

MIN-4220 Ngati Porou Crown Taumata, Whakamana Accord Forum

6 June 2023

Provide an update of State Highway 35 works in Te Tairāwhiti, including iwi relations and transport actions from the 2022 Ngati Porou Crown Taumata, Whakamana Accord Forum.

Update of works in Te Tairāwhiti

Key projects 2021-24 – see appendix 1

- SH35 Resilience improvements
- SH35 Passing opportunities
- SH2 Napier to Ōpōtiki HPMV upgrades
- SH2 Waioeka Gorge Resilience
- SH2 Passing opportunities
- SH2 Tahaenui Bridge widening
- SH2 Waikare Gorge
- SH35 Emergency works

SH35 Low-cost low-risk projects

- **Road to Zero - SH35 One lane bridge upgrades**
Installation of Hazard Markers, Electronic Warning Signs, One Lane Bridge Signs, Edge Marker Posts, Vegetation clearance, and the replacement of end terminals at some locations.
- **Tatapouri Hill rock fence**
The rock fence here has significantly deteriorated from rock damage and corrosion so will be replaced and lengthened. Approx 900m³ of large rock will be locally sourced to replace the rock that has been washed away.
- **SH35 Arero Bluff curve easing**
There is a 35km/h curve on a bluff near Arero Road that some trucks have issues negotiating when approaching from opposite directions. Sight benching and curve easing could reduce severity and difficulty trucks experience at this location. Geotechnical investigations are planned to inform a design.
- **SH35 Tatapouri intersection improvements**
Installing a right turn bay here which also involves shoulder re-grading, potential drainage channel re-shaping, re-shaping accessway (that is opposite carpark) and pavement construction etc (allowing for the width of the two ahead lanes, a 3m right turn bay and adequate shoulder widths). Safety engineers are doing a full assessment before we move to a detailed design.

Cyclone recovery and rebuild – Tairāwhiti/Wairoa Strategic Resilience Approach

- Since the North Island Weather Events, a significant programme of emergency works is underway to restore connections. The status of key routes in Tairāwhiti/Gisborne is outlined in Appendix 2.

- Waka Kotahi is also developing a Tairāwhiti/Wairoa Strategic Resilience Approach, which seeks to identify, prioritise then seek funding for a programme of works to address the short, medium and long term resilience requirements of the strategic transport network. The work covers SH35, SH2 and SH38 and local roads where they form alternative routes to the strategic (state highway) network.
- For SH35, we have broken the route down into three segments:
 - Ōpōtiki to Ruatōria
 - Ruatōria to Tolaga Bay
 - Tolaga Bay to Gisborne.
- Waka Kotahi is working with regional stakeholders including iwi to identify the resilience challenges of the state highway network, options to address those challenges and a recommended programme to take forward.
- As part of this work, Waka Kotahi is investigating whether a 'blue highway' approach to freight access on SH35 would serve as a viable alternate access option should SH35 be compromised in the future. This alternative access option does not provide sufficient resilience as a standalone option. It has benefits in providing system redundancy and as an alternative mode for freight. Wider investment in this option would complement investment in road access. Progressing with this option would require wharf upgrades.
- s 9(2)(f)(iv) [REDACTED]
[REDACTED]
[REDACTED] It is likely that a number of strategic options will require further investigation and analysis, including further understanding of community and iwi aspirations and opportunities to uplift regional economic development.
- Waka Kotahi is working across government to ensure the cyclone recovery and rebuild needs of Tairāwhiti/Wairoa are considered through the broader government response to the North Island Weather Events.

Iwi relations SH35 Tairāwhiti

- Waka Kotahi is continually focused on building constructive relationships and addressing concerns held by iwi on the East Coast.
- s 9(2)(j) [REDACTED]
[REDACTED]
[REDACTED] s 9(2)(j) [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
- s 9(2)(j) [REDACTED]
[REDACTED]
- Waka Kotahi is bolstering its Pou Arahi resource on the East Coast with two additional resources expected to be confirmed shortly.

SH35 issues raised with Waka Kotahi by mana whenua

- **SH45 Mangahauini emergency works:** Some mana whenua representatives have expressed concern about lack of investment in the road that has led to the point where we are now – needing to urgently repair the road. The Waka Kotahi Network Manager and Maintenance Contract Manager have been working closely with landowners in the affected area and have made improvements and outlined steps for further improvements. At the site of major erosion, the project manager has had hui with mana whenua prior to Cyclone Gabrielle and has requested another as soon as the hapu are ready – this could be after the community hui on 14 June 2023.
- **SH35 Hikuwai #1 Bailey bridge:** at the opening event, s 9(2)(g)(i)
[Redacted]
[Redacted]
- **Foamed bitumen stabilisation/general partnership:** s 9(2)(g)(i)
[Redacted]
[Redacted]
[Redacted]
- **Marae signage 2021:** Waka Kotahi had some funding to install marae signs on SH35 but it had to be spent before year-end. Because of this rush, we needed feedback from marae representatives in a very short space of time. s 9(2)(g)(i)
[Redacted]
[Redacted] We agreed the situation was not ideal. With a similar project now underway (bilingual signage), there is more consultation time.

Actions from the 2022 Ngati Porou Crown Taumata, Whakamana Accord Forum

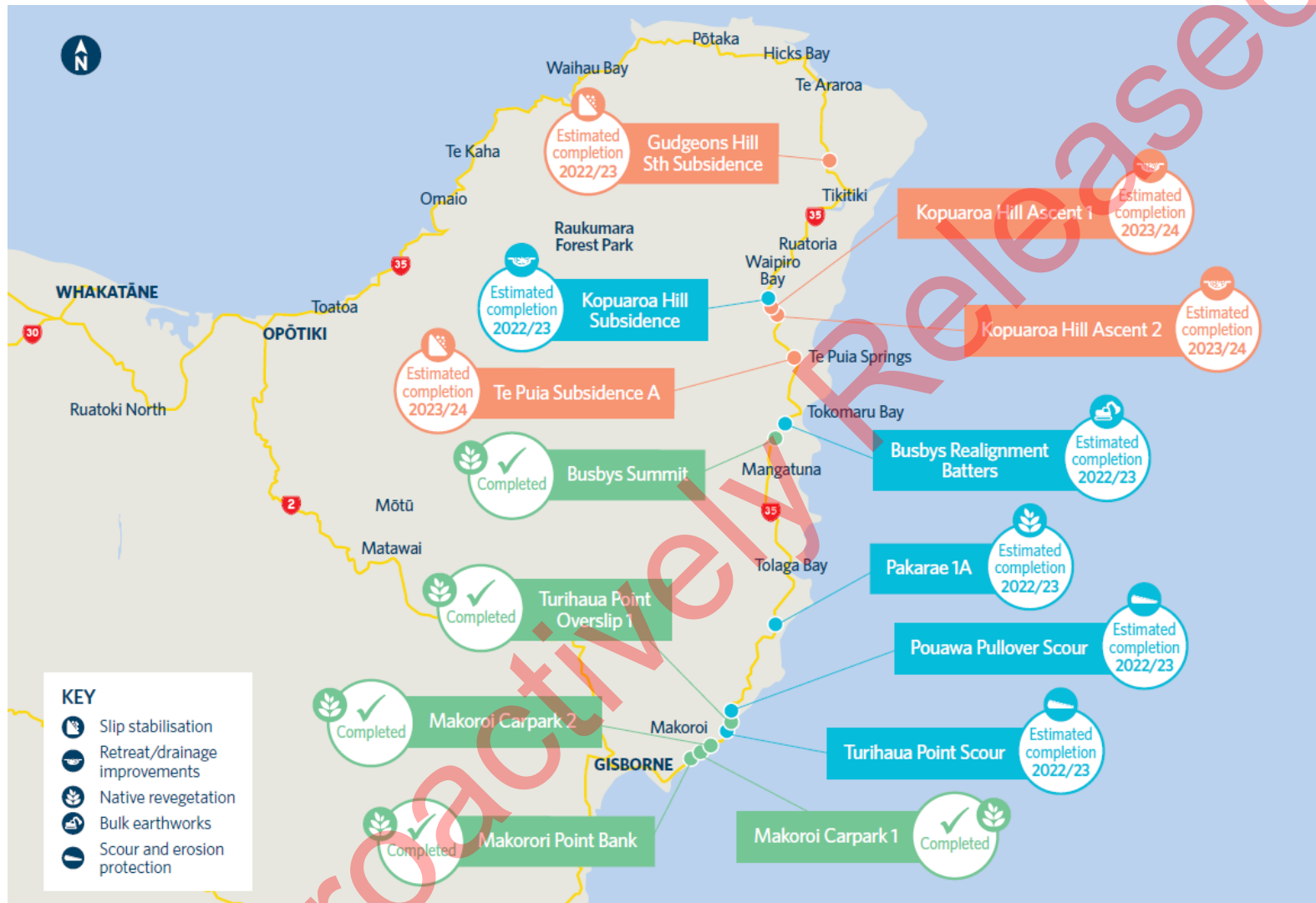
- An action was recorded at the 2022 hui for Minister Wood, as Minister of Transport, to return to the rohe to consider options for unused funding in the Provincial Growth Fund (PGF) for SH35.
- Waka Kotahi is unsure of the context of this action and whether it was referring to broader unused PGF funding, if any, outside of transport or PGF funding within the Waka Kotahi SH35 projects. Allocation of broader PGF funding is a matter for Kānoa – Regional Economic Development and Investment Unit within the Ministry of Business, Innovation and Employment.
- In 2018, Waka Kotahi received funding from the PGF to deliver two SH35 projects: SH35 Resilience and SH2/SH35 Passing Opportunities. There is no unused PGF funding within these two projects and all PGF funding for SH35 is committed. This funding is delivering:
 - SH35 Resilience – total PGF investment of \$13.5m to deliver interventions to improve route security and resilience at selected sites on SH35. Approximately 50% of the funding has been spent, with the remainder delivering resilience improvements over the next 12 months. Resilience sites within this project are outlined in Appendix 3.
 - SH2/SH35 Passing Opportunities – total PGF investment of \$30.1m to deliver new passing opportunities on SH2 Gisborne to Napier and Gisborne to Opotiki and SH35 Gisborne to Potaka. Approximately 50% of the funding has been spent, with the remainder delivering further improvements over the next 12 months. Passing opportunity sites within this project are outlined in Appendix 4.

- The two SH35 projects are part of a broader Tairāwhiti Roading Package, outlined in Appendix 5. PGF funding for state highway projects in Tairāwhiti was approved by Cabinet for a five-year delivery programme and we are currently in year four. Spending typically ramps up as projects enter the construction phase. While both projects have been affected by the recent weather events, crews are back on site continuing with delivery. The work programme over the next 12 months for these projects will be considered alongside cyclone recovery and rebuild activity, to ensure alignment and continued progress alongside the wider rebuild activity.
- Waka Kotahi is aware of media reporting in mid-2022 that incorrectly suggested Waka Kotahi had significant underspends or surplus PGF funding within its PGF-funded projects. This reporting was incorrect, and we provided Ministers with responses at that time (Appendix 6 MINO-346 refers).

Barge at Te Araroa

- At the 2022 hui, there was discussion regarding local sentiment towards a proposed barge facility at Te Araroa.
- Waka Kotahi is aware of various proposals and investigations in the past for improved coastal shipping infrastructure for this remote part of the North Island. However, Waka Kotahi is not involved in these specific proposals, with central government representation in the past primarily being through PGF investment provided by Kānoa – Regional Economic Development and Investment Unit.
- As covered earlier, Waka Kotahi is considering the strategic option of a 'blue highway' through its Tairāwhiti/Wairoa Strategic Resilience Approach. The work is utilising existing analysis that may have been completed for previous specific proposals, but the work is not looking at the relative merits of one specific proposal at this time.

Appendix 3 – SH35 Resilience project sites



Appendix 4 – SH2/35 Passing Opportunity project sites










Appendix 5 – Tairāwhiti Roading Package

Project Name	Project Phase	SEVERE WEATHER IMPACT (Y/N)	Additional Comments	Funding source			Total funding	Spend (as at May 2023)	Remaining spend
				NLTF	PGF	RIO (NZUP)			
SH35 Resilience	Implementation/ construction	Yes	The project will require an additional construction season due to damage to the sites and limited construction resources within the region being prioritised for emergency works needed.		\$13,500,000		\$13,500,000	\$7,163,593	\$7,150,093
SH2 and 35 Passing Opportunities	Implementation/ construction	Yes	The project will require an additional construction season due to damage to the sites and limited construction resources within the region being prioritised for emergency works needed.	\$2,828,511	\$30,050,000		\$32,878,511	\$16,525,773	\$16,352,738
SH2 Waikare Gorge	Pre-implementation/ specimen design	No	This project is for pre-implementation only, so does not cover construction works.	\$1,000,000	\$5,000,000		\$6,000,000	\$5,224,895	\$775,105
SH35 Makokomuka realignment	On hold	No	This project has been put on hold. It has a low BCR of ~0.8 so is currently not fundable through the NLTF. If funding becomes available through other avenues, then the project will re-start.	\$205,200			\$205,200	\$174,788	\$0
SH2 HPMV Opotiki - Gisborne	Complete	No	Project came in significantly under budget and remaining funds returned to the NLTF.	\$3,988,998			\$3,988,998	\$1,652,325	\$0
SH2 Tahaenui Bridge widening	Complete	No	Bridge widening work is complete. only minor items outstanding on the safety improvements for Tahaenui Rd intersection.			\$2,199,997	\$2,199,997	\$2,154,487	\$251,023
SH2 Waioeka gorge resilience and safety improvements	Business case	No	Current funding is for business case only	\$499,870			\$499,870	\$430,870	\$69,000
							\$59,272,576	\$33,326,731	\$24,597,959

Tairāwhiti Gisborne

key projects 2021-24

Key

-  Safety project
-  Walking & cycling project
-  Access project
-  Resilience project
-  Freight efficiency
-  Port
-  Key routes

PROJECT STATUS

- delivered
- underway
- yet to start

Projects specifically funded by:

PGF
NLTF

Provincial Growth Fund
National Land Transport Fund

SH35 Te Puia
Springs to Ōpōtiki
speed review

SH35 emergency
repair works

SH35 resilience
improvements

PGF

SH2 passing
opportunities

PGF
NLTF

SH2 Waioeka Gorge
safety and resilience
business case

NLTF

SH2 Napier to Ōpōtiki
HPMV upgrades

NLTF

Gisborne

SH35 passing
opportunities

PGF
NLTF

SH2 Waikare
Gorge realignment
and bridge

NLTF
PGF

SH2 Tahaenui Bridge
widening

NZUP

SH2 passing
opportunities

PGF
NLTF

SH2 Napier to
Gisborne HPMV
upgrade

NZUP

Gisborne

- Key
- Road closed
(No vehicle access, may be a Waka Kotahi worksite)
 - Emergency access only
(Emergency services, Waka Kotahi, utility providers)
 - Controlled access
(Local residents and other contractors, no general traffic)
 - Open with conditions
(Localised traffic management, speed and bridge restrictions)

Map most recently updated at **Wednesday 31 May 8:00am**.
The maps will be updated weekly on Tuesdays, or by exception as sections of the network change status.

Check Journey Planner for the latest information on network changes and road closures at journeys.nzta.govt.nz



General Gisborne

Work continues across the region to restore levels of service. Proactive works continue on SH2 between Ōpōtiki and Gisborne to hold the route over winter. Bypasses around the Hikuwai Bridge #1 and Mangahauini Gorge remain in place.

MINO-346 - Update for Minister visit to Tairāwhiti on 2 April 2022

31 March 2022

The Minister is visiting Tairāwhiti on Saturday 2 April 2022. The Minister's Office has requested progress updates on the State Highway 35 Resilience project funded by the Provincial Growth Fund¹, including an update on a possible underspend of \$30 million in the package for Tairāwhiti, and the remedial works to address the impacts of other recent significant weather events in the Tairāwhiti.

Tairāwhiti Roding Package and \$30 million underspend

In 2018, the Government announced \$137 million funding from the Provincial Growth Fund (PGF) for the Tairāwhiti Roding Package; a package of state highway and local roding projects aimed at unlocking the region's economic potential through stronger, safer and more resilient transport connections. Additional funding has been contributed by the National Land Transport Fund (NLTF) to the package to support its delivery.

The Tairāwhiti Roding Package includes the following state highway projects:

- State Highway 35 (SH35) Resilience
- State Highway 2 (SH2)/SH35 Passing Opportunities
- SH2 Waikare Gorge
- SH35 Makokomuku realignment (funding for business case only)
- Full High Productivity Motor Vehicle (HPMV) access – SH2 Napier to Gisborne and Gisborne to Opotiki.

Gisborne District Council is responsible for delivering the local roding component of the package, which initially included ten projects.

There have been several changes to the package since the 2018 announcement, including \$44 million (of the total \$49 million) PGF funding allocated for the SH2 Waikare Gorge project reprioritised and returned to the PGF by Cabinet in 2019 (as the project was unable to be accelerated). \$28 million of this reprioritised funding was then allocated to an additional suite of local roding projects in Tairāwhiti, delivered as part of the package. The 2019 Cabinet paper and subsequent briefing approved by the Ministers of Finance, Transport and Regional Economic Development under delegation, are attached for further information.

Waka Kotahi NZ Transport Agency understands a possible \$30 million underspend from the 2018 PGF package for Tairāwhiti was raised at Cabinet on 28 March 2022. Waka Kotahi is not aware of any underspends across the package, although it considers that the reprioritised Waikare Gorge funding could be the funding referenced. We understand the residual \$16 million of funding (following the \$28 million allocation to additional local roding projects) was allocated to other projects in the region.

¹ The Provincial Growth Fund is now called Kānoa – Regional Economic Development and Investment Unit.

State Highway 35 Resilience project

The SH35 Resilience project was allocated \$13.5 million from the PGF to deliver resilience improvements targeted at route security and network availability issues on SH35.

The geography on this 335km coastal route is unstable and highly erodible. It is estimated that 26 percent of the land in Tairāwhiti is susceptible to severe soil erosion, compared with only 8 percent of all land in New Zealand.

The corridor is occasionally closed due to storms, slips and rockfalls, wind, waves and flooding, causing disruption and extensive detours. With SH35 being the only road around the majority of the East Cape and with no alternative routes available for these communities, corridor resilience is an ongoing challenge.

The assessment for the Resilience project took place between Gisborne and Potaka and created a long list of over 200 sites, which were narrowed down to 14 due to funding and using a set of criteria to analyse and score.

A number of resilience projects were underway before the March 2022 weather event and have been severely impacted, these include:

- a native planting programme which got underway during the 2021 winter to reduce erosion, improve route stability and manage moisture content in the ground. This saw nearly 4,000 plants being planted over three sites. Each of these sites have been significantly impacted, with one site yet to be planted.
- stabilisation work on Busby's Hill (as well as passing opportunity site). Although severely impacted by the weather event, the project is planned to start in spring 2022. Design is largely complete, and the team is awaiting resource consent approval to begin.
- Turihaua Point and Pouawa coastal erosion protection works, which have been brought forward and the emergency works started on 29 March 2022.
- Kopuaroa Hill stabilisation, which had design and Geotech investigations put on hold. The drill rig was due to be on-site in the week of 28 March 2022
- Te Puia Springs and Gudgeon's Hill subsidence sites, which are in the planning stages and were due to have additional Geotech drilling begin, but these have been delayed due to access issues, resources deployed elsewhere and safety concerns.

SH2/SH35 Passing Opportunities project

The SH2/SH35 Passing Opportunities project was initially allocated \$32.65 million from the PGF² to deliver passing opportunities along the region's two state highways. An additional \$2.9 million contribution to the project has come from the NLTF.

SH2 and SH35 are long and winding roads which travel through some unforgiving terrain and Waka Kotahi has identified 25 preferred slow vehicle bay sites along SH2 and SH35 to provide more safe places to pass slow vehicles and more safe places to pull off the road safely to check messages or take a break.

Two 'passing opportunities' projects are currently underway along SH35 including:

- the Tatapouri Hill Slow Vehicle Bay extension. The project site is currently flooded and a decision as to whether work can continue will be made in the following days.
- Busby's Hill (update as per above).

² Total amount of PGF funding decreased to \$30.06 million following Minister's approval to reallocate \$2.6 million to the PGF-funded SH43 Sealing the Gorge project in Taranaki to address cost pressures

Remedial work addressing recent significant weather events in Tairāwhiti

Since June 2020 there has been \$6.1 million worth of storm damage to state highways in the Tairāwhiti region (excluding the current event).

Most of the reinstatement works have been completed, with two significant sites (Oweka and Huia Hill dropouts) yet to be completed, both being north of Hicks Bay.

Mangahauini Bridge at Tokomaru Bay

Regarding the most recent weather events and the damage caused, the estimated timeframe for repair of the Mangahauini Bridge at Tokomaru Bay is by Wednesday 13 April 2022. Contractors have made significant progress, with rock placement to build up what has been lost to the river and sea and provide protection from the river water to allow them to rebuild the road and reconnect the Tokomaru Bay community.

A temporary bridge (Bailey bridge) was ruled out early into investigations for a number of reasons:

- It would require a very similar timeframe as is required for reopening the existing bridge due to facing many of the same challenges with erosion and bank stability.
- Multiple works (temporary bridge and repair of existing bridge) underway in the same area would also likely slow down work to reopen the existing bridge and pose an increased health and safety risk to workers.
- Due to the nature of the existing structure which would hold the temporary bridge, only light vehicles would be permitted across the temporary bridge. Heavy vehicles and pedestrians would be restricted from using the temporary bridge.

An accessway was established by Waka Kotahi and Tairāwhiti Civil Defence to provide the people of Tokomaru Bay with access for emergency supplies and services in the interim, being managed by the local community, for the local community, and is working very well. Waka Kotahi continues to explore other options with Tairāwhiti Civil Defence and Gisborne District Council to improve this access ahead of Mangahauini Bridge reopening.

Maintenance in Tairāwhiti

The annual maintenance budget for SH35 is just over \$10 million and SH2 which is just over \$8 million.

On the Hicks Bay to Tokomaru Bay section of highway, 6km of reseals were due to begin in late March 2022 with 14km in total being resealed on SH35 this year. Waka Kotahi plans to complete 22km of reseals on SH35 of which about 17km will be north of Tokomaru Bay in 2023.