

Your questions from the webinars- SH1 Brynderwyns Closure

Information correct as at 12/12/2023, information may change and will be updated as the project progresses.

SH1 Brynderwyn Hills closure details

When will SH1 Brynderwyn Hills be closed?

Waka Kotahi NZ Transport Agency has engaged with stakeholders and community on 2 possible timings in the first half of 2024. The final decision will be made by Waka Kotahi after considering and reviewing all feedback. The closure timing will be announced before the end of 2023.

What are the two dates and how long will the closure be?

A closure between Waitangi Day and Easter will take approximately 7.5 weeks and a closure after Easter will take approximately 10-11 weeks.

Why will it take longer to do the works after Easter?

It will take longer because the weather is likely to be wetter and daylight hours will be shorter. We would still be working 24/7 but reduced daylight hours mean we can't do some of the big cuts and the large earthworks in the dark, as this poses a safety risk.

What contingency planning do you have if there are storms February and March?

While we cannot predict the scale of the next severe weather event, doing nothing would leave the Brynderwyn Hills open to failure should another event like Cyclone Gabrielle happen. This would result in even further damage to the road and an unplanned closure with an unknown closure length.

We have allowed for extra time in our programme for rain days based on historical data and predicated weather patterns for this time of year. The schedule will be carefully monitored to ensure we can open the road by the indicated time, provided there are no unforeseen issues.

What is the extent of the closure?

The closure will extend from SH1/SH12 intersection on the south side of the Brynderwyn Hills through to the bottom of the hill on the north side. Clear signage will direct vehicles along the detour routes, and we encourage people to visit the Waka Kotahi [journey planner website](#) before travelling.

Why is a full closure necessary?

SH1 Brynderwyn Hills may not withstand another severe weather event. Works to date have focused on the short-term emergency response including temporary walls and retaining systems. This work was necessary to restore the route for people and freight, however additional repairs are now urgently needed to return the road to pre-weather event conditions.

What does the work involve?

Remedial works involve cutting into the hill (upslope) and excavation of 150,000 m³ of earth, which poses a risk of materials falling onto the traffic lanes below. Due to underslips there isn't enough space on the shoulder for equipment to work safely while keeping traffic lanes open.

We need to shift the road further towards the hill and widen the shoulder. This will allow future work to take place behind a barrier to minimise disruption to traffic.

Why do you need a full closure, why not have one lane of traffic open or work at night?

A full closure is required for the safety of workers and road users:

- When cutting into the hill (upslope) there is a risk of materials falling onto the lanes below
- The earth needs to stabilise before we reopen the road for traffic
- The number of underslips means there's insufficient shoulder width for equipment to safely work with traffic lanes open

By widening the shoulder will you create another traffic lane?

No, we will not be creating an extra lane because of widening the shoulder. However, the widened shoulder does create space so that we can work behind a barrier and maintain 2 lanes of traffic after the closure.

Why not just fix the road as the damage occurs?

If we only complete reactive works, SH1 Brynderwyn Hills will be susceptible to further weather events and disruptions. By scheduling these works, we reduce the need for future unplanned disruptions and maintain the vital connection to and from Northland.

Will there be any work required after the closure?

Following the closure there will be an 8-to-12-month period of works which will not require any additional planned full closures. Some temporary traffic management may be needed but this would have minimal disruptions, if any, for road users.

Part of the enabling works completed during the closure will be widening the shoulder of the road. This will allow these further works to be completed behind a barrier.

Who is doing the work?

Fulton Hogan will lead the recovery works with additional subcontractors as required. We are making use of key staff from SH25A works to take lessons learned and apply them to the SH1 Brynderwyn Hills closure.

How will emergency services access be maintained during the closure?

We are working with emergency services and will make sure that they will be able to have the right levels of service as required.

What are the hours of work?

Our teams will be working around the clock, 7 days a week. Day and night crews of around 30 people will be working in shifts to complete the works as quickly and safely as possible.

Heavy earthworks will be done in daylight hours from dawn to dusk. It is not safe to do this work over night because the risk of material falling down banks and the cliffs where people are working.

During the night, planning and logistical work, such as refuelling, and getting the site ready will be undertaken to ensure the crews that start at dawn can work quickly, efficiently, and productively.

Alternative routes into Northland

What are the alternative routes?

State Highway 12 and 14 is the official detour route. We are working closely with our partners at Northland Transportation Alliance (NTA) to finalise the details of the local detour routes. These will be advertised well ahead of time to allow all road users to plan their journeys.

Who are Northland Transportation Alliance?

The Northland Transportation Alliance (NTA) is a collaboration between local government and Waka Kotahi NZ Transport Agency to deliver joined up services for roading and transportation in Northland. The NTA was launched on 01 July 2016 and is a collaboration between Kaipara District Council (KDC), Whangarei District Council (WDC), Far North District Council (FNDC), Northland Regional Council (NRC) and Waka Kotahi. The alliance combines staff, services and resources for roading and transportation in Northland to improve consistency and services for all Northland road users.

What are you doing to get the detour routes ready?

Our partners at NTA are working on local detour routes to ensure they are as high quality as possible. This includes improved signage and regular assessment of the roads during the closure and funding repairs on the Mangawhai-Waipu-Cove route and Paparoa-Oakleigh Road.

What is an HPMV and what road/s can they use?

[An HPMV:](#)

- exceeds a mass of 44,000kg and/or the maximum length dimensions allowed for standard vehicles, but meets higher individual axle and axle group limits and is no wider or higher than a standard vehicle, and
- operates under a route specific HPMV permit issued by a road controlling authority (RCA) on roads and bridges that have been determined to be able to accommodate the additional mass and/or length, and
- displays an 'H' sign on the front and rear if specified on the permit or if route specific.
- An HPMV must use the SH12/14 route during the closure

What monitoring or enforcement will there be of the detour routes so that heavy vehicles use the appropriate detour?

We will have clear signage in place and a map uploaded to the website showing detour routes. These will be confirmed when they have been finalised. We are working freight associations, NTA and the NZ Police to educate drivers so they know the routes they are legally allowed to take.

Heavy vehicles up to 50MAX are legally able to use Paparoa-Oakleigh Road.

Will there be any restrictions on the Waipū Cove Road route like the last closure?

Our partners at NTA are considering whether to use a similar restriction as last time, which applied to truck and trailer units (other light vehicles up to 3.5 tonnes were still able to use this route). Once the detour routes are confirmed for the 2024 closure, we will communicate with road users well in advance.

Will you be able to secure good routes for freight movement and will you be able to direct general vehicles onto a different route?

The official detour for any HPMV is SH12 and 14, with Paparoa Oakleigh Road able to be used by vehicles up to 50 tonnes. The Waipū Cove Rd route is suggested for light vehicles.

Do large trucks have to use the SH12 & 14 route as during the last closure they all used Paparoa Oakleigh Rd?

Vehicles up to 50 tonnes can use Paparoa Oakleigh Road, however all HMPV vehicles must use SH12/14. We are working with freight associations and NTA to educate drivers and other road users to share the road with care. As there will be trucks up to 50 tonnes using Paparoa Oakleigh Road we encourage light vehicles to use the Kaiwaka/Waipū Cove Road route.

Can I drive my car / ride my bike on all the detour routes?

Cars and bikes, vans are suggested to use the Waipū Cove Road route and enjoy the scenic route and make it part of their journey.

Trucks up to 50 tonnes can use Paparoa-Oakleigh Road so we ask all road users to share this route with care. We are working closely with the freight and trucking industry to make sure they are aware of the routes they are able to use.

Information for residents, businesses, freight, heavy vehicles

Will access be maintained for people who live and work on the Brynderwyn Hills?

There are a small number of residents who need direct access to properties in the closure area. We are working closely with the residents to understand their needs and help to minimise disruptions as much as possible.

What support will be available to Northland businesses impacted by the closure?

We are working with Northland Inc to make sure our campaign messaging reinforces that Northland is open for visitors during the closure. This will be through a range of methods including social media, radio and newspaper adverts, and newsletters.

What compensation will there be for freight companies and other businesses impacted by the closures and transport delays?

Waka Kotahi NZ Transport Agency is aware of the request from businesses for compensation during the closure. As a Crown Agency Waka Kotahi is unable to provide compensation to businesses as this is managed by Central Government. Members of Parliament are part of the Northland Inc steering committee and are aware of this request for financial support. They will be raising this issue with the Government for consideration.

The longer routes of State Highway 12 and 14 means there will be an increase in increase in road user charges. Is there any consideration to create credit these additional road user charges back to the industry?

We acknowledge the extra distance that heavy freight heavy vehicles need to take up through Dargaville. At this stage we have not considered any reductions in road user charges.

Funding

How much will the immediate recovery and enabling works cost?

\$61 million has been approved for recovery and enabling works for the immediate to medium term. This is to ensure that the key route can withstand future weather events and disruptions this coming winter and the immediate years to follow. This funding will be used to complete the works during the closure and the ongoing works for the following 8-12 months.

What is the cost of the two closure options?

A closure after Waitangi Day to Easter will take approx. 7.5 weeks and cost approx. \$61m.

A closure after Easter will take approximately 10-11 weeks and cost approx. \$66m.

Long term plans for SH1 Brynderwyn Hills

How long will rebuild/works last?

We know there is considerable interest in the longer-term options for the Brynderwyn Hills including suggestions from the Northland community.

The recovery works will enable the Northland connection for the short to medium term and are expected to last for the short to medium term. Once funding is allocated, our team is ready to investigate and secure an option for a long-term resilience option for the Brynderwyn Hills.

What are the long terms plans to improve the resilience and reliability of the SH1 to Northland?

Funding has been identified for the next 1 to 2 years, which includes investment in the Waipu Cove Road route and Paparoa Oakleigh Road as detour options when SH1 Brynderwyn Hills is closed.

There will be further investigation to establish costs for future strategic resilience and rebuild works. Waka Kotahi will work with partners and stakeholders on the longer-term resilience work as soon as more information is available.

Alongside this, the investigation of high priority longer-term strategic resilience works in areas hit by the North Island Weather Events is underway.

There is a substantial programme of work that would take many years to achieve and is expected to have significant associated costs.