

- Identify preferred programme April 2017
- Complete Programme Business Case May/June 2017.

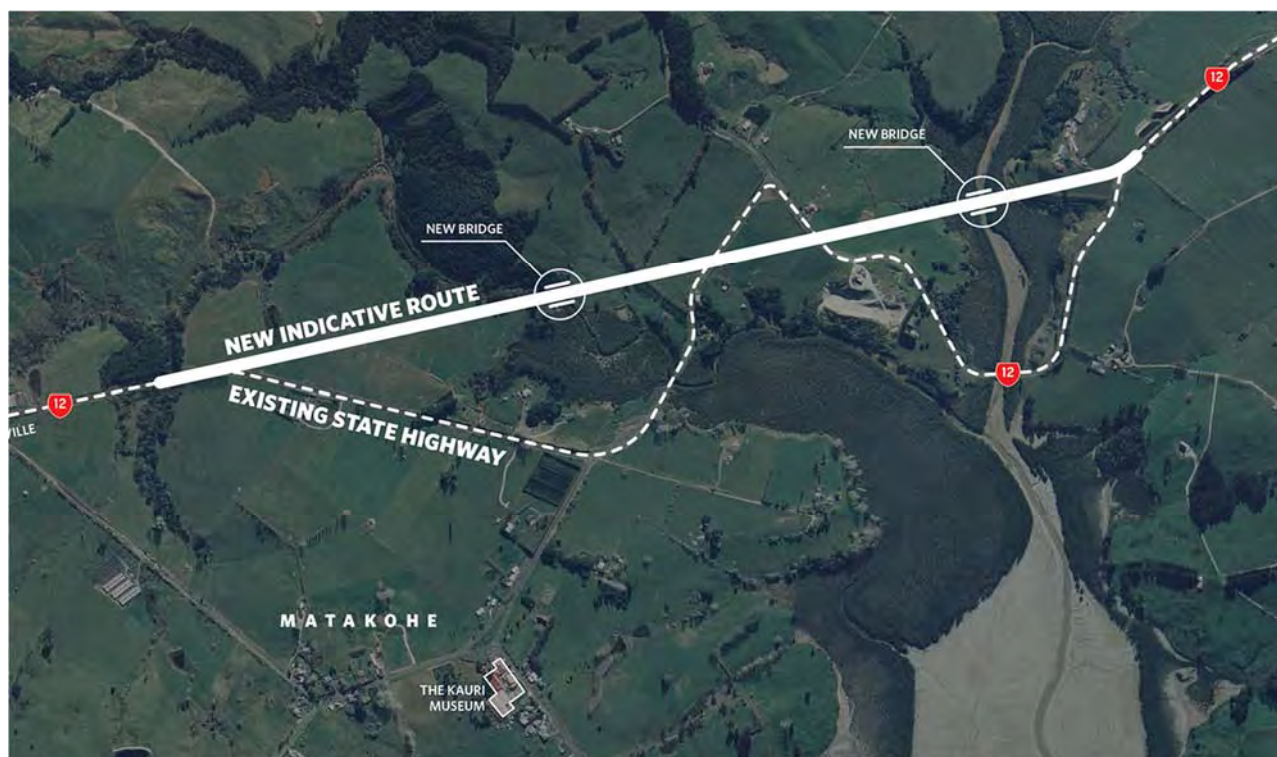
2.2 Progress on current improvement projects

The following is an update on Resilience & Safety Project Status:

- Opononi stage 2 - Emergency works substantially completed.
- SH1 Hautapu slip - Awarded to Fulton Hogan, 50% complete
- SH1 Kaiwaka Speed Indicator Device, start early construction season
- SH12 Mountfield Rd - provision of right turn bays; start early construction season
- SH12 Waipoua Forest slip repairs - anticipated start in new construction season
- SH14 Wheki Valley Drainage Improvements (Hydrotech) - complete,

2.3 Progress on SH12 Matakohe improvements

Further to the open day on 1 August at the Matakohe War Memorial Hall, we are continuing ongoing engagement with stakeholders. Additional geotechnical investigation has been completed. The tender process is underway.



2.4 Progress on SH10 Kaeo and Taipa bridge improvements

Work continues with Northland Regional Council on hydrologic modelling of the Kaeo catchment. Geotechnical investigation for the investigation phase is complete. In the next few weeks the business case and the preferred alignment will be finalised.

Further north in Taipa, engagement with stakeholders and Iwi continues with the geotechnical investigations being completed. The tender process is underway with a short list of two consortia.

2.5 Progress on SH10 Waipapa

The Far North District Council and the Transport Agency continue to work collaboratively together on the Waipapa project. Modelling has recently been completed, with the next steps over the next period identifying a preferred approach.

2.6 Progress on the Akerama Curves realignment and passing lane

The project is now 75% complete! The project is in winter shut down as part of resource consent requirements and will reopen in October. We are working closely with Northland Regional Council to potentially bring the restart earlier.

3. Auckland to Northland

Includes SH1 from Whangarei to Auckland

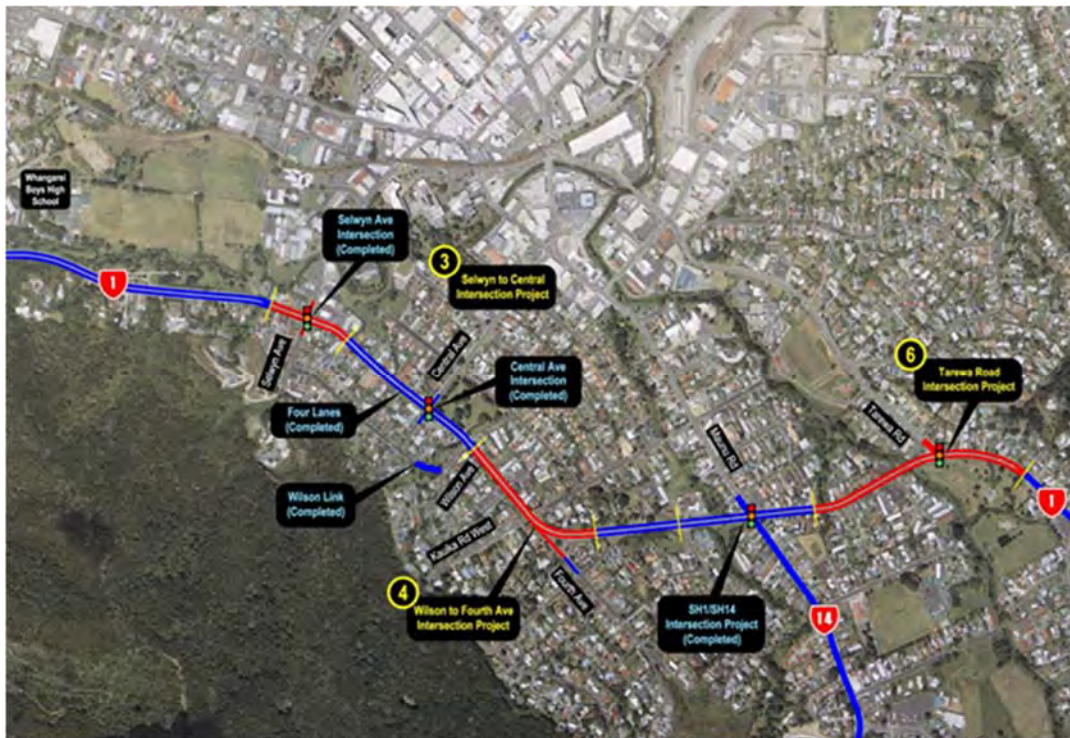
3.1 Progress on the long term corridor plan development

The draft long term corridor plan, which includes all of SH1 between Puhoi and Whangarei, is being presented to the NZTA board in October 2016.

As part of the longer term corridor plan development, a more detailed investigations are underway on the future alignment of the Warkworth to Wellsford section. An indicative route expected to be released for public consultation in November.

Based on technical work and consultation previously undertaken, the route is likely to involve an alignment west of Warkworth and east of Wellsford, with a northern tie in point at or north of Wellsford.

3.2 Progress on the SH1 corridor improvements through Whangarei



Construction is in progress in Kensington, with the second retaining wall 90 percent complete. Key activities for this project include the Kensington Stadium carpark and the footpath construction along Kensington Ave and in front of the stadium. Earthworks have recommenced as weather has allowed. Approximately 40,000 plants have been planted.

Improvements to SH1 'Saleyard corner' and SH14 hospital entrance (installation of signals) are scheduled to start in the next months.



3.3 Progress on the SH1 Brynderwyn Hills North improvements

These much-needed safety improvements are nearing completion. Retaining walls have been completed, and new lanes have been open since September.

3.4 Progress on Road of National Significance, Pōhoi to Warkworth

On 1 August the Agency has announced the appointment of Northern Express Group (NX2) as the preferred bidder for the Pōhoi to Warkworth project. Northern Express Group comprises firms with considerable experience in the design, construction, finance, maintenance and management of key infrastructure projects. The consortium members are:

- Accident Compensation Corporation
- HRL Morrison & Co Public Infrastructure Partners
- Acciona Concesiones S.L.
- Fletcher Building Ltd
- Acciona Infrastructure Australia Pty Ltd
- The Fletcher Construction Company Ltd
- Higgins Contractors Ltd.

We are now entering into contract negotiations with NX2 and, subject to successful contract negotiations, a Public Private Partnership PPP contract for the project will be awarded at the end of October 2016) for the financing, designing, constructing, managing and maintaining of the new Pōhoi to Warkworth motorway. Construction should then start without delay in December or January, with an opening of the new road scheduled for 2022.

4. Northland Inland Freight Route

Includes SH1 from Kaitaia to SH15, and SH15 to NorthPort

4.1 Progress on the Loop Road to Smeatons Hill improvements

Subsequent to the consultation a preferred option has now been confirmed, and land designation and consents will be sought by 2018. The preferred option includes:

- A single lane roundabout at Loop Road (North)
- Closure of Loop Road (South)
- Safety improvements at Portland Road intersection

Future parallel links between Portland Road and the roundabout at Loop Road (North) are still being investigated as part of the long term SH1 corridor planning.



Indicative design- Loop Road (North)



Indicative design- Loop Road (South),
Portland Road

5. State Highway Maintenance and Operations

Includes all the State highways in Northland and northern part of Auckland

5.1 Recognition for the team

There has been great work done by the team involved for Waipoua Forest Sanctuary. Kaylee Wilson has pulled together a great submission for the NZTA 2016 GEM Award for 'Protecting the Environment' and won the award against strong competition from across NZ!

The 'GEM' (Going the Extra Mile) is an award open to NZTA contractors to celebrate and recognise the those who have gone the extra mile in delivering for customers by achieving great results on behalf of NZTA when undertaking their activities. We are very proud that our Northland team, and in particular our local iwi partner, has received such national recognition.

5.2 Operational Performance

Northland (and north Auckland) SH maintenance has received an 'Outstanding' rating for 2015/16, and overall we continue to meet the Operational Performance Measures (OPMs) target. This target is set to achieve the correct level of service for each road around areas including pavement defects, litter, drainage, traffic management etc.



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There has also been a significant reduction in the percentage of night time road crashes. This is a lag indicator that the maintenance works on road markings/delineation is being carried out very effectively.

5.3 Explaining the maintenance lifecycle to customers and citizens

It is timely, as it is at the start of the construction season, that we again outline to our communities the process for planning, prioritising and undertaking pavement maintenance works.

At the end of winter the network will be showing need of pavement improvement works and we all receive a lot of comment that roads are 'in need of repair'. The quick answer is that most non-urgent work is delayed to summer season as conditions are much more favourable for sound and longer lasting pavement repairs.

The following pavement repair process is used so that we get national consistency, value for money and a good outcome.

1. *Planning starts with understanding out asset. We monitor and record defects in the corridor so we can make evidenced based decisions on where we need to carry out the 3 following activities:*
 - *Pavement Repairs – localised treatments*
 - *Resurfacing*
 - *Pavement Rehabilitation – rebuilding the road structure to achieve a 25 year life*
2. *Pavement Rehabilitation and Resurfacing is planned 18 months in advance (there is a Forward Works Program for 10 years).*
3. *There are some sections of road that, due to timing of the works, requires more pavement repairs over winter before the works are carried out.*
4. *We endeavour to carry out all our works in the warmer months due to getting a better quality outcome.*
5. *When we carry out resurfacing generally this involves sweeping the road of loose detritus for a few days after.*
6. *When we carry out Pavement Rehabilitation 1 year later we will carry out another resurfacing over the top to ensure that the surface is waterproof.*
7. *There are other sections of the road that just require the odd pavement repair and these will be generally isolated small repairs that also need to be carried out during the warmer months.*

6. National Land Transport Fund: Investment highlights

6.1 Opening of the Onerahi Cycleway

Cycling is a Government priority for both transport and as a means to support regional economic development through tourism. Whangarei District has been a national leader in providing walking and cycling opportunities, and NZTA has been very pleased to be able to co-investment with the Council in several schemes.

The Onerahi Riverside Shared Path delivers a safe connection for pedestrians and people on bikes along the route between Onerahi and Whangarei's city centre, and Stage 1 was opened to users last month. The total project cost was \$1.5m (\$0.8m NLTF funding and \$0.7m local funding). Stage two will involve construction of three new shared path bridges adjacent to existing road bridges to replace narrow clip on bridges; these are planned for 2018-2021.





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This is one of the three primary routes currently in delivery on the Whangarei cycleway network - which when complete will include the new Kamo and Raumanga/Maunu routes.

7. Looking after our people

7.1 Supporting driver licensing initiatives for higher risk young drivers

The Community Driver Mentor and Learner Programmes have been funded from the Community Road Safety Fund managed by NZTA. The Transport Agency has been transiting these programmes to the communities they serve.

In Northland from 1 July 2016, NZTA has partnered with People Potential, a youth training provider, to run this programme in Whangarei.

People Potential is also making use of the Community Road Safety Fund to support a number of local learner drivers on a Defensive Driving Programme to help them achieve their full licence in a shorter period of time.



8. Listening and sharing

8.1 Media

Proactive releases were issued through August and September regarding the appointment of the Northern Transport Alliance Manager; the resuming of the road maintenance programme across Northland due to warmer drier weather, road improvements at Waihopo and Brynderwyns and Akerama winter shut down due to resource consent requirements.

8.2 Iwi engagement

Over the last two months the Agency has continued to engage with iwi of Te Taitokerau by forming strategic relationships with five Northland Iwi from the far north to Tamaki Makaurau. The meetings have been at a Rangatira to Rangatira level including Governance, Management and Kaumatua.

8.3 Upcoming consultation: Twin Coast Discovery corridor plan and SH10 Kaeo and Taipa

In October, the team will be holding Public Open days on Taipa and Kaeo during the week of the 10th October 2016. During this time information will also be available for the public on the Twin Coast Discovery.

8.4 Upcoming consultation: RoNS: Warkworth to Wellsford section, future alignment

As noted above in 3.1, subject to Board approval in October, public consultation on the Indicative Route for the Warkworth to Wellsford section of *Ara Tuhono Puhoi to Wellsford Road of National Significance* is scheduled for November.

