

Pauariki Bridge on Hikuwai Road is a LIFELINE Replacement is Fundamental 2nd April 2024



Replacing Pauariki Bridge IS A PRIORITY

Up until Cyclone Gabrielle, residents, landowners and farmers used and relied on Pauariki Bridge (Hikuwai Road) for daily crossings (multiple times) for more than sixty years for access to; health services, education, food, provisions, animal welfare (7,400 stock units), transport produce and livestock, environmental protection, repair and replace damaged infrastructure.

Our community in the upper Hikuwai Catchment is severely impacted by the loss of Pauariki Bridge. This Bridge is a LIFELINE. Replacement is the ONLY safe option for access and egress.

This past year we have been left to rely on a ford crossing which is often too dangerous (70 days without access). A ford crossing is NOT a fulsome solution, nor a safe one.

Despite a vacuum of uncertainty we have all played our part by building back stronger with greater emphasis on resilience planning, mitigating strategies and adapting operations.

Together we ask our Government and Gisborne District Council to value the contribution we make to the region by prioritising funding for the replacement of Pauariki Bridge.

NOTE: We STRONGLY DISAGREE with metrics being employed in the form of a benefits and economic valuation, because this disadvantages our community. The reason we ask for our bridge to be replaced is the very same reason it was first built six decades ago.

We ask for your consideration as mana whenua of the largest block north/west of Pauariki Bridge, Pourau Incorporation partnered with Kuru Contracting to build a bypass between Hikuwai One and Three Bridges to reconnect coastal communities after the collapse of Hikuwai One Bridge in February 2023. Pourau Road opened on 27th March 2023 and remains the state highway for heavy vehicles. Hikuwai One Bailey Bridge too is built on our whenua.



Mana Whenua Spokesperson

Philip Hope

hope_ngatiporou@yahoo.com

Phone 021 959 450



Residents Spokesperson

Rob MacKenzie of Parenga

rob.mackenzie@gisborne.net.nz

Phone 021 146 0169

Upper Hikuwai Catchment Group



Standing together to advocate for and inform the recovery

Gisborne District Council Site Visit Monday 18th March 2024

Her Worship The Mayor Rehette Stoltz, Councillor Rob Telfer and Director of Community Lifelines, Tim Barry visited residents and landowners impacted by the loss of Pauariki Bridge on Hikuwai Road the result of Cyclone Gabrielle February 2023.

Gisborne District Council have pledged support for this important project, however they do not have sufficient funds.

Pictured (top right);

Ckodez Pohio (resident), GDC Mayor Rehette Stoltz, Jason Smith (Pourau Station), Rhonda Milner (Pt Pararaki), Anne MacKenzie (resident), Beritane Milner, Vicki Raroa (Pt Pararaki), Uenuku Kohatu, GDC Councillor Rob Telfer, Rob MacKenzie (resident), Lee Cudd (Marotiri Farm Partnership).

Pictured (bottom left); Rob MacKenzie, Beritane Milner, Tim Barry, Rhonda Milner, Vicki Raroa.

Not pictured; Philip Hope, Pourau Incorporation







Rob and Anne MacKenzie pictured at the bridge site with one of their grandsons Ckodez and his daughter.









HIKUWAI RD
KANUKA

Honey

35

HIKUWAI ROAD

HONEY COMPANY

160 Hikuwai Rd, Tokomaru Bay 500g
Ph 06 8645 405

BA321

HIKUWAI RD
"Monofloral"
MANUKA

Honey

35

MGO
150+

HIKUWAI ROAD

HONEY COMPANY

160 Hikuwai Rd, Tokomaru Bay

Ph 06 8645 405

500g

Batch M1

Subject: Hikuwai Rd Bridge **Sent:** Thursday, 22 February 2024 9:48 a.m.

From: rob.mackenzie@gisborne.net.nz **To:** mayor@gdc.govt.nz **Cc:** mayor@gdc.govt.nz; rob.telfer@gdc.govt.nz; rhonda.tibble@govt.nz; [hope ngatiporou@yahoo.com](mailto:hope_ngatiporou@yahoo.com)

Kia ora koutou, Here we are a year after the event and none the wiser.

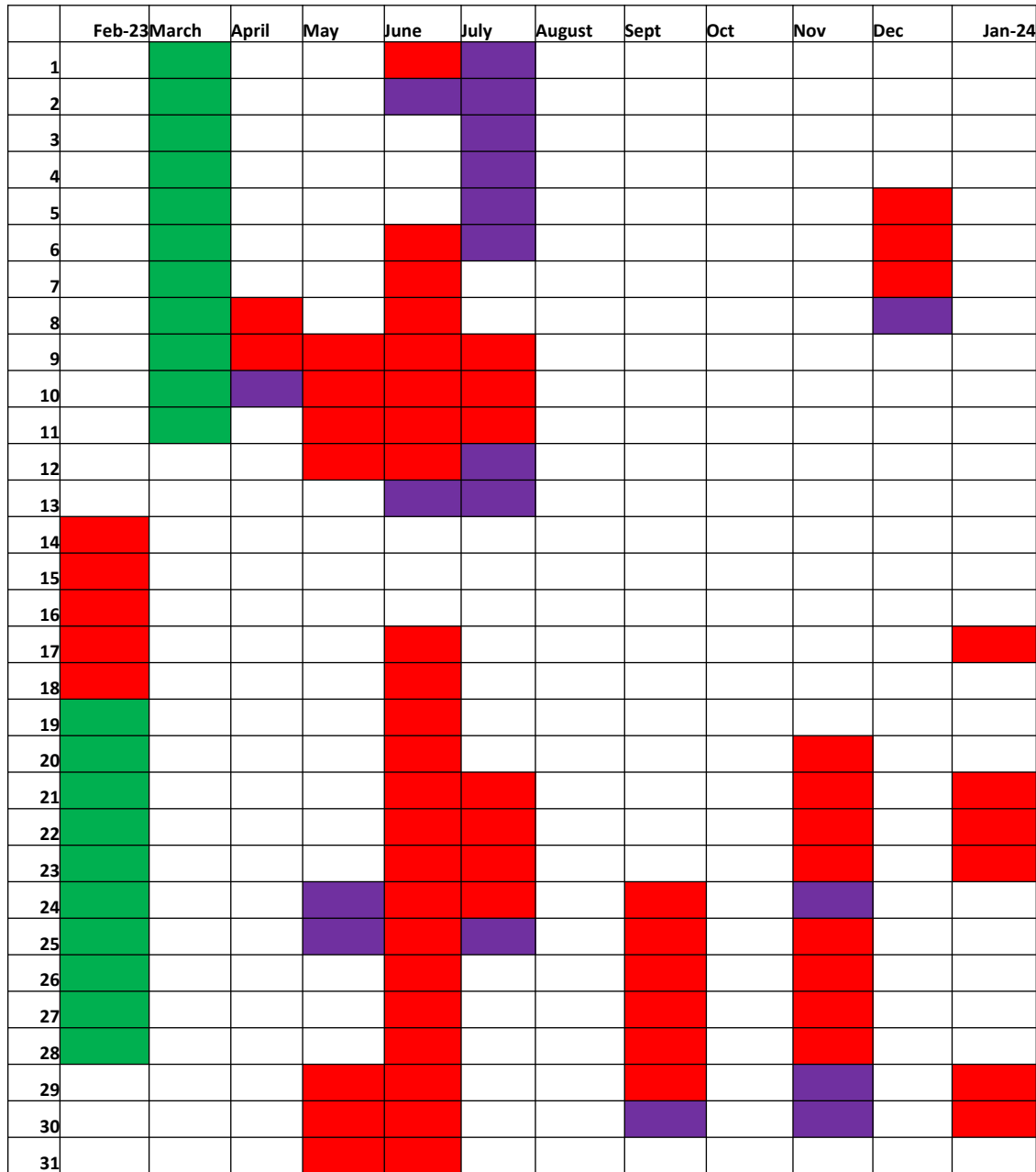
We tautoko the events which have been held to celebrate all the people who stepped up during the cyclone and who served our people. For us, the things that I wrote 6 months ago are still true (see below). Our second winter with no bridge is fast approaching. We view that with some trepidation, although we accept that was always going to happen.

Since the replies to the email below, there has been no update from Council. There appears to be a policy of ignoring us and hoping we will just disappear. Or perhaps float off down the river. To be clear, lack of maintenance by GDC is part of the reason for the bridge being destroyed. The western span has been allowed to block up with silt and debris over the last 15 or so years, reducing the channel at the point to 2/3 of its width immediately above and below the bridge. Any clearance has been partial, only removing loose debris from the top of the pile. The other contributor is logs from forests administered by Ernslaw (Mako Mako, Waiau).

Recently I have spoken to both Rhonda Tibble and Rob Telfer, who both expressed frustration at GDC's lack of movement. That is a frustration that we share. In spades. Madam Mayor, you and your Council need to show some leadership and get things moving. For a start, reply to this email yourself instead of fobbing it off to Annie.

- 1) Identify a liason person for us and for our neighbours who are affected by the loss of this bridge.
- 2) Establish a timeline for decisions to be made.
- 3) Negotiate a framework to compensate those affected by the loss of the bridge, caused in part by GDC's inactions.
- 4) Meet with those affected at the bridge site to gain a first hand appreciation of what has happened and what needs to be done.

Expecting us to just carry on resiliently will no longer cut it. I **attach** a calendar of the past year showing the effect on our access.
Regards, Anne and Rob MacKenzie



Calendar illustrating the difficulty of access without the bridge.

67 days NO access

19 days required 4wd tractor access only

21 days required walking only (prior to ford)

Rob and Anne Mackenzie had medical emergencies on 2/3, 9/7, both whilst there was NO vehicle access.



Subject: Hikuwai Rd Bridge

Sent: Tuesday 5 September 2023 10:13 a.m.

From: rob.mackenzie@gisborne.net.nz To: mayor@gdc.govt.nz Cc: rob.telfer@gdc.govt.nz; rhonda.tibble@govt.nz;

Kia ora Koutou, In common with a lot of other people, my wife and I and our two moko are having to deal with restricted, and at times risky access to our property. As a result of the destruction of the Hikuwai Road bridge by forestry debris during cyclone Gabrielle, since March 1, we have needed a large 4wd tractor to cross the river on 28 days and had no access at all on 33 days. Our property was not directly affected by the cyclone. Reading from the flood gauge at Hikuwai No4 bridge, there are times when the river rises at 30cm/half hour. A centimetre per minute. Overall, we have found the response from GDC to be adequate, and staff to be helpful, though communication has ceased in the last couple of months.

Our household consists of my wife (Anne Maaka) and I (both over 70), a 24 year old moko and his 5 year old daughter.

The access problems are real and include

- *Restricted access to health services. We needed the helicopter on one occasion when it could not fly. Otherwise appointments are a problem and sometimes mean we have to leave home days in advance if the forecast is for rain.
- *Getting to kura for our mokotuarua some times means motorbike, tractor, river, two gates and a car, just to get to the bus.
- *Social isolation is a real problem.
- *We run a small orchard and beekeeping business which is heavily impacted by poor access, getting casual staff across the river and produce out are continuing problems.
- *We have had to upgrade our vehicle and buy a 4wd tractor to cope with access, using our savings.
- *Our 4ha property has had its value slashed from around \$500,000 to very little.

We probably cannot sell and we cannot borrow. At our age, we were planning to down size. How we now do that is fairly foggy. So, at 6 months down the track, what plans are Council developing to address the problem of limited access?

We, and a lot of other people, need to have some idea of where we are headed, I suggest by the end of the year. To date we have used a number of stopgap measures for alternative accommodation and for transport across the river. At 6 months after the event we need to be firming up our plans.

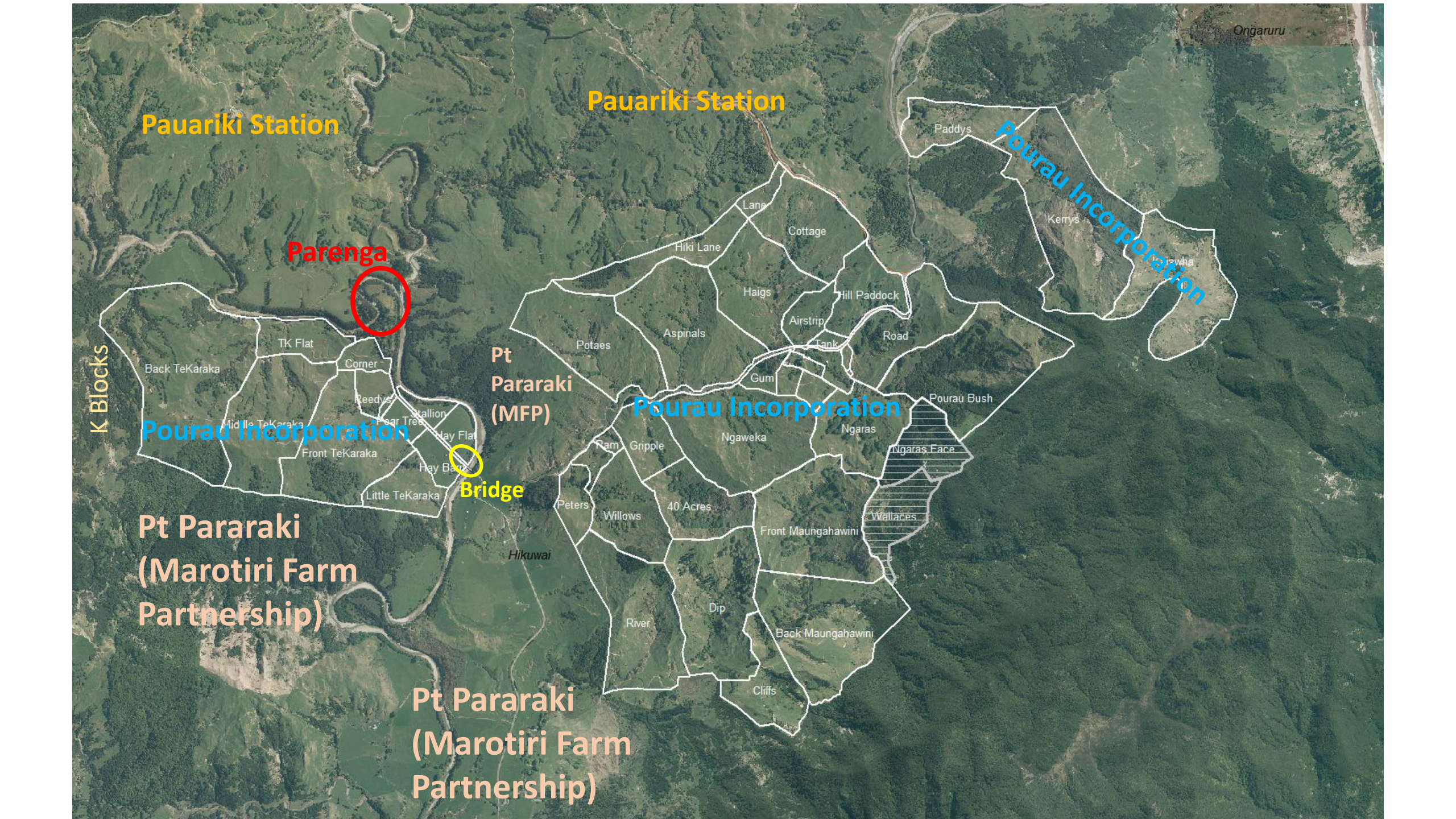
GDC holds the major cards in all this. Regards, Anne and Rob MacKenzie

Pourau Incorporation - Committee of Management



Pourau Incorporation is a Māori Land Incorporation governed by a Committee of Management elected by shareholders in accordance with the Te Ture Whenua Māori Act 1993 and the Māori Incorporations Constitution Regulations 1994.

Left to right; Philip Hope (Chair), Iwiata Williams (Kaumatua/Tikanga Advisor), Kylee Potae, Miria Heavey-Pahewa, Anita Kake, Steve Brooking, Derrick Hope (Secretary/Treasurer).



Pauariki Station

Pauariki Station

Parenga

Pourau Incorporation

K Blocks

Pourau Incorporation

Pt Pararaki (MFP)

Pourau Incorporation

Pt Pararaki (Marotiri Farm Partnership)

Bridge

Pt Pararaki (Marotiri Farm Partnership)

Ongaruru

Paddys

Kerrys

Pawha

TK Flat

Corner

Back TeKaraka

Middle TeKaraka

Reedys

Stallion

Front TeKaraka

Hay Flat

Little TeKaraka

Hay Bank

Hikuwai

Peters

Willows

40 Acres

River

Dip

Cliffs

Back Maungahawini

Front Maungahawini

Wallaces

Ngaras Face

Ngaras

Ngaweka

Ram

Gripple

Potaes

Aspinals

Haigs

Hill Paddock

Airstrip

Tank

Road

Hiki Lane

Cottage

Lana

Paddys

Kerrys

Pawha

Ongaruru





Photographs last taken from bridge at 16:00hrs on 13th Feb corresponding to a very high 4 to 4.5m flood. No debris visible in the river flow. Bridge destroyed prior to daylight on 14th Feb.

IMPORTANT NOTE:- A regular 1 to 2 monthly event of 50 - 100mm Rainfall is common.



BEFORE

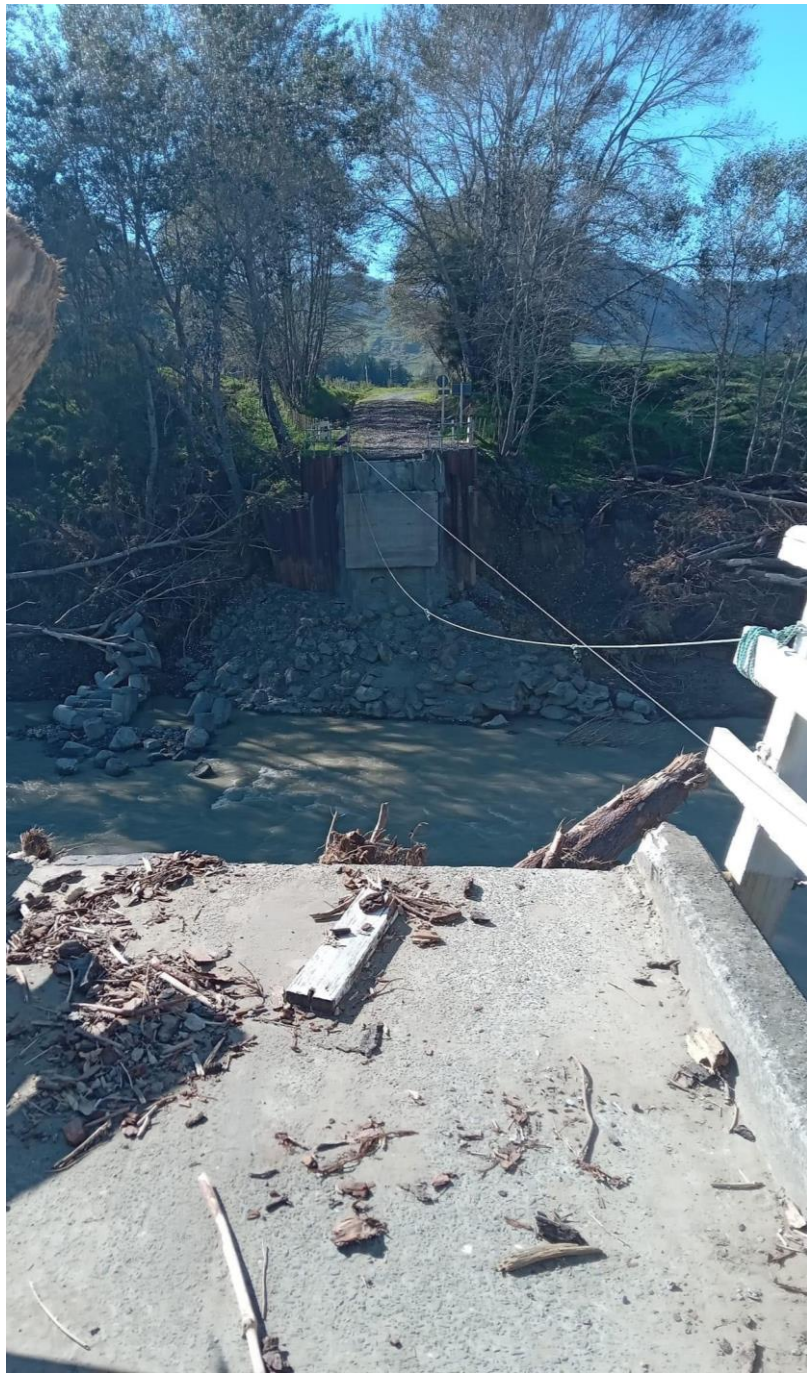


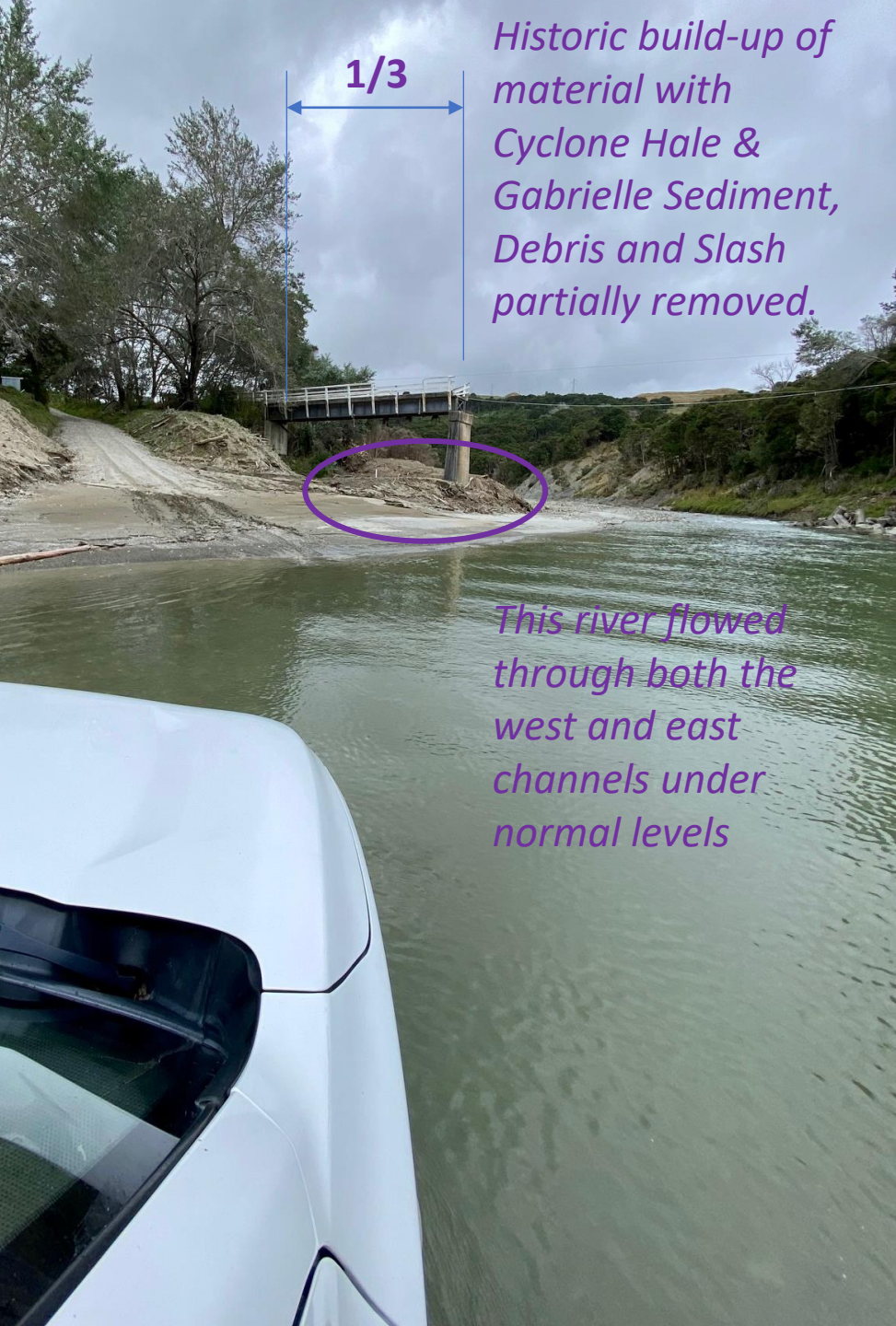
AFTER



Western 1/3 channel; Cyclone Hale & Gabrielle debris and sediment layered on top of previously uncleared debris and sediment from historic weather events.

Water historically flowed through here during normal summer river levels





Historic build-up of material with Cyclone Hale & Gabrielle Sediment, Debris and Slash partially removed.

This river flowed through both the west and east channels under normal levels



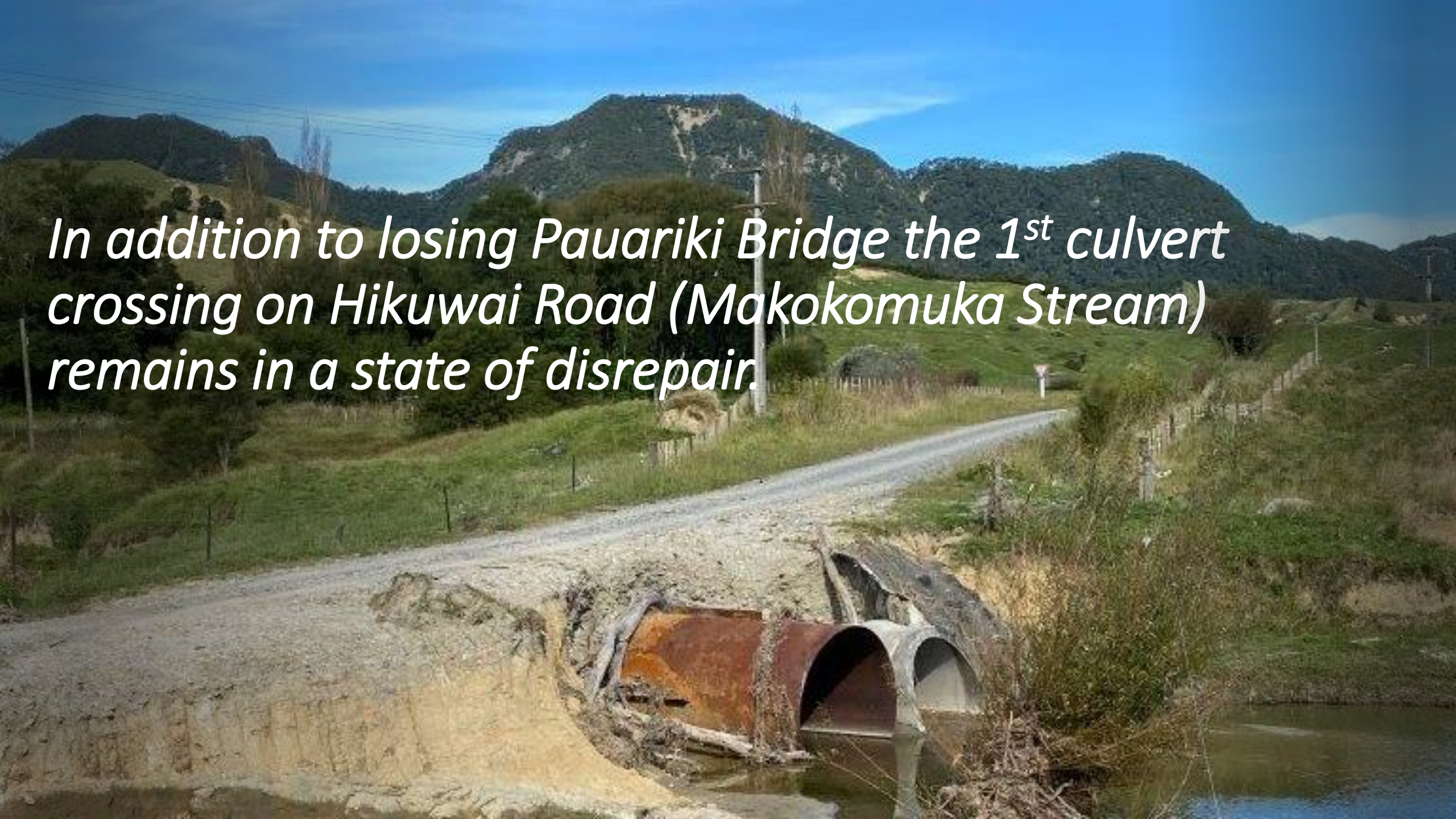
2/3 Bridge Beams and associated deck. Acts as a trap that collects further debris and sedimentation which will further compromise the ford







In addition to losing Pauariki Bridge the 1st culvert crossing on Hikuwai Road (Makokomuka Stream) remains in a state of disrepair.



Affected Parties

1. Rob and Anne MacKenzie and extended whanau (30), 160 Hikuwai Road

- Resided on their 4.2 Hectares block for 45 AND 15 years respectively.
- Orchard and apiary produces 20 tonnes of oranges and 6 tonnes of feijoas annually.

NB: The feijoa are all pruned, fertiliser applied and trees are prepped to harvest a promising crop in a few weeks time. All at the mercy of the river.

2. Pourau Station - TeKaraka Block which is part of this Maori Land Incorporation leased by McNeil Farms Ltd; cattle and sheep.

3. Pt Pararaki (Marotiri Farm Partnership) cattle and sheep.

4. Tokomaru K Blocks administered by the Office of the Māori Trustee, Te Tumu Paeroa. Leased by McNeil Farms Ltd

NB: 7,400 stock units are grazed on the land north of the bridge (primarily Pourau Station, TeKaraka Block).

Together we support our local community and primary industry.

We all pay GDC rates which are being increased.

Pauariki Bridge on Hikuwai Rd is a LIFELINE

- Daily bridge crossings required by all affected parties to:-
 - Meet the school bus
 - Carryout normal family life and daily farming operations, including but not limited to:-
 - Crop preparation and harvesting;
 - Maintenance of Pastoral infrastructure;
 - Tending to and moving stock between adjacent blocks across the river (Animal Welfare);
- All weather access also available for emergencies and unforeseen.

Key Impacts of losing Pauariki Bridge

- Access/egress is unpredictable and now at the mercy of the weather
 - refer retrospective calendar.
 - stock movements (7,400 STOCK UNITS) can be impacted by up to 2 weeks creating animal welfare issues particularly if machinery cannot cross the ford to 'feed out'.
- Emergency response times risk being compromised.
- Elevated **Health AND Safety** risks especially during marginal river levels.
- Ford use requires the continued good will of the neighbouring Pt Pararaki Block AND Trustees of (MFP).
- Loss of safe access /egress directly proportional to the loss of property values.
- Increase in vehicular maintenance costs.
- Diminished value of land with dwelling

Observations

- The western channel of the bridge contained debris and sedimentation for extended periods of time, prior to Cyclones' Hale and Gabrielle. This build-up of debris and sedimentation contributed to the bridge being swept away the result of Cyclone Gabrielle.
- The Hikuwai River used to flow through the (north) west channel during normal summer river levels, but had become bottlenecked and layered with debris and sediment and was only ever partially cleared.
- River levels can rise faster than 1cm every minute.
- Significant volume of woody debris, sediment, logs, whole trees with root systems and forestry slash built-up from 16:00hrs on 13th February 2023 with bridge failure occurring sometime in the morning of 14th February 2023.

Letters of Support

Tena koutou katoa,

E mihi atu ki a ratau nga whanau e nohoana I raro I te kapua pouri I tenei wa I æ½ e nga mate haere haere haere hoki ki te Atua, e nga mate moe mai ra!

Ki a tatau nga kanohiora tena ano tatau.

This email is written in support of the tono from landowners, businesses, the nanny and koros, nga tamariki who need to have the Hikuwai Bridge repaired and or a new bridge built.

The whanau who depend on this bridge are the salt of the earth kind of people who are simply hard working honest and decent New Zealanders. They have whanau and professional needs and are entirely reliant on having an access bridge not only for daily needs but also for professional services.

At present the only means of egress is thru a ford which in the year since Cyclone Gabrielle was impassable for 88 days and that is approx a quarter of a year. That in anyones estimation is highly problematic for business growth and also for private utilities such as groceries and mokopuna access to schools.

These people undertake a number of businesses including Beehive management, fruit picking, feijoa crops and they employ locals to undertake the heavy lifting in the enterprises. Then there is the matter of sending produce off to markets and other customers is the maintenance impact such as wheel bearings and universal joints on their vehicles which is directly attributed to having to drive produce and the like thru rocky river beds and the associated mud and woody debris.

There is also the matter of access to health care which is a right for all New Zealanders, but especially rural and vulnerable populations such as these people that are fully and wholly dependent on that Bridge.

In summary, not having a bridge is adding considerably to their everyday costs, increased impact on their mental stress not to mention the rising stresses of everyday life. These people deserve assistance and at the very least some measure of support especially as they might have to go through another winter in these dramatic and uncertain times. A replacement bridge would alleviate them of these pains and enable them to regain their place in that very community where they were previously very active members.

They remain semi isolated and have limited interaction with other people in that very community they call home. This is a sincere but urgent request for those who are responsible to provide some relief for these whanau and reduce their anxiety caused by the 2023 Cyclone and the subsequent but ongoing weather circumstances.

Attached a photo of a moderate flood.

**Na Raihania maua ko Whiti Timutimu
Rohe 6 representatives for Te Runanganui o Ngati Porou.**



Simone Reddington

Christchurch 8022

13th February 2024

To whom it may concern,

I am writing to support Rob MacKenzie. He is a supplier to our business with his honey products, Hikuwai Honey.

We supported him through the recovery of Cyclone Gabrielle by asking our customers to buy his honey, which is a unique product.

Rob tells me the bridge to Hikuwai Road is still unusable and it is impacting his business.

We ask that these bridges and roads be a priority spend, as the ramifications on all of us, if people who run farms, orchards and businesses from there are too high.

From Rob we have heard that in the year since the cyclone, the ford has been impassable on 88 days. The lack of a bridge has major impacts on their lives impacting getting stock in and out of the area, getting tamariki to kura, social interaction, medical visits and even getting groceries.

We ask that you support these people in their livelihoods by prioritising building this bridge,

Kind regards,

Simone Reddington

Director

The Apothecary

3/3 Garlands Road

Woolston

Christchurch

simone@the-apothecary.co.nz



Pauariki Honey
174 Pauariki Rd
Tokomaru Bay
021 31 5464
mike@pauarikhoney.com

Kia Ora,

February 2024

This is a letter in support of Rob & Ann's need to reinstate the bridge on Hikuwai Rd, Tokomaru Bay.

I own and run a beekeeping business based in Tokomaru Bay. We keep beehives down Hikuwai Rd and at several neighboring properties that require access through Hikuwai Rd to enter for example Matahikis K4 block, Pourau station and Tironui station.

After the cyclone Gaberial and loss of the Hikuwai Rd bridge it has been extremely difficult or impossible to access our bee hives. We lost over 30 bee hives due to loss of access directly after the cyclone and an additional 50 hives were very weak and sick as we had only quad bike access at best. This season (Spring and Summer months) we decided to remove all our bee hives from this location. This has resulted in 3 significant changes:

- 1 The size of our business has reduced due to the lack of access to sites.
- 2 We no longer place beehives in this area so farmers pasture crops are no longer pollinated.
- 2 We no longer make payments to landowners for having bee hives placed on their property.

If or when the bridge is replaced then we will resume our beekeeping operation in this area. I hope that this will be completed in a timely manner.

Kind Regards

Mike King
Pauariki Honey



To whom it may concern.

08 February 2024

I am writing this letter of support for the community on Hikuwai Road.

I own a Citrus packhouse and marketing company on the Poverty Bay flats packing and marketing all sorts of citrus and subtropical fruits from various orchard owners in the Gisborne and wider East coast region.

This fruit ends up nationwide and some exported to numerous other countries.

One of my grower/suppliers is from Hikuwai Road and grows Feijoa and Valencia oranges.

Luckily, we have completed his Orange harvest without to many issues regarding picking and transportation out of his property. We did encounter a broken wheel bearing on his trailer upon arrival late last year. Just by chance I had a spare in the workshop I gave him to replace before he made the journey home for another load.

However, his Feijoa season is about to begin in roughly 5/6 week's time. Once they commence, they will continue through till May.

Feijoa are a very time sensitive fruit once ready for harvest and also very temperamental fruit to handle and transport.

We encountered issues last season receiving supply from the grower due to no river access due to water levels in the river.

Which resulted in fruit either not being picked at all and going to waste. Or fruit getting picked but then not able to be delivered due to rising water levels.

Obviously there is cost to grow fruit and when not picked has a detrimental effect on the growers lively hood. But when picked and then cannot be delivered is even more disappointing as you then have the added cost of the picking bill.

This is one grower with one crop on the line again this year.

But extrapolated over his other crops and bee keeping and honey production it effects his entire lively hood. And compound that with the other landowners and their operations they run it slowly starts to affect an entire community and a number of lively hoods.

I can imagine the logistics of transporting wool, livestock for human consumption timber etc has a massive ripple effect and the whole area effected is only partially producing what they once did. It has a large effect on the local/particular area effected economically.

Less income = less Tax being collected less job opportunities = more reliance on government assistance.

I would like to think the community there can be given some time line in the near future for reinstatement of a temporary or new bridge to be constructed for their mental wellbeing and their future lively hood for living in their area they call home.

Regards, Warwick Paulson

96 Brown Road RD1, Gisborne
Phone: 027 248 4499
warwick@jrpcitrus.co.nz

From: "Peter Cunningham" <guidolito@gmail.com>
Subject: Re: Hikuwai Rd Bridge
Date: Wed, February 7, 2024 5:27 pm
To: rob.mackenzie@gisborne.net.nz

To whom it may concern,

We are writing to express our concern for the plight in which Rob and Anne Mackenzie and various other landowners who reside on Hikuwai Road in Tokomaru Bay on the East Coast currently find themselves having to endure on a daily basis.

As already documented so many businesses in our region have been adversely affected and in some cases have had to close down their business and livelihood. Hikuwai honey supply us with their wonderful product which we on- sell to the public which is very popular with our local community and a mainstay for both our businesses.

We have often found them stuck in Tokomaru Bay for several days at a time whenever we have above average rainfall, which has been very frequent here. This means they cannot access their farm, their home, their hives and their animals. It has been a year since the cyclone and there is no work in progress on the bridge. If, as it appears, the new bridge is still a long way off, can an alternative be found to provide them with access? Either way, this seems to be a very unfair situation for ratepayers like Rob and Anne and their neighbours.

We cannot afford to lose any more local businesses in our heavily weather affected and already socially deprived region, or allow people to have to resort to such extremes for the basic ability to survive. Something needs to be done to help them, we ask you to please help our community!

Nga Mihinui,
Peter and Sue
Cafe 35
Tokomaru Bay

To whom it may concern:

Hikuwai road honey has become one of our valuable partners since February 2022, offering a range of manuka and kanuka honey to our retail store in Albany Auckland.

During this time, Rob and his team has worked hard to provide goods to our community, and we would love to express our gratitude for their mahi and our concerns with regards to the damaged bridge that occurred during cyclone Gabrielle. This has not only caused tremendous inconvenience to their daily lives but has increased costs of running their business significantly.

We and our customers are great fans of their products and ethics of business; hence they have our wholly support to get the bridge rebuilt. We are certain a repair will no doubt be able to improve their efficiency and will have a positive effect in contributing to a circular economy.

Nga mihi,

Debby Ho

Merchandise & marketing manager

Tipu Toa Limited t/a Naturally Organic

-----Original Message-----
From: rob.mackenzie@gisborne.net.nz <rob.mackenzie@gisborne.net.nz>
Sent: Tuesday, 5 September 2023 10:13 am
To: Rehette Stoltz <Mayor@gdc.govt.nz>
Cc: Rob Telfer <Rob.Telfer@gdc.govt.nz>; rhonda.tibble@govt.nz
Subject:

Kia ora Koutou, In common with a lot of other people, my wife and I and our two moko are having to deal with restricted, and at times risky access to our property. As a result of the destruction of the Hikuwai Road bridge by forestry debris during cyclone Gabrielle, since March 1, we have needed a large 4wd tractor to cross the river on 28 days and had no access at all on 33 days.

Our property was not directly affected by the cyclone.

Reading from the flood gauge at Hikuwai No4 bridge, there are times when the river rises at 30cm/half hour. A centimetre per minute.

Overall, we have found the response from GDC to be adequate, and staff to be helpful, though communication has ceased in the last couple of months.

Our household consists of my wife (Anne Maaka) and I (both over 70), a 24 year old moko and his 5 year old daughter. The access problems are real and include *Restricted access to health services. We needed the helicopter on one occasion when it could not fly. Otherwise appointments are a problem and sometimes mean we have to leave home days in advance if the forecast is for rain.

* Getting to kura for our mokotuarua some times means motorbike, tractor, river, two gates and a car, just to get to the bus.

*Social isolation is a real problem.

*We run a small orchard and beekeeping business which is heavily impacted by poor access, getting casual staff across the river and produce out are continuing problems.

*We have had to upgrade our vehicle and by a 4wd tractor to cope with access,using our savings.

*Our 4ha property has had its value slashed from around \$500,000 to very little. We probably cannot sell and we cannot borrow. At our age, we were planning to down size. How we now do that is fairly foggy.

So, at 6 months down the track, what plans are Council developing to address the problem of limited access?

We, and a lot of other people, need to have some idea of where we are headed, I suggest by the end of the year. To date we have used a number of stopgap measures for alternative accommodation and for transport across the river. At 6 months after the event we need to be firming up our plans. GDC holds the major cards in all this.

TE PUKA TAVERN

153 Beach Road Tokomaru Bay



To whom it may concern,

This letter is in support of rebuilding the Hikuwai road bridge.

The current situation has seen us have to go without honey and fruit for our local restaurant even in the slightest of down pours this restricts the local operator we support from getting to us to deliver much needed products.

It is a vital link for the landowners in this area to be able to go about daily life and operate a functional business's without continuously being stressed on weather watch.

Regards

Chris Woodney

Manager

TePuka Tavern

068645465

Gisborne District Council

Reports

Engineers and Geotechnical

On 27th February 2024, Engineers and Geotechnical Reports were requested from GDC under the local government act.

These reports were provided on 19th March 2024;

Civil Assist - Geotechnical Factual Report - Pauariki Bridge, Hikuwai Road RPO.56 (Bridge #02).

Gisborne District Council - Cyclone Gabrielle - Damage Summary Report (March 2023) - Pauariki BN, Hikuwai Road.

Aquaviser Ltd - Gisborne District Council Bridge Replacement Project - Pauariki Bridge - Hikuwai Road - Hydrology & Hydraulics Report - 16th November 2023.



CYCLONE GABRIELLE - DAMAGE SUMMARY REPORT (March 2023)

PAUARIKI BN, HIKUWAI ROAD

Owner	Gisborne DC
Structure ID	15422.0
Owner Road Name	HIKUWAI ROAD
Owner Structure Name	PAUARIKI BN
RS	0.5625
Construction Year	1937
Bridge Type	Not Specified
Culvert	No
Length (m)	55.0
Kerb to kerb (m)	2.5
NOC Area	Uawa



Gisborne District Council

Bridge Replacement Project

Pauariki Bridge- Hikuwai Road

Hydrology & Hydraulics Report

16 November 2023

Our road to recovery - Tairāwhiti

https://www.gdc.govt.nz/data/assets/pdf_file/0020/52364/Recovery-Plan.pdf



Our Bridge is Broken

Our road to recovery - Tairāwhiti



Mihi



Hui te ora
Hui te mārama
Whano, whano haere mai te toki
o te ata huaki rangi
Haumi e
Hui e
Taiki e!

Tēnā koutou katoa,

Tangihia o tātou mate, rātou hinganga atu nei, e hingahinga mai na i runga i o tātou marae maha, tangihia rātou, haere ki te pūtahi nui a Rehua, ki te huinga o te kahurangi oti atu ai, koutou ki a koutou e moe, e oki.

Tēnā tātou ngā whakareenga iho, ngā urupā o rātou mā, e kōkiri tonu nei ahakoa rā ngā pēhitanga o te wā, e whītiki tonu nei i roto i te pūranga paru, e whakarite nei kia ao ake te āpōpō.

Kia whakatinanahia e tātou te kōrero, Tūrangā Ararau, Tūrangā Makau-rau, Tūrangā Tangata-rite. Rau atu ngā ara hei whai mā tātou, rau atu ngā makau hei hoa-haere mā tātou e tū tangata ai tātou, e tū rite ai tātou, Tūrangā Tangata-rite.

Tēnā koutou katoa!



Economic Environment

Manaia
Ko te mana tēnei o nga iwi o te Tairāwhiti
The mana that the people of Te Tairāwhiti hold.



Natural Environment

Te Rā
Ko te Tairāwhiti
The first place to see the sun.



Built Environment

Whare āhuru
Ko ngā marae maha ēnei o te Tairāwhiti. Ko ngā whare hoki ēnei o te hunga noho ki tēnei rohe.
Marae across the Te Tairāwhiti region, an indicator of 'home', of safety of security. These are also homes in our region that house our people.



Social Environment

Tangata Rite
Ko ngā iwi maha, ko ngā konohi maha ēnei o te Te Tairāwhiti. He momo kōruru e karanga ana ki ngā iwi kia mau, kia tau, kia kaha
These are the people of Te Tairāwhiti, those who are resilient in hard times.

- Information available online <https://www.gdc.govt.nz/services/tairawhiti-road-to-recovery/flood-damaged-road-network#heading-0>

8 bridges destroyed - categorised as 'Black' serious damage

We're working with Waka Kotahi on major roading infrastructure replacement. We need to submit a benefits and economic evaluation on each destroyed bridge. This involves looking at alternative options, traffic volumes, detailing benefits of the project and economic costings.

If the evaluations are favourable and we can secure government funding, then the next challenge will be obtaining the remaining costs from ratepayers.

Design, investigation and procurement processes will take at least 12-16 months, then we would have a rolling programme of 2-3 bridges a year, depending on funding. Geotechnical investigations underway at all sites.

Residents have asked about bailey bridges, these are prioritised on a nationwide basis including state highways.

To construct a new bridge could take up to 3-4 years.



Pauariki Bridge, Hikuwai Rd	Ford crossing installed. A new bridge is subject to funding, but not likely until summer 2028	Restrictions
-----------------------------	--	--------------



Hikuwai Road	Pauariki Bridge (0.5km)	Closed to Heavy Vehicles	Washed out. Temporary ford crossing for residents. Crossing to only be used during low flow conditions.	To be advised	27 Oct 2023 10:55am
--------------	-------------------------	--------------------------	---	---------------	---------------------



Te Kaunihera o Te Tairāwhiti
Gisborne District Council



Categorised as 'Black' serious damage

We're working with Waka Kotahi on major roading infrastructure replacement. We need to submit a benefits and economic evaluation on each destroyed bridge.

This involves looking at alternative options, traffic volumes, detailing benefits of the project and economic costings. If the evaluations are favourable and we can secure government funding, then the next challenge will be obtaining the remaining costs from ratepayers.

Design, investigation and procurement processes will take at least 12 - 16 months, then we would have a rolling programme of 2 - 3 bridges a year, depending on funding. Geotechnical investigations underway at all sites.

Residents have asked about bailey bridges, these are prioritised on a nationwide basis including state highways. To construct a new bridge could take up to 3 - 4 years.

<https://www.gdc.govt.nz/services/tairawhiti-road-to-recovery/flood-damaged-road-network>

Transport Minister Hon Simeon Brown

Hon Simion Brown, Bridges are a critical part of the **road infrastructure** in the **Tairāwhiti** region. These bridges play a vital role in connecting communities, enabling transportation, and ensuring access to essential services. Unfortunately, recent severe weather events have caused significant damage to the local road network in Tairāwhiti. Here are some key points related to the recovery and resilience efforts in the Tairāwhiti region:

1.Recovery Priorities:

1. The immediate focus is on addressing the needs of affected communities.
2. Repairing damaged infrastructure is crucial, including bridges, roads, and other critical elements.
3. Exploring resilience options for the infrastructure to withstand future weather events is essential.
4. [Implementing mitigation measures to reduce risks from natural disasters is a priority¹.](#)

2.Impact of Cyclones Hale and Gabrielle:

1. Cyclones Hale and Gabrielle caused extensive damage to the Tairāwhiti road network.
2. Almost all rural roads were closed, isolating some communities.
3. [Eight bridges were completely destroyed, and 54 others suffered significant damage².](#)

3.Community-Led Planning:

1. Recovery plans need to be community-led.
2. Communities have the opportunity to shape their recovery aspirations.
3. Short, medium, and long-term recovery goals are vital for informing regional priorities.
4. [Funding is available to support the creation of community plans¹.](#)

4.Four Key Areas of Recovery:

1. **Natural Environment:** Restoration and protection of the environment.
2. **Built Environment:** Repair and resilience of infrastructure like bridges and roads.
3. **Social Welfare:** Supporting affected communities.
4. [Economic Recovery: Focusing on economic stability and growth¹.](#)

In summary, Simion Brown, Bridges and other critical infrastructure are essential for the recovery and resilience of the Tairāwhiti region. Efforts are underway to repair, strengthen, and prepare for future challenges.