

NZ Upgrade Programme

Monthly Report for July 2022

ISSUED ON 23 August 2022

 **WAKA KOTAHI**
NZ TRANSPORT
AGENCY

PROUDLY DELIVERING

New Zealand
Upgrade
Programme



Executive Summary

Project Health RAG	Phase	Overall Health	Time	\$
Papakura to Drury	Imp	s 9(2)(g)(i)		
O Mahurangi/Penlink	Imp			
SH1/29 Intersection Improvements	Pre-Imp			
Takitimu North Link Stage One	Imp			
Takitimu North Link Stage Two	Pre-Imp			
Ōtaki to North of Levin (Ō2NL)	BC			
SH58 Safety Improvements – Stage Two	Imp			
SH2 Melling Efficiency & Safety Improvements	Pre-Imp			
Canterbury Package				
• Brougham St Corridor Improvements	Pre-Imp			
• Rolleston Access Improvements	BC			
• SH75 Halswell Road Improvements	Pre-Imp			
• SH73 Weedons-Ross Road Intersection	Imp			
• Walnut Avenue Intersection Improvements	Imp			
• SH1 Tinwald Corridor Improvements	Pre-Imp			
Queenstown Package	Pre-Imp			
Northland Package	Rescope			
Northern Pathway Alternative Investment	Rescope			
South Auckland Package	Rescope			

Key Upcoming Ministerial Project Milestones and Decisions

Project	Milestone	Due
s 9(2)(f)(iv)		

Sponsor Commentary

This month the programme status remains s 9(2)(g)(i) s 9(2)(f)(iv)

with scope clarity being key to procurement, consenting and property purchase progress, is presenting an increasing risk to schedules.

During the month some significant milestones have been achieved. These include the completion of the cost pressure briefing paper for a meeting with Joint Ministers on 11 August. This was a significant piece of work completed jointly between Waka Kotahi, KiwiRail, Te Manatū Waka The Ministry of Transport and Treasury. July also saw the outcomes of a review of the programme's iwi partnering and engagement practices which showed that good progress has been made in how we partner with iwi and highlighted some opportunities for future action.

Project milestones achieved in the month include SH58 Stage 2A practical completion achieved, VOS (Values, Outcomes and Standards Committee) endorsement of Ōtaki to North of Levin business case, a preferred tenderer identified for Halswell Road pre-implementation stage with contract award expected to be made in August and an on-site blessing prior to construction commencing on Weedon's-Ross Road. Successful public consultation has been completed for SH1 Rolleston Access improvements. A RiverLink engagement pod, a pop-up information stand where the public can learn about the RiverLink programme, has been established.

A continued mixed outlook on future price levels was the general message on cost pressures for July. Significant price falls were experienced by several key materials. Steel product prices have returned to pre-2021 baseline values, while diesel prices have started to fall back from last month's peak values. This trend is expected to continue into next month. However, counter-acting the effect of these falls has been the continuation of rising New Zealand OCR rates, currently sitting at 2.5%, and labour wage growth, which now sits at a record 6.4% per annum. Forecast construction activity also shows continued strong growth, with infrastructure construction predicted to rise over the next 2-3 years.

The effect of these inflationary changes on the programme will be assessed once forecast escalation rates have been provided by Infometrics towards the end of August. Next month's report will provide an overview of this.

Communication & Engagement Highlights

SH1 Rolleston Access Improvements – Community engagement and communications on the proposed new alignment, including a flythrough video, received positive feedback.

Weedons-Ross Road, SH73 West Melton Improvements – On-site blessing and communications to support the start of construction.

O Mahurangi/Penlink – Met with a wide range of key stakeholders as part of the work to prepare for construction to start.

Look ahead – Papakura to Drury bridge lifts timelapse video and community information day, Ōtaki to North of Levin project office open day, SH58 and Brougham Street videos.

Upcoming Significant Project Decisions

During the next several months significant project decisions on the NZUP projects will need to be made. [s 9\(2\)\(f\)\(iv\)](#)

Waka Kotahi worked closely with KiwiRail, Te Manatū Waka and the Treasury to consider the cost pressures and trade-off choices. The multi-agency briefing reflecting this work was submitted to the Joint Ministers in advance of a workshop with them on 11 August 2022.

Ministerial Risk category	Project Name	Summary	Approval date	Contractual Commitment	Approval Level
Higher	s 9(2)(f)(iv)				
Lower	s 9(2)(f)(iv)				
	Rolleston Access Improvements	Detailed Business Case	Nov-22 (TBC)	N/A	Board
Rescope	s 9(2)(f)(iv)				
Programme	Programme Cost Pressures (joint with KiwiRail, Te Manatū Waka and Treasury)	Advice on cost pressures and choices	Aug-22		Board / Joint Ministers

All project decisions sitting at the Joint Minister approval level have indicative dates provided. Approval dates will be advised by the Joint Ministers.

Programme Financials

Project (\$m)	Project Total Spent	% Spent to P50	Budget appropriated (to P50)	Joint Ministers Tagged Contingency	P95 Contingency Appropriated	Funding Allocation	P50 Latest Est.	P95 Latest Est.	Budget Health RAG Status
O Mahurangi/Penlink	77.8	s 9(2)(j)				830.0	s 9(2)(f)(iv)	s 9(2)(g)(i)	
Ōtaki to North of Levin (Ō2NL)	90.5					1,500.0			
Higher risk	168.3					2,330.0			
Papakura to Drury	118.9					655.0			
Takitimu North Link Stage One	115.9					655.0			
SH2 Melling Safety Improvements	21.8					420.0			
SH58 Safety Imp Stage Two	21.9					105.0			
SH1/29 Intersection Improvements	3.9					40.0			
Canterbury Package	18.5					300.0			
Queenstown Package	11.8					115.0			
Takitimu North Link Stage Two	16.8					57.0			
Lower risk	329.5					2,347.0			
Northland Package	12.7					192.0			
South Auckland Package	84.2					874.0			
Northern Pathway Alt Investment	51.5					782.5			
Rescoped	148.4					1,848.5			
Grand Total	646.2					6,525.5			

Month Financial Result

At the time of last month's reporting to the Governance Group June results were not finalised due to extended year-end timetable, the financials table is now updated with June and July 2022 actual spends. Two months actuals totalled **\$69.4m** (forecasted for \$67.3m) This takes the total programme expenditure to **\$646.2m** (13.5% of appropriated budget).

Estimates at Completion (EAC)

Updated EAC were provided in the August Ministerial Briefing on cost pressures. Each EAC was completed to standard, assessed for accuracy and included the latest property market evaluations and forecast escalation rates. The confidence for these cost estimates are reflective of the current project phasing and have not been reviewed through a full baselining process. The P50 and P95 estimates are shown in the table above.

Commentary on high value/high risk projects

- O Mahurangi/Penlink:** Confirmation that the preferred proponent can deliver the scope within the affordability threshold provides confidence that the project can be delivered within the funding allocation excluding escalation over and above 2%.
- Ōtaki to North of Levin :** As part of the Detailed Business Case (DBC) finalisation the cost estimate reconciliation process has calculated an increase in the **s 9(2)(j)**. This has previously been signalled.
- Takitimu North Link Stage One and Papakura to Drury – s 9(2)(f)(iv)**
- Riverlink/Melling – s 9(2)(f)(iv)**
- South Island – s 9(2)(f)(iv)**

Cost Pressure Risk

Summary of latest highlights from Infometrics:

- The month of July experienced a varying mix of price movements. Materials such as steel and diesel, as well as shipping costs have continued their recent falls from peak prices during May and June. Prices for hot and cold rolled coil, as well as rebar products have fallen slightly below values experienced in early 2021. Countering any effect of material price drops, the NZ Reserve Bank continued with their monetary policy of lifting OCR rates, which saw another 50 basis points rise in July to 2.5%. It's expected that the OCR rate will continue to be lifted to the target rate of 4%.
- Compounding the effect of higher OCR rates on inflation is higher wage growth, which rose to 6.4% per annum in July, the fastest growth on record. Construction activity is expected to lower slightly from 2023 through to 2025, although this is mainly due to a drop in residential property construction, while infrastructure construction continues to grow during this period. Along with negative net migration and competition from higher wages offered in Australia, wage growth is expected to continue rising for the foreseeable future.
- The effect of changing prices on NZUP will be assessed when our price index forecasts have been updated by Infometrics towards the end of August. Significant volatility will persist for several months, with a mix of positive and negative price trends across all material types, shipping and labour. Next month's report will aim to provide an indication on the effect of these price movements.

Project Readiness Status

Cost pressures are increasing the uncertainty over scope across a range of projects. Given scope clarity is key to consenting and property purchase progress this is presenting an increasing risk to schedules.

Projects *	Construction start date as per Baseline Report	Delivery phase	Next major milestone		State of Readiness		
					Stable Scope	Property purchase	Consenting
Takitimu North Link Stage One	Underway	Imp	Re-Baseline Report	Sept-22	§ 9(2)(g)(i)		
Queenstown Package	Early 2022	Pre-imp	NOR Lodgement	Aug-22			
O Mahurangi/Penlink	Mid 2022	Imp	Property Purchase complete	Jan-23			
SH1-29 Intersection Improvements	Late 2022	Pre-imp	Detail Design Review and Approval	Aug-22			
SH58 Safety Imps – Stage Two	Mid 2023 (Stage 2B)	Imp	SP2a implementation start	Oct-22			
Brougham St Corridor Improvements	Mid 2023	Pre-imp	PS Contract Award	Sept-22			
SH73 Weedons-Ross Road Intersection	Mid 2023	Imp	Practical completion	May-23			
SH1 Tinwald Corridor Improvements	Mid 2023	Pre-imp	Detail Design complete	Sept-22			
SH1 Papakura to Drury	Stage 1B1 – Mid 2023	Imp	Re-Baseline Report	Sept-22			
SH2 Melling Efficiency & Safety Imp	Late 2023	Pre-imp	Registration of Interest release – construction	Mid-22			
SH75 Halswell Rd Imps	Late 2023	Pre-imp	Pre-imp Contract Award	Aug-22			
Rolleston Access Improvements	Early 2024	BC	Detailed Business Case endorsed	Dec-22			
Ōtaki to North of Levin	2025	BC	Detail Business Case endorsed	Aug-22			
Takitimu North Link Stage Two	N/A	Pre-imp	Re-Baseline Report	Sept-22			

*South Auckland Package and Northland Package are currently undergoing rescoping and have been excluded from this report. Walnut Avenue is fully in construction and has been removed from this report. Projects appear in order of construction start date.

Readiness is required by the time the construction contract is started, noting that some of the initial projects are being implemented in phases. Note that construction start is as per baseline report. Arrows show movement from prior report.

Scope

§ 9(2)(g)(i) status reflects scope definition still to be completed/confirmed as part of business case approval process.

- Queenstown Package – Scope has moved to § 9(2)(g)(i)
- Ōtaki to North of Levin – Scope is showing § 9(2)(g)(i)
- Melling Efficiency and Safety Improvements – Scope has moved to § 9(2)(g)(i)

Property

§ 9(2)(g)(i) status reflects scaled risk on timeframes. Status should trend to § 9(2)(g)(i) as scope issues are resolved, providing certainty around property requirements. There are 82 property interests in negotiation for this year which are planned to be completed, with active negotiations underway for the majority of remaining.

- SH1/29 Intersection Improvements – § 9(2)(j)
- SH58 Safety Improvements – § 9(2)(g)(i)
- Papakura to Drury – Trending § 9(2)(g)(i)
- Melling Efficiency and Safety Improvements – § 9(2)(g)(i)
- Rolleston Access Improvements – the § 9(2)(g)(i)
- Takitimu North Link Stage One – Construction underway and § 9(2)(j)

Consenting

RAG status relates to the state of readiness for construction. Projects rated § 9(2)(g)(i) still need consents or other statutory approvals, but in most cases the pre-lodgement work is well underway or all or parts of the application package have been lodged. Timeframes are not yet critical but we are continuing to see slippage of some proposed lodgement dates, primarily due to ongoing uncertainty in project scope. This combined with changes to the resource management framework increase consenting and programme risk. No changes to the status are made this month.

- Ōtaki to North of Levin – the § 9(2)(g)(i)
- Takitimu North Link Stage Two - the § 9(2)(g)(i) status reflects § 9(2)(g)(i)

Archaeological Authority Appeal – Takitimu North Link Stage One

Two mana whenua parties have lodged appeals with the Environment Court on the archaeological authority for Takitimu North Link Stage One. § 9(2)(q)(i) The project team is meeting with both appellants to confirm issues and identify opportunities to resolve without the need to go to court.

Risk Management Summary – Key Programme Risks

Key Programme Risks

The programme team have carried out a refresh and re-evaluation of the current risk landscape.

- Total risks being managed by the programme are now 16.
- Risks associated with changes to resource management legislation and policy has been added as a 'Medium' risk element.
- The work to assess and evaluate the key programme risks is on-going. Progress has been made to assess the risks, the understanding of potential drivers, causes and impacts and the current and proposed mitigations and controls.
- Imminent deep dives on control assurance to be conducted on selected "Top Priority Risks".

Monthly Risk Updates

Risk	Description	Risk Level	Key Additional Controls
Resource Management	On-going changes to resource management legislation and policy	Medium	<ul style="list-style-type: none"> • Proactive project planning and careful consideration of legislative and policy changes. • Consider opportunities that advance project programmes and lodge consents ahead of RMA changes, new NPS and RMA reforms. • On-going awareness and education – information sharing, training sessions.
Delivery Improvement	NZUP delivery improvement outcomes not achieved	High	<ul style="list-style-type: none"> • Delivery improvement baselining work. • Share education and training externally. • Continue to track measurability of balanced scorecards. • Engagement plan for subject matter experts. • Additional resourcing.

These risks were presented at NZUP Sponsors Forum Quarterly Session in June. There was strong indication of working together with the programme on these risks and aligning efforts with mitigating similar risks and working collectively on key dependency risks.



Key Programme Risks – Next Steps

- **Programme Risks** – Post-workshop plan and refresh of programme risks and their subsequent reviews and monitoring. Programme risks will be updated and movement will be reported to the Governance group for Q1. **Timeframe – September 2022**
- **Control Assurance Plan** – A staged approach to control assurance on the programme risks to be undertaken on top priority key risks. The control assurance “deep dive” will be carried out through working with key risk owners and subject matter experts across the programme to identify and analyse causes, controls and monitoring requirements. **Timeframe – October 2022**

NZ Upgrade Programme – Sponsor Commentary

NZ Upgrade Programme					Sponsor Commentary
Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	
Northland	Northland Package (Rescope)	s 9(2)(g)(i)			Project remains at a [REDACTED] RAG status s 9(2)(f)(iv), s 9(2)(j)
Auckland	Papakura to Drury (Imp)				As per previous reports, the RAG status is [REDACTED] and s 9(2)(f)(iv)
	Northern Pathway Alternative Investment (Rescope)				The Transport Minister has considered the redefined scope recommendation sent to him in April and has decided not to proceed with any walking and cycling solution across the harbour at this time. The plan for re-allocating the funds requires Cabinet approval, s 9(2)(f)(iv) The RAG status has been changed to [REDACTED] to reflect cancellation of the project.
	O Mahurangi/ Penlink (Imp)				The project is tracking within cost, progressing as per plan and has a [REDACTED] RAG status. I understand from the team that the project is welcomed by the community with overwhelmingly positive feedback shared during public engagement sessions. Iwi participation at both Project Alliance Board (PAB) and Alliance Leadership Team (ALT) level is proving challenging and work continues on resourcing and expectation alignment. The co-development of the partnership plan is bringing the wider team together and improving the relationship. Three members of the ALT have resigned from the alliance and appropriate replacements are being considered. Many team members and their whānau are affected by COVID-19, colds and flu and this high level of absenteeism is disrupting the early stage forming and development of the alliance. Draft management plans are now far progressed and the project is well placed to start physical works according to plan.

NZ Upgrade Programme – Sponsor Commentary

NZ Upgrade Programme					Sponsor Commentary
Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	
Auckland (continued)	South Auckland Package (Rescope)	s 9(2)(g)(i)			<p>Project remains an s 9(2)(g)(i) status, but is improving. The status is driven by the multiple s 9(2)(g)(i) status' for Schedule, Scope and Quality. s 9(2)(f)(iv)</p> <p>Joint Ministers approved s 9(2)(i) in funding to commence the pre-implementation phases and property purchase for SH22 and Waihoehoe Road Urbanisation. Given this progress, a new steering committee is being established with membership from AT/ KiwiRail, Waka Kotahi and mana whenua. This will commence in September 2022. The sponsor is s 9(2)(a) supported by independent chair, s 9(2)(a) (also chair for Waihi to Tauranga Corridor Steering Committee). Project teams are now being established for SH22 and Waihoehoe Road projects. A project manager has been recruited from AT to manage Waihoehoe Road, an external project manager is being sourced for SH22. Interface design work is well underway and progressing to plan. Agreements between Waka Kotahi, KiwiRail and AT are under development. These are required to allow cross agency teams to be established and support delivery of NZUP KiwiRail scope by Waka Kotahi e.g. Paerata roundabout.</p>
Waikato & Bay of Plenty	SH1/29 Intersection Improvements (Pre Imp)				<p>The project has a s 9(2)(g)(i) status reflecting s 9(2)(g)(i)</p> <p>The Environment Court hearing has been scheduled for the Notice of Requirement (September) with evidence submitted. The hearing for the Section 23 has been scheduled for October with evidence preparation underway.</p> <p>An option to strategically purchase the large property required for the NZUP SH1/29 project and for the potential Cambridge to Piarere project is currently under consideration and will be presented to the Waka Kotahi Board in August.</p>
	Takitimu North Link Stage One (Imp)				<p>The project has a s 9(2)(g)(i) status. s 9(2)(g)(i)</p> <p>Construction activity is in a lull due to winter conditions and consent requirements.</p> <p>The project held a community engagement day at the end May with 320 people attending. Feedback has been very positive. The project is undertaking a health check in relation to how well we are managing the construction contract. This is being undertaken by s 9(2)(a) from the Infrastructure Delivery team. Results will be presented to the Steering Committee in July. Resource levels across the project team are a key concern currently as a number of staff have left the organisation coupled with a number of staff taking leave. The health check will help identify some of the resourcing gaps.</p>
	Takitimu North Link Stage Two (Pre Imp)	<p>The project has an s 9(2)(g)(i) status. s 9(2)(g)(i)</p> <p>The project is currently reconfirming the preferred option to take forward for designation and consenting. Work is underway to solidify the RMA alternatives assessment to confirm the preferred route. The multi-criteria assessments are expected to be completed later this month with preferred option being submitted in September / October.</p>			

NZ Upgrade Programme – Sponsor Commentary

NZ Upgrade Programme					Sponsor Commentary
Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	
Manawatu / Whanganui	Ōtaki to North of Levin (Ō2NL) (BC)	s 9(2)(g)(i)			<p>Our overall status continues to sit at s 9(2)(g)(i) due to the s 9(2)(f)(iv) [redacted] Outside the budget status the remainder of the project sits between green and amber.</p> <p>During July the team has continued our focus on finalising the DBC and tolling assessment work and taking these through various assurance processes to present to the Waka Kotahi Board in September. We now have positive endorsement from iwi Partners, Horowhenua District Council (HDC) and the Value, Outcomes and Scope (VOS) committee.</p> <p>In parallel to this we are continuing to develop our consenting technical reports and application documentation so we are ready to submit once we have the ministers approval of the DBC and clarity on our funding position. The VOS tested and supported our approach to consenting, which is outcome focused and aims to keep maximum flexibility to innovate during detailed design and construction.</p> <p>The team are also focused on the next steps beyond DBC approval and a key part of this is the development of our procurement strategy. We are investigating how we can bring our delivery partners into our processes earlier so we can gain the benefits of co-design to help enable opportunities, such as carbon reduction. We expect this strategy will start making its way through the approval process in August.</p>
	SH58 Safety Improvements – Stage Two (Imp)				<p>The project status is s 9(2)(g)(i). The SH58 Safety Improvements project has two components. Stage 2A (Harris Road to Mount Cecil Road) achieved practical completion on 11 July with the final surfacing to be undertaken in September after winter.</p> <p>s 9(2)(j) [redacted]</p> <p>Planned construction start is late 2023.</p> <p>Early delivery of the first section Stage 2B (Harris Road to East of Moonshine Road) where the effects are relatively minor, is proceeding well. The only property owner where land is required has indicated compensation acceptance and has also received approval from their solicitor. Construction contract documents are being prepared for a direct approach to Downer NZ to price the project in August as well as a parallel estimate to be completed by Bond Construction.</p>
Wellington	SH2 Melling Efficiency & Safety Improvements (Pre Imp)				<p>The project status remains s 9(2)(g)(i). The project is on track to start construction prior to the NZUP baseline date of 2023 year end, s 9(2)(f)(iv) [redacted].</p> <p>Uncertainty of project direction and timing of decision-making is a key challenge for the team at present. We are proactively working with NZUP, senior leadership, our RiverLink partners and the market to ensure everyone is across the decision-making processes and implications for the project. There remains strong alignment with our partners and their desire to support Waka Kotahi and represent the RiverLink programme and the impact on their components and communities to decision-makers.</p> <p>An independent RiverLink Board chair and independent Programme Director have been appointed as we move into the next phases of the programme. The Sponsor is now resetting the Partnership Board membership.</p> <p>s 9(2)(f)(iv) [redacted]</p> <p>[redacted] We're also working closely with the market as they prepare and mobilise teams for RFP release.</p>

NZ Upgrade Programme – Sponsor Commentary

NZ Upgrade Programme					Sponsor Commentary
Region	Project name	Overall Health Status (RAG)	Schedule Health Status (RAG)	Budget Health Status (RAG)	
Canterbury	Brougham St Corridor Improvements (Pre-Imp)	s 9(2)(g)(i)			<ul style="list-style-type: none"> SH1 Rolleston Access Improvements DBC has identified an emerging preferred option. Public consultation has recently finished and the DBC is currently programmed to be completed in Q4 2022. SH76 Brougham Street Corridor Improvements DBC was endorsed by the Investment and Delivery Committee (I&D) in May. Schedule status remains s 9(2)(g)(i) to reflect implementation delays later than identified in the baseline report. Design consultants are being directly appointed to the pedestrian bridge design to speed up this component of the procurement process. SH75 Halswell Road Improvements DBC has been approved and is in the pre-implementation phase. SH73 Weedons-Ross Road, SH73 West Melton Improvements, has awarded the contract for physical works. These have now started and the project is currently ahead of schedule. SH1 Tinwald Corridor Improvements is in pre-implementation with design and consenting underway. SH1 Walnut Avenue Intersection Improvements is in implementation and should be completed by December 2022.
	Rolleston Access Improvements (BC)				
	SH75 Halswell Road Improvements (Pre-Imp)				
	SH73 Weedons-Ross Road Intersection (Imp)				
	Walnut Avenue Intersection Improvements (Imp)				
	SH1 Tinwald Corridor Improvements (Pre Imp)				
	Queenstown Package (Pre Imp)				

Communications & Engagement

Overview/Highlights

A range of communications and engagement supported the start of construction on Weedons-Ross Road, SH73 West Melton Improvements, including an on-site blessing and community newsletters.

Also in Canterbury, the SH1 Rolleston Access Improvements project completed community consultation on the proposed new alignment with positive feedback. The progress on these, and other Canterbury projects, was highlighted in a media release prepared for Minister Wood.

○ Mahurangi/Penlink met with a wide range of key stakeholders as part of the work to prepare for construction to start.

The programme and projects continues to support the minister's office to respond to a large number of WPQs and OIAs.

Issues/Risks

Cost pressures – Global cost escalation and the impact on NZUP projects continues to be a focus politically, as well as with stakeholders and media.

Re-scoped projects – s 9(2)(g)(i)

Queenstown Package – s 9(2)(g)(i)

Stakeholder Engagement

What stakeholders are saying (themes)

Northland Package – Local politicians and councillors want more frequent updates. Residents are asking about safety improvement plans along the corridor.

○ **Mahurangi/Penlink** – Positive feedback on the new bridge and intersection design from the Stillwater community with some concerns from Whangaparaoa businesses. Queries continue about tolling.

SH1 Rolleston Access Improvements – Public consultation on the proposed new alignment (straight instead of skewed flyover) closed on Friday 22 July and feedback is positive. A local developer placed an advertisement in the Selwyn Times on 21 July promoting the initial skewed alignment which is their preference.

Proactive content

Update on **Takitimu North Link** construction – media release.

Rolleston Access Improvements – fly-over video – [link](#)

Rolleston Access Improvements - Have your say by Friday - [link](#)

Papakura to Drury - July project update – [Facebook](#), [LinkedIn](#)

○ **Mahurangi/Penlink** - animated flythrough – [Facebook](#)

Communications & Engagement Activity

Northland Package – Met with Whangarei District Council representatives to give a project update and to gather early feedback about proposed design.

Northern Pathway Alternative Investment – Provided a project update to the Waitemata, Kaipatiki and Devonport-Takapuna local boards.

○ **Mahurangi/Penlink** – Met with a wide range of key stakeholders including landowners, affected parties, previous submitters, key interest groups and organisations.

Ōtaki to North of Levin – Meetings with near neighbours, with a focus on noise impacts

Melling Efficiency & Safety Improvements – A RiverLink engagement pod is open for people to pop in to look at information and talk to the project team

Rolleston Access Improvements – Second round of community consultation closed 22 July with initial findings showing the community is mostly supportive of the changes to the plan.

Weedons-Ross Road, SH73 West Melton Improvements – On site blessing on 6 July with representatives from Ngai Te Ruahikihiki ki Taumutu and contractor staff.

Walnut Avenue – Council and community provided with reasons for the project being staged. Working with KiwiRail to mitigate any possible delays to the rail corridor works.

Upcoming Activities

South Auckland Package – Waka Kotahi, AT and KiwiRail planning Communications and Engagement approach, customer touchpoints and immediate tasks, particularly for the Drury projects with pre-implementation funding.

Papakura to Drury – Time lapse video of bridge lifts for northern Park Estate bridge to be curated and released. Joint community information day at Drury on 24 September with other South Auckland projects (Waka Kotahi/ Strategic Growth Alliance / KiwiRail).

Ōtaki to North of Levin – Horowhenua District Council elected member briefing 17 August. Project office open day 18 August.

Melling Efficiency & Safety Improvements – Considering community engagement on the future location of the skatepark within the project area.

SH58 Safety Improvements – A flyer on the design of 2B, Harris Road to Transmission Gully, and project video are being developed to inform the wider community. Looking at the possibility of a Ministerial site visit.

Brougham Street Corridor Improvements – Updated fly-through video following the confirmation of final changes to the plan.

Iwi Engagement & Treaty Partnership

Ngā Pūrongo | Key Themes

He Tirohanga whakamuri kia anga whakamua – *Understanding our past to move into the future*

The next stage of the NZUP iwi partnerships review will involve sharing learnings across Waka Kotahi and project teams to set about next steps for projects to address opportunities they identified. We will also begin to work through the next steps identified in the review at a programme and organisational level.

KiwiRail

We are continuing discussions around Māori outcomes and delivery across both organisations beginning with Māori progressive procurement targets, for example, the targets for the Paerata roundabout projects that are being consented and designed by KiwiRail but delivered by Waka Kotahi. Hui are on-going with the Iwi Engagement Advisor - Upper North Island who will arrange hui with the KiwiRail procurement manager re progressive procurement Māori.

Building cultural capability

We have booked a two day Kaitiakitanga workshop for the Takitimu North Link and SH1/29 project teams in September. We have also booked a Te Tiriti o Waitangi workshop for the Melling, Ōtaki to North of Levin and SH58 project teams on 4 October. Workshops will be co-ordinated and booked across NZUP projects as a continuation from the Kia Tupu workshops delivered in 2021.

Ngā Hīnonga | Projects

Takitimu North Link Stage One: Archaeological Authority appeals – On the 20 of July project representatives met with the first appellant, a member of the Tūpuna Trust. The purpose of the meeting was to listen to their concerns, gain a better understanding of their position, and discuss possible actions to resolve the appeal. Actions were agreed, and the team are making good progress. There are plans to meet with the second appellant, from Pirirakau Inc.

Papakura to Drury – Filming for partnership videos has taken place – the first focusing on wai/water and the importance of stormwater treatment. A draft has been developed, working with the Southern Iwi Infrastructure Group (SIIG) to provide Te Ao Māori perspective. The video has been sent for approval, expected to be issued in early August.

Ōtaki to North of Levin – A “one client” approach being taken with iwi project partners Ngāti Raukawa and Muaūpoko Tribal Authority. Kaimahi from our partners are active within the day-to-day project and have representation on the Project Steering Committee.

Rolleston Access Improvements – Relationship with rūnanga continues to grow via hui and other NZUP engagements.

South Auckland Package – Monthly Iwi Integration Group (IIG) hui to update on programme progress. Initial fortnightly working group hui booked in for 10 August. One-on-one hui with each iwi have been held in July for whakawhānaungatanga / relationship building. The partnership strategy is being jointly drafted. **s 9(2)(g)(i)**

Cultural induction done for Waihoehoe team kick-off meeting. Cultural induction booked in for SH22 team kick-off meeting in August.

O Mahurangi – Penlink – **s9(2)(g)(i)**

There is a staged approach to eventually drop the name Penlink and the Alliance will be referred to as only O Mahurangi.