

MINISTERIAL BRIEFING NOTE

Subject	Ngā Ūranga ki Pito-One section of Te Ara Tupua – Start of construction celebration
Date	21 December 2022
Briefing number	BRI-2687

Contact(s) for telephone discussion (if required)				
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Action taken by Office of the Minister

- ☐ Noted
- ☐ Seen by Minister
- ☐ Agreed
- ☐ Feedback provided
- ☐ Forwarded to
- ☐ Needs change [please specify]
- ☐ Withdrawn
- ☐ Overtaken by events

Hon Michael Wood – Minister of Transport

NGĀ ŪRANGA KI PITO-ONE SECTION OF TE ARA TUPOA – START OF CONSTRUCTION CELEBRATION

Purpose

1. This briefing provides you with information about the Ngā Ūranga ki Pito-One section of the Te Ara Tupua Alliance, prior to the start of construction event on Thursday 16 February 2023 from 9:00am to 10:00am.

Project funding and costs

2. The total project cost is \$311.9M, with the following split of cost share:
3. Waka Kotahi (National Land Transport Fund) – \$304.9M, Greater Wellington Regional Council - \$2M, Wellington City Council - \$5M. Hutt City Council is a partner in this project despite not contributing funds directly.

Project features

4. The Ngā Ūranga ki Pito-One section of Te Ara Tupua is creating a resilient connection for all modes of transport between Wellington and Lower Hutt. It is the central link in a programme of walking and cycling paths between central Wellington and central Lower Hutt and is one of two harbour-side paths being delivered by the Te Ara Tupua Alliance.
5. Key features of the Ngā Ūranga ki Pito-One construction include:
 - 4.5km long, 5m wide resilient connection from the Ngā Ūranga interchange to Honiana Te Puni Reserve in Petone, alongside 3.3km of new coastal defences protecting the road, rail, and new shared path.
 - Connections with other projects towards central Wellington and towards central Lower Hutt, and with local networks within the two cities. The link to Wellington is provided through the Thorndon Quay and Hutt Road project, delivered as part of Let's Get Wellington Moving. The project also links to central Lower Hutt through the Petone to Melling, and RiverLink projects.
 - The shared path and the new coastal edge will be constructed from yards at the north and south, and two temporary wharves midway along the project at Karanga Point (close to the petrol station on SH2), and at Piki Wahine (near Ngā Ūranga). The coastal edge includes some vertical seawalls (at gravel beach locations), and revetments – sloping armoured banks – some made of concrete armour units, and some made of natural rock quarried in Golden Bay.
 - To support construction of the Ngā Ūranga ki Pito-One project, the construction team will establish a construction yard on the west side for site offices, and storage of machinery and materials. The west side of the Reserve area will be closed to the public from early 2023, through to the completion of the project, expected to be in 2026.

- Other works at Honiana Te Puni Reserve will provide an iwi presence on the Taranaki Whānui iwi-owned Reserve land, during and after the construction of the project. These include the Tawharau Pods as well as culturally designed public art pieces.
- Wellington Rowing Association and Wellington Water Ski Club, who are currently located in the west side of Honiana Te Puni Reserve will share a new club building on the east side of the Honiana Te Puni Reserve, which is expected to be completed in late 2023. The new building means the clubs can continue to be based in the Reserve during construction of the pathway and into the future. Their existing premises are within the area that will become a construction yard.
- The project will be constructed over approximately three to four years, and main construction is expected to begin in the 2023 summer. Early construction work includes establishing the yards, the temporary wharves and enhancing the eastern end of Honiana Te Puni Reserve.

6. Features of Tawharau Pods to be opened at this event include:

- Tawharau Pods have been established on the eastern side of Honiana Te Puni Reserve, as one of the first items of work delivered by the project.
- The pods are small relocatable buildings and will be shifted from the east side of the Reserve to the west side (close to the main shared path route), on completion of the path in 2026.
- The Tāwharau Pods will initially be used during construction of the wider project as a Te Ara Tupua project information centre, and a carving studio for iwi Māori artists who will work on cultural design elements of the project.
- Following the wider project's completion, they will be used by Taranaki Whānui for purposes to be determined in future by the iwi.

7. The image below shows the Tāwharau Pods in their later location, on the west of Honiana Te Puni Reserve:



Project benefits

8. Key benefits of the Te Ara Tupua project include:

- The project will improve resilience of the existing road and rail infrastructure by providing significantly improved coastal defences between Ngā Ūranga and Pito-One. These will be less prone to damage in storms.
- It will enable significant uptake of walking and cycling to the community by providing a new resilient path connection between Wellington and Lower Hutt where no safe route currently exists.
- This project is being delivered in partnership with Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira. The outcomes of this partnership include sharing the Tupua narrative and local history through the project design, and the creation of skills, training and procurement opportunities for uri (descendants) of the two iwi through the project's delivery.
- The project supports Aotearoa New Zealand's shift to a low carbon economy with net-zero emissions by 2050.

Project context

9. Te Ara Tupua is the vision to create a pathway between Wellington and Lower Hutt and around Te Whanganui a Tara. The connection between Wellington and the Hutt includes four projects: upgrades from Thorndon Quay and Hutt Road, Ngā Ūranga ki Pito-one, Pito-one to Melling, and shared path delivered as part of RiverLink. The name Te Ara Tupua was gifted to the project by Te Atiawa Taranaki Whānui.
10. The Ngā Ūranga ki Pito-One section is being delivered by Te Ara Tupua Alliance. The Alliance is made up of Waka Kotahi, Downer NZ, HEB Construction, and Tonkin + Taylor. Hutt City Council's project to build Tupua Horo Nuku Eastern Bays Shared Path is also integrated with the Alliance.

Key messages

11. Key messages include:

- The Ngā Ūranga ki Pito-One section of Te Ara Tupua will create resilient connections for all modes of transport (rail, road, cycling and walking) between Wellington and the Hutt by providing a new, stronger coastal edge and a new harbour-side path.
- With no safe existing cycling or walking routes between Wellington and Lower Hutt, the new route will provide a safe and attractive connection between the cities. This will give people more options for getting around and help us achieve our goals of reducing carbon emissions.
- By 2030, we estimate that people will be making over 2000 trips by bike on the path each weekday, as well as 725 walking or running trips and around 160 trips on e-scooters or other devices. Recreational use will see even more people walking, running, and enjoying the path at weekends.
- The project will help make the existing links between Wellington and the Hutt Valley – the rail line and State Highway 2 – more resilient, by significantly improving the coastal edge

protection with new seawalls and revetments (sloping embankments designed to disperse waves). Historically, damage from storms has caused extensive disruption.

- Among the first changes at Honiana Te Puni Reserve will be the construction of the Tāwharau pods on the east side of the Reserve.
- The construction of the Tāwharau Pods at Honiana Te Puni Reserve is a key milestone for Taranaki Whānui with the regeneration of iwi physical presence on iwi owned land. The name tāwharau means shelter.

Delivered in close collaboration with KiwiRail to ensure safe and efficient operation of both construction activity and train movements in a constrained space.

You have received the following briefings on this subject:

- BRI-2513, Te Ara Tupua Project Update, 23 June 2022
- BRI-2533, Te Ara Tupua Alliance Contract Signing Ceremony, 20 July 2022
- MIN-3908, Reallocation of NZ Upgrade Programme funding to support Ngauranga to Petone Cycleway – Follow up to BRI-2513, 22 July 2022

Other matters

12. It is important to note the significance of the site to Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui), one of the two mana whenua partners for the project (along with Ngāti Toa Rangatira). Honiana Te Puni Reserve was returned to their ownership in 2009, as part of the Treaty claims settlement process. Partnership between Waka Kotahi and Taranaki Whānui has enabled the Reserve to be used as part of the construction, alongside enhancements such as the pods. The event will include a welcome from Taranaki Whānui.
13. Community disruption particularly to users of the Reserve is a risk, with limited carparking, public access, dog walking and cycling space during construction. This is being mitigated by early communications and engagement, followed by regular updates for stakeholders.

Ministerial event details

14. The event will be located at Honiana Te Puni Reserve.
15. Speeches and a ribbon-cutting ceremony for the pods building will take place.

Key attendees to acknowledge

16. The key attendees invited for the ribbon-cutting ceremony include the following:
 - Mayor of Wellington, Tory Whanau
 - Mayor of Lower Hutt, Campbell Barry
 - Local Board and Ward Councillors
 - Nicole Rosie, Waka Kotahi Chief Executive
 - Daran Ponter, Chair of Greater Wellington Regional Council

- Mana whenua steering group chair, s 9(2)(a), and members from Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa Rangatira
- Management and staff from KiwiRail

Media

17. We expect some local and national media interest.

It is recommended that you:

18. Note the contents of this briefing.



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Emma Speight

Director Regional Relationships

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Hon Michael Wood, Minister of Transport

Date: 2022

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