























Waka Kotahi NZ Upgrade Programme projects update: as at 31 October 2020

NZ Upgrade Programme							Financials (\$M) as at 31 October 2020					Schedule				Overall Commentary
							5,614.00	158.9	2.8%	6,136.00	-522.00					
Project (crown funded)	Description	Current Phase	Schedule Health Status RAG	Budget Health Status RAG	Scope Health Status RAG	Project \$(M) Total Approved "BUDGET"	Project \$(M) Total Spent to Date "YTD"	% of Budget spent	Estimate at Completion "FORECAST"	Variance	Construction Contract Awarded	Construction Start	Construction Complete	Next Milestone (Establishment Report)		
Northland	NZUP SH1 Whangarei to Port Marsden H'way	The SH1 Whangarei to Port Marsden highway is an upgraded 22km four-lane corridor that will improve transport connections between Auckland and Whangarei. The upgrade is part of a wider programme of improvements that includes: • Ara Tuhono – Puhoi to Warkworth project (under construction) • Warkworth to Wellsford (consenting phase) • Improvements to the State Highway 1 (SH1) and Loop Road (SH15) intersection (under construction and includes a short section of four-laning as an early deliverable for the new four-lane corridor). Together, these projects aim to improve safety, build greater resilience into the transport system and improve access to Northland.	Single Business Case				692.00	1.55	0.2%	692.0	0.00	Mid 2023	Late 2023 - early 2024	2027 / 2028	Business Case completed in late 2020 Lodge notice of requirements and consents in mid 2021	The project is in business case phase and progressing to plan towards construction start late 2023-early 2024. Public consultation on two shortlisted route options for Whangarei to Pt Marsden highway concluded on 23 October with more than 500 individual submissions received. Hui were held with two mana whenua to undertake multi-criteria analysis of two options. Feedback from this is being collated to help inform the identification of an emerging preferred option, for which engagement to landowners and adjacent neighbours is due to begin from 23 November. There is a significant risk due to property acquisition costs being substantially more than originally estimated. This is mainly due to an under-estimate of how many properties were originally required for purchase. A confirmed route and cost estimate will be presented in Feb 21.
			Pre-Implementation				423.00	10.95	2.6%	669.0	-246.00	-	Late 2020	2025	Stage 1a detailed design completion 2020 Lodge 1b+2 consents and Notice of Requirement lodgement	The Papakura to Drury South scope as described in the Establishment Report includes Stage 2 of this project. The funding allocation for project did not allow for Stage 2 and therefore still requires Ministerial approval. We have engaged with MoT and Treasury on a draft ministerial briefing on this matter, which will be provided after completion of the baselining across the programme in March 2021. A decision is pending to formally transfer the funding allocation and cost forecast of "Drury South Interchange" from Mill Road project to the Papakura to Drury South project. The original funding allocation for Mill Road included the Drury South interchange. It is recommended that the preferred delivery method is through the Papakura to Drury South contract.
Auckland	Northern Pathway Westhaven to Akoranga	Northern Pathway Westhaven to Akoranga (Northern Pathway) is part of the Auckland Transport Alignment Project's (ATAP) 'Better Travel Choice Mode Shift Plan'. It supports a significant shift during the next five years in the number of those walking and cycling, connecting into the city's walking and cycling network.	Pre-Implementation				360.00	21.70	6.0%	510.0	-150.00	Late 2020	2021	2024	Lodge RMA statutory approvals and consents Mid 2020 Shared Path Alliance established Mid-Late 2020	The Northern Pathway cost risk was signalled to the Waka Kotahi (WK) Board as part of a procurement paper on the project. The Alliance is working on the cost/scope challenge investigating opportunities that an independent structure may provide. A decision on how to progress this will be made in November 2020 at NZUP Governance Group for endorsement to Waka Kotahi.
			Pre-Implementation				411.00	35.00	8.5%	411.0	0.00	Mid 2021	Late 2021	Late 2025	Award professional services contracts Mid 2020 Construction contract tendered late 2020	Work is well advanced on scope options analysis for Penlink that will be reported back to steering and governance group by November and December, respectively. A peer review has been completed on the 2017 Auckland Transport estimate that has indicated a significant increase to the project cost estimate. The project is undertaking a reference design as per the Establishment Report scope and a detailed cost estimate will be delivered in February 2021.
			Single Business Case				1354.00	66.21	4.9%	1354.0	0.00	-	Late 2022	Late 2028	Public consultation on preferred route Mid 2020 Notice of requirement and consent application lodged Mid 2021 Construction contract tendered Late 2021	Mill Road is anticipating a cost increase over its allocated funding. The project is working to provide strategic cost estimation and constructability advice. A challenge team has been formed to focus on challenging value for money outcomes and will meet monthly to do so. The overall project cost estimate is scheduled for an update following the value engineering workshops, and revision B – design update, in Q2 2020/21.
Waikato & Bay of Plenty	NZUP SH1/29 Intersection Improvements	The intersection of SH1 and SH29, located southeast of Hamilton, is a T-intersection with free left-hand turns. This intersection is among New Zealand's most dangerous, with about 62 crashes in the past eight years. This SH1/SH29 intersection project proposes to replace the T-intersection with a new large rural two-lane roundabout which will improve safety and access.	Pre-Implementation				58.00	0.45	0.8%	58.0	0.00	Early 2022	Early 2022	Late 2024	Design contract tendered Late 2020 Lodge NOR and consent application Mid-2021 Construction contract tendered Mid-2021	Schedule remains at amber due to property acquisition risk. The location of the intersection roundabout will be confirmed by the outcome of the Cambridge to Piarere detailed business case. A significant risk also exists for completing the ecological surveys this season due to a limited timeframe and landowners not providing access to areas of interest.
			Pre-Implementation				478.00	2.03	0.4%	569.0	-91.00	Early 2021	Late 2021	Late 2026	Supplementary site investigations Mid-late 2020 Issue request for tender Mid-late 2020 In principle property agreement Late 2020	Updated estimate and peer review has been completed for Takitimu North Link Stage 1 that has identified the current implementation funding will not be sufficient. The increase primarily relates to cost escalation since the 2017 estimate used for NZUP funding. A paper will go to the NZUP Governance Group on 13 November for discussion.
			Single Business Case				455.00	0.48	0.1%	455.0	0.00	Mid-2023	Late 2024	Late 2028	Begin planning phase Mid-2020 Lodge NOR and consent application Late 2021 Construction contract tendered Late 2022	Several strategic and early property purchases are being reviewed. Offer of Service agreement has been accepted from Bloxam Burnett and Oliver (BBO), with the professional services work now covering the entire Takitimu North Link corridor. Project has had the exclusion of the Te Puna to Snodgrass Rd extension, with funding and costs for this section being transferred from the Stage 2 project into Stage 1 project. The exact funding amount to be transferred will be confirmed and a short paper raised to the NZUP Programme SG.

NZ Upgrade Programme						Financials (\$M) as at 31 October 2020					Schedule				Overall Commentary	
						5,614.00	158.9	2.8%	6,136.00	-522.00						
Project (crown funded)	Description	Current Phase	Schedule Health Status RAG	Budget Health Status RAG	Scope Health Status RAG	Project \$(M) Total Approved "BUDGET"	Project \$(M) Total Spent to Date "YTD"	% of Budget spent	Estimate at Completion "FORECAST"	Variance	Construction Contract Awarded	Construction Start	Construction Complete	Next Milestone (Establishment Report)		
Wellington	SH58 Safety Improvements - Stage 2	Stage two of the SH58 safety project involves upgrading 5.5km of road from Mount Cecil Road to the interchange with Transmission Gully at Pautahanui. Stage one of this work, covering the 3km section from Western Hutt Road to Mount Cecil Road, began late 2019.	Pre-Implementation	 Current Month RED Previous Month RED	 Current Month RED Previous Month RED	 Current Month AMBER Previous Month AMBER	59.00	1.64	2.8%	94.0	-35.00	Mid-late 2020	Mid-late 2020	Mid-late 2023	Lodge NOR and consent application Mid-2020	SH58 Stage 2 is forecasting an over allocation due to indicative pricing received from contractor for construction. Negotiations are complete for Stage 2a resulting in a 7% price reduction. Value engineering is being carried out Stage 2b to see if scope can be reduced to meet approved budget. An optioneering paper will be presented to NZUP Steering Group in November to gain decision on a way forward.
	SH2 Melling Efficiency and Safety Improvements	Improvements at the Melling Intersection in Lower Hutt are part of the RiverLink programme – three separate but interdependent projects: flood protection (Greater Wellington Regional Council), Making Places urban development plan (Hutt City Council) and Melling Intersection Improvements (Waka Kotahi). Improvements include a new Melling Interchange, a new bridge over the Hutt River, relocation of the Melling Railway Station (including a new park and ride) and walking and cycling paths.	Single Business Case	 Current Month AMBER Previous Month AMBER	 Current Month AMBER Previous Month AMBER	 Current Month GREEN Previous Month GREEN	258.00	1.70	0.7%	258.0	0.00	Mid-2022	2022	2026	Public engagement Mid-2020 NOR and consent application lodged Early 2021 Construction contract tendered Late 2021	A new programme for engagement and lodgement has been confirmed and agreed with project partners and suppliers. The project schedule has been refined to reduce the forecasted lodgement milestone from a three to one-month delay. Critical dependency with Greater Wellington Council on river stop bank design is being closely managed to determine early impacts to revised programme.
	Otaki to North of Levin (O2NL)	The 24km four lane highway between Ōtaki to north of Levin (O2NL) is critical for moving people and freight between the Wellington and Manawati-Whanganui regions and enabling the two regions to continue to grow. The project also provides better access to key distribution hubs at Palmerston North, one of the largest freight connections in the central North Island.	Single Business Case	 Current Month GREEN Previous Month GREEN	 Current Month AMBER Previous Month AMBER	 Current Month GREEN Previous Month GREEN	817.00	13.12	1.6%	817.0	0.00	Late 2024	2025	2029	Consultation Mid-2020 Detailed business case complete Mid-2021 NOR and consent application lodged 2022	Budget has changed from green to amber due to estimated total expected project cost exceeding allocation. This has initially been attributed to an expected increase in the Property budget and subsequently through an increase in the Physical Works budget. These risks will be assessed in more detail as the impact of the variations becomes clearer over the coming month.
Canterbury	Brougham St Corridor Improvements	Improvements to Brougham Street (SH76), including crossing opportunities that will improve safety, provide better travel choice and support a more reliable freight route to Lyttelton Port.	Single Business Case	 Current Month RED Previous Month AMBER	 Current Month GREEN Previous Month GREEN	 Current Month AMBER Previous Month AMBER	40.00	1.63	4.1%	40.0	0.00	-	2020-2022	2021-25	Preferred options identified Early-mid 2020 Business case approved in stages from mid-2020	s9(2)(g)(i) Scope remains at amber. Further design work that was originally planned for next phase of the project (i.e. pre-implementation). This will now be undertaken at this business case phase to mitigate design and implementation risks, ensure cost confidence, and to enable a smoother transition to the System Delivery Team for the NZUP component.
	Rolleston Transport Improvements	A new transport link between the Rolleston Town Centre and Rolleston Industrial Zone (Izone) and adjacent intersection safety improvements.	Single Business Case	 Current Month AMBER Previous Month GREEN	 Current Month AMBER Previous Month GREEN	 Current Month GREEN Previous Month GREEN	60.00	0.17	0.3%	60.0	0.00	-	2020-2022	2021-25	Preferred options identified Early-mid 2020 Business case approved in stages from mid-2020	Schedule has changed from green to amber due to delays in preparing procurement documents this month. The project manager and procurement lead are working to develop these by the end of the month, which will minimise disruptions to the overall project delivery. Overall budget status is amber due to risk around higher implementation costs of the preferred options compared to the allocated NZUP budget (~\$15M more than allocated budget).
	SH75 Halswell Rd Imps	The addition of two bus lanes along about 2.5 kilometres of SH75 through Halswell will improve public transport and support a shift to travel by bus.	Single Business Case	 Current Month GREEN Previous Month AMBER	 Current Month GREEN Previous Month GREEN	 Current Month GREEN Previous Month GREEN	25.00	0.20	0.8%	25.0	0.00	-	2020-2022	2021-25	Preferred options identified Early-mid 2020 Business case approved in stages from mid-2020	Schedule has changed back to green. It is expected that key milestones (engagement on wider community issues/insights with the revised design) will be achieved before Xmas. Completion of the detailed business case is expected for mid 2021.
	SH73 Weedons-Ross Road Intersection		Single Business Case	 Current Month GREEN Previous Month GREEN	 Current Month GREEN Previous Month GREEN	 Current Month GREEN Previous Month GREEN	6.00	0.17	2.8%	6.0	0.00	-	2020-2022	2021-25	Preferred options identified Early-mid 2020 Business case approved in stages from mid-2020	Activity in October included property owner engagement, stakeholder and risk workshops, drafting of strategic business case and preliminary design work. The stakeholder workshop was a key milestone for this stage of the project. The workshop was very well received by the Community and the stakeholders identified and supported traffic signals and connecting pathways as the preferred option. This is a good outcome for the project and provides the mandate to continue progressing the project to schedule.
	Walnut Avenue Intersection Improvements	Improvements to intersections at Walnut Avenue and along the Tinwald corridor (Ashburton) and Weedons Ross Roads (West Melton) will improve safety and community access.	Pre-Implementation	 Current Month AMBER Previous Month AMBER	 Current Month GREEN Previous Month GREEN	 Current Month GREEN Previous Month GREEN	18.00	0.23	1.3%	18.0	0.00	-	2020-2022	2021-25	Preferred options identified Early-mid 2020 Business case approved in stages from mid-2020	Schedule remains at amber due to a months' delay to complete the pre-implementation phase. This is attributed to the amount of redesign work required for this phase, which is subsequently affecting the award of the PW contract prior to Christmas. It is not expected that this will impact the commencement of construction for early 2021.
Tinwald Corridor Improvements		Single Business Case	 Current Month GREEN Previous Month GREEN	 Current Month GREEN Previous Month GREEN	 Current Month GREEN Previous Month GREEN	10.00	0.09	0.9%	10.0	0.00	-	2020-2022	2021-25	Preferred options identified Early-mid 2020 Business case approved in stages from mid-2020	Works completed last month included Request For Tender and subsequent joint scoring. Final assessment will be completed during November.	

