

Proactive Release

This document is proactively released by Te Manatū Waka the Ministry of Transport.

Some information has been withheld on the basis that it would not, if requested under the Official Information Act 1982 (OIA), be released. Where that is the case, the relevant section of the OIA has been noted and no public interest has been identified that would outweigh the reasons for withholding it.

Listed below are the most commonly used grounds from the OIA.

<u>Section</u>	<u>Description of ground</u>
6(a)	as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government
6(b)	as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by <ul style="list-style-type: none"> (i) the Government of any other country or any agency of such a Government; or (ii) any international organisation
6(c)	prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
9(2)(a)	to protect the privacy of natural persons
9(2)(b)(ii)	to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
9(2)(ba)(i)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public
9(2)(ba)(ii)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest
9(2)(f)(ii)	to maintain the constitutional conventions for the time being which protect collective and individual ministerial responsibility
9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(h)	to maintain legal professional privilege
9(2)(i)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities
9(2)(j)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

In Confidence

Office of the Minister of Transport

Cabinet Economic Policy Committee

Request to use a section of State Highway One for film production

Proposal

- 1 This paper provides information, consistent with the no-surprises convention, about a request that the NZ Transport Agency (the NZTA) has received from a film company to film on the state highway network and how the NZTA is considering the request.

Background

- 2 s 9(2)(i), s 9(2)(ba)(i) has approached the NZTA seeking permission to use a section of State Highway One between Johnston Hill Tunnel and the Northern Gateway toll road for a nationally significant film production s 9(2)(i), s 9(2)(ba)(i). A map of the relevant section of State Highway One is provided in Appendix one.
- 3 The proposed dates for filming are Monday 14 October to Thursday 17 October 2024 (up to four days) and State Highway One would be closed to traffic while filming is underway. The proposed dates and times are negotiable.
- 4 The Company has advised that it is prepared to meet the costs associated with their request, including any loss in toll revenue.
- 5 The NZTA is responsible for the operation of the state highway network including considering requests for access to use state highways for non-traffic related purposes. The NZTA holds the delegation to close parts of the state highway network.
- 6 This is not the first request to conduct filming on the State Highway network in Auckland. However, this is the first request specifically seeking complete closure of the State Highway One – north and south bound lanes – north of Auckland. It also comes after a period time where Northland has experienced significant disruptions while the Brynderwyns section of State Highway One was upgraded.

Key considerations

- 7 A full impact assessment is still required for the proposed detour route.
- 8 Key considerations include:
 - 8.1 The travel time delays that are likely to occur and whether these are acceptable. Orewa residents and regular users of State Highway One between Orewa and Warkworth will be most impacted. Current estimates of traffic delays are in the order of 40 to 90 minutes depending on time and direction of

travel. Road users would be informed of the potential delays and encouraged to plan their journeys if the road closure goes ahead. Please see Appendix 1 that outlines two options for possible detour arrangements.

- 8.2 Condition of the detour route and ability to accommodate a large increase in traffic volumes, especially heavy vehicles. The route between Orewa and Puhoi is where residents will be most impacted due to large increases in traffic volumes and the fact that the route has been modified to accommodate the urban growth of Orewa (e.g. more traffic lights).
- 8.3 The impact on road users and how best to communicate with affected users if the road closure goes ahead. The Northland region has already experienced significant traffic delays through to Auckland while the Brynderwyns section of State Highway One was upgraded and more disruption may not be well received.
- 9 Other considerations include risk of crashes and contingency plans for managing such events, impact on emergency response times and whether any other events / capital works that are scheduled to occur during the closure period.
- 10 If the request is approved, the costs of the road closure would be passed onto the Company. This includes foregone toll revenue, costs related to traffic management plans, commercial costs associated with the road given it is a Public Private Partnership, and if required, any damage to the road or assets.

Work completed to date on the request

- 11 The NZTA is working through the request and to date has:
 - 11.1 been working with Company representatives on the development of a traffic management plan for the duration of filming
 - 11.2 completed an initial traffic impact assessment including identifying the best detour route that causes the least amount of disruption to road users
 - 11.3 engaged with the Auckland Transport Operations Centre and Auckland Transport to get their input and their expectations to secure their endorsement of a closure.

Other matters

- 12 The following comment has been provided by the Ministry of Business, Innovation and Employment and the New Zealand Film Commission:

s 9(2)(i), s 9(2)(ba)(i)



s 9(2)(i), s 9(2)(ba)(i)



Next Steps

- 13 The NZTA will keep me informed of progress and its final decision. The NZTA currently expects to make a decision by mid-September 2024.

Cost-of-living Implications

- 14 There will be an impact on those who regularly use the closed part of the State Highway. This will be brief (i.e. four days), however the magnitude of impact on cost of living will vary across the community and businesses. The impact can be mitigated to a large degree through effective communication with affected users and an appropriate traffic management plan.

Financial Implications

- 15 There are no direct financial implications associated with this paper. If the request is approved, the costs of the road closure would be met by the film company.

Legislative Implications

- 16 No new legislation is proposed nor changes to existing legislation.

Impact Analysis

- 17 A regulatory impact statement is not required for this paper.

Population Implications

- 18 There are no specific implications as a direct result of this paper.

Human Rights

- 19 This paper is consistent with the New Zealand Bill of Rights Act 1990 and the Human Rights Act 1993.

Use of external Resources

- 20 No external resources were engaged in the preparation of this Cabinet paper.

Consultation

- 21 Consultation was not required for the preparation of this Cabinet paper.

Communications

- 22 The NZTA will prepare a communication plan if the request is approved and the road will be closed.

Proactive Release

- 23 This paper will be proactively released, subject to redaction as appropriate under the Official Information Act 1982.

Recommendations

The Minister of Transport recommends that the Committee:

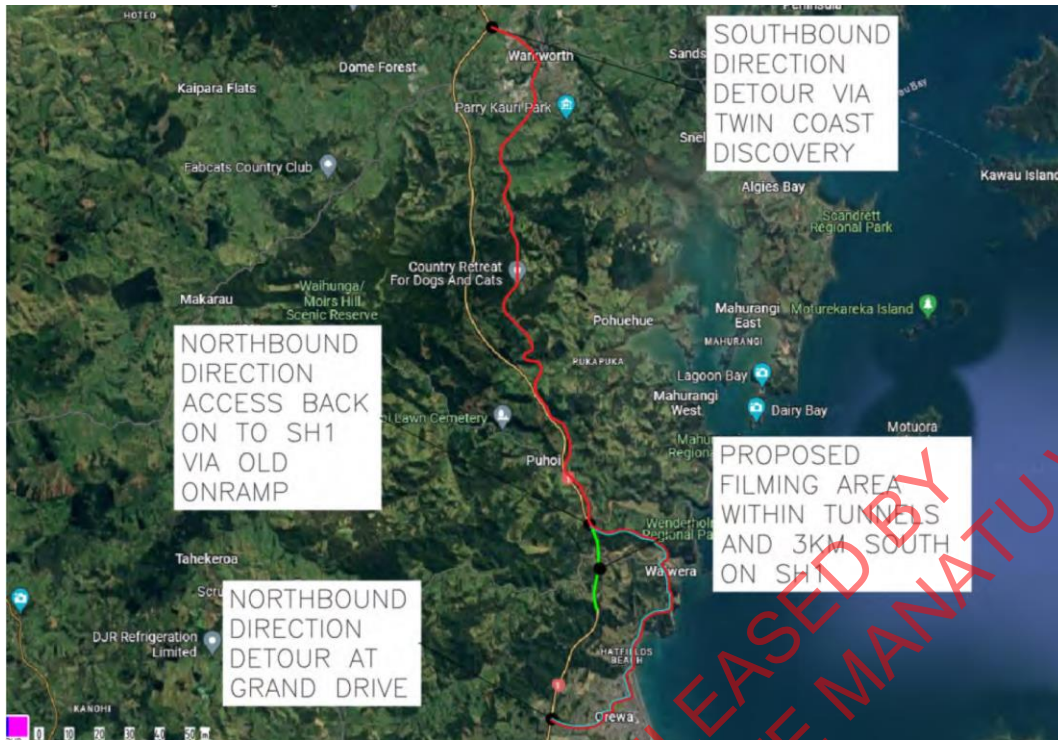
- 1 **note** that the NZTA has been approached by a film company to close State Highway One between the Johnston Hill Tunnel and the Northern Gateway Toll Road for a period of four days in October 2024;
- 2 **note** that the NZTA holds the delegation to make decisions on state highway closures;
- 3 **note** that the NZTA is currently working through the film company's request and expects to make a decision in mid-September 2024.

Authorised for lodgement

Hon Simeon Brown

Minister of Transport

Appendix One - Proposed Detour and potential alternative



The film company's proposed detour.

Northbound for all traffic to detour off at Orewa and then follow the old State Highway One through Waiwera to Warkworth. This is estimated to add up to 60 minutes to travel times depending on delays at the Orewa interchange and through Orewa and then joining SH 1 at Warkworth.

Southbound traffic will be detoured onto the old State Highway 1 through Warkworth down to Waiwera and then back on SH 1 Orewa interchange.

ASM SH1 Closure - Northbound



Fig 1. Decommissioned ramp for detour use shown in dashed-yellow line.

ASM SH1 Closure - Southbound



Fig 2. Emergency ramp constructed by PPP to be used as detour/point of closure in dashed/yellow line.

An alternative detour route to the one propose by the film company is shown above and would enable traffic to get back onto SH 1 Puhoi to Warkworth earlier.

Northbound traffic would follow the same detour route being all off at Orewa, going through to Waiwera and using the old ramps / emergency ramps as per Fig.1 from the Puhoi to Warkworth road could save approximately 10min off the delay due to not traveling the old State highway 1 and through Warkworth.

Southbound traffic will stay on SH 1 and travel down the Puhoi to Warkworth road and then exit using an emergency ramp as per Fig. 2 and then would travel through Waiwera through to Orewa and join back onto SH 1.

This option will need some physical works to be completed to the emergency ramps and negotiations with the PPP.



Cabinet Economic Policy Committee

Minute of Decision

This document contains information for the New Zealand Cabinet. It must be treated in confidence and handled in accordance with any security classification, or other endorsement. The information can only be released, including under the Official Information Act 1982, by persons with the appropriate authority.

Request to Use a Section of State Highway One for Film Production

Portfolio Transport

On 21 August 2024, the Cabinet Economic Policy Committee:

- 1 **noted** that the New Zealand Transport Agency (NZTA) has been approached by a film company to close State Highway One between the Johnston Hill Tunnel and the Northern Gateway Toll Road for a period of four days in October 2024;
- 2 **noted** that NZTA holds the delegation to make decisions on state highway closures;
- 3 **noted** that NZTA is working through the film company's request and expects to make a decision in mid-September 2024.

Rachel Clarke
Committee Secretary

Present:

Rt Hon Winston Peters
Hon David Seymour
Hon Brooke van Velden
Hon Nicola Willis
Hon Chris Bishop
Hon Simeon Brown
Hon Erica Stanford
Hon Louise Upston
Hon Judith Collins KC
Hon Paul Goldsmith
Hon Todd McClay
Hon Tama Potaka
Hon Casey Costello
Hon Melissa Lee
Hon Chris Penk
Hon Penny Simmonds
Hon Andrew Bayly
Hon Mark Patterson
Simon Court MP
Jenny Marcroft MP

Officials present from:

Office of the Prime Minister
Office of Hon Simeon Brown
Office of Hon Erica Stanford
Office of Simon Court MP
Officials Committee for ECO



Cabinet

Minute of Decision

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Report of the Cabinet Economic Policy Committee: Period Ended 23 August 2024

On 26 August 2024, Cabinet made the following decisions on the work of the Cabinet Economic Policy Committee for the period ended 23 August 2024:

Out of Scope

ECO-24-MIN-0166

**Request to Use a Section of State Highway One for
Film Production**
Portfolio: Transport

CONFIRMED

Out of Scope

Out of Scope



Rachel Hayward
Secretary of the Cabinet

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MINISTRY OF TRANSPORT TE MANATU WAKA