

Cyclone Gabrielle Recovery Activity

Minister's Weekly Update

23 June 2023



Waka Kotahi three phase response to the impacts of Cyclone Gabrielle

Phase	Description	Current state
One: Emergency Response	Open temporary emergency access and lifelines to affected and isolated communities. Some customer access is likely to be restricted, for example, freight.	State Highway 25A in the Coromandel is the only part of the network that is still closed due to damage caused by Cyclone Gabrielle.
Two: Providing access for communities	Once lifeline connections are established, start to lift the level of service to support community access. This includes assessment, stabilisation, minor works and some maintenance.	A full assessment is commencing on all corridors that were affected. Maintenance and Operations teams are continuing to repair at-risk sites, while rebuild strategic planning is underway.
Three: Rebuild and betterment for the long term	Undertaking permanent rebuild alongside our partners.	Strategic Planning is underway for three regions— Northland, Coromandel and East Coast – and is expected to be completed by July 2023.

Road status - Key operational progress updates

Overall



RAG status (arrow) colour shows status and the arrow direction shows change from the last report.

Northland

- **State Highway 1, Mangamuka**, permanent works are progressing well with the installation of piles starting from the outermost slips, working their way towards the summit.
- **State Highway 1, Brynderwyns**, D4 is all completed and has returned to 80 km and other works progressing well.
- Works are progressing well on **State Highway 1, Dome Valley**.

Coromandel

- Physical works continue on the under slip on **State Highway 25, Opoutere-McBeth**. Pavement laying has now commenced. The road is now open to six and eight wheel vehicles, with full access expected to be restored by late-June 2023.
- **State Highway 25A, Kopu to Hikuai**, remains closed to all vehicles until further notice.
- **State Highway 25A Taparahi bridge**. We are working with the preferred tenderer (a joint venture between McConnell Dowell and Fulton Hogan, supported by Beca and Tonkin and Taylor), with work expected to commence on the ground later in June 2023. Letters of intent have now been issued. Orders have placed on some long lead items to help the team move with speed. Timelines for construction will be confirmed in due course. Additional resilience and maintenance work will be undertaken within the corridor while the bridge is being constructed.

Road status - Key operational progress updates

Overall



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Tairāwhiti

- The **Hikuwai Bailey bridge** was blessed on 14 June 2023, and opened at 8am on 15 June 2023. This is accessible for all vehicles up to 50 tonnes where permitted.
- **State Highway 35** remains open, with a bypass road past the **Mangahauini Gorge**. The network remains fragile, and we continue to monitor for any changes with weather events.
- Foamed bitumen stabilisation¹ pavement work on **State Highway 2, Waioeka Gorge**, has not progressed over the past week due to poor weather. The forecast the coming week is also not looking favourable.

Hawke's Bay

- **State Highway 2, between Napier and Wairoa** is open and functioning well. Traffic management is in place and recovery works continue throughout the corridor.
- Emergency works along **State Highway 5** continue to progress. The two major drop outs near Elands and Glengarry will be repaired by the end of July 2023.

¹Foamed bitumen stabilisation (FBS) involves in situ stabilisation of pavement materials with bitumen as the primary binder. The process is used to improve the strength of granular materials, while retaining a flexible pavement. The advantage of FBS is that it's more resistant to moisture once compacted and it can be opened to traffic much earlier than cement bound products.

Recovery milestones, events, and initiatives

Updated – 21 June 2023

Region	Type	Site/project	Information about the milestone, event or initiative	Timing
Northland	Milestone	SH1 Mangamuka Gorge	After significant damage in August 2022, permanent repairs completed, and the road will be reopened.	May 2024
Hawke's Bay and Tairāwhiti	Milestone	East Coast Recovery	Signing of the agreement between all parties for a full collaborative delivery model (alliance).	11 July 2023
Coromandel	Milestone	SH25A	SH25A bridge construction blessing	Late June 2023

East Coast Recovery Alliance / strategic planning

East Coast Recovery Alliance

- We are continuing to work through the recruitment process for the Alliance Management Team (AMT) roles
- Over the coming months we will complete a request for proposal (RFP) process for Professional Services organisations to join the design sub-alliance as founding partners, with the aim to advise preferred suppliers in early August 2023. Following that there will be a subsequent process to procure a second tranche of professional service providers, focused on local providers.
- We are providing East Coast and Tararua-based Mayors and Chief Executives with an update on Alliance progress via an online hui over the next week.

Strategic Recovery Framework

- The Resilience Strategic Approach planning activity that is underway for Northland, Coromandel and the East Coast is aligned to the Waka Kotahi draft Strategic Recovery Framework. It guides the overall approach to recovery from disruptions, such as severe weather, and supports improving resilience. The framework will also help identify the appropriate level of service required for the corridors and long-term access requirements. The framework is currently under development and future engagement is planned. Note that while we looking at determining levels of service, we will undertake thorough engagement with iwi, local councils and other key stakeholders on how we go about achieving those levels of service and broader outcomes - including social, cultural, environmental and economic.
- We are aiming to have indicative costs for rebuild options across all three regions by the end of June 2023.

East Coast - Tairāwhiti/Wairoa

- The Tairāwhiti/Wairoa Resilience Strategic Approach has now been completed.
- The project is on track to submit programme options, including recommended programmes and associated budget ranges to the Minister on 23 June 2023, for the 29 June Cabinet paper.
- We are on track to present to the Waka Kotahi Board on 6 July 2023.

East Coast - Hawke's Bay

- Hawke's Bay Resilience Strategic Approach planning is currently in week eight of the 12-week project.
- To meet the 23 June delivery date (ahead of the 29 June Cabinet paper) the team has drafted the strategic and economic cases.
- Preparation for the final governance workshop at the end of June 2023 is underway.

Strategic planning continued

Coromandel / Hauraki

- The project team is now in week eight of the 12-week programme.
- Costs have been estimated and documentation is being completed.
- The third workshop took place this week, with the socialisation of the options across the region being well received.

Whangārei to Dome Valley

- The Whangārei to Dome Valley Strategic Resilience Recovery project is in week seven of the 10-week programme.
- Development of options has been completed, including high level costs and property assessments.

Proactively Released

Regional Resilience Plans

- Regional Councils, through their Regional Recovery Agencies, have completed initial resilience plans. These are continuing to be developed, with further iterations expected towards the end of 2023.
- Waka Kotahi is developing four specific Resilient Strategic Recovery plans, one of which has been completed (Tairāwhiti Wairoa) and three that are ongoing (Whangārei to Dome Valley, Coromandel Hauraki and Hawke's Bay).
 - High level costings for all regions will be provided to Ministry of Transport this week, ahead of next week's cabinet paper.
 - The three ongoing projects are over half way through their programme, and we expect these to be complete by the end of July 2023.
- Local councils are generally supportive of the Resilient Strategic Recovery work, and expect that the preferred programme's being developed will be delivered.
- The expectation is that this work will deliver an appropriate level of service with respects to resilience on the state highway network.
- Many local Councils are advising that they anticipate the costs associated with a full rebuild of their transport network to be unaffordable.
- There are also concerns regarding resource capacity to complete rebuild activity across the various transport networks, and the weather events have exacerbated an existing issue.
- Councils have generally been keen to work with Waka Kotahi during the planning stages, and there has been good collaboration to date.

Recovery handbook

Waka Kotahi has now initiated work to develop a **Recovery Handbook**. This will provide a flexible framework to guide a consistent approach in the future as we transition from the Response phase to Recovery during future events. The Recovery Handbook will look to leverage lessons learned from programmes such as North Canterbury Transport Infrastructure Recovery (NCTIR) locally, and also those in Australia, such as the Queensland Flood Recovery and the New South Wales Recovery Framework. The Recovery Handbook is intended to be scalable, consistent, flexible and able to be utilised across all forms of events in the future.

The programme for the development of the Recovery Handbook will see our team undertaking Subject Matter Expert engagement over July, developing the first draft for review between August and October and reaching finalisation by end of this calendar year.

The Recovery Handbook will be broadly structured in two parts:

- 1) **Recovery Concepts & Framework:** Sets overarching concepts, principles, and context to Recovery.
- 2) **Recovery Functions & Delivery:** Provides and guides specific delivery level considerations and requirements in the context of recovery, from Procurement and Funding and Finance, through to Health Safety & Wellbeing and Resourcing.

Regional engagement

The following is a list of all the engagement undertaken in the Recovery areas over the past week.

Northland

- The second workshop with Te Parawhau, local Councils and the Northland Transport Alliance took place this week.
- We have also engaged with Patuharakeke and Te Uri o Hau regarding the Resilient Strategic Recovery project.
- We remain in regular contact with Councils regarding our work.

Coromandel

- The third workshop took place this week, with local and regional Councils present, along with the Department of Conversation.
- We have met with Ngāti Whanaunga this week
- We have regular engagements with Thames-Coromandel District Council, including weekly check-ins, to ensure we are on track with all deliverables across the recovery and resilience programmes.
- Proactive communication continues on a weekly basis to subscribers via e-newsletter and elected members via council communications, as well as social media posts and vlogs via Waka Kotahi channels. Staff across various central and local government agencies are meeting fortnightly to align messaging. On the ground, community engagement activity is planned to start in mid-2023. The timing allows the team to prepare collateral, providing clarity around the State Highway 25A build methodology and construction programme.

East Coast

- We have engaged in regular hui with the Hawke's Bay Regional Public Sector Directors Meeting and the Tairāwhiti Recovery Executive Group Meeting.
- We have held our regular quarterly hui with Central Hawke's Bay District Council, and separately with the Hawke's Bay Regional Council.
 - The focus of these meetings has been the ongoing response and recovery.
- The Tairāwhiti recovery public sector communications group has been collaborating on a set of centralised recovery-related key messages.

Bailey Bridges

Allocation, provision and build of Bailey bridges continues to be an area of focus. The National Emergency Management Agency hold the responsibility for prioritisation decision making; Waka Kotahi is working with councils and contractors to manage the nominations, provision, and clear communications on expected timeframes and process.

NEMA PRIORITISED BAILEY BRIDGES AND STATUS			
Bridge & Name	Road Controlling Authority	Status	Bailey Bridge Opening
Opoiti Bridge on Tiniroto Road	Wairoa District Council	Bridge installation completed	23 February
Rissington Bridge on Puketitiri Road	Hastings District Council	Bridge installation completed	31 March
Makiekie (Coal) Creek Bridge on Pohangina Road	Manawatu District Council	Bridge installation completed	21 April
SH2 Waikare River Bridge	Waka Kotahi, Hawke's Bay	Bridge installation completed	14 May
Whanawhana Bridge on Whanawhana Road	Hastings District Council	Bridge installation completed	15 May
Moeangiangi Bridge on Waikare Rd	Hastings District Council	OPEN. Still completing works alongside being open.	13 June
SH35 Hikuwai No. 1 Bridge	Waka Kotahi, Gisborne	Bridge installation completed	14 June
Mangatutu Low Level Bridge on Mangatutu Road	Hastings District Council	OPEN. Still completing works alongside being open.	15 June
Ellis-Wallace Bridge on Ellis Wallace Road	Hastings District Council	Temporary access was provided while working through Bailey Design and construction	19 July
Te Reinga Bridge on Ruakitura Road	Wairoa District Council	Existing bridge to be demolished. Staging works to enable demolition and then reconstruction to be installed. Single span Bailey between the staging works to be installed.	Long Term
Hollywood Bridge on Bushy Knoll Road	Gisborne District Council	Mabey Bridge will be used due to span required	TBC
Awatere Bridge on East Cape Rd	Gisborne District Council	Bailey Bridge approved. Bridge access for light vehicles only. Temporary ford crossing open for heavy vehicles.	TBC

Bridge Name	Road Controlling Authority	Reason bailey bridge not required
Arapoanui low level bridge	Hastings District Council	Access established
Dartmoor bridge	Hastings District Council	Access established
Matapiro bridge	Hastings District Council	Temporary access established. Options being confirmed for the permanent structure.
Crownthorpe bridge	Hastings District Council	End of June for access.
Brookfield Bridge	Hastings District Council	Resilience options for determining the outcome.
Te Puna bridge	Hastings District Council	RCA advised that alternative solution was being pursued.
Puketapu bridge	Hastings District Council	Proposing solutions for access, working through design.
Darkeys Spur no.1 bridge	Hastings District Council	Large scale works required
Mclvars culvert	Hastings District Council	Temp access established. Permanent solution initiated for resilience.

Funding update at 21 June 2023

Initial response

Update on funding approvals and amounts claimed:

\$million	Approved as at 12-June-23 (funding allocated for specific activity)	Approved as at 19-June-23 (funding allocated for specific activity)	Change since last week	Claimed as at 12-June-23 (accrued commitments/payments made)	Claimed as at 19-June-23 (accrued commitments/payments made)	Change since last week
Local Roads	201	201	0	142.3	146.8	4.5
State Highways	95.2 (est.)	95.2 (est.)	0	80.5	80.5	0
TOTAL	296.2 (est.)	296.2 (est.)	0	222.8	227.3	4.5

Key Points:

- Waka Kotahi has now approved initial response funding applications from all eight impacted State Highway regions. Indications are that total funding for 2022/23 financial year is likely to be in the vicinity of \$112 million, subject to approval of further requests.
- The largest local roads claims for the period were from Central Hawke's Bay District Council (\$1.3 million), Far North District Council (\$1.1 million) and Whangarei District Council (\$1.1 million).
- A new funding request is currently under review from Kaipara District Council (\$12.4 million), while price level increases are under review from Gisborne District Council (\$39 million), Hastings District Council (\$16.9 million), Napier City Council (\$1.7 million) and Masterton District Council (\$1.1 million).
- Requests from Ruapehu District Council (\$1.2 million) and New Plymouth District Council (\$180,000) still remain in draft but are expected to be submitted in coming weeks. Auckland Transport (AT) has indicated a possible request for an increase of approximately \$5 million.
- Local road approvals display an optimism bias in terms of capacity to deliver. Based on spend to date, it is expected that the actual expenditure in 2022/23 will be in the range of \$160M-\$190 million.

Note: all costs are 2022/23 NLTF share only

Weather events recovery and rebuild communications and engagement overview

WHAT'S HAPPENED: 17 - 23 June



- Continued development of early collateral for full alliance model
- Ongoing key messaging and reporting
- Internal comms for East Coast Alliance
- Hui with Wairoa District Council to update on alliance
- Alliance announcement planning underway
- Fortnightly catch up with East Coast Infrastructure General Managers.

RISKS:

- *iwi/Māori in impacted regions are limited in capacity to engage with government*
- *Resourcing comms and engagement to ensure success during the ongoing recovery and rebuild*



Whangārei to Dome Valley

- Second workshop with Northland Councils, elected representatives and key stakeholders – emerging preferred programme shared
- Treaty partner engagement included a hui with Te Uri o Hau and engagement with Patuharakeke.

Mangamuka Gorge (Ongoing Comms)

- Social media
- Radio interviews
- Monthly e-newsletter; weekly hapū meetings
- Updated drone video + progress images on website
- Direct stakeholder, elected reps + hapū communications



SH25 and SH25A Coromandel

- RSR stakeholder workshop
- Preparations for contract award - media release, collateral updates and e-news ready to go
- Ongoing media/stakeholder site visit prep
- Preparations for site blessing
- McBeth-Oputere comms created, for when road open to full access

RISKS:

- *SH25A contract negotiations and any potential delay to construction programme, expectation management*
- *Ongoing SH25 vulnerability, including speed limits*



Tairāwhiti

- Comms regarding the change in programme for the SH2 asphalt resurfacing work

Hawke's Bay

- The Resilient Strategic Recovery (RSR) project team has presented an update to the SH5 Programme Business Case (PBC) Steering Group
- Ongoing conversations with partners regarding the RSR
- Hawke's Bay e-newsletter #9 releases
- Local Govt / Iwi update by Director Regional Relationships (DRR)

RISKS:

- *Under resourced + stretched iwi when our desire is to work in true partnership*
- *SH2 closures between June and September may be met with negative feedback*

WHAT'S COMING UP: 24 – 30 June



- Hui with East Coast Council Mayors, Chairs and CE's (including Taranaki) to update on alliance model
- Ongoing key messaging and reporting
- Alliance announcement planning continues



- Ongoing comms for Mangamuka Gorge as above
- Engagement planned with Auckland Council, Auckland Transport, as well as briefing Northland Mayors, Chairs and CE's on emerging preferred programme



- Ongoing prep for SH25A contract award
- Comms development and release as required for Oputere-McBeth, SH25 speed limits etc



- Further comms for SH2 asphalt programme
- Ongoing RSR engagements for Hawke's Bay