

# Transport Services Funding Decisions

## November 2023

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New Zealand Government

## 1. SH1 Brynderwyn Hills Recovery Works (1/2)

### **Purpose:**

To secure funding and approval to proceed with the repairs of the SH1 Brynderwyn Hills as part of the Northland Recovery Works.

### **Reason for inclusion:**

Business rules require the \$61m funding to be approved by the Board.

The implementation methodology requires a SH1 closure that will be of significant external interest.

### **Background**

- Damage from Cyclone Gabrielle and the extreme weather events of 2023 left SH1 through the Brynderwyn Hills fragile with high risk of failures.
- The response to date opened the road in the short term while further investigations scoped 44 interventions required to restore the road back to its pre-event level of service.
- \$61m, together with an 8-week full SH1 closure with a subsequent 12-month (two-way traffic, one southbound and one northbound lane under traffic management) construction period, is required for these recovery works. It is not possible to perform the repairs without the initial full closure due to space constraints and areas where the road has been completely undermined.
- This section of SH1 is a lifeline route to Northland with detour route limitations. As such, careful planning and network management considerations are required.
- In September 2023 the Waka Kotahi Value Outcome and Scope Committee (VOS) endorsed commitment to the works. An initial \$15m for four months to support urgent enabling work and the planning required was approved by the Chief Financial Officer, on the condition Board approval would be sought for the full \$61m (inclusive of the \$15m).
- In October 2023 the Northland Regional Transport Committee (RTC) met with Minister David Parker and tabled their thinking around possible alternative alignments for a SH1 bypass along this section.
- Minister Parker requested Waka Kotahi assess the RTC options. The RTC are of the view that no further investment should go into repairing SH1, but instead these funds should be diverted into building their alignment option, which in their view would be done faster and cheaper. We will be commencing this assessment in November.
- This funding is needed now to enable the balance of emergency repair works to proceed in order to return the road to its pre-event condition.

## 1. SH1 Brynderwyn Hills Recovery Works (2/2)

### Decisions for noting

It is recommended the Board:

- **Approves** \$61m from the approved Crown appropriation for state highway recovery to fund restoring the SH1 Brynderwyn Hills to its pre-event level of service.

### Affordability

- After a quantitative risk assessment and peer review was concluded the collaborative team of contractors, designers, iwi and Waka Kotahi estimated that \$61m (P80) will be required for the 44 interventions, which include creating more space, all repairs, and preventative work. This includes \$12m contingency.
- This will be funded from the Crown appropriation approved in July 2023 as a result of which \$506m is available for state highway recovery (noting separate \$15m for Bailey Bridges).
- In conjunction with the requirements to fund other state highway recovery activity, there is a significant risk that the appropriations approved to date are insufficient to meet the full costs of state highway recovery. In this case, if additional Crown funding were not approved, the NLTF (predominately state highway improvements) would need to fund any shortfall reducing funding intended for other improvements planned in 2024-27.

### Risks and mitigations

- The main risks are network disruption and further failures. To manage disruption we will schedule work between Waitangi Weekend and Easter, and focus on detour routes, early engagement and communications, and mobilising adequate resource. To mitigate further failures we will review technical solutions, focus on creating space, and undertake further drilling and investigation.