister of Transport

DDI: +64 4 817 9802 | M: +64 21 569 240 | F: +64 4 817 6535

Private Bag 18041 | Parliament Buildings | Wellington 6160 | New Zealand

From: Andrew Knackstedt [<mailto:Andrew.Knackstedt@nzta.govt.nz>]

Sent: Wednesday, 8 April 2015 11:41 a.m.

To: Matthew Skinner; Anthony Frith

Subject: Northland Bridges

Hi Matt,

Good speaking with you earlier.

As discussed, our preference is to provide a consistent high level response to all media queries around plans to double lane the ten Northland bridges as follows.

The response below reflects the responses we provided to the Northern Advocate, with an expanded preamble taken directly from the NLTP pages on our website:

The NZ Transport Agency develops a National Land Transport Programme (NLTP) every three years to give effect to the Government Policy Statement on Land Transport Funding (GPS). The NLTP sets out the activities that address the transport priorities of the GPS using the funding provided in the GPS for different activities. The 2015-2018 NLTP is currently being developed.

To be included in the NLTP activities have to be included in a Regional Land Transport Programme (RLTP) - including those concerning state highways - and proposed for funding from the National Land Transport Fund (NLTF).

Four of the ten Northland one-lane bridges are included in the draft 2015-2018 Regional Land Transport Programme (RLTP) for Northland. These are the two bridges at Matakoe, being Hardies and Andersons, and the bridges at Taipa and Kaeo.

The Transport Agency will be undertaking preliminary assessments for all remaining one-lane bridges in Northland. If there is a good fit with the standard NLTF criteria, these could be progressed in the 2018-2021 Northland RLTP and the 2018-2021 NLTP. Alternatively, the Government may decide on a possible investment approach outside of the NLTF. Questions

relating to the possibility of alternative funding approaches should be directed to the Minister of Transport.

The upgrading of the Darby and Joan bridge that is currently being investigated involves strengthening and other resilience improvements.

Cheers,

Andy

From: Matthew Skinner [<mailto:Matthew.Skinner@parliament.govt.nz>]
Sent: Tuesday, 7 April 2015 5:28 p.m.
To: Andrew Knackstedt; Anthony Frith
Subject: Darby and Joan

Hi Andy and Anthony

I've just seen this article about the Darby and Joan kauri bridge:
http://www.nzherald.co.nz/northern-advocate/news/article.cfm?c_id=1503450&objectid=11428407

The article has resulted in a political PR stating that:
The NZ Transport Agency has told a media outlet that not all 10 bridges named by the Government for double-laning are currently in NZTA's sights, with one, the Darby and Joan bridge, investigated "only for strengthening and other resilience improvements".

It looks like this might have come from the attached response to the Northern Advocate, which as far as I can find, we weren't asked for input into/or provided a copy of until after it had been sent (apologies if this isn't the case and I've missed something).

I've been asked to ask you to consider, in cases where things are sensitive/political, transferring such questions to us. In the case above, while it is a relatively straightforward response, in that context it appears that NZTA is ignoring/going against the Government's announcement.

To avoid this, it may have been better dealt with by transferring it to us, and we could have responded by restating the Government's intentions when it announced the policy (ie if the project is not in the 2018-21 NLTP, the Government will consider other ways of progressing it). Alternatively, it would have been good if we had seen a response before it went out, rather than after, and we could have asked for additional context to be added.

Happy to discuss.

Cheers
Matt

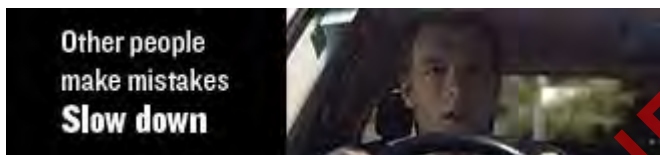
Matt Skinner | Private Secretary – Transport
Office of Hon Simon Bridges | Minister of Transport

Cheers

Anthony Frith / Media Manager – Central Region
NZ Transport Agency – Strategy, Communications and Performance Group
DDI 64 4 894 5251 / M 64 27 213 7617
E anthony.frith@nzta.govt.nz / w nzta.govt.nz
Central Office / Level 9, 20 Ballance Street,
PO Box 5084, Wellington 6145, New Zealand

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From: [Andrew Knackstedt](#)
To: [Ernst Zollner](#)
Subject: RE: Northland Bridges statement
Date: Wednesday, 8 April 2015 1:09:11 p.m.

We agreed that going forward we'll use the statement below and direct queries around possible additional sources of funding to the Minister.

From: Ernst Zollner
Sent: Wednesday, 8 April 2015 1:00 p.m.
To: Andrew Knackstedt
Subject: Re: Northland Bridges statement

What was the outcome?

Ernst

On 8/04/2015, at 11:28, "Andrew Knackstedt" <Andrew.Knackstedt@nzta.govt.nz> wrote:

Thanks, I had a good chat with Matt as well

From: Ernst Zollner
Sent: Wednesday, 8 April 2015 10:44 a.m.
To: Andrew Knackstedt
Subject: RE: Northland Bridges statement

Looks good, thanks Andy

From: Andrew Knackstedt
Sent: Wednesday, 8 April 2015 10:19 a.m.
To: Ernst Zollner
Subject: FW: Northland Bridges statement
Importance: High

Hi Ernst,

Phil Twyford put the statement below out yesterday:

http://campaign.labour.org.nz/double_laning_darby_and_joan_disputed

I'll have a chat to Matt Skinner shortly.

I'm proposing that we respond to all enquiries around plans to double lane the ten Northland bridges as follows – this reflects the responses we provided to the Northern Advocate, with an expanded preamble taken directly from the NLTP pages on our website:

The NZ Transport Agency develops a National Land Transport Programme (NLTP) every three years to give effect to the Government Policy Statement on Land Transport Funding (GPS). The NLTP sets out the activities that address the transport priorities of the GPS using the funding provided in the GPS for different activities. The 2015-2018 NLTP is currently being developed. To be included in the NLTP activities have to be included in a Regional Land Transport Programme (RLTP) - including those concerning state highways - and proposed for funding from the National Land Transport Fund (NLTF). Four of the ten Northland one-lane bridges are included in the draft 2015-2018

Regional Land Transport Programme (RLTP) for Northland. These are the two bridges at Matakoho, being Hardies and Andersons, and the bridges at Taipa and Kaeo.

The Transport Agency will be undertaking preliminary assessments for all remaining one-lane bridges in Northland. If there is a good fit with the standard NLTF criteria, these could be progressed in the 2018-2021 Northland RLTP and the 2018-2021 NLTP. Alternatively, the Government may decide on a possible investment approach outside of the NLTF. Questions relating to the possibility of alternative funding approaches should be directed to the Minister of Transport.

The upgrading of the Darby and Joan bridge that is currently being investigated involves strengthening and other resilience improvements.

Cheers,

Andy

From: Matthew Skinner [<mailto:Matthew.Skinner@parliament.govt.nz>]
Sent: Tuesday, 7 April 2015 5:28 p.m.
To: Andrew Knackstedt; Anthony Frith
Subject: Darby and Joan

Hi Andy and Anthony

I've just seen this article about the Darby and Joan kauri bridge:
http://www.nzherald.co.nz/northern-advocate/news/article.cfm?c_id=1503450&objectid=11428407

The article has resulted in a political PR stating that:

The NZ Transport Agency has told a media outlet that not all 10 bridges named by the Government for double-laning are currently in NZTA's sights, with one, the Darby and Joan bridge, investigated "only for strengthening and other resilience improvements"

It looks like this might have come from the attached response to the Northern Advocate, which as far as I can find, we weren't asked for input into/or provided a copy of until after it had been sent (apologies if this isn't the case and I've missed something).

I've been asked to ask you to consider, in cases where things are sensitive/political, transferring such questions to us. In the case above, while it is a relatively straightforward response, in that context it appears that NZTA is ignoring/going against the Government's announcement.

To avoid this, it may have been better dealt with by transferring it to us, and we could have responded by restating the Government's intentions when it announced the policy (ie if the project is not in the 2018-21 NLTP, the Government

will consider other ways of progressing it). Alternatively, it would have been good if we had seen a response before it went out, rather than after, and we could have asked for additional context to be added.

Happy to discuss.

Cheers
Matt

Matt Skinner | Private Secretary – Transport

Office of Hon Simon Bridges | Minister of Transport
DDI: +64 4 817 9802 | M: +64 21 569 240 | F: +64 4 817 6535
Private Bag 18041 | Parliament Buildings | Wellington 6160 | New Zealand

From: Anthony Frith [<mailto:Anthony.Frith@nzta.govt.nz>]
Sent: Wednesday, 25 March 2015 5:28 p.m.
To: Anthony Frith
Subject: Transport Agency media roundup - 25 March

Information out of scope
has been redacted

Hi everyone

On the go today:

Northland Bridge upgrades. The attached response was sent to the Northern Advocate in response to queries about bridge upgrades in Northland.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

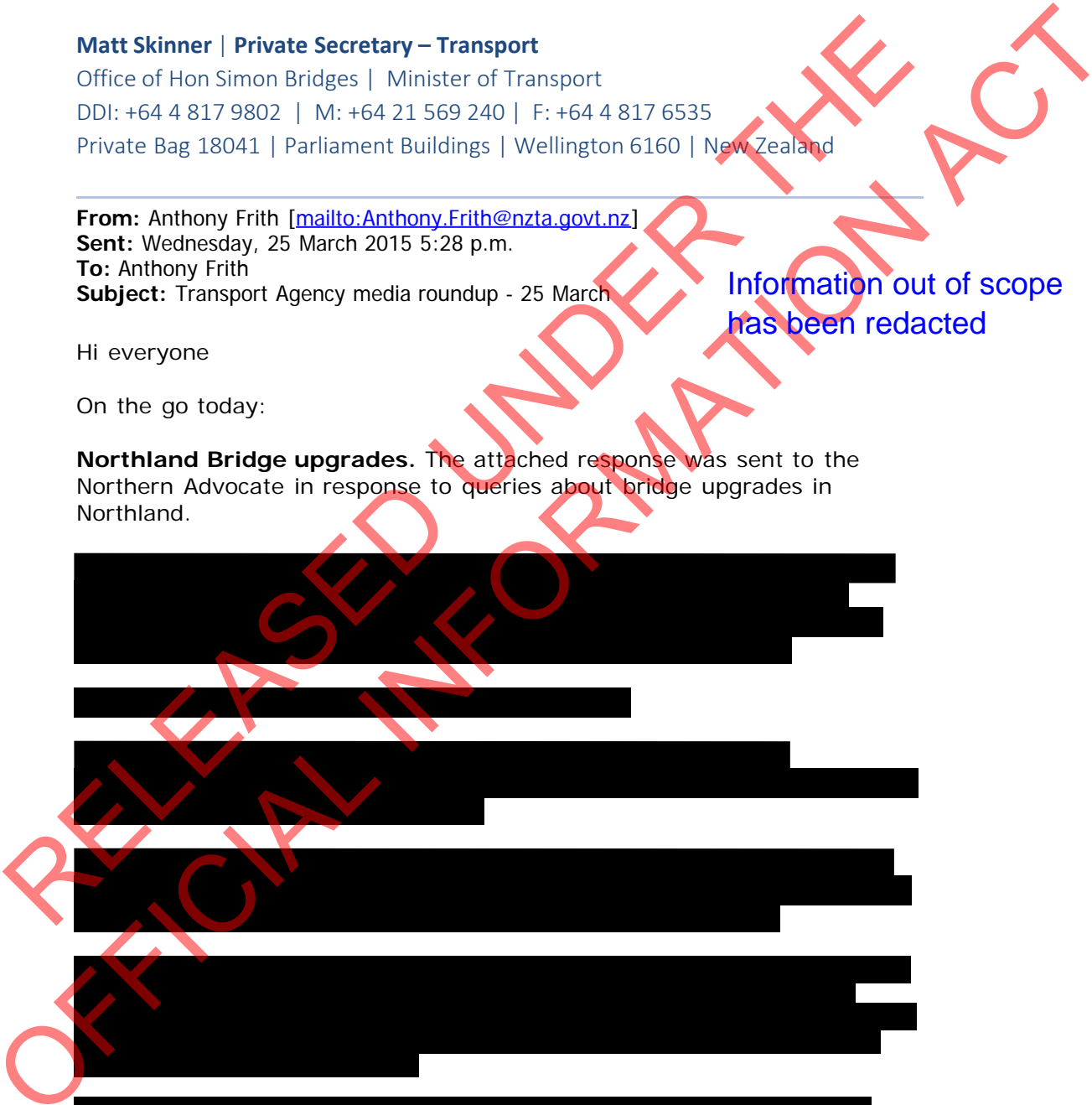
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Cheers

Anthony Frith / Media Manager – Central Region
NZ Transport Agency – Strategy, Communications and Performance Group
DDI 64 4 894 5251 / M 64 27 213 7617
E anthony.frith@nzta.govt.nz / w nzta.govt.nz

Central Office / Level 9, 20 Ballance Street,
PO Box 5084, Wellington 6145, New Zealand

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From: [Ernst Zollner](#)
To: [Chris Powell](#)
Subject: FW: Northland bridges - social media
Date: Tuesday, 14 April 2015 10:18:00 a.m.
Attachments: [image001.png](#)

Hi Chris, FYI

From: Anthony Frith
Sent: Tuesday, 14 April 2015 9:36 a.m.
To: Andrew Knackstedt; Robyn Fisher; Andrew Martin
Subject: RE: Northland bridges - social media

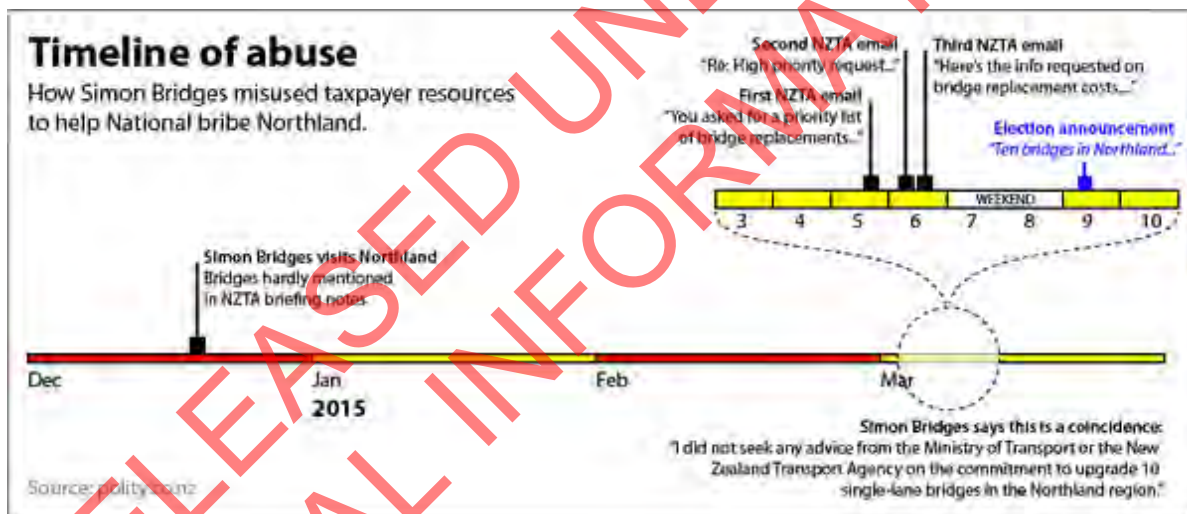
Oh, and there's a whole blog about it, part of a series by the looks of things:

<http://polity.co.nz/content/northland-bridges-%E2%80%93-oia-scandal-1-3>

From: Anthony Frith
Sent: Tuesday, 14 April 2015 9:35 a.m.
To: Andrew Knackstedt; Robyn Fisher; Andrew Martin
Subject: Northland bridges - social media

This is doing the rounds on Twitter, along with tweets questioning the Minister's honesty.

It appears to have stemmed from an OIA.



From: [Ernst Zollner](#)
To: [Andrew Knackstedt](#)
Subject: RE: Radio NZ - Northland bridges double-laning
Date: Tuesday, 14 April 2015 2:31:00 p.m.

Thanks for that

From: Andrew Knackstedt
Sent: Tuesday, 14 April 2015 1:49 p.m.
To: Ernst Zollner
Subject: FW: Radio NZ - Northland bridges double-laning
Importance: High

Hi Ernst,

Fyi, see below.

There's been some highly political blog-posts on the topic today.

Cheers,

Andy

From: Andrew Knackstedt
Sent: Tuesday, 14 April 2015 1:48 p.m.
To: Matthew Skinner
Subject: Radio NZ - Northland bridges double-laning
Importance: High

Hi Matt,

Has Benedict been in touch with you folks on the request below?

I'm proposing sending him through the following – these are the same words provided to you on the issue last week, minus any specific reference to Darby and Joan, which the reporter has not specifically asked about.

cheers,

Andy

The NZ Transport Agency develops a National Land Transport Programme (NLTP) every three years to give effect to the Government Policy Statement on Land Transport (GPS). The NLTP sets out the activities that address the transport priorities of the GPS using the funding provided in the GPS for different activities. The 2015-2018 NLTP is currently being developed.

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Minister of Transport.

From: Benedict Collins [<mailto:Benedict.collins@radionz.co.nz>]
Sent: Tuesday, 14 April 2015 1:28 p.m.
To: Andrew Knackstedt
Subject: FW: Northland bridges double-laning

G'day Andrew, I've been redirected to you via Ewart...please see below.

Cheers,

Benedict

Benedict Collins
Political Reporter
04 817 9564
027 231 6529

From: Benedict Collins
Sent: Tuesday, 14 April 2015 1:26 p.m.
To: 'Ewart.Barnsley@nzta.govt.nz'
Subject: Northland bridges double-laning

G'day Ewart, Benedict Collins here from Radio NZ.

I'm working towards a story for Checkpoint (5pm) on the double-laning of the 10 Northland Bridges as promised by the Government during the recent by-election.

I was wondering if NZTA could tell me when double-laning work on the first of these bridges is likely to begin?

Also, who will pay for the double-laning of the bridges - will it come out of NZTA's budget?

Cheers,

Benedict

Benedict Collins
Political Reporter
04 817 9564
027 231 6529

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From: [Andrew Knackstedt](#)
To: [Robyn Fisher](#); [Ernst Zollner](#); [Geoff Dangerfield](#); [Andrew Martin](#)
Subject: RE: media interest in Northland - Bridges and the Ten Bridges
Date: Tuesday, 14 April 2015 5:02:08 p.m.

Hi again all,

Here's a link to the story on Radio NZ:

<http://www.radionz.co.nz/news/national/271148/minister-ignores-kauri-advice>

Andy

From: Andrew Knackstedt
Sent: Tuesday, 14 April 2015 3:51 p.m.
To: robyn fisher; Ernst Zollner; Geoff Dangerfield (Geoff.Dangerfield@nzta.govt.nz); Andrew Martin
Subject: media interest in Northland - Bridges and the Ten Bridges
Importance: High

Hi folks,

See below from the State Services Commission.

They will advise us of their intended response to the Herald.

RNZ and TVNZ also have calls in to the Minister's office on this today, generated from the blog posts below:

<http://polity.co.nz/content/northland-bridges-%E2%80%93-oia-scandal-1-3>

<http://polity.co.nz/content/northland-bridges-%E2%80%93-oia-scandal-2-3>

<http://polity.co.nz/content/northland-bridges-%E2%80%93-oia-scandal-3-3>

this is heating up.

From: Tim Ingleton [SSC] [<mailto:Tim.Ingleton@ssc.govt.nz>]
Sent: Tuesday, 14 April 2015 3:36 p.m.
To: Andrew Knackstedt
Subject: FW: Bridges and the Ten Bridges

Hi Andy

I left you a voice mail about this. The query we received from Claire Trevett is below.

Could you please call me to discuss?

--

Tim Ingleton
Principal Advisor Communications
State Services Commission
DDI: +64 4 495 6648
Mob: +64 21 240 7810

Fax: +64 4 495 6686

Tim.Ingleton@SSC.govt.nz

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.....
Caution: If you have received this message in error please notify the sender immediately and then delete this message along with any attachments. Please treat the contents of this message as private and in confidence.

From: Claire Trevett [<mailto:Claire.Trevett@nzherald.co.nz>]

Sent: Tuesday, 14 April 2015 2:58 p.m.

To: Tim Ingleton [SSC]

Subject: Bridges and the Ten Bridges

my details, re questions:

- do the guidelines for State Sector workers in the general election also apply to byelections, esp as related to costing/ advising on policies.

- is SSC looking into the advice NZ Transport Agency provided to Simon Bridges in advance of his announcement of the 10-bridges policy in the Northland byelection?

Claire Trevett
Deputy Political Editor
NZ Herald
Parliamentary Press Gallery
04 817 9054
021 444 701

From: Tim Ingleton [SSC] [Tim.Ingleton@ssc.govt.nz]

Sent: Tuesday, 14 April 2015 11:00 a.m.

Subject: MINISTRY FOR THE ENVIRONMENT CHIEF EXECUTIVE APPOINTED

STATE SERVICES COMMISSION
Te Komihana O Nga Tari Kawanatanga



**STATE SERVICES COMMISSION MEDIA RELEASE
14 APRIL 2015**

MINISTRY FOR THE ENVIRONMENT CHIEF EXECUTIVE APPOINTED

State Services Commissioner Iain Rennie has today announced the appointment of Vicky Robertson as Secretary for the Environment and Chief Executive of the Ministry for the Environment (MfE).

"I am very pleased to appoint Vicky Roberston to this important role, which is vital to the management of New Zealand's environment and natural resources," Mr Rennie said.

Ms Robertson is currently the Deputy Chief Executive and Chief Operating Officer at The Treasury. She was recently Acting Secretary and Chief Executive of The Treasury from November 2014 to March 2015.

Ms Robertson has extensive experience across a range of complex policy frameworks, including as the Treasury representative on the Land and Water Forum and leading an inter-departmental group on the review of climate change policy. In 2010 she was seconded to the United Nations Development Programme where she led a strategic and structural review of the organisation.

Ms Robertson was Chair of the steering group for the government's mixed ownership model for state owned enterprises. She has also worked extensively with iwi and for the last three years has attended Treaty of Waitangi events as a senior representative. She has been involved in many interdepartmental strategic policy programmes, including the Social Housing Programme, establishment of KiwiSaver and the New Zealand National Retirement Savings Scheme.

"Ms Robertson has a real focus on results and works very effectively with other government agencies, iwi, NGOs and the private sector," said Mr Rennie.

"Her experience working closely and effectively with a wide range of organisations and stakeholders will serve MfE well in its national, regional and community-based environmental work," Mr Rennie said.

Ms Robertson has been appointed for a five year term from 2 June 2015.

Mark Sowden will remain as Acting Chief Executive until Ms Robertson takes up her new position.

The Ministry for the Environment is the Government's primary advisor on laws, regulations and policies that set the framework for environmental management in New Zealand.

ENDS

Biography

As The Treasury's Deputy Chief Executive, Vicky Robertson has overall responsibility for the Treasury's commercial, financial and corporate operations. She oversaw the Treasury's work to get the best value from the government's commercial investments, manage the country's debt well, and operate effectively as an organisation.

In 2010 she was seconded to the United Nations Development Programme in New York, where she led a strategic and structural review of the organisation.

Vicky previously worked for the Ministry of Commerce, focusing on regulatory and competition policy.

Vicky has a law degree and a Certificate in Legal Studies from Victoria University of Wellington.

She is a former New Zealand hockey representative (1989-1997) and has competed at a national level in mountain biking.

Media enquiries: Tim Ingleton, SSC Communications 04 495 6648

[UNCLASSIFIED]

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From: [Ernst Zollner](#)
To: [Andrew Knackstedt](#)
Subject: RE: Radio NZ - Northland bridges double-laning
Date: Tuesday, 14 April 2015 2:32:00 p.m.

Would he know what the NLTF is?

From: Andrew Knackstedt
Sent: Tuesday, 14 April 2015 1:49 p.m.
To: Ernst Zollner
Subject: FW: Radio NZ - Northland bridges double-laning
Importance: High

Hi Ernst,

Fyi, see below.

There's been some highly political blog-posts on the topic today.

Cheers,

Andy

From: Andrew Knackstedt
Sent: Tuesday, 14 April 2015 1:48 p.m.
To: Matthew Skinner
Subject: Radio NZ - Northland bridges double-laning
Importance: High

Hi Matt,

Has Benedict been in touch with you folks on the request below?

I'm proposing sending him through the following – these are the same words provided to you on the issue last week, minus any specific reference to Darby and Joan, which the reporter has not specifically asked about.

cheers,

Andy

The NZ Transport Agency develops a National Land Transport Programme (NLTP) every three years to give effect to the Government Policy Statement on Land Transport (GPS). The NLTP sets out the activities that address the transport priorities of the GPS using the funding provided in the GPS for different activities. The 2015-2018 NLTP is currently being developed.

To be included in the NLTP activities have to be included in a Regional Land Transport Programme (RLTP) - including those concerning state highways - and proposed for funding from the National Land Transport Fund (NLTF).

Four of the ten Northland one-lane bridges are included in the draft 2015-2018 Regional Land Transport Programme (RLTP) for Northland. These are the two bridges at Matakoho, being Hardies and Andersons, and the bridges at Taipa and Kaeo.

The Transport Agency will be undertaking preliminary assessments for all remaining one-lane bridges in Northland. If there is a good fit with the standard NLTF criteria, these could be progressed in the 2018-2021 Northland RLTP and the 2018-2021 NLTP. Alternatively, the Government may decide on a possible investment approach outside of the NLTF. Questions relating to the possibility of alternative funding approaches should be directed to the

Minister of Transport.

From: Benedict Collins [<mailto:Benedict.collins@radionz.co.nz>]
Sent: Tuesday, 14 April 2015 1:28 p.m.
To: Andrew Knackstedt
Subject: FW: Northland bridges double-laning

G'day Andrew, I've been redirected to you via Ewart...please see below.

Cheers,

Benedict

Benedict Collins
Political Reporter
04 817 9564
027 231 6529

From: Benedict Collins
Sent: Tuesday, 14 April 2015 1:26 p.m.
To: 'Ewart.Barnsley@nzta.govt.nz'
Subject: Northland bridges double-laning

G'day Ewart, Benedict Collins here from Radio NZ.

I'm working towards a story for Checkpoint (5pm) on the double-laning of the 10 Northland Bridges as promised by the Government during the recent by-election.

I was wondering if NZTA could tell me when double-laning work on the first of these bridges is likely to begin?

Also, who will pay for the double-laning of the bridges - will it come out of NZTA's budget?

Cheers,

Benedict

Benedict Collins
Political Reporter
04 817 9564
027 231 6529

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From: [Andrew Knackstedt](#)
To: [Ernst Zollner](#); [Chris Gasson](#)
Subject: FW: Another post on the 10 bridges
Date: Wednesday, 15 April 2015 2:51:01 p.m.

fyi

<http://pundit.co.nz/content/hes-not-the-messiah-hes-a-very-naughty-boy>

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From: [Brett Gliddon](#)
To: [Jim Sephton](#); [Patrick Kelly](#)
Subject: Northland bridges
Date: Wednesday, 6 May 2015 7:19:26 a.m.

Jim

Hope the iwi meeting went well.

How are you going with Opus on the PFR's for the northland one lane bridges? Can you give a quick update.

Thanks

Brett

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Information out of scope has been redacted

From: John Cridge
Sent: Tuesday, 19 May 2015 8:37 a.m.
To: Andrew Tovey
Cc: Jacqui Hori-Hoult; Ed Varley; Jim Sephton
Subject: RE: 10 Bridges Opus Supplementary Report

Hi Andy

Please supply an offer of service for this work to keep the audit trail clear.

Thanks

Kind Regards
John

John Cridge / Maintenance Contract Manager Northland & Auckland North
Safety & Network Performance Team
DDI 64 9 470 2384 / M 64 027 765 4300
E john.cridge@nzta.govt.nz / w nzta.govt.nz
Northland Office / 1st Floor, Walton Plaza, 4 Albert St, Whangarei 0140
Private Bag 106602, Auckland 1143



From: Andrew Tovey [<mailto:andrew.tovey@opus.co.nz>]
Sent: Monday, 18 May 2015 4:18 p.m.
To: Ed Varley; Jim Sephton
Cc: Jacqui Hori-Hoult; John Cridge
Subject: RE: 10 Bridges Opus Supplementary Report

Hi Ed,

Please see the attached supporting documentation. This related to the first three bridges.

The remainder of time has been for the other 6, this will be T&R through PN3461 looking at what you've said, estimated total liability to date is around \$13,000.

I will be looking to bill this in the current cycle as the work is complete.

Do the NZ Transport Agency now require an OOS to be issued bearing in mind Jim's earlier approval?

I await your considered response.

Andy



Andy Tovey | Work Group Manager, Transportation Asset Management | Opus International Consultants Ltd

Phone +64 9 430 1721 | Mobile +64 27 231 3474 | Fax +64 9 430 1701 | Email Andrew.Tovey@opus.co.nz
PO Box 553, Whangarei 0140, New Zealand

Visit us online: www.opus.co.nz



From: Ed Varley [<mailto:Ed.Varley@nzta.govt.nz>]

Sent: Monday, 18 May 2015 3:34 p.m.

To: Jim Sephton; Andrew Tovey

Cc: Jacqui Hori-Hoult; John Cridge

Subject: 10 Bridges Opus Supplementary Report

Jim,

I don't suppose that you asked for an Offer of Service for this, and Andy, I don't suppose that you provided one with a firm quote.

Either way – WBS 60023110 will have to take the hit. Please confirm the paperwork with John Cridge.

Ed Varley / Northland & Auckland North Senior Network Manager

Safety & Network Performance / Journey Team

DDI 64 9 470 2389 / M 64 21 714 029

E ed.varley@nzta.govt.nz / w nzta.govt.nz

From: Jacqui Hori-Hoult

Sent: Monday, 18 May 2015 3:04 p.m.

To: Ed Varley

Subject: Opus report

Ed

FYI

Jacqui Hori-Hoult / Northland & Auckland North Journey Manager

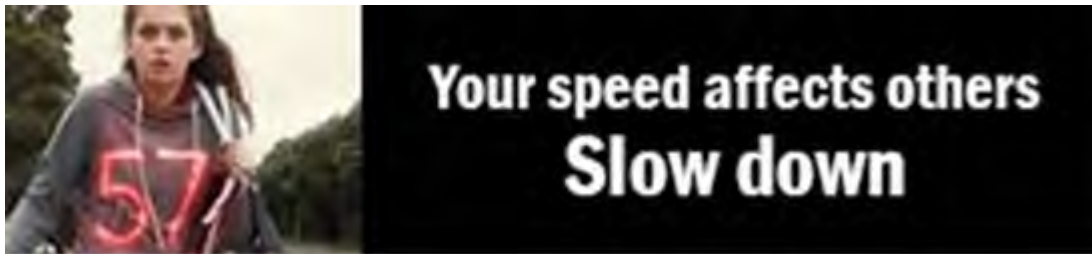
Safety & Network Performance / Journey Team

DDI 64 9 430 7422 / M 64 21 982 945

E jacqui.hori-hoult@nzta.govt.nz / w nzta.govt.nz

Northland Office / 1st Floor, Walton Plaza, 4 Albert St, Whangarei 0140
Private Bag 106602, Auckland 1143





From: Jim Sephton
Sent: Monday, 18 May 2015 2:28 p.m.
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Subject: RE: Report

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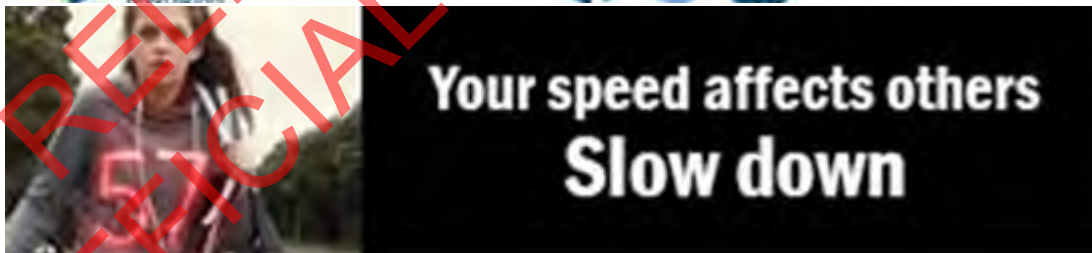
Hi Jim,

How much are you looking at – you need to speak to Ed who owns the Opus budget if we have funding available.

Regards

Jacqui Hori-Hoult / Northland & Auckland North Journey Manager
Safety & Network Performance/ Journey Team
DDI 64 9 430 7422 / M 64 21 982 945
E jacqui.hori-hoult@nzta.govt.nz / w nzta.govt.nz

Northland Office / 1st Floor, Walton Plaza, 4 Albert St, Whangarei 0140
Private Bag 106602, Auckland 1143



From: Jim Sephton
Sent: Monday, 18 May 2015 2:12 p.m.
To: Jacqui Hori-Hoult
Subject: FW: Report

Hi Jacqui

We've had a brief report done by Opus for the one way bridges.

Brett asked us to get it done so we have more info to report back to the board with.

Have you got an appropriate job number by any chance?

I'll speak to Patrick about this as well

Cheers

Jim

From: Andrew Tovey [<mailto:andrew.tovey@opus.co.nz>]
Sent: Monday, 18 May 2015 11:04 a.m.
To: Jim Sephton
Subject: Report

The report has been uploaded to the dropbox for your information.

Jim, I really do need a contract ID to recharge this work to.

Many thanks,

Andy



Andy Tovey | Work Group Manager, Transportation Asset Management | Opus International
Consultants Ltd

Phone +64 9 430 1721 | Mobile +64 27 231 3474 | Fax +64 9 430 1701 | Email Andrew.Tovey@opus.co.nz
PO Box 553, Whangarei 0140, New Zealand

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[REDACTED]

Information out of scope has been redacted

From: Andrew Tovey [mailto:andrew.tovey@opus.co.nz]
Sent: Monday, 18 May 2015 4:18 p.m.
To: Ed Varley; Jim Sephton
Cc: Jacqui Hori-Hoult; John Cridge
Subject: RE: 10 Bridges Opus Supplementary Report

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provided one with a firm quote.

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Ed Varley / Northland & Auckland North Senior Network Manager

Safety & Network Performance/ Journey Team

DDI 64 9 470 2389 / M 64 21 714 029

E ed.varley@nzta.govt.nz / w nzta.govt.nz

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FYI

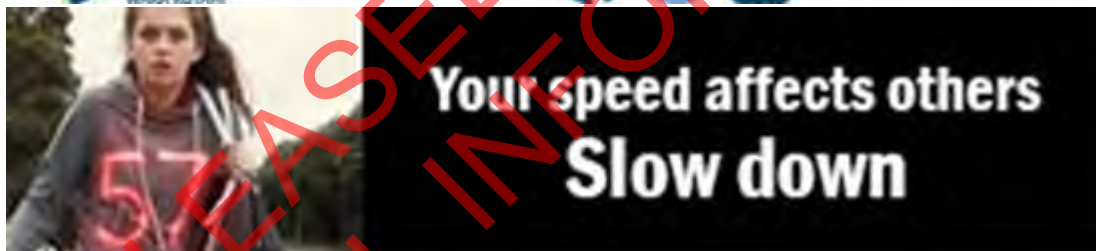
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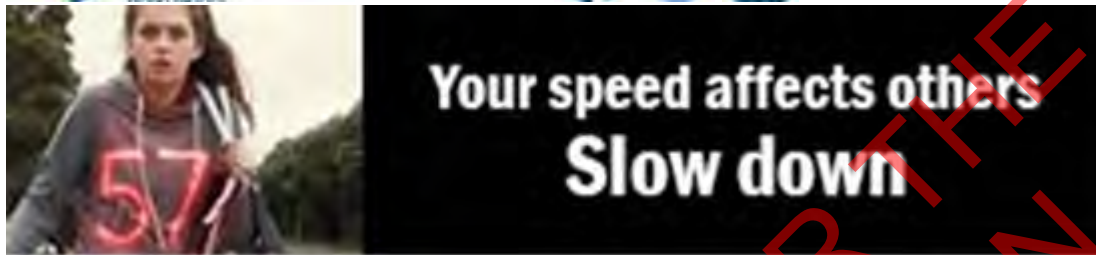
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Brett asked us to get it done so we have more info to report back to the board with.

Have you got an appropriate job number by any chance?

I'll speak to Patrick about this as well

Cheers

Jim

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Jim, I really do need a contract ID to recharge this work to.

Many thanks,

Andy



Andy Tovey | Work Group Manager, Transportation Asset Management | Opus International

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From: [Jim Sephton](#)
To: [Andrew Tovey](#)
Subject: RE: Presentation
Date: Wednesday, 15 April 2015 8:36:26 a.m.
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Hi Andrew

Please accept this email as confirmation of your proposal. Many thanks for your prompt action.

Cheers

Jim

PS I'll get back to you on the presentation. I think it will be fine

From: Andrew Tovey [mailto:andrew.tovey@opus.co.nz]
Sent: Monday, 13 April 2015 3:33 p.m.
To: Jim Sephton
Subject: Presentation

Hi Jim,

Not sure if you have had the opportunity to look at the drop box I set up so that we can communicate...

We are working on the project on the principle that you have no objections.

Also, are you in a position to release that presentation to me?

Look forward to catching up with you soon.

Andy



Andy Tovey | Work Group Manager, Transportation Asset Management | Opus International Consultants Ltd
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PO Box 553, Whangarei 0140, New Zealand

Visit us online: www.opus.co.nz



From: Jim Sephton [mailto:Jim.Sephton@nzta.govt.nz]
Sent: Thursday, 2 April 2015 4:18 p.m.
To: Andrew Tovey
Subject: Re: Presentation

Hi Andy

Thanks for your time yesterday and good to meet up.

I'm not going to release the presentation today but hope to later next week.

Cheers

Jim

Sent from my iPhone

On 2/04/2015, at 4:11 pm, Andrew Tovey <andrew.tovey@opus.co.nz> wrote:

HI Guys,

Just trying to solidify our discussion yesterday, can you please forward to me the presentation that we briefly went through?

Cheers and have a great weekend.

Andy

<image001.jpg>

Andy Tovey | Work Group Manager, Transportation Asset Management | Opus International Consultants Ltd

Phone +64 9 430 1721 | Mobile +64 27 231 3474 | Fax +64 9 430 1701 | Email

Andrew.Tovey@opus.co.nz

PO Box 553, Whangarei 0140, New Zealand

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Consultants Ltd**
Whangarei Office
Manaia House, Rathbone Street
PO Box 553, Whangarei 0140
New Zealand

To Sebastian Reed
COPY
FROM Andy Tovey
DATE 13 April 2015
FILE
SUBJECT Northland One Lane Bridge Replacements

t: +64 9 430 1700
f: +64 9 430 1701
w: www.opus.co.nz

I refer to the above and the recent meeting with Sebastian Reed and Jim Sephton of NZ Transport Agency and Andy Tovey and Richard Kolkman of Opus.

NZ Transport Agency desire an Options Report covering the replacement of each of the one lane bridges in Northland. Whilst these reports will not be business cases, the format will be characterized by the following headings:

- Problem and Problem Definition
- Options and Benefits
- Key Issues and Risks
- Summary and Recommendations

The reports will be developed internally with reference to the NZ Transport Agency Bridge Consultant, Network Safety Engineer and the NZ Transport Agency Regional Team as necessary.

It is understood that NZ Transport Agency desire the reports for Kaeo, Taipa and Tirohanga Stream to be provided as soon as practicable and the remaining reports to follow on.

Opus can provide the initial three reports by Thursday 23rd April. It is proposed that the current bridging contract is used to procure the work.

It is estimated that up to 40 hours work is required with a target cost of \$7300.00.

I trust that this is acceptable to you and if you can please provide a contract ID.

Work on the reports will commence immediately and I should be pleased to receive your confirmation as soon as practicable.

Kind regards,

Andy Tovey



From: [Ed Varley](#)
To: [Jim Sephton](#); "[Andrew Tovey](#)"
Cc: [Jacqui Hori-Hoult](#); [John Cridge](#)
Subject: 10 Bridges Opus Supplementary Report
Date: Monday, 18 May 2015 3:33:51 p.m.
Attachments: [image005.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

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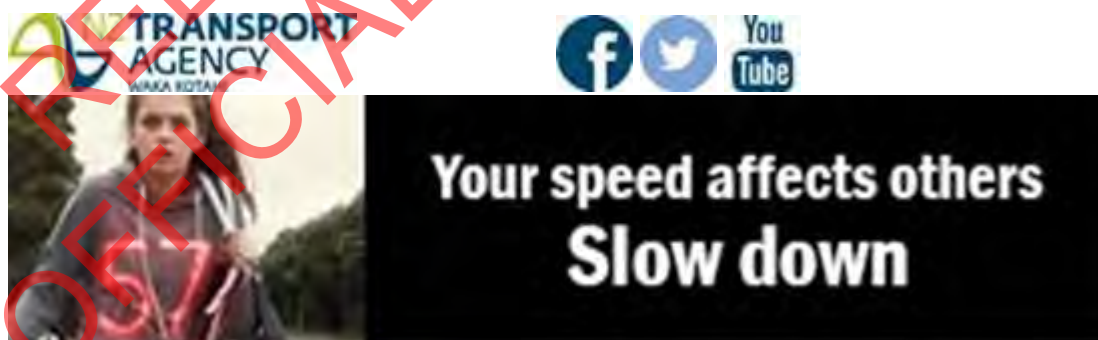
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Ed

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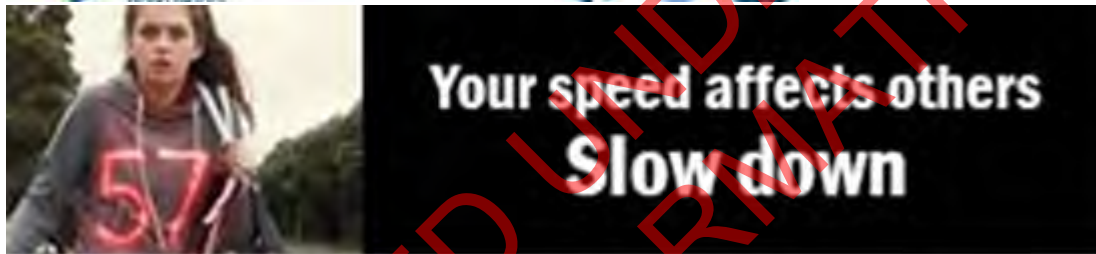
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NZ TRANSPORT AGENCY
WAKA KOTAHI


Options Report

Northland One Lane Bridges Replacement

May 2015

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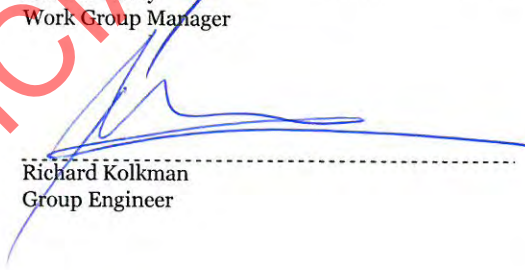
Prepared By



Andrew Tovey
Work Group Manager

Opus International Consultants Ltd
Whangarei Office
Manaia House, Rathbone Street
PO Box 553, Whangarei 0140
New Zealand

Reviewed By




Richard Kolkman
Group Engineer

Telephone: +64 9 430 1700
Facsimile: +64 9 430 1701

Date: 18th May 2015
Reference:
Status: Draft 2

Approved for
Release By



Andrew Tovey
Work Group Manager

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1 Introduction

The purpose of this report is to provide a high level options appraisal and benefits to replace 8 of the one-lane bridges in Northland. The NZ Transport Agency already have an Options Report for the replacement of Hardies and Andersons Bridges at Matakoho.

The report will comment on necessary improvements to the network to add resilience, where appropriate, and also the need to undertake localised realignment.

It is understood that this report shall be followed up by a more detailed business case to justify the individual replacement of bridges, as appropriate.

The bridges that are covered in this report are:

- Kaeo River Bridge No.665, SH10, RP33/11.79, BSN 448
- Taipa Bridge No.272, SH10, RP 79/3.59, BSN 826
- Tirohanga Stream Bridge, SH11, RP 0/3.09, BSN 31
- Waihou River (Rangiahua) Bridge, SH01N, RP 149/14.79, BSN 1638
- Taheke Bridge, SH12, RP 17/11.85, BSN 289
- Waimamaku River, Hallahans Bridge, SH12, RP74/3.38, BSN 774
- Waimamaku River, Lowes Bridge, SH12, RP 74/1.22, BSN 752
- Darby and Joan Kauri Bridge, SH12

The financial estimates in this report have been developed to include the fees associated with design, project management and MSQA as well as an allowance for land take for any improvement options and physical works. Some assumptions have been made in these estimates considering resource consent applications and potentially protracted negotiations with land owners and stakeholders. Consequently, the estimated budgets provided are all in costs for the suggested option.



Location Plan of Northlands One Lane Bridge Replacement Sites

2 Kao River Bridge, SH10: RP33/11.79

2.1 Background

This bridge is situated approximately 3km north of Kao. It is a 4 span bridge with an overall length of 49m and a bridge width of 3.2m. The bridge was constructed in 1933 and was structurally upgraded in 1991; as such the bridge operates generally unrestricted for HCV's, although some heavier overweight vehicles are restricted. The estimated AADT is 2752; 9% HCV, as recorded in RAMM.

There are no plans in the forward works programme for major maintenance or upgrade to this bridge. Based on the year of construction and a 100 year design life the bridge has potentially 15 to 25 years remaining life with the continuation of appropriate routine maintenance.

There are significant route security issues at this location, with SH10 immediately west of the bridge flooding several times per year. This is not directly related to the bridge; but should be addressed simultaneously, to provide route security.

Just west (heading north) of the bridge is a sensitive wetland area which relies upon these regular inundations. **Ngāpuhi and Ngāti** Kahu ki Whaingaroa are the representative Iwi for the area and will have an interest in any proposed work in this locality.



Aerial view of Kao Bridge, SH10



View looking west over Kaeo Bridge

2.2 Existing Issues

The photos below demonstrate the susceptibility of the road to flooding. These images were taken the day after the rain in July 2014. Water levels have receded in the photos. The level of flooding can be significantly affected by the state of the tide from the Whangaroa Harbour. Any upgrade of the bridge should be investigated in parallel with the raising of the road to add resilience to the network, whilst being mindful of the environmental impact.



Photograph looking east, toward the one lane bridge.



Photograph looking east toward the one lane bridge.



Photograph looking west, away from the one lane bridge



Photograph looking south, taking in SH10, the one lane bridge is to the left, just off the photo.

Kaeo Bridge is within Crash Reduction Study (CRS) site 40. There has been one minor injury accident at the bridge by the junction with Whangaroa Road. Whilst this is the only recorded data in CAS, anecdotal information suggests that vehicular accidents associated with the geometric layout of the bridge and Whangaroa Road intersection happen much more frequently.

Furthermore, the reduced bridge width is problematic for oversized vehicles and recently \$66,000 worth of damage has occurred resulting in significant guardrail replacement. Typically, repairs are required to the guardrail 3 to 5 times a year. The photos overleaf show the significant damage that was sustained recently.

Some delays at peak times, most notable at Christmas are encountered. These are satisfactorily controlled by the installation of temporary traffic lights and delays are kept to a minimum.



As the bridge is only 3.2m wide there is no provision for pedestrians, and cyclists have no room to cross the bridge when vehicles are on it. There is no lighting on the bridge and whilst this is not uncommon, it would be desirable in the future to illuminate the bridge to improve visibility, especially for vulnerable road users.

2.3 Options

2.3.1 Do Nothing

Conceivably, working on a 100 year life and taking into consideration the structural upgrades, the bridge could, with maintenance, remain operational for a further 15 to 25 years. Traffic queuing is not an issue at this location and the bridge is capable of taking all loads other than specific types of heavy overweight vehicles.

There would be no reduction in the occurrence of accidental damage to the barriers and indeed this could be forecasted to increase with the general increasing numbers of cars and commercial vehicles operating on the network.

Similar to above, vehicular accidents particularly around the intersection with Whangaroa Road will remain. There will be a continuation of the general stakeholder unrest and disquiet over the one lane bridge remaining.

No network resilience will be achieved and in severe storm events SH10 will be closed to vehicles due to flooding.

2.3.2 Do Something

There are two options in this category;

- a. Replace the bridge on the existing alignment. This would be difficult to achieve whilst keeping the state highway operational. A temporary bridge would need to be installed and local road deviations constructed. The improvements to safety at Whangaroa Road intersection would be minimal if any and any improvements to network resilience will not be achieved.
- b. Construct a bridge widening retaining the existing bridge deck. Whilst it may be possible to keep traffic flowing on the state highway during this operation, the practicality is difficult. The existing bridge construction makes the joining of two bridge decks all but impossible. Furthermore, the existing piles would be incapable of taking the increased load and the newer part of the construction would need to be founded independently. Finally, as the existing bridge is approaching the end of its useful life, the whole practicality of having such an old structure connected to a new structure discounts this option as being practical.

2.3.3 Full Replacement and Realignment with Resilience

Replacement of the bridge on a new alignment with the raising of SH10 to the west. Continual operation of the state highway would be maintained with minimal disruption encountered. Improved safety, network resilience and reliable journey times would be achieved. Careful consultation with DOC and the Iwi will be necessary to address issues related to potential impact on the wetland. The installation of large diameter culverts along SH10 at strategic locations would mitigate the raising of the road and allow future flood water to flow unrestricted and not be dammed back, potentially exacerbating the impact of any flooding.

The construction of this option in full would have the greatest benefit to road users, ensuring full route security at this location.

2.4 Key Issues Based on Full Replacement

2.4.1 Threats and Weaknesses

The key risks or issues associated with this project are listed below;

- Flooding, resilience cannot be achieved without addressing the road flooding, see earlier photos
- Environmentally sensitive location. It is likely that the local Iwi and DOC would object to the raising of the road without good mitigation strategies to ensure that floodwater continues to inundate the wet lands, this could be achieved by the installation of regular culverts under the road
- Consultation and obtaining Resource Consents is likely to be publicly notified and time consuming, especially if the raising of the road is included in the project
- Insufficient budget to meet both bridge replacement and network resilience requirements
- Bridge piles are known to be in the region of 10m to 22m deep due to underlying poor ground conditions
- **Increased use of route by HCV's leading to potential accelerated pavement damage**

2.4.2 Strengths and Opportunities

- Improved resilience if road lifted (desire to make SH10 the resilient route to the Far North over SH1 which has many more compromised locations)
- Improved stakeholder satisfaction with new bridge and resilient network
- Improved and reliable journey times
- Improved alignment and accident reduction
- Opportunity to provide pedestrian and vulnerable road users facilities
- Cost saving in annual routine budgets, both for accident repairs and in bridge maintenance
- Reduction in CO2 emissions from static vehicles and the initial acceleration from stationary
- Pavement life extended if road lifted out of the flood plain, eradication of pavement being submerged
- Improved freight efficiency with increased use of route by HCV traffic

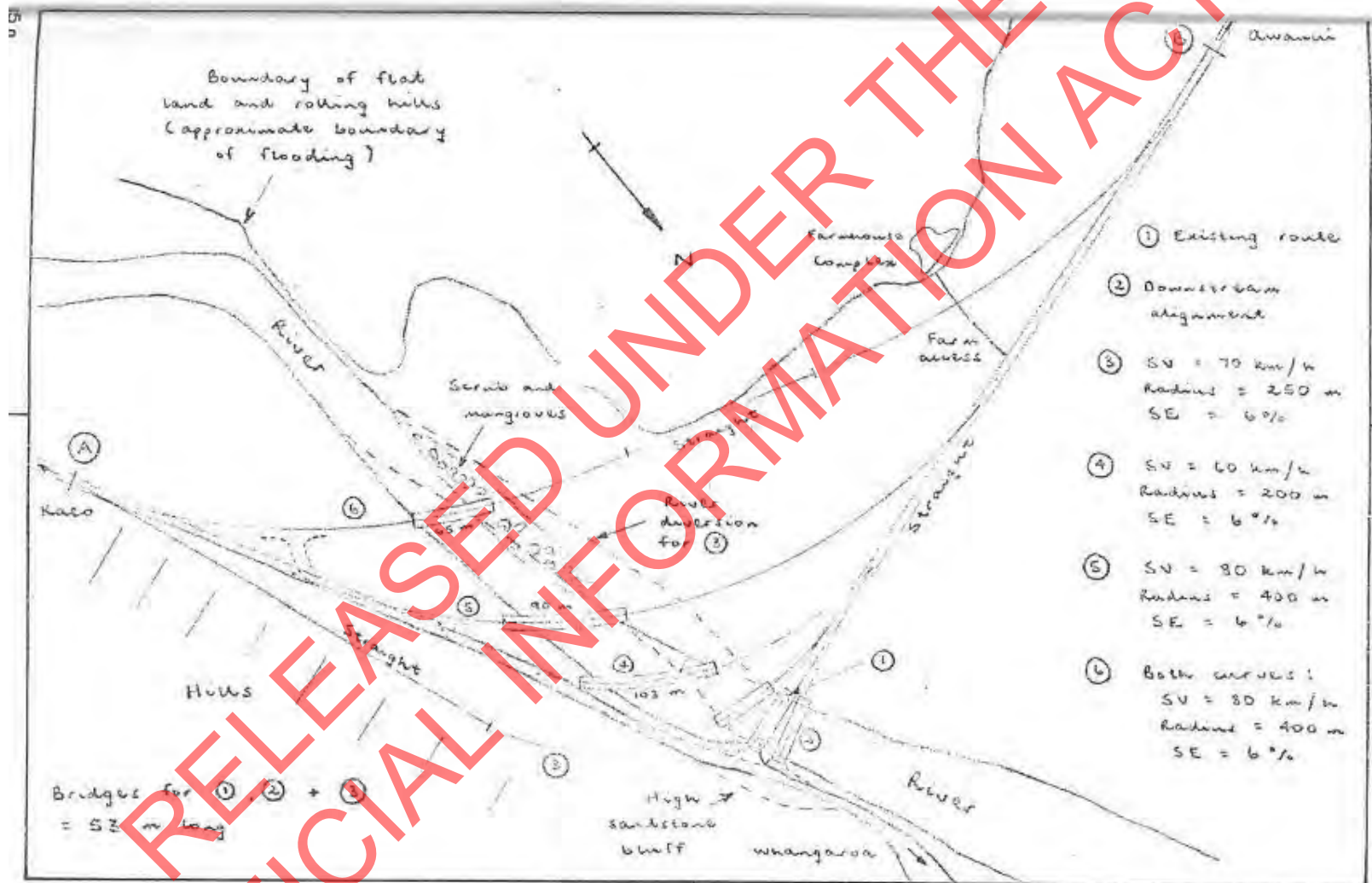
2.5 Budgetary Considerations

The like for like bridge replacement cost is **\$6.0M**.

However, it is not practicable or desirable to replace the bridge on the existing alignment. Opus undertook a detailed option appraisal many years ago and the base plan for this is shown on the following page. The preferred option has a sweeping radius with a skew bridge over the river. This, combined with the cost of constructing a new section of road brings the estimate up to **\$11.5M**.

Furthermore, if you wish to bring resilience into the work package a budget of **\$12.5M** is required. This allows for a notional lifting of the road to above peak recorded flood level together with the installation of 1200dia culverts at regular locations to allow the continuous free flow of flood waters, thus alleviating the damming effect of lifting the road and exacerbating the flooding. A detailed hydrological study will need to be undertaken to ratify any design. Additionally, land will be required on one or both sides to achieve the necessary shoulder gradients.

The 90m radius bridge option was used for estimating purposes.



Kaeo Bridge - Traced from aerial photo Scale ≈ 1:4000

3 Taipa Bridge, SH10: RP 79/3.59

3.1 Background

The bridge is situated immediately south of Taipa on SH10 at RP 010-0079-3.650. The bridge is a seven span structure with a total length of 107m and a bridge width of 3.45m. The bridge was constructed in 1939. The **estimated AADT 3602; 6% HCV's** as recorded in RAMM.

There are no plans in the forward works programme for major maintenance or upgrade to this bridge. Based on the year of construction and a 100 year design life the bridge has potentially in excess of 25 years remaining life with the continuation of appropriate routine maintenance.

The surrounding area of Doubtless Bay, Coopers Beach, Cable Bay, Mangonui are all important tourist destinations and holiday spots situated along the Twin Coast Discovery route. Peak traffic is experienced on major holidays and often during public holidays due to the influx of visitors to the area. This results in traffic queuing at the bridge which is generally controlled by the installation of temporary traffic lights.

The bridge was originally constructed as one half of a two way bridge to allow for possible future widening to two lanes. The road alignments either end are such that a lane or separate bridge could be installed with minimal geometrical alterations.



Aerial view of Taipa Bridge, SH10



View looking north over Taipa Bridge

3.2 Existing Issues

The approach to the bridge suffers obstruction from Mangroves at the south end. A programme to hard prune the mangroves was completed in 2013; however, this does not fully address the problem and the mangroves will grow back over time and again restrict visibility.

Whilst there is a narrow pedestrian route attached to the bridge this tends to require a reasonable amount of periodic routine maintenance.

The bridge is restricted for heavier over weight vehicles **and heavier HPMV's**.

Travelling south, due to the alignment of the bridge both horizontally and vertically vehicles are unable to fully see the far end of the bridge, this does lead to conflicts in times of peak traffic.

An Opus staff member recently had a nose to tail crash on the bridge.



As this is a popular holiday destination around Christmas it is common for queues to occur on this bridge. Currently these are controlled by the installation of temporary lights; this works fairly successfully.

3.3 Options

3.3.1 Do Nothing

Conceivably, working on a 100 year design life the bridge could, with maintenance, remain operational for in excess of another 25 years.

To leave the bridge in its current configuration is not likely to cause major issues. The control of peak holiday traffic with temporary traffic lights is sufficient to manage the local congestion. Regular maintenance of mangroves under the global consent by the maintenance contractor will ensure that forward visibility is maintained.

3.3.2 Do Something

The primary option in this category is the installation of permanent “temporarily activated” traffic lights. This would have the advantage of controlling the traffic at a pre-determined trigger. The issues concerning minor accidents would be significantly mitigated as cars meeting mid bridge or having to reverse would be removed.

3.3.3 Full Replacement

There are two options in this category, as follows:

- a. Construct a new one lane bridge to the east of the existing. This would permit two way traffic, albeit on a separate structure. This would be the most cost effective, short term solution. The Agency would however be faced with the replacement of the old, existing bridge in the next 20 to 40 years.
- b. Construct a new two lane bridge on the existing alignment, utilising the existing bridge during construction before removing and building lane two of the new structure.

3.4 Key Issues Based on Full Replacement

3.4.1 Threats and Weaknesses

- Increased vehicular speeds through Taipa with a free flowing two lane bridge
- Some land acquisition is likely and this may prove timely to acquire
- DOC and Iwi, **Ngati Kahu**, should be consulted early as the bridge replacement will involve working in the tidal estuary and both organisations have an interest

3.4.2 Strengths and Opportunities

- Support for economic growth, particularly in the tourism sector
- Improved resilience in the SH10 route, by the establishment of a two lane bridge to handle a higher volume of traffic if SH1 was closed (and likely make SH10 the major freight route)
- Improved stakeholder satisfaction with reliable journey times stemming from the removal of frustrating queues
- Improved and reliable journey times
- Improved alignment and accident reduction
- Pedestrian and vulnerable road users facilities and safety improved
- Cost saving in annual routine budgets, both for accident repairs and in bridge maintenance

- Reduction in CO2 emissions from static vehicles and the initial acceleration from stationary
- Improved freight efficiency with increased use of route by HCV & HPMV traffic
- Upgrading of the route for HCV & HPMV traffic

3.5 Budgetary Considerations

- ▶ Option 1: The estimated budget for the construction of a new one lane standalone bridge at Taipa is **\$7.0M**
- ▶ Option 2: The estimated budget for the replacement of Taipa Bridge with a two way bridge on its current alignment is **\$12.0M**

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4 Tirohanga Stream Bridge, SH11: RP 0/3.09

4.1 Background

The bridge is situated approximately 2km north of the outskirts of Kawakawa at RP 011-0000-3.11. The bridge consists of 3 spans with a total length of 30m, and a bridge width of 3.7m. The exact date of bridge construction is not known, but is likely to have been in the late 1930's-early 1940's. The estimated AADT 2423, 8% HCV's.

There are no plans in the forward works programme for major maintenance or upgrade to this bridge. The bridge is structurally sound and has no restrictions for HCV's or HPMV's. Based on an estimate of the year of construction and a 100 year design life the bridge has potentially in excess of 25 years remaining life with the continuation of appropriate routine maintenance.

There was a significant improvement to the advance signage in 2013 to the bridge and approach curves to attempt to reduce speeds, warn motorists of the curves and the one lane bridge ahead.

The bridge is on SH11 leading to Paihia, Waitangi and the Bay of Islands - a popular year round tourist destination. It is also the main access route to the Waikare Valley and Karetu areas east of Kawakawa. There have been 6 recorded crashes in the vicinity in the last 5 years, with 5 directly attributable to the bridge. These have been minor, such as nose to tail or reversing accidents.

There is little queuing at the bridge other than at peak holiday times. Even then, the delays are short due to the length of the bridge.

The overall resilience of SH11 to Paihia would remain compromised due to other flooding and potential land slip locations.



Aerial view of Tirohanga Stream Bridge



View travelling south toward Kawakawa.

Travelling north, there are two intersections with SH11. One of these is for a minor road. These are directly on the bridge approach resulting in very poor alignment and compromised visibility, as shown in the image below.



View travelling north to the Bay of Islands

4.2 Existing Issues

The bridge suffers from occasional damage to the guardrails but these are largely unreported. Maintenance cost are minimal. However, due to the poor alignment of bends and intersections there have been 6 reported crashes in the last 5 years. 5 are directly attributable to the bridge. It is suspected that there are many more which go unreported to the Police or the NZ Transport Agency.

The intersection layout is very unsatisfactory with two side roads connecting to SH11 right on the bridge approach, which is also a 125deg bend which limits visibility.

There is minimal queuing at the bridge, predominately due to its short length and the low traffic volumes.

There is no separate pedestrian or cycle facilities and no street lighting is present on the bridge, although there is lighting at the intersection with Waikare Road. Due to poor alignment and visibility, safety is an issue for cyclists crossing the bridge further north at the south approach to Taumarere Bridge.

Flooding of the state highway does occur, however, Tirohanga Bridge is above the flood levels. However, in 2007, the southern bridge approach was severely damaged and the bridge closed, indicating the bridge waterway area may not be sufficient for larger floods.

Resilience issues also exist further along SH11 in times of heavy rainfall. Consequently, upgrading the bridge would not provide full network security to Paihia.

4.3 Options

4.3.1 Do Nothing

Based on the design life, the bridge has in excess of 25 years useful life remaining and is fully **operational to HPMV's**. **Traffic queuing** is minor. The poor alignment in the area will remain and despite upgrading the curve and advance warning signage there remains the potential for crashes in the locality, based on historical trends. Pedestrian and cycle facilities would remain non-existent and journey times would remain variable depending upon the time of travel.

4.3.2 Do Something

There are minimal options under this category due to the geometrical layout and topography linked to the watercourse. It is not practical to widen the existing structure. The installation of temporary traffic lights might assist in peak times and should assist in the mitigation of minor crashes. However, due to the very low numbers of vehicles, the cost and practicality would outweigh the capital and revenue investment.

The widening of the existing bridge to take two way traffic is not viable due to its construction and the geometric layout of the vicinity would make alignment issues difficult.

4.3.3 Full Replacement

A full bridge replacement, off line to the west (Option 2 below) is feasible. This would improve the geometric layout of the approaches and address the substandard intersections with Waikare and Doel Road immediately north of the bridge. All the opportunities would be realised including crash reduction, pedestrian and cycle facilities, journey reliability etc.

A realignment even further west (Option 1 below) to improve the geometric layout again could be constructed but it is felt that this may not be cost effective due to the river alignment and topography of the land but should still be considered through the Indicative Business Case procedure.

There is the further option of a major realignment to the east (Option 3 below), effectively removing three bends and constructing 350m of new road together with upgrading the bridge. It is likely that this option would not be financially viable and that land acquisition would be problematic as there is a *historical* house adjacent but should still be considered through the Indicative Business Case procedure.



Aerial view showing alternate alignments

4.4 Key Issues Based on Full Replacement

4.4.1 Threats and Weaknesses

- Increased vehicular speeds through section with the potential to increase loss of control crashes immediately north at the right hand bend at Bristow Road intersection
- Land acquisition is required and this may prove timely to secure
- DOC and Iwi, **Ngāti Hine**, should be consulted early as the bridge replacement will involve working in the watercourse and both organisations have an interest
- A flood embankment was constructed by Downer some years ago and the new alignment would cut through this. The flood plain would need to be mapped and understood, together with the rationale behind the flood embankment so that any future scheme would deal with this
- Sufficient funding has not been allowed for to realign the road; but only to replace the bridge in its current location.

4.4.2 Strengths and Opportunities

- Improvement to the geometric layout of the locality
- Reduced likelihood of crashes in the area
- Improved intersection layout and visibility with Doel Road connecting to Waikare Road before a single intersection with SH11
- Support for economic growth, particularly in the tourism sector
- Improved stakeholder satisfaction with reliable journey times
- Improved alignment and accident reduction
- Pedestrian and vulnerable road users facilities improved
- Cost saving in annual routine budgets, both for accident repairs and in bridge maintenance
- Reduction in CO2 emissions from static vehicles and the initial acceleration from stationary
- Improved freight efficiency with increased use of route by HCV traffic

4.5 Budgetary Considerations

- ▶ Option 1: The estimated budget for the replacement of Tirohanga Stream Bridge on a new alignment to the west, eliminating two bends is **\$5.7M**
- ▶ Option 2: The estimated budget for the replacement of Tirohanga Stream Bridge on its current alignment, modified slightly west to tie in with the existing road network is **\$4.79M**
- ▶ Option 3: The estimated budget for the replacement of Tirohanga Stream Bridge on a new alignment to the east, eliminating three bends is **\$6.2M**

5 Waihou River (Rangiahua), SH 01N: RP 149/14.79

5.1 Background

This bridge is situated on the far-reaches of the Hokianga Harbour, with Umawera to the west and Okaihau to the east. It is a 5 span bridge with an overall length of 61m and a bridge width of 3.66m. The bridge was constructed in 1935 and has not been subjected to any structural upgrades, although records show that in the mid 1980's an invasive survey was undertaken that showed that the condition of the concrete and steel were commensurate with its age. There is no posted weight restriction on the bridge. The estimated AADT is 1016; 14% HCV, as recorded in RAMM.

There are no plans in the forward works programme for major maintenance or upgrade to this bridge. Based on the year of construction and a 100-year design life the bridge has potentially 15 to 25 years remaining life with the continuation of appropriate routine maintenance.

There are significant route security issues at this location with the area flooding several times per year, along with a private access way immediately to the north of the bridge.



Aerial view of Rangiahua Bridge, SH 01N



Side elevation of the Rangiahua Bridge on SH12



View heading north over Rangiahua Bridge



View heading south over Rangiahua Bridge (note access way on right hand side)

5.2 Existing Issues

There are significant route security issues at this location with the road to the south east potentially flooding several times per year.

The photos below demonstrate the susceptibility of the road to flooding. These images were taken after the July 2014 event. Water levels would appear in places to be up to about 350mm deep.



The level of flooding can be significantly affected by the state of the tide from the Hokianga Harbour as the river is still tidal at this point. Any upgrade of the bridge should be investigated in parallel with the raising of the road to add resilience to the network.



Rangiahua Bridge is not within a 2015 Crash Reduction Study (CRS) site. There has been one reported crash within 250m of the bridge, with no injuries. Whilst this is the only recorded data in CAS, anecdotal information suggests that vehicular accidents associated with the geometric layout of the bridge approach and poor sight lines happen more frequently. Maintenance cost data shows annual repairs to the guardrail on the southern approach.

There is no provision for pedestrians, and cyclists have no room to cross the bridge when vehicles are on it. There is no lighting on the bridge and whilst this is not uncommon, it would be desirable in the future to illuminate the bridge to improve visibility, especially for vulnerable road users.

An access way to private property is immediately at the end of the north side guardrail. This is very poorly located and the sight lines are severely compromised, looking for oncoming traffic over the bridge.

The road alignment from the southern approach is less than desirable. There is a 45kph curve advisory speed limit sign. However, traffic traveling in that direction have right of way over the bridge, and are thereby taking the corner at higher speeds knowing that they have right of way and do not have to stop. This action can compromise road safety by inappropriate vehicular speed.

According to RAMM there are about 150 truck movements over the bridge each day, with a high proportion from the forestry industry. The recent forestry report suggests that there is not likely to be a significant increase in the number of truck movements on the route from the forestry sector.

There are no reported issues of significant delays encountered by customers at the bridge.

5.3 Options

5.3.1 Do Nothing

Conceivably, working on a 100-year design life with maintenance the bridge could remain operational for a further 15 to 25 years. Traffic queuing is not an issue at this location and the bridge is capable of taking all loads other than specific types of heavy over weight vehicles.

There would be no reduction in the occurrence of accidental damage to the barriers and indeed this could be forecasted to increase with the general increase in the number of cars and commercial vehicles operating on the network.

Potential vehicular accidents, related to the sight-lines and access way, will remain. Furthermore, there will be a continuation of the general stakeholders' unrest and disquiet over the one lane bridge remaining.

Network resilience will not be achieved and, in severe storm events, SH 01N will be closed to vehicles due to flooding.

5.3.2 Do Something

Due to the road and bridge alignment, together with its construction, makes it impractical to construct an extension to the bridge deck. The remaining design life would also make this option prohibitive.

Consequently, the do something option is to construct a new two lane bridge to the east of the existing and tie back the road. This is also the cheapest option to achieve two laning of the road.

5.3.3 Full Replacement and Realignment with Resilience

Replacement of the bridge on a new alignment with the raising of SH 01N to the south. Continual operation of the State Highway would be maintained with minimal disruption encountered. Improved safety, network resilience and reliable journey times would be achieved.

The design and installation of drainage culverts underneath the road would mitigate the raising of the road and allow future flood water to flow unrestricted and not be dammed back. A full hydrological survey together with liaisons with NRC would be required before this could be implemented.

The construction of this option in full would have the greatest benefit to road users, ensuring full route security at this location. It is estimated that raising the road by between 300 and 400mm over a length of about 350m would be sufficient to achieve resilience, again, subject to detailed design

5.4 Key Issues Based on Full Replacement

5.4.1 Threats and Weaknesses

The key risks or issues associated with this project are listed below:

- Flooding - resilience cannot be achieved without addressing the road flooding, see earlier photos
- Consultation and obtaining Resource Consents is likely to be publicly notified and time consuming, especially if raising of the road is included in the project
- Insufficient budget to meet both bridge replacement and network resilience requirements

5.4.2 Strengths and Opportunities

- Improved resilience if road lifted
- Improved stakeholder satisfaction with new bridge and resilient network
- Improved and reliable journey times
- Improved alignment and accident reduction
- Opportunity to provide pedestrian and vulnerable road users facilities
- Cost saving in annual routine budgets, both for accident repairs and in bridge maintenance
- Pavement life extended if road lifted out of the flood plain, eradication of pavement being submerged

5.5 Budgetary Considerations

- ▶ The estimated budget for the replacement of Rangiahua Bridge on its current alignment is **\$8.0M**
- ▶ The estimated budget for the replacement of Rangiahua Bridge on its existing alignment and to lift the road to provide network resilience from flooding is **\$9.0M**

6 Taheke Bridge, SH12: RP 17/11.85

6.1 Background

This bridge is situated approximately 17km west of Kaikohe on SH12. It is a 5 span bridge with an overall length of 64m and a bridge width of 3.66m. The bridge was constructed in 1938 and has not been subjected to any structural upgrades. There is no posted weight restriction on the bridge, **although it is slightly restrictive for HPMV's**. The estimated AADT is 1330; 6% HCV, as recorded in RAMM.

There are no plans in the forward works programme for major maintenance or upgrade to this bridge. Based on the year of construction and a 100-year design life the bridge has potentially 20 to 30 years remaining life with the continuation of appropriate routine maintenance.



Aerial View of Taheke Bridge, SH12



View looking along Taheke One Lane Bridge

6.2 Existing Issues

Due to the horizontal alignment there are recurring issues with vegetation growth obstructing sight lines. This requires regular pruning every few years and can be seen to the right of the above image. There are no route security issues at this location and no reported significant delays to road users at the bridge.



6.3 Options

6.3.1 Do Nothing

The bridge will remain operational and fit for purpose for another 20 to 30 years with the application of appropriate routine maintenance. The forestry truck movements that haul along SH12 are not expected to grow beyond their current levels based on the recent Forestry Study.

Do nothing would include regular maintenance and the pruning or removal of the trees that periodically obstruct sightlines.

6.3.2 Full Replacement

There are two options for a bridge replacement project at this location.

The construction of a two lane bridge immediately to the north west of the current bridge with realignment to the two approach curves.

Additionally, a new bridge and section of road further north east could be constructed. This would remove three curves from the network making the journey that much safer. Slight efficiencies would be realised by improved traffic flow by the removal of the tight bends. This alignment is shown on the plan below. Obviously detailed consultation and land take would be required for this option together with the assessment of any potential impact on the floodplain. However, this option should still be considered through the Indicative Business Case procedure.



Potential option of bridge and realignment to the northwest.

6.4 Key Issues Based on Full Replacement

6.4.1 Threats and Weaknesses

- Land take and designation will be required for both options as they both sit outside of the current designation
- The more extensive option would require greater design and hydrological assessment due to the construction of a road across as flood plain

6.4.2 Strengths and Opportunities

- Improved stakeholder satisfaction with new bridge
- Improved and reliable journey times
- Improved alignment and accident reduction if the more extensive option is selected
- Opportunity to provide pedestrian and vulnerable road users facilities
- Cost saving in annual routine budgets in bridge maintenance

6.5 Budgetary Considerations

- ▶ The estimated budget for the replacement of Taheke Bridge on its current alignment is **\$8.0M**
- ▶ The estimated budget for the replacement of Taheke Bridge on an improved alignment eliminating the three bends is **\$9.5M**

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7 Waimamaku River (Hallahans) Bridge SH12: RP74/3.38 and

Waimamaku River (Lowes) Bridge SH12: RP 74/1.22

7.1 Background

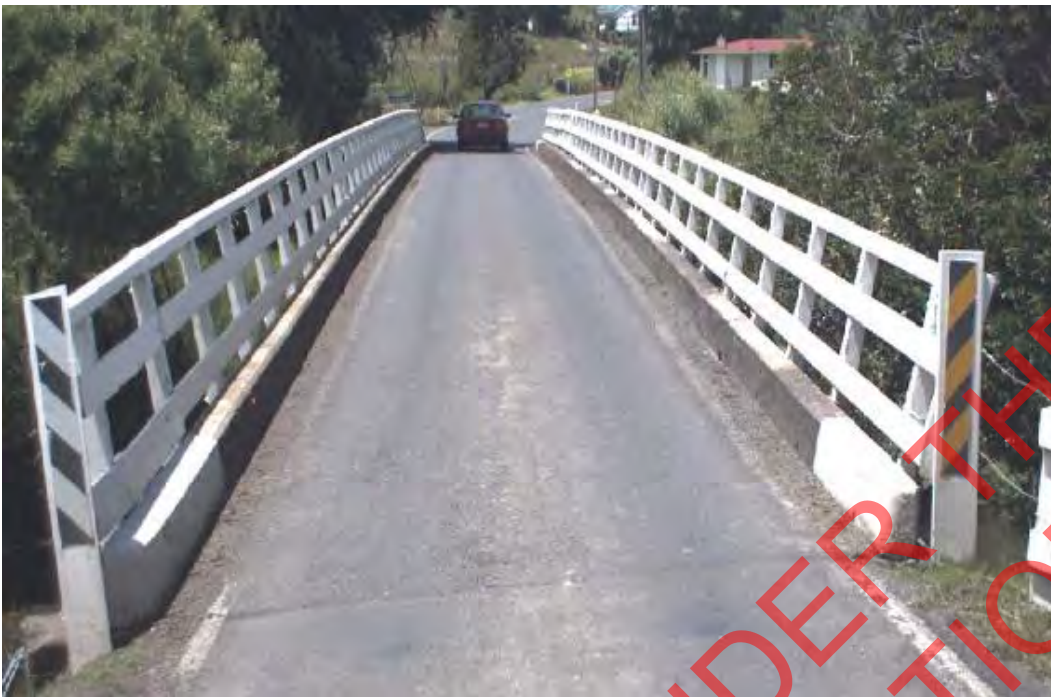
These two bridges are situated on SH12 and are 2.1km apart. Consequently they will be reported as one in this section as the issues are common to both.

- Hallahans Bridge was constructed in 1945, is a 3 span bridge 55.3m long with a bridge width of 3.66m. There are no weight restrictions to the bridge. The estimated AADT is 775; 9% HCV, as recorded in RAMM.
- Lowes Bridge was constructed in 1935, is a 3 span bridge 47.2m long with a bridge width of 3.66m and is subjected to a weight restriction for heavier overweigh vehicles. The estimated AADT is 715; 9% HCV, as recorded in RAMM.

Neither bridge has been subjected to any structural upgrades nor are there any upgrades programmed on the forward works programme for either bridge. There are no route security issues associated with these bridges or immediate network.



Aerial view Waimamaku River (Hallahans) Bridge



Waimamaku River (Hallahans) Bridge



Aerial view of Waimamaku River (Lowes) Bridge



Waimamaku River (Lowes) Bridge



Waimamaku River (Lowes) Bridge

7.2 Existing Issues

There are no issues associated with the maintenance and operation of these bridges. No customer delays are associated with these bridges, likely due to the low vehicular movements each day. The road alignment and visibility at each location is good and there are no accidents associated with the bridges.

7.3 Options

7.3.1 Do Nothing

No real effect to the current level of service, and future traffic growth is expected to be low.

7.3.2 Do Something

There are no Do Something options to these bridges.

7.3.3 Full Replacement

Each bridge would need to be replaced off line to ensure continuation of traffic flow on the State Highway and the road geometry would need to be realigned to tie in with the new bridges.

7.4 Key Issues Based on Full Replacement

7.4.1 Threats and Weaknesses

- Little justification for the replacement of each bridge, this could be reported negatively and is a threat to the NZ Transport Agency's reputation

7.4.2 Strengths and Opportunities

- Improved stakeholder satisfaction with new two lane bridge
- Improved and reliable journey times
- Opportunity to provide pedestrian and vulnerable road users facilities
- Cost saving in annual routine budgets in bridge maintenance

7.5 Budgetary Considerations

- ▶ An estimated budget for the replacement of Hallahans Bridge is **\$7.0M**
- ▶ An estimated budget for the replacement of Lowes Bridge is **\$6.0M**

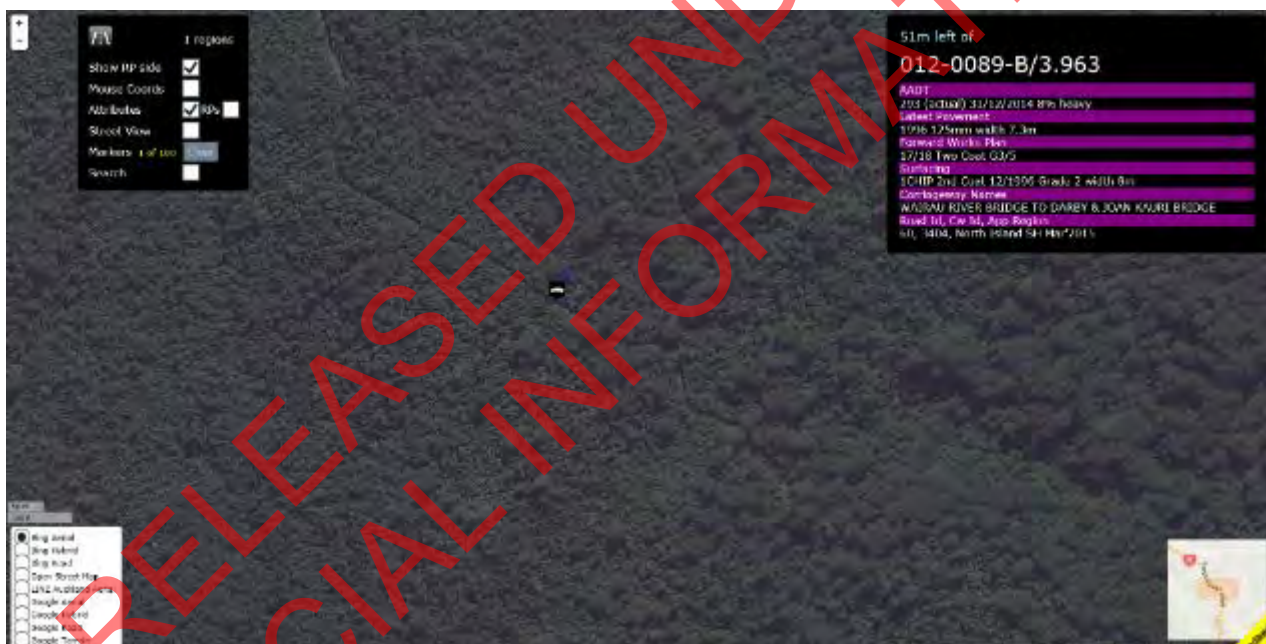
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9 Darby and Joan Kauri Bridge, SH12

9.1 Background

This bridge is situated in the heart of the Waipoua Forest. Unlike other bridges, this was constructed not to span a valley or watercourse but to span over the root system of two adjacent ancient Kauri trees in 1966. The structure is more a series of piles with a ring beam and a deck built off that, rather than a *traditional* bridge. The bridge deck is punctuated with holes to allow rain water to penetrate from the road into the ground below. The bridge is 17.3m long with a bridge width of 4.4m; the estimated AADT is 319; with 6% HCV, as recorded by RAMM.

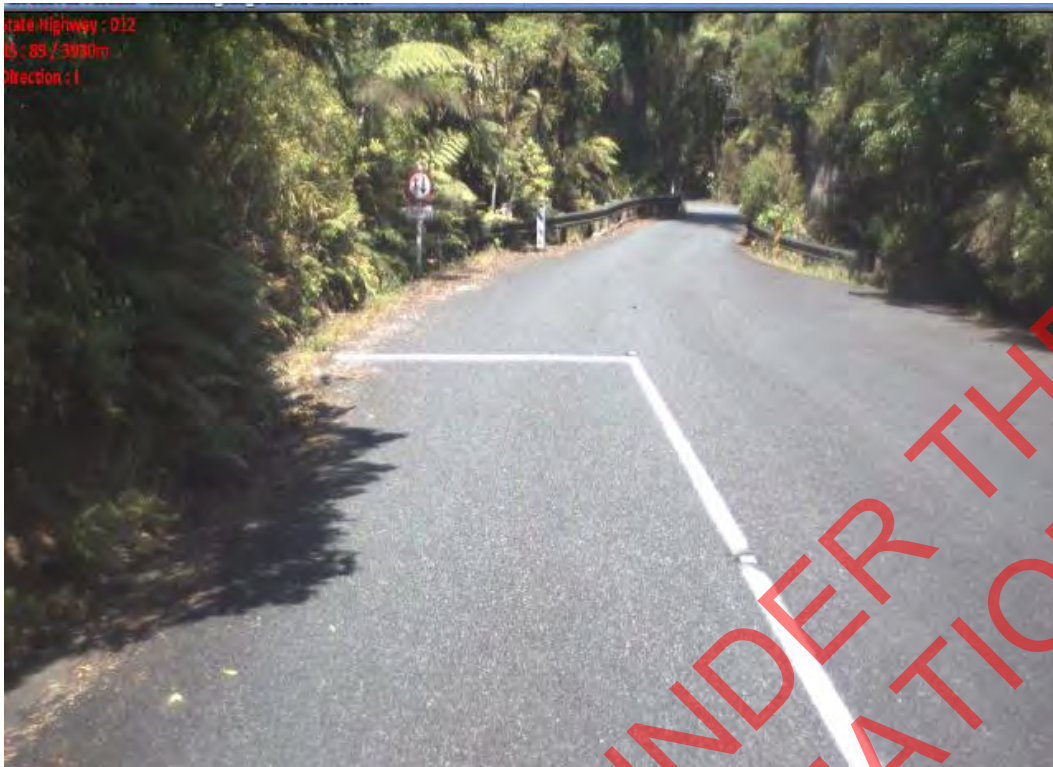
There are no plans in the forward works programme for major maintenance or upgrade to this bridge. Based on the year of construction and a 100 year design life the bridge has in excess of 50 years remaining life with the continuation of appropriate routine maintenance.



Aerial view of the Darby and Jones Bridge, SH12



Photo taken in 1994 prior to the construct of the bridge and sealing of the road



View looking north toward the bridge



View looking south toward the bridge

9.2 Existing Issues

There are few issues with the current bridge alignment. The Waipoua Forest is a major tourist location and attracts many thousands of visitors each year. Many of these are foreign drivers and are likely to be driving campervans. The speed environment within the confines of the forest is slow, the road is narrow, windy and hilly with little opportunity to comfortably get over 50kph. Consequently, this reduced speed coupled with the hilly environment regulates queue lengths at the bridge.

Furthermore the whole of the Waipoua Forest is classified as contaminated land due to kauri dieback disease (PTA). This disease can lay dormant for years within the soil, only to be transferred by human traffic to a location near Kauri. The resultant devastation is clear to see with many once mighty trees standing naked and dead. Any works within the forest will require stringent Environmental Controls, coupled with DOC and MPI approvals to methodology not to mention Te Roroa's **consent and buy** into the project. The costs of disposing of any excavated material are significant, the only licenced hazardous waste site is in Auckland and failing that a local dump site within the forest is possible with Te Roroa's **approval but was** recently costed at over \$200,000 just to acquire approvals and consents and build the bund.

9.3 Options

9.3.1 Do Nothing

To leave the bridge insitu would not cause any major journey disruption to this low volume, charismatic road. The delays due to queue lengths are negligible and only run the risk of occurrence at peak holiday times. There would be no disturbance of the natural environment and the risk of spreading kauri dieback disease would not occur.

9.4 Key Issues

9.4.1 Threats and Weaknesses

The key risks or issues associated with this project are listed below:

- Significant risk of objection and public outcry from Te Roroa, DOC, Waipoua Forest Trust, Far North District Council and others to the felling of the tree
- Increased risk of the spread of PTA due to disturbance of the land
- Obtaining resource consent and designation of the forest as highway
- Significant Public Relations risk to the NZ Transport Agency if this option is pursued
- Potential threat to the NZ Transport Agency reputation due to questions over the value for money, sensibility of the project in the Waipoua forest
- Significant Environmental damage through construction activities to this ancient and historic forest

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[REDACTED]

[REDACTED]

[REDACTED]

Information out of scope has been redacted

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

Ernst

On 7/06/2015, at 12:59, Paul Glucina
<Paul.Glucina@nzta.govt.nz> wrote:

Hi Ernst

Just two extra details on top of Peters points below.

1. Matakohe will still be shown as a reserve project, and with more work from the HNO team there is potential they can move it up to a "Probable" rating for funding as a regional improvement.

[REDACTED]

Cheers
Paul

From: Peter Casey
Sent: Sunday, 7 June 2015 7:26 a.m.
To: Ernst Zollner
Cc: Coralie O'Brien; Paul Glucina; Chris Gasson
Subject: RE: Action: Current list of NLTP improvement activities - test for exclusions, risks, sore thumbs

Hi Ernst

Looking at the long list, some quick commentary (by AO) that may be of some assistance is as below

[REDACTED]

HNO Northland

The Matakohe realignment , Kaeo, Taipa Bridges are not included

SH1 Loop Rd North to Smeatons Hill beyond initial safety work has been pushed out to 2018. We may wish to go go faster on this

[REDACTED]

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[REDACTED]

[REDACTED]

Cheers

Peter

From: Coral Aldridge

Sent: Friday, 5 June 2015 12:24 p.m.

To: Lyndon Hammond; Mark Yaxley; Peter Casey; Bruce Richards; Robert Brodnax

Cc: Dave Brash; Brigit Stephenson

Subject: Action: Current list of NLTP improvement activities - test for exclusions, risks, sore thumbs

Morning all,

Please can you urgently review the attached list for potential surprises, excluded activities, risks, sore thumbs etc.

If you could communicate big risks through to me as well – we will cover key aspects in the Board paper.

Please note, that this is a 'current point in time' file and tweaks are still being made around the margins. Queries should be directed to the activity class owners for correcting / explanation.

Reserve activities include those activities for which a profile has yet to be confirmed (*to be developed ratings) – and when profile is confirmed they will be prioritised accordingly.

Your regional directors will be receiving a version of this spreadsheet from Dave, and the NLTP -including risks and issues, will be discussed at SLT on Monday. Therefore please ensure that your RD is appropriately briefed for this conversation.

Many thanks,
Coral

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From: [Brett Gliddon](#)
To: [Jim Sephton](#); [Patrick Kelly](#)
Subject: Fwd: Northland bridges
Date: Tuesday, 16 June 2015 12:58:45 p.m.

Jim / Patrick

Here is the feedback from Geoff on the briefing note. I will mark up some comments tonight and give you in the morning along the lines of the comments below, however you could have a start of updating the note based on the following. Note deadline close of play Thursday. Will need to go to Tommy and Ernst Thursday morning.

Thanks

Brett

Begin forwarded message:

From: Tommy Parker <Tommy.Parker@nzta.govt.nz>
Date: 16 June 2015 11:12:33 am NZST
To: Brett Gliddon <Brett.Gliddon@nzta.govt.nz>
Subject: Fwd: Northland bridges

Sent from my iPhone

Begin forwarded message:

From: Geoff Dangerfield
<Geoff.Dangerfield@nzta.govt.nz>
Date: 16 June 2015 10:56:22 am NZST
To: Tommy Parker <Tommy.Parker@nzta.govt.nz>
Subject: Northland bridges

Tommy

The briefing note needs to be much clearer about the issues and way forward. It needs to reflect the forthcoming NLTP and what he can expect to see there, as well as a clear view on the likelihood of other bridge upgrades being progressed in the next 5 years or so.

We may choose to make this an "unofficial note" in the first instance.

The Torhanga bridge, and the Waihou Rive one – both sound like they are problems and worthy of doing something about. So unlikely the transport benefits are zero?

And we need to be careful with the intro to this paper – this was never "government policy" but National Party policy.

Need something by cop Thursday.

Geoff

From: [Brett Gliddon](#)
To: [Jim Sephton](#); [Patrick Kelly](#)
Subject: Re: Northland Bridges - Take 2
Date: Tuesday, 16 June 2015 6:53:11 a.m.

Jim / Patrick

Thanks for send through this updated note.

I am still to chat up with Tommy re his meeting today with Geoff which I will do today. However I have had some feedback which you need to action.

As I indicated Geoff / Tommy and I were expecting to see BCR's for the bridge replacements as per the normal PFR process. Geoff is still expecting to see these. Can you get onto these ASAP. You will need them prepared in the next couple of days for each of the bridge replacements so we can include in the updated note.

I still think the note needs to be a bit more direct about the way forward, however let me talk to Tommy and get feedback from Geoff before we update the note.

Talk soon

Brett

> On 15/06/2015, at 11:44 am, "Jim Sephton" <Jim.Sephton@nzta.govt.nz> wrote:
>
> Hi gents
>
> Here you go
>
> Cheers
>
> Jim
>
>
>
> Jim Sephton / Principal Transport Planner
> Transport Planning Highways and Network Operations
> DDI 64 9 928 8839 / M 64 27 654 5319
> E jim.sephton@nzta.govt.nz <<mailto:jim.sephton@nzta.govt.nz>> / w
nzta.govt.nz <<http://scanmail.trustwave.com/?c=2838&d=6sff0zhNzSzHhe842hiA8YOUyYd09UnOwCUOaj-utQ&u=http%3a%2f%2fwww%2enzta%2egovt%2enz%2f>>
> Auckland Office / Level 11, HSBC House, 1 Queen Street, Private Bag 106602, Auckland 1143
>
> <Northland Bridges - Ministerial Briefing - 15th June 2015.docx>

From: [Felix Richter](#)
 To: [Jim Sephton](#)
 Subject: RE: Northland Bridges - Safety
 Date: Wednesday, 17 June 2015 2:04:41 p.m.
 Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[160615 BCRs SH Single Lane Bridges.xlsx](#)

Hi Jim

I am trying to dig up the actual figures, but from what I have been told there is only Kaeo Bridge which actually had a major accident.

I will get back to you on this shortly.

In the meantime, please find attached the table with the Ratings for the seven bridges in question..

We have undertaken a preliminary evaluation of the strategic fit and effectiveness of these projects as well.

Rangiahua Bridge, Kaeo River Bridge and Tirohonga Bridge, in combination with the proposed upgrades to the approaches to resolve flooding issues, were all part of the Network Resilience Business Case from 2013 and were identified as Important parts of the programme to improve network resilience. These projects are therefore a high strategic fit and due to the proposed solution also have a high effectiveness.

Taipa Bridge, while minimal affected from flooding has delay issues (very long bridge) on top of the safety issues resulting from its geometry (single lane + rise in the centre of the bridge obstructing visibility) and current alignment. Given NZTA's commitment to remove single lane bridges from the network and improve safety, this also is a high strategic fit.

Taheke Bridge is important for Tourism and pedestrians, but more so for the connection between Kalkohe and the Opononi/Omapere Area. The current alignment is a safety concern and therefore a medium strategic fit but with high effectiveness due to the proposed realignment of the road.

The situation is slightly different for the two Waimamaku River Bridges. Both Bridges have straight alignments, no flooding issues and low traffic volumes. Upgrades, need to keep the existing alignment which would require temporary bridges and thus increase costs. Also, any projects undertaken would not result in a significant improvement of the situation, as there are currently no delays or safety issues, other than the unfamiliarity of tourists with one lane bridges.

STATE HIGHWAY SINGLE LANE BRIDGES IN NORTHLAND & AUCKLAND NORTH

SH	RP	BSN	Name	Length	Approx cost to replace	Maximum achievable BCR	Strategic Fit	Efficiency	Effectiveness
Far North District									
1N	149/14.79	1638	Waihou River (Rangiahua) Bridge No 50	61	\$9.0m	0.1 - 0.2	High	* (R)	High
10	33/11.79	448	Kaeo River Bridge No 665	49.2	\$12.5m	1.0 - 1.2	High	Low (R)	High
10	79/3.59	826	Taipa Bridge No 272	106.7	\$12.0m	~1.0	High	Low	High
11	0/3.09	31	Tirohanga Stream Bridge	29.9	\$6.2m	0.1 - 0.2	High	* (R)	High
12	17/11.85	289	Taheke Bridge No 569	64	\$9.5m	0.1 - 0.2	Medium	*	High
12	74/1.22	752	Waimamaku River (Lowes) Bridge No 598	47.2	\$7.0m	0.1 - 0.2	Low	*	Low
12	74/3.38	774	Waimamaku River (Hallahans) Bridge No 600	55.3	\$6.0m	0.1 - 0.2	Low	*	Low

(R) These Bridges were part of the study report "Network Resilience Business Case" June 2013. When implemented as part of the overall programme for the network resilience, the BCR for the programme is >4

* BCR < 1
 Low 1 < BCR < 2
 Medium 2 < BCR < 4
 High 4 < BCR

I will call you shortly to discuss.

Kind Regards

Felix



Felix Richter | Manager Civil & Structural | Opus International Consultants Ltd
 Phone +64 9 430 1953 | Mobile +64 27 223 4379 | Fax +64 9 430 1701 | Email Felix.Richter@opus.co.nz
 Manaia House, Rathbone Street, Whangarei 0110, New Zealand
 PO Box 553, Whangarei 0140, New Zealand

Visit us online: www.opus.co.nz



From: Jim Sephton [mailto:Jim.Sephton@nzta.govt.nz]
Sent: Wednesday, 17 June 2015 11:26 a.m.
To: Felix Richter
Subject: Northland Bridges - Safety

Hi Felix

Would it be possible to get the accident summary for each of the bridges for the last five years?

This would also include the two at Matakohē.

I'm sure David will have these

Cheers

Jim

Find the latest transport news, information, and advice on our website:
www.nzta.govt.nz

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STATE HIGHWAY SINGLE LANE BRIDGES IN NORTHLAND & AUCKLAND NORTH

SH	RP	BSN	Name	Length	Approx cost to replace	Maximum achievable BCR	Strategic Fit	Efficiency	Effectiveness
Far North District									
1N	149/14.79	1638	Waihou River (Rangiahua) Bridge No 50	61	\$9.0m	0.1 - 0.2	High	* (R)	High
10	33/11.79	448	Kaeo River Bridge No 665	49.2	\$12.5m	1.0 - 1.2	High	Low (R)	High
10	79/3.59	826	Taipa Bridge No 272	106.7	\$12.0m	~1.0	High	Low	High
11	0/3.09	31	Tirohanga Stream Bridge	29.9	\$6.2m	0.1 - 0.2	High	* (R)	High
12	17/11.85	289	Taheke Bridge No 569	64	\$9.5m	0.1 - 0.2	Medium	*	High
12	74/1.22	752	Waimamaku River (Lowes) Bridge No 598	47.2	\$7.0m	0.1 - 0.2	Low	*	Low
12	74/3.38	774	Waimamaku River (Hallahans) Bridge No 600	55.3	\$6.0m	0.1 - 0.2	Low	*	Low

(R) These Bridges were part of the study report "Network Resilience Business Case" June 2013. When implemented as part of the overall programme for the network resilience, the BCR for the programme is >4

* BCR < 1

Low 1 < BCR < 2

Medium 2 < BCR < 4

High 4 < BCR

From: [Martin Taylor](#)
To: [Jim Sephton](#)
Cc: [Paul Glucina](#)
Subject: RE: Northland Bridges
Date: Thursday, 18 June 2015 12:44:29 p.m.

Below is my "Quick" assessment of bridges as discussed.

-
-
-

Strategic Fit

1. **Kaero Br** is rated as a High Strategic Fit based on a high crash risk

2. **Taipa Br** is rated as a Medium Strategic Fit based on a medium crash risk.

3&4 **Matakohe Bridges** are rated as a Medium Strategic Fit based on a medium crash risk.

Effectiveness

For the above 3 projects we have rated these a M* (to be developed)

A business case approach process may demonstrate more accurately what the problem is to ensure solutions identified deliver expected benefits.

It is too early in the project to confidently rate the effectiveness as High in all the components below, therefore M* to be developed is appropriate.

i.e. Further work is needed to support a High Effectiveness.

The effectiveness assessment components look at how well the proposed activity or programme:

- is outcomes focused:
 - tangible change in addressing the problem, issue or opportunity identified in the Strategic Fit assessment
 - consistency with levels of service in an appropriate classification system
- is integrated:
 - consistency with the current network and future transport plans
 - consistency with other current and future activities
 - consistency with current and future land use planning
 - accommodates different needs across modes
 - support as an agreed activity across partners
- is correctly scoped:
 - the degree of fit as part of an agreed strategy or business case
 - has followed the intervention hierarchy to consider alternatives and options including low cost alternatives and options
 - is of an appropriate scale in relation to the issue/opportunity
 - covers and/or manages the spatial impact (upstream and downstream, network impacts)
 - mitigates any adverse impacts on other results
- is affordable:
 - is affordable through the lifecycle for all parties
 - has understood and traded off the best whole of life cost approach
 - has understood the benefits and costs between transport users and other parties and sought contributions as possible
- is timely:
 - delivers enduring benefits over the timeframe identified in the justified strategy or business case
 - provides the benefits in a timely manner

provides confidence:

- manages current and future risk for results/outcomes
- manages current and future risk for costs

Assessment based on minimum compliance against all components (L / M / H)

Other Bridges (not assessed for 15/18 programme)

5 -- SH1N - Waihou Br Rangiahua – My view is we have demonstrated gap the customer levels of service has been identified for:
resilience,
This is appropriate for a medium strategic fit rating

Possibly High Strategic Fit if a significant gap can be demonstrated but some work needed to support this, so a Medium at this stage.

Effectiveness Rated as M* to be developed

6 --- SH11 Tirohanga Stream Bridge (flooding issue)
Same comments as above

7 --- SH12 Taheke
Low Strategic Fit
Low Effectiveness

8&9 -- Hallahans and Lowes
Low Strategic Fit
Low Effectiveness

10 -- Darby and Joan
Low Strategic Fit
Low Effectiveness

Martin Taylor / Senior Investment Advisor
Planning and Investment Team
DDI 64 9 4307423 / M 64 21 833302
E martin.taylor@nzta.govt.nz / w nzta.govt.nz
Whangarei Office / Walton Plaza, 1st Floor, 4 Albert St
Private Bag 106602, Auckland, New Zealand



From: Jim Sephton
Sent: Thursday, 18 June 2015 9:57 a.m.
To: Patrick Kelly
Cc: Sebastian Reed; Martin Taylor
Subject: Northland Bridges

Here you go

Seb – its saved here

G:\COMMON\AKL Transport Planning\Northland\Northland bridges

Martin – there are a few changes from the version I sent you. In particular Opus feel that they can all be High for SF and Effectiveness – I wasn't sure?

Cheers

jim

Jim Sephton / Principal Transport Planner

Transport Planning Highways and Network Operations

DDI 64 9 928 8839 / M 64 27 654 5319

E jim.sephton@nzta.govt.nz / w nzta.govt.nz

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From: [Donna Reid](#)
To: [Paul Glucina](#); [Peter Casey](#)
Cc: [Brigit Stephenson](#)
Subject: RE: Northland summary
Date: Thursday, 18 June 2015 6:36:14 p.m.
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Paul

Thanks. I've made a couple of minor edits including removing the reference to NLTF as we haven't talked about this in these summaries. Does this look OK to you?

Donna

The Government has committed to upgrading 10 one-lane bridges on State Highways across the Far North. Four of these bridges have been included in the 2015-18 NLTP. The remaining bridges will undergo preliminary assessments for possible consideration in 2018-21 Regional Land Transport Plans and the 2018-21 NLTP. Alternatively the Government may decide on an investment approach outside this funding stream.

Donna Reid / Senior Communications Advisor, NLTP
 Engagement and Communications
 Strategy, Communications and Performance

DDI 64 4 894 6370

E donna.reid@nzta.govt.nz / w nzta.govt.nz

National Office / Victoria Arcade, 50 Victoria Street,
 Private Bag 6995, Wellington 6141, New Zealand



From: Paul Glucina
Sent: Thursday, 18 June 2015 3:35 p.m.
To: Donna Reid; Peter Casey
Cc: Brigit Stephenson
Subject: RE: Northland summary

Hi Donna

I suggest the following.

The Government has committed to upgrading 10 one lane bridges that exist on State Highways across the Far North. Four of these one lane bridges have been included in the 2015-18 NLTP. The remaining bridges will undergo preliminary assessments of both their network planning fit and investment profile for possible consideration in the 2018-21 RLTP and NLTP. Alternatively

the Government may decide on a possible investment approach outside of the NLTF.

Cheers
Paul

From: Donna Reid
Sent: Thursday, 18 June 2015 3:08 p.m.
To: Peter Casey; Paul Glucina
Cc: Brigit Stephenson
Subject: Northland summary
Importance: High

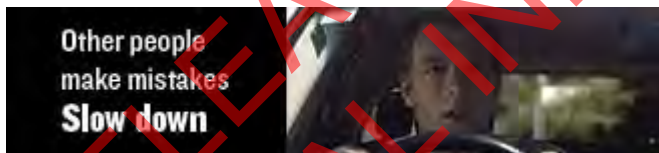
Peter, Paul

I've incorporated the edits Paul and Ernst did, this is looking much better now – although it's probably too long. Ernst said he'd keep writing but I've not heard anything from him since Tuesday night so we need to crack on without his input as these all need to be laid out and passed to the Board tonight.

I note the summary doesn't mention the ten bridges. Can we please address this, it's been repeatedly said that we need to be up front about saying the government has committed to build 10 bridges in Northland, four will be funded through the 2015-18 NLTP – or whatever the appropriate wording is.

Thanks
Donna

Donna Reid / Senior Communications Advisor, NLTP
Engagement and Communications
Strategy, Communications and Performance
DDI 64 4 894 6370
E donna.reid@nzta.govt.nz / www.nzta.govt.nz
National Office / Victoria Arcade, 50 Victoria Street,
Private Bag 6995, Wellington 6141, New Zealand



From: [Paul Glucina](#)
To: [Jim Sephton](#)
Cc: [Chris Gasson](#)
Subject: RE: Northland Bridges - Ministerial Briefing - 18th June 2015
Date: Monday, 22 June 2015 11:41:01 a.m.

Thanks Jim

Yes ill make the changes but will wait till I get feedback from Ernst on the first draft.

Cheers
Paul

From: Jim Sephton
Sent: Monday, 22 June 2015 10:41 a.m.
To: Paul Glucina
Cc: Chris Gasson
Subject: Re: Northland Bridges - Ministerial Briefing - 18th June 2015

Hi Paul

I think we go with the Ministerial Paper.

I know I wrote both so they should be the same!

Are you able to make the change? We had to abandon ship!

Cheers

Jim

Sent from my iPad

On 22/06/2015, at 9:53 am, Paul Glucina <Paul.Glucina@nzta.govt.nz> wrote:

Will the Matakohu bridges be replaced? If so, when?	The NZ Transport Agency are looking to replace the bridges in 2018/19 subject to funding and consents. A Detailed Business Case will be the next stage and this will determine whether funding can be achieved via the Regional Funding allocation.
Will the Kaeo and Taipa bridges be replaced? If so, when?	The NZ Transport Agency are looking to replace the bridges in 2018/19 and 2019/20 subject to funding and consents. A Detailed Business Case will be the next stage and this will determine whether funding can be achieved via the Regional Funding allocation.

Hi Jim , this is the current text in the FAQ's for the NLTP launch next month. A

little different to the ministerial briefing. What do you recommend we use?

From: Chris Gasson
Sent: Monday, 22 June 2015 8:10 a.m.
To: Paul Glucina
Subject: Fwd: Northland Bridges - Ministerial Briefing - 18th June 2015

Paul

I note from this briefing that there appears to be some possible misalignment with our FAQ information. Notably the dates for the Matakohe bridges and Kaeo bridge. Can you arrange for a check to make sure the information we are giving to the minister is consistent.

Thanks
Chris

Sent from my iPad

Begin forwarded message:

From: "Ernst Zollner" <Ernst.Zollner@nzta.govt.nz>
To: "Paul Glucina" <Paul.Glucina@nzta.govt.nz>, "Chris Gasson" <Chris.Gasson@nzta.govt.nz>, "Sarah Azam" <Sarah.Azam@nzta.govt.nz>
Subject: Fwd: Northland Bridges - Ministerial Briefing - 18th June 2015

Fyi

Ernst

Begin forwarded message:

From: "Brett Gliddon" <Brett.Gliddon@nzta.govt.nz<<mailto:Brett.Gliddon@nzta.govt.nz>>>
To: "Geoff Dangerfield" <Geoff.Dangerfield@nzta.govt.nz<<mailto:Geoff.Dangerfield@nzta.govt.nz>>>
Cc: "Tommy Parker" <Tommy.Parker@nzta.govt.nz<<mailto:Tommy.Parker@nzta.govt.nz>>>, "Ernst Zollner" <Ernst.Zollner@nzta.govt.nz<<mailto:Ernst.Zollner@nzta.govt.nz>>>, "Robyn Fisher" <Robyn.Fisher@nzta.govt.nz<<mailto:Robyn.Fisher@nzta.govt.nz>>>
Subject: Fwd: Northland Bridges - Ministerial Briefing - 18th June 2015

Hi Geoff

As requested please find attached the updated Ministerial note for the Northland Bridges.

Regards,

Brett

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MINISTERIAL BRIEFING NOTE

Subject	Northland Bridges
Date	17 June 2015
OCU number	BRI-0560
Priority	

Contact for telephone discussion (if required)

Name	Position	Direct line	Cell phone
Tommy Parker	Group Manager, Highways and Network Operations	(04) 894 6498	027 286 0645

Action taken by Office of Minister of Transport

- Noted
- Approved
- Seen by Minister
- Referred to
- Needs change
- Withdrawn
- Overtaken by events

MINISTERIAL BRIEFING NOTE BRI-0560

17 June 2015

Minister of Transport

Northland Bridges

Purpose

1. The purpose of this paper is to provide an update on the progress made by the NZ Transport Agency in assessing the condition and replacement options for a number of bridges on the State highway network in Northland.

Background

2. The NZ Transport Agency has undertaken an initial investigation of the ten one way bridges on the State highway network in Northland to determine the possible scope of replacements.
3. Resilience is a key issue for Northland and is recognised as a priority in the Regional Land Transport Plan. This investigation has highlighted where the replacement of the bridges will contribute to this outcome.
4. In most cases, the replacement of the bridges cannot be done in isolation and will involve safety and road alignment improvements. The expected scope of works is described below. Accordingly the broader requirements of the project scope such as road realignment have been considered to understand the level of investment required. Costs have been estimated based on 2015 prices, with the exception of the Matakoho Bridges which are based on an earlier Scheme Assessment Report.
5. None of the bridges are currently on the Transport Agency's bridge replacement programme, however the majority are over 70 years old.
6. Figure 1 in Appendix A illustrates the locations of the bridges being considered.

Assessment

7. The bridges have been assessed in accordance with the Investment Assessment Framework to determine their suitability for funding through the National Land Transport Programme in 2015-18 or later periods. This enables them to be assessed against other transport investments and to determine their priority and timing for investment. A summary of the assessment is included in Table 1 in the Attachment.

Matakohe Bridges

8. The two Matakohe Bridges (**Hardies and Andersons**) on SH12 have been the subject of previous investigations and are included in the current Regional Land Transport Plan (RLTP). They are to be included in the 2015-18 National Land Transport Programme as “possible” projects, and there is further work to be done to determine the scope and timing of the project.



9. The approach alignment is one of the main problems with the tight bends leading to limited visibility. There is an historic accident record at these bridges, although only one serious injury accident (Andersons) and one non-injury accident (Hardies) have been reported in the last five years.
10. A preferred development option has been determined which includes realignment and replacement of both one way bridges. The estimated cost of the entire project is \$19.5m, with the bridge only component costing \$5.7m. The benefits of this project would include safety, journey time reduction, and cycling.
11. The project currently has a Benefit Cost Ratio of between 1 and 3. The project is included in the RLTP and with further work could be funded as a Regional Improvements Project.
12. The Matakohe Bridges will be developed as a Detailed Business Case. Subject to its priority rating it will be included for construction in the current three year RLTP period.

Kaeo River and Taipa Bridges

13. The Kaeo River and Taipa Bridges are located on SH10 which is currently defined as a “Primary Collector” Road within the One Road Network Classification. This is under review as SH10 may meet the criteria to be classed as an Arterial which is the next level up.
14. The **Kaeo River Bridge** is located on a section of SH10 which is known for significant resilience issues with the section immediately to the west of the bridge flooding several times a year. The Far North District Council has also highlighted safety risks at the intersection to the east of the bridge which has poor visibility due to the 90 degree bend and parapets on the structure. There have been four accidents on the bridge over the last five years, 1 serious, 2 minor and one non-injury accident.



15. The most likely option would be the replacement of the bridge on a new alignment with the raising of SH10 over an approximate 4 km section.
16. The estimated cost of the entire project is \$12.5m. To replace the bridge only is \$3.2m. The benefits of this scheme include safety and resilience. The Benefit Cost Ratio for the project is between 1-3. The project is included in the RLTP and with its current rating could be funded as a Regional Improvements Project.
17. The Kaeo River Bridge will be developed as an Indicative Business case. Subject to its priority rating it will be included for construction in the current three year RLTP period.
18. The **Taipa Bridge** is also on SH10 and forms part of an important tourism corridor linking Doubtless Bay, Coopers Beach, Cable Bay and Mangonui.



19. The bridge is very long (110m) and there are delays in holiday periods (2389 vehicles per day or 200 vehicles/hr). In the summer traffic lights are used to manage traffic which effectively means up to 5 minute delays for cars. Although there have been no serious accidents it is thought that a number of unreported accidents occur. The current structure is also restricted to heavier overweight vehicles (heavier than class 1 legal permit), which does not meet the usual requirements of an Arterial road of this type.

20. The bridge was originally constructed as one half of a two way bridge to allow for possible future widening. The recommended option for creating two lanes could include a new single lane bridge or replacement of the entire structure.
21. The estimated cost of the entire project is \$7 – 12m. To replace the bridge only is \$6m. The benefits of this project would include safety, resilience, and cycling. The current Benefit Cost Ratio for the project is less than one. The project is included in the RLTP however its current rating does not meet the funding threshold. More work is required to find an option for the Taipa River Bridge to be developed as an Indicative Business case. This will determine the timing and business case for this project which is not expected to meet the funding threshold in the next three years, but may be included in the 2018-21 RLTP period.

Tirohanga Stream Bridge

22. The **Tirohanga Stream Bridge** is on SH11 leading to Paihia, Waitangi and Bay of Islands. This bridge is also part of the Network Resilience Programme Business Case.



23. Due to the poor alignment of bends and intersections there have been 6 reported crashes in the last five years, none fatal. A full bridge replacement to the west or east is technically feasible which would need to include wider road realignment to address the substandard approach and alignment.
24. The estimated cost of the entire scheme is \$5.7 – 6.2m. To replace the bridge only is \$2.1m. The project has a Benefit Cost Ratio of less than 1. The project is not included in the current RTLP, and would not meet the funding threshold.
25. A Corridor Study between Whangarei and Bay of Islands will be undertaken in 2015/16 which will determine the timing and business case for this project and to assess whether it should be put forward for consideration as part of 2018-21 RLTP period.

Waihou River (Rangiahua) Bridge

26. The **Waihou River (Rangiahua) Bridge** is located on SH1 between Kaikohe and Kaitaia. This section of SH1 connects with the Inland Freight Route, providing a connection with forestry areas in the Far North with NorthPort.



27. There are significant route security issues at this location with the area flooding several times per year. The diversion route is SH10 via the one lane bridge in Kaeo (and vice versa), about 139 kilometres, with an approximate journey time of 1 hour and 55 minutes.
28. The project to upgrade this bridge will include the raising of the road to add resilience to the network. New drainage culverts underneath the road would mitigate the raising of the road and allow future flood water to flow unrestricted and not be dammed back.
29. The estimated cost of the entire project is \$8 – 9m. To replace the bridge only would be \$4m. The benefits of this project include resilience and safety due to improved sight-lines. The project has a Benefit Cost Ratio of less than 1. The project is not included in the RLTP and its current rating does not meet the funding threshold.
30. A Corridor Study will be undertaken in 2015/16. This will determine the timing and business case for this project which is not expected to be in the next three years but may be included in the 2018-21 RLTP period.

Taheke Bridge

31. The **Taheke Bridge** is located to the west of Kaikohe on SH12. This corridor provides an important connection between the Hokianga and Kaikohe, access to areas of significant tourism interest – e.g. the Waipou Forest and Hokianga and locally connects communities with shops.



32. There are no route security issues or traffic delays at this location. If the bridge is replaced the preferred option would be to construct a new alignment to the north which would address the bends in the road and create some transport efficiencies.
33. The estimated cost of the entire project is \$8 - 9.5m. To replace the bridge only is \$4.2m. The project has a Benefit Cost Ratio of less than 1. The project is not included in the RLTP and its current rating does not meet the funding threshold.
34. A Corridor Study between Kaikohe and the Hokianga will be undertaken in 2016/17. This will determine the timing and business case for this project however it is unlikely to meet the threshold for funding in the short to medium term.

Hallahans and Lowes Bridges

35. The Waimamaku River is crossed by SH12 at the **Hallahans** and **Lowes** Bridges. This section of SH12 is in within the Waipura Forest – a key tourist destination but also an area of significant cultural and environmental importance. However, traffic volumes are low on this part of the State highway network.



36. There are no issues associated with the maintenance and operation of these bridges. No traffic delays are associated with these bridges with only 715 vehicular movements each day. The road alignment and visibility at each location is good and there are no recorded accidents at these bridges.
37. The environmental impact of replacing these structures is likely to outweigh the benefits.
38. The estimated cost of the entire project is \$13m. To replace the bridge only is \$6.7m. The Benefit Cost Ratio of the project is less than 1. The project is not included in the RLTP and the project benefits would not justify replacement.

Darby and Joan Kauri Bridge

39. The **Darby and Joan Kauri Bridge** is situated in the heart of the Waipoua Forest. Unlike other bridges, this was constructed not to span a valley or watercourse but to span over the root system of two adjacent ancient Kauri trees in 1966. The structure is more a series of piles with a deck rather than a traditional bridge. The bridge deck is punctuated with holes to allow rain water to penetrate from the road into the ground below.



40. To widen the structure would require the removal of one or both of the Kauri Trees (Darby and Joan) which it was built to protect. There is no feasible option to replace this bridge. The Darby and Joan Kauri Bridge does not need to be replaced.

Summary and Next steps

41. The Northland Bridge assessment indicates the following next steps:
- a) Matakohe Bridges - complete the Detailed Business Case by the middle of 2016 and put forward for Regional Improvements funding in the 2015-18 NLTP;
 - b) Kaeo Bridge - complete the Indicative Business Case by the end of 2016 and put forward for Regional Improvements funding in the 2015-18 NLTP.
 - c) Taipa Bridge - complete the Indicative Business Case by the middle of 2017 and put forward for Regional Improvements funding in the 2018-21 RLTP period.
 - d) Undertake Corridor Studies to determine the timing and business case for:
 - i. Tirohanga Stream Bridge - SH11 Whangarei to Bay of Islands Corridor Plan
 - ii. Waihou River Bridge - Inland Freight Route / Resilience Plan
 - iii. Taheke Bridge - SH12 Kaikohe to Hokianga
42. No further work will be undertaken on the following bridges:
- a) Hallahans and Lowes Bridges;
 - b) Darby and Joan Bridge.

Recommendation

43. That you note the content of this briefing note.



.....
Tommy Parker
Group Manager, Highways and Network Operations

.....
Hon Simon Bridges, Minister of Transport
Noted/Approved/Declined

CONTACT DETAILS

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Table 1 Summary of assessment of Northland Bridges

Corridor	Bridge	Key issues at this location	Cost estimate [Bridge alone]	Benefit Cost Ratio	NLTP 2015-18 Status
SH12 – Dargaville to SH1	Matakohe – Hardies and Andersons	Poor alignment leading to safety risk	\$19.5m [\$5.7m]	1 – 3	Proposed – detailed business case and construction
	Kaero	Route Security (flooding)	\$12.5m [\$3.2m]	1 – 3	Proposed – construction
SH10	Taipa	Restrictions for heavy vehicles Peak season congestion	\$12m [\$6m]	< 1	Proposed – detailed business case
	Tirohanga Stream Bridge	Route security (flooding on approaches) Poor alignment leading to safety risk	\$5.m [\$2.1m]	< 1	Corridor Study
SH1 – Whangarei to Bay of Islands	Waihou River (Rangiahua),	Route security (flooding)	\$9m [\$4m]	< 1	Corridor Study
	Taheke Bridge	Sight lines	\$8 – 9.5m [\$4.2m]	< 1	Corridor Study
SH12 Kaikohe to Hokianga	Hallahans and Lowes	No issues	\$13m [\$6.7m]	< 1	Not value for money
	Darby and Joan Kauri	No issues		-	Not value for money

Appendix A - Location Plan



From: [Donna Reid](#)
To: [Ernst Zollner](#); [Peter Casey](#)
Cc: [Coralie O'Brien](#); [Paul Glucina](#); [Douglas Robertson](#); [Coral Aldridge](#); [Bob Alkema](#); [David Silvester](#); [John Deal](#); [Blair Harkness](#); [Sarah Azam](#); [David Croft](#)
Subject: FINAL NLTP summaries - going to printer this pm
Date: Monday, 22 June 2015 3:58:11 p.m.
Attachments: [Northland_final.pdf](#)
[Auckland_final.pdf](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Ernst and Peter

Here are the final Northland and Auckland summaries. These are going to the printer this afternoon.

Thanks again for all your help.

Donna

Donna Reid / Senior Communications Advisor, NLTP
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Northland



OVERVIEW

Northland is a sub-tropical and mostly rural peninsula, where rich soils and plenty of rain provide the basis for the rural economy. Dairying, farming, forestry and horticulture are key activities. Northland also has a strong industrial base and its location close to Auckland and key ports offers significant opportunities for growth.

Tourism is also a major economic driver for Northland. The area's unique heritage and stunning coastlines are a draw for thousands of tourists and visitors each year.

To take advantage of these opportunities, Northland requires a reliable, resilient and safe transport network, within the region and beyond. Although Northland has a significant port, three airports and an extensive road network, its rail and road links

to Auckland and the rest of New Zealand are weak in parts.

The region's challenging topography, difficult geology and high impact seasonal rainfall present particular challenges for the maintenance and operation of road and rail networks.

A total of \$460 million will be invested in Northland during the 2015-18 National Land Transport Programme (NLTP) period.

This will contribute to the region's economic growth, improve transport network resilience and improve accessibility and road safety performance. In addition to funding the road network in Northland, the 2015-18 NLTP provides investment for growing public transport and encouraging cycling and walking.

\$460
MILLION

FORECAST TOTAL
NORTHLAND
INVESTMENT

\$311
MILLION

FORECAST
MAINTENANCE
& OPERATIONS

\$6
MILLION

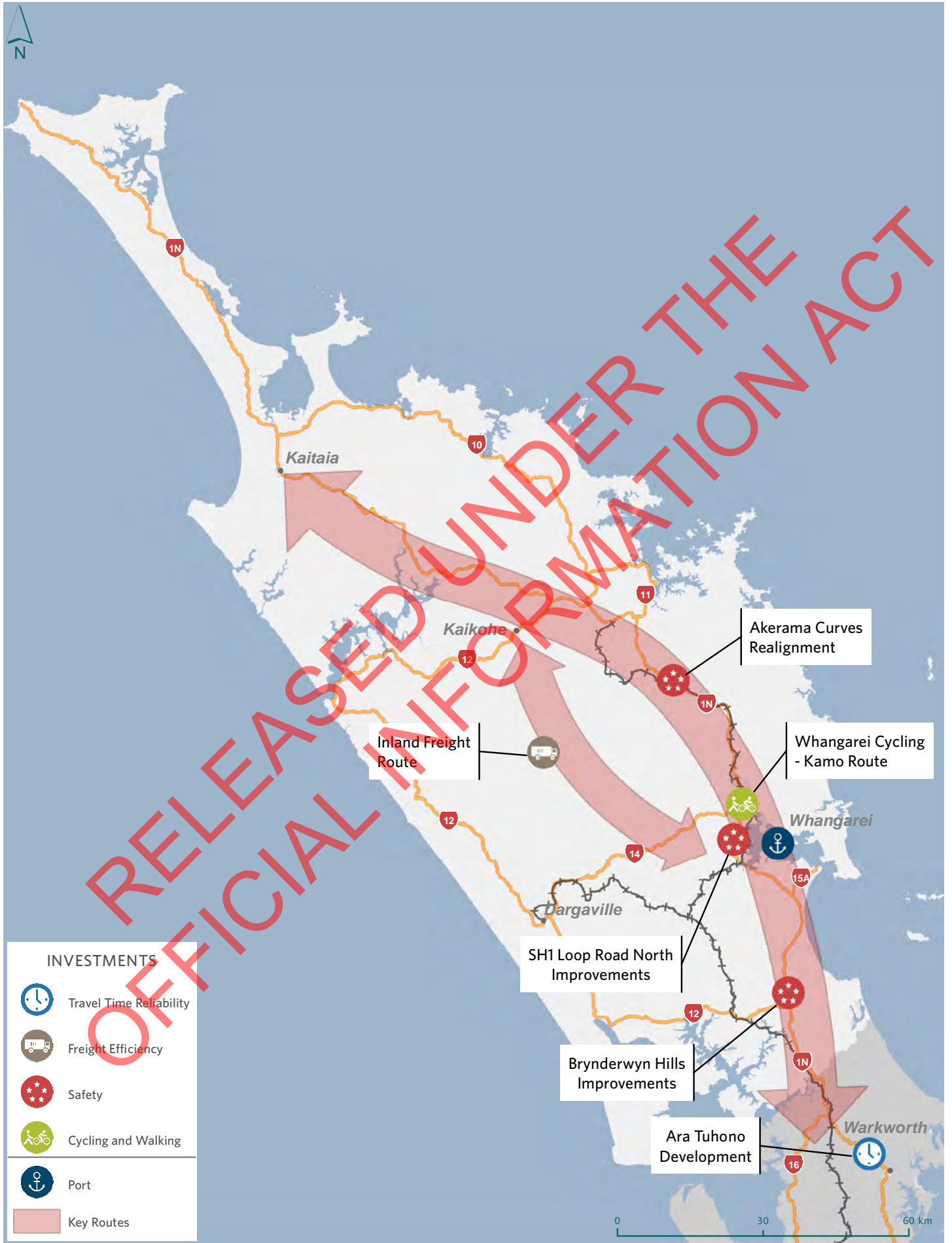
FORECAST
PUBLIC
TRANSPORT

\$5
MILLION

FORECAST
CYCLING
& WALKING

30%

SPEND
TARGETING
SAFETY



2015-18 NLTP PRIORITIES

- Delivering improved travel reliability, safety and better quality of travel on the critical Whangarei to Auckland corridor. This investment is part of a long-term strategy to achieve fit-for-purpose levels of service on this key economic and community link to the rest of New Zealand.
- Delivering improved resilience and travel times for the Inland Freight Route from south of Whangarei to Kaikohe that will not only improve strategic linkages across the region, but also improve the resilience of the region's entire strategic road network.
- Investing in improving the resilience of the region's strategic roads through improved alternative routes, improvements to bridges and other structures, and increased investment in preventative works that reduce the risk of slips and surface flooding.
- Reducing deaths and serious injuries through ongoing investment in improvements and maintenance, focusing on the segments of road that have the highest risk.

KEY STRATEGIC RESPONSES

INVESTING IN FREIGHT EFFICIENCY

Given the economic significance of freight in the Upper North Island, transport funders will continue to invest in key freight routes, within the region and between Northland, Auckland and the rest of the Upper North Island.

The continued development of the Ara Tuhono-Puhoi to Wellsford project is a key initiative that will provide a safer and more resilient route for people and freight travelling from Auckland to Northland. \$48m has been approved for further investigations and procurement of the project, anticipated to be delivered via a Public Private Partnership (PPP), with construction beginning in 2016. By 2026 this investment will save up to 17 minutes in travel time between Auckland and Northland.

In recognition of the vital role the route plays in the economy, the NZ Transport Agency has proposed designating the Northland Inland Freight Route as a state highway, and will meet the \$5m per annum maintenance cost fully from the National Land Transport Fund. The 96km stretch, comprised of Te Pua Road, Mangakahia Road, Otaika Valley Road and Loop Road North, is currently a local road co-funded by district councils and the Transport Agency. It provides access between 50,000 hectares of production forest – about 25% of Northland's total – and North Port.

IMPROVING NETWORK RESILIENCE

With few alternative routes in the Far North, the state highways are a vital lifeline not just for the local community but for the economic wellbeing of Northland.

The Transport Agency will continue to deliver its suite of improvements through State Highway 1 in Whangarei to improve safety and journey time reliability. Key improvements such as the investment in the Ara Tuhono-Puhoi to Warkworth upgrade are critical for the economy of the region.

A total of \$13m is being proposed in the 2015-18 NLTP to address resilience issues at known vulnerable locations on the state highway network in Northland.

A number of safety and resilience improvements will be delivered along the State Highway 1 route between Auckland and Northland. Predictions estimate these improvements will result in 10 less serious injuries every 10 years on Northland's roads.

During the 2015-18 NLTP period, transport funders will consider how best to retain the strength and safety of main routes connecting communities. The analysis of the chosen corridors will include technical analysis and engagement with local communities, stakeholders, NZ Police and iwi. The results of the investigation effort will be realised in the 2018-21 NLTP.

The potential routes identified for further analysis include:

- State Highway 1 Whangarei to Bay of Islands
- State Highway 10 Taipa to Kaeo
- State Highway 10 Kerikeri to Waipapa
- State Highway 12 Hokianga Coast
- routes identified in the Kaitia Growth Plan

The Government has committed to upgrading 10 one-lane bridges on state highways across the Far North. Four of these bridges have been included in the 2015-18 NLTP. Four of the remaining bridges are part of corridor studies and may be considered in future Regional and National Land Transport Plans. The Government may decide on an investment approach outside this funding stream for projects not currently included in the NLTP.





MAINTAINING THE NETWORK

Over the 2015-18 NLTP period the proposed local and Transport Agency investment in state highway and local road maintenance, operations and renewals is \$311m.

Investment in maintaining and operating Northland's local road network in the 2015-18 NLTP is 22% higher than the previous three years.

This additional investment recognises the increase in logging freight and its impact on Northland's freight routes.

The proposal to designate Mangakāhia Road as a state highway reflects its role as a key freight route. As the Transport Agency is fully responsible for costs associated with state highways, this will free up local authority funding for other priority works.

This proposal is subject to Northland's councils entering into a collaborative agreement with the Transport Agency for joint asset management across the Northland road network. This commitment would enable improved journey management, better resilience and emergency responses, consistency in approach and improved cost effectiveness in delivery of road maintenance activities.

The Transport Agency and Northland councils are already working together to improve the asset management and operation of Northland's roads in response to growth in the forestry sector. Through taking a collaborative approach to investigating future forestry trends, the potential impact of logging traffic on Northland's roads is now better understood. This will help to inform future

transport investment decisions and ensure money is spent in the right places, in the right ways and at the right time.

Dust from unsealed roads has been identified as an issue on some Northland roads. While extensive sealing of low volume roads is not a sensible option, the 22% funding increase in local road operating and maintenance investment will enable localised dust mitigation measures.

Given the pressure on achieving value for money from maintenance activity funding, any maintenance cost savings identified by a council will benefit all stakeholders. Some of the savings can be redirected to councils where the condition of the network warrants an increase in maintenance investment, and there is strong evidence to support the increase.

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

Significant projects in Northland that will contribute to safety and journey time improvements include the Akerama Curves

realignment - part of the Government's Accelerated Regional State Highway Package - SH1 Loop Road improvements and the extensive work being undertaken on the northern side of the Brynderwyn Hills.

In 2013/14, the Transport Agency and councils invested over \$1.6m in promoting road safety in Northland following an increased road toll in 2012 and 2013. This was a 26% funding increase on the previous four years and we expect to invest another \$4.8m over the coming three-year period. Although progress is being made and Northland's safety record is improving, more work is needed to raise awareness of the impact that alcohol, drugs and speed are having on Northland's road toll.

Working with the NZ Police and investing together in road policing and road safety promotion is at the heart of the region's investment. Through targeted programmes we will work to address the factors contributing to crash-related deaths and serious injuries. These factors include speed, drink and drug driving, not wearing restraints, dangerous and careless driving, and high-risk drivers.

To respond to Northland's road safety concerns some of the initiatives to be undertaken in the 2015-18 NLTP period include:

- physical works at high-risk crash areas to reduce the incidence of deaths and serious injuries
- promotion of road-safety education and advocacy initiatives to reduce the potential for incidents of deaths and serious injuries
- development and promotion of fatigue and rest stops for tourists and truck drivers.

ENCOURAGING CYCLING AND WALKING

Cycling is a significant transport focus for Whangarei, whose vision is to be a district where cycling is easy, safe and enjoyable.

Over the next three years the Urban Cycleways Fund is expected to accelerate the completion of the Kamo Route flagship project, the final corridor in the primary cycle network. Whangarei has a strong focus on improving the safety of children cycling to school and encouraging more cycling amongst the city's youth. The proposed off-road shared path to Kamo will be a particularly important asset for the city as it passes by 14 schools. In partnership with Bike Northland and Bikes in Schools, the infrastructure planned for the next three years will also be supported by investment in cycle training and education.

Under current proposals the Onerahi and Raumanga-Maunu routes will also be completed. If it goes ahead, this cycling programme, which has a major focus on encouraging more children to safely cycle to school, will be supported by investment in cycle training and education.

Most of the planned cycleways include high-quality shared paths that will also benefit pedestrians.

It is expected that the total cycling and walking investment in Whangarei in the 2015-18 NLTP period will be \$5m. This includes \$2.9m of Urban Cycleways funding.

GROWING PUBLIC TRANSPORT

Whangarei's CityLink bus patronage has tripled since its inception in 2000. During the 2015-18 NLTP period it is proposed that almost \$6.5m will be invested by the Transport Agency and Northland Regional Council in public transport services and infrastructure. This is expected to result in a 10% increase in passenger trips over this period, amounting to a total of 354,000 passenger trips per year for the next three years.

INVESTMENT HIGHLIGHTS

- Improving state highways as well as local roads lies at the heart of most of Northland's key programmes. One continued focus is on improving the journey between Auckland and Whangarei to deliver more predictable journey times and address the ongoing safety issues. Key improvements such as the Ara Tuhono-Puhoi to Warkworth upgrade continue to move forward with \$48m allocated to move this project through the procurement phase for delivery as a potential PPP.
- The Transport Agency will continue to complete its suite of improvements through State Highway 1 in Whangarei, totalling \$35m, to make this trip faster, safer and more reliable.
- Maintaining a resilient network that can reliably provide for the transport needs of Northlanders during regular severe weather events continues to be a priority for the region. Over the next three years \$32m is available for low-cost works across Northland's roading authorities and it is expected that this investment will target areas of high resilience and safety risk.
- An extra \$2.9m investment from the Urban Cycleway Fund will allow the Kamo Route to be delivered even sooner than anticipated and provide a safer connection for school children travelling through this suburb into the city centre. In total \$5m in cycling investment will be made in Whangarei.
- Significant projects that contribute to safety and journey time improvements are the Akerama Curves realignment, the SH1 Loop Road improvements (subject to programming), and the extensive work being undertaken on the northern side of the Brynderwyn Hills.



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DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

The NZ Transport Agency has worked with Regional Transport Committees to support development of their Regional Land Transport Plans (RLTPs), which inform the development of the NLTP.

RLTPs span six years and are produced in consultation with the community. All submitted activities must contribute to the purpose of the Land Transport Management Act 2003 and be consistent with the Government Policy Statement on Land Transport (GPS).



For more information on the NLTP in this region and nationally, go to www.nzta.govt.nz/nltp

If you have further queries, call our contact centre on 0800 699 000 or write to us: NZ Transport Agency, Private Bag 6995, Wellington 6141