



From: Ernst Zollner
Sent: Wednesday, 19 November 2014 10:11 a.m.
To: Mike Sabin
Subject: RE: Northland roading 'pinch' points

Hi Mike

As promised, please find attached a memo to me that tries to describe where we are at in relation to the sites you mention below. I'm not sure this fully answers it all; would be good to discuss it further between us and I will also keep chasing internally.

Kind regards, Ernst

From: Mike Sabin [<mailto:Mike.Sabin@parliament.govt.nz>]
Sent: Thursday, 30 October 2014 11:49 a.m.
To: Ernst Zollner
Cc: Kathy Ker; Northland Electorate
Subject: Northland roading 'pinch' points

Ernst,

Following our tour of the north recently, please find below an attached the main 'pinch' points in Northland with regard to roading. Below are the links to Google Maps to zoom in on each location. The corresponding map for each spot is attached as a J-PEG.

I have also attached larger maps which have the corresponding numbers for each location so you can get a sense of it from a more Northland-wide perspective.

It would be good to discuss this with you when you are available.

1. SH10 Awanui (between Awanui and Kareponia Hill)

<https://www.google.co.nz/maps/place/Awanui/@-35.0496682,173.2688169,2844m/data=!3m1!1e3!4m2!3m1!1s0x6d090aade7d768cf:0x500ef6143a2b4a0TheThe>

The road floods over with very heavy rain as the Awanui River banks overflow and the low-lying farm land flood.

2. SH10 Kaeo (Just north of Kaeo bridge)

<https://www.google.co.nz/maps/place/Kaeo/@-35.0874804,173.7340229,2843m/data=!3m1!1e3!4m2!3m1!1s0x6d0bcd5fd5a32d09:0x500ef6143a2d040>

The approaches to the north west of the Kaeo river flood over, in particular during high tide. The road is very low along these stretches (see attached Map)

3. SH10 intersection with Waipapa Rd

<https://www.google.co.nz/maps/place/Waipapa/@-35.2068997,173.9169548,355m/data=!3m1!1e3!4m2!3m1!1s0x6d0bc911736c8113:0x500ef6143a2b990>

This intersection is getting more and more congested and dangerous due to the higher use of Waipapa Rd since the bi-pass was put in and the increased number of large stores at Waipapa. A roundabout is needed.

4. SH1 Moerewa (bottom of turntable hill)

<https://www.google.co.nz/maps/place/Moerewa/@-35.3898825,174.0058396,354m/data=!3m1!1e3!4m2!3m1!1s0x6d0b956f8bdf7b07:0x500ef6143a2e520>

The bridge at the bottom of turntable hill floods over cutting off all traffic to the Far North.

5. SH1 Kawakawa (triple bridges)

<https://www.google.co.nz/maps/place/Kawakawa/@-35.3776929,174.0604827,1416m/data=!3m1!1e3!4m2!3m1!1s0x6d0bbcdcaea2a253b:0x500ef6143a2d420>

The low points between the bridges flood over

6. Haruru Falls Rd (back road to and from Waitangi)

<https://www.google.co.nz/maps/place/Haruru+Falls+Rd,+Haruru+0204/@-35.2695837,174.0601969,2836m/data=!3m1!1e3!4m2!3m1!1s0x6d0bba5f045246c9:0x19c2f077af01ce85>

This is a metal road and given the significance of Waitangi and the use of this road by dignitaries on Waitangi day it should be sealed. It is a very poor road and is one of the main ways to get to a place of significant national importance. (it is a council road)

7. SH11 Kawakawa to Paihia

<https://www.google.co.nz/maps/place/State+Highway+11,+Northland/@-35.3454802,174.0906925,11335m/data=!3m1!1e3!4m2!3m1!1s0x6d0bbca8f4803b9d:0x25510f83ed5c679b>

This is the main route to the Bay of Islands and the road is in very poor condition and is very winding road that floods in two spots cutting of this access way to the BOI. This road is a constant point of frustration for local tourism operators.

8. SH11 Kawakawa river and Tirohanga Stream

<https://www.google.co.nz/maps/place/State+Highway+11,+Northland/@-35.3670544,174.0873794,2833m/data=!3m1!1e3!4m2!3m1!1s0x6d0bbca8f4803b9d:0x25510f83ed5c679b>

Floods over quite easily across a short stretch of road where the flood waters from 3 rivers meet.

9. SH1 Brynderwyn Hill

<https://www.google.co.nz/maps/place/Brynderwyn/@-36.0653742,174.4179872,5616m/data=!3m1!1e3!4m2!3m1!1s0x6d0c929a69eee7ab:0x500ef6143a2beb0>

Ongoing slip issues

10. SH12 Matakohe Bridges

<https://www.google.co.nz/maps/place/Matakohe/@-36.1226901,174.1920347,702m/data=!3m1!1e3!4m2!3m1!1s0x6d0c5df4d3e8dae3:0x500ef6143a2c000>

As per our conversations – my number one priority in Northland. Realignment required.

11. SH1 Wakapara

<https://www.google.co.nz/maps/place/Whakapara/@-35.5451765,174.2627646,2827m/data=!3m1!1e3!4m2!3m1!1s0x6d0b9e03ddda8861:0x500ef6143a2bde0>

Road floods over and cuts of access to Whangarei/Far North

12. Rangiahua Bridge, Horeke

<https://www.google.co.nz/maps/place/Rangiahua+Rd,+Horeke+0475/@-35.3103,173.639869,2835m/data=!3m1!1e3!4m2!3m1!1s0x6d0bde80bf6d467:0x17b37bac464f5923>

Bridge floods over cutting access to Far North

13. SH12 Taheke (bridge over Taheke river)

<https://www.google.co.nz/maps/place/Taheke/@-35.4627037,173.646259,707m/data=!3m1!1e3!4m2!3m1!1s0x6d0be11f77cebaeb:0x500ef6143a2b770>

Bridge floods over cutting access to SH12 alternative route south or alternative route (via Ferry) from Kohukohu back to Kaikohe if Rangiahua is flooded

14. Maungakahia Rd

<https://www.google.co.nz/maps/place/Mangakahia+Rd,+Northland/@-35.597067,173.9299773,45197m/data=!3m1!1e3!4m2!3m1!1s0x6d0b92101d618bf5:0xc767c1f27f7e7841>

Many believe this should be designated a State Highway.

Kind regards,

Mike Sabin



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To Ernst Zollner
Cc
From Jacqui Hori-Hoult
Date 13 November 2014
Subject Northland Roding Pinchpoints

In response to Mike Sabin's email dated 30 October 2014, please find below a table outlining the status for each length of State highway.

Location	Status
SH10 Awanui (Between Awanui and Kareponia Hill) The road floods over with very heavy rain as the Awanui River banks overflow and the low lying farm land flood	We have developed engineering solutions which are now being considered as part of our national response to regional resilience issues. Decisions on if and when work will be undertaken at this site should be known before July 2015.
SH10 Kaeo (just north of Kaeo Bridge. The approaches to the north west of the Kaeo river flood over, in particular during high tide. The road is very low along these stretches	
SH10 Intersection Waipapa Road	We have included funding investigate solutions for this corridor in the draft 2015-18 programme.
SH1 Moerewa (bottom of turntable hill) The bridge the bottom of turntable hill floods over cutting off all traffic to the Far North	NZ Transport Agency is working work with NRC on finding a fully integrated flooding solution for both catchments.. NRC has started to develop some options for flood risk reduction for Otiria/Moerewa area. Basically diverting overland flood flow from the Otiria into the Waiharakeke, using a high level spillway. The main benefit is to Otiria/Moerewa however the reduced flow in the Otiria Stream will help to reduce the peak flows and overtopping at the SH-1 Turntable Hill Bridge. Our initial modelling does not show significant reduction in flood flow at SH-1, however we will look to make another model run with increased diversion of high level flows.
SH1 Kawakawa - The low points between the bridges flood over	Part of the above
Haruru Falls Road (Back road to Waitangi) - Not a SH but given the significance of Waitangi this should be sealed	This road will need to be reviewed under the ONRC by FNDC
SH11 Kawakawa to Paihia including SH11 Kawakawa river and Tirohanga Stream	Experience a number of overslips and flooding at Taumarere which is part of the rivers from Otiria/Moerewa linkage.

SH1 Brynderwyn Hill - on-going slips	NZ Transport Agency strategic approach is to review the Whangarei to Brynderwyns as corridor as opposed to individual projects
SH12 Matekohe Bridges	Nominated project for consideration by the RTC
SH1 Whakapara	Part of our resilience project and as a Regional Strategic road in the ONRC
SH12 Rangiahua Bridge, Horeke	Part of our resilience project although NZ Transport should work with NRC to ascertain the river catchment.
SH12 Taheke	Same as above
Mangakahia Road	This was reviewed by Transit but there was not enough information re the route and forestry production. Transit allowed for this section to be reviewed in the future. Current 2014 strategy that the route must meet 2 criteria - 1) Strategic importance and 2) Satisfying through movement. 1) Can be demonstrated although 2) not so as the alternative is SH12 and SH1 to service the region. NZ Transport is committed to reporting this to the Auckland /Northland Regional Management Team (Early December)

Attached is an extract of Slip and Flood Risk Locations identified in our Resilience Study and presented in a Map.

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