

MINO-747 Regional Resilience Announcement

9 May 2023

Information to support the Ministers Regional Resilience announcement on 14 May.

For the \$275m funding to the NLTF, can Waka Kotahi please provide further information about the \$250m that has already gone out:

- How much of it has been spent?
- Can we say what regions it has been spent in?

A total of \$112.916m as at 8 May 2023. This is expected to increase this week as the latest monthly claims are received.

State Highways

- Hawkes Bay/Gisborne - \$14,000,884
- Taranaki - \$402,382
- Auckland/Northland - \$8,553,306
- Waikato/BOP - \$3,861,929
- **Total: \$26,818,501**

Local Roads

- Hawkes Bay/Gisborne - \$50,588,424
- Auckland/Northland - \$28,694,237
- Waikato/BOP - \$1,499,899
- Manawatu/Whanganui - \$4,025,581
- Wellington - \$1,289,597
- **Total: \$86,097,738**

Can we point to key examples of works that have been done/enabled by the provision of this funding? Specific case studies and/or high-level numbers of connections restored where this funding has helped.

Bailey Bridges

- One Bailey bridge installed (No. 4 Road, Te Puke) in the Waikato/BoP region
- Piling is underway for the Hikuwai Bailey bridge, which is expected to be open to traffic by the end of May, weather dependent. See: <https://nzta.govt.nz/media-releases/piling-begins-for-hikuwai-bailey-bridge-on-sh35/>
- A Bayley Bridge was installed within a week when the Mill Flat Road that was completely washed out during the 27 January Flooding. Link to story and photos.
- Work to install the Waikare Bridge is underway and will open to traffic on 14 May. The Bailey bridge will replace the existing bridge which was washed away during Cyclone Gabrielle, while a permanent solution is designed and constructed. The Bailey bridge has been launched and is now in place, work is now focused on the approaches onto the bridge structure.

- Bailey bridges prioritised at 11 sites across the state highway and local road network. See the below table taken from 5 May weekly update:

NEMA PRIORITISED BAILEY BRIDGES AND STATUS			
Bridge & Name	Road Controlling Authority	Status	Bailey Bridge Opening
Opoiti Bridge on Tiniroro 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	Physical works underway, bailey bridge installation started 26/4	Early May
SH35 Hikuwai No. 1 Bridge	Waka Kotahi, Gisborne	Physical works underway	End of May
Whanawhana Bridge on Whanawhana Road	Hastings District Council	Physical works underway, site ready, installation has begun.	Early May
Moeangiangi Bridge on Waikare Rd	Hastings District Council	Site investigation and design underway.	May
Mangatutu Low Level Bridge on Mangatutu Road	Hastings District Council	Site investigation and design underway.	May
Ellis-Wallace Bridge on Ellis Wallace Road	Hastings District Council	Site investigation and design underway.	May
Hollywood Bridge on Bushy Knoll Road	Gisborne District Council	Mabey Bridge will be used due to span required	End of May
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.	Beginning of June

Local Roads

- Gisborne District Council has published some information about how the initial \$29m of funding will be spent on its initial response - <https://www.gdc.govt.nz/services/civil-defence/tairawhiti-road-to-recovery/flood-damaged-road-network>
- More than 30 local roads reopened in the Waikato/BoP region
- Whanganui removed nearly 10,000m³ of slip material allowing all roads to be opened. There are approximately 100m of dropouts being/been repaired.
- Rangitikei DC removed approximately 20,000m³ of slips and had four roads closed. All roads have now been reopened with reinstatements awaiting to happen. There are also 300m of road side drop outs being/been repaired.
- Manawatu DC removed approximately 18,000m³ of slips, with three bridges closed due to damage or loss. At present only one bridge remains closed due to complete loss and unable to be spanned using

a bailey bridge. One was repaired using culverts as a practical solution and one has been topped with a bailey bridge. There are also 1,100m of roadside dropouts that have been or are being repaired.

- More than 100 roads across Auckland have been reopened - in total more than 130 roads were closed or partially closed as a result of the severe weather events, with road maintenance teams working on 1300 overslip sites clearing more than 55,000m³ of material.

State Highways

- When a National State of Emergency was declared on Tuesday 14 February, more than 30 sections of state highway in the North Island were completely closed to traffic, including a significant proportion of the state highway networks serving Auckland, Northland, Coromandel, Manawatu, the Central Plateau, Gisborne and Hawkes Bay. State Highway 25A in the Coromandel and State Highway 2, between Napier and Tutira are the only sections of State Highway network that are still closed.
- SH2 between Wairoa and Napier to open from Sunday 14 May, including the Waikare Bailey bridge – see <https://www.nzta.govt.nz/media-releases/sh2-wairoa-to-napier-opening-next-sunday-14-may/>
- SH5 reopened to all traffic on 20 March, with more than 32 damaged sites along the route, ranging from minor dropouts to significant underslips and washouts.
- SH38 through to Aniwhaniwa Falls reopened to traffic from 7am 24 March following crews clearing slips and installing safety barriers.
- SH1 over the Brynderwyns opened to traffic in both directions over easter weekend. Following a closer of the road to carry out further repairs, the road was again opened on 1 May. Crews worked on three over slips at the Brynderwyns where the hillside was reformed and loose material was removed to make it safer. Extra drainage was also installed to help to future proof stormwater resilience. Under slips were stabilised and pavement repairs were completed on other sections of the road, hydroseeding (planting) over slip areas and general maintenance.

Confirmation that the \$275m will go to similar types of works as the \$250m did (and explain what these are) and in the same regions

- Yes, the \$275m will be used for similar types of works as the original \$250m. A key difference is that:
 - the \$275m also allows for costs for planning works for recovery
 - the \$275m allows for costs and claims after 30 June 2023. The original \$250m had a requirement that all claims had to be made prior to 30 June 2023 – this was increasingly a concern for Councils, particularly those who have not yet been able to reach parts of their network for assessment.
- Waka Kotahi will shortly be providing additional guidance to councils however eligible activities for the \$275m includes initial response costs such as debris clearance, temporary route reinstatement, emergency bridging (e.g. Bailey bridges), restoration of drainage, temporary protection measures, temporary traffic management. It also covers minor reinstatements or non-complex recovery, geotechnical and structural investigations and programme scoping, costing and planning for recovery.
- This additional funding will provide ongoing certainty for the initial response to Cyclone Gabrielle, including the reinstatement of transport connections, clearing debris, temporary route reinstatement, emergency bridging (e.g. Bailey bridges), restoration of drainage, temporary protection measures, temporary traffic management

Regional Resilience package: can Waka Kotahi please provide some examples of the projects from the highly impacted areas from the regional resilience package that can be mentioned in the announcement

- Waka Kotahi has provided the Minister's Office with a list of projects likely to be funded through the Low Cost Low Risk portion of the regional resilience package. In providing this list, we noted that projects in the list may be captured in recovery works but it is too early to confirm until the recovery programme is confirmed.
- We suggest any project from the affected regions, listed in the LCLR spreadsheet, could be mentioned as examples in the announcement, such as:
 - Hawke's Bay - State Highway 2 Morere Hill dropout will stabilise an underslip to prevent further risk of damage to State Highway 2
 - Gisborne – State highway 2 Otoko Hill will stabilise an embankment to prevent further risk of an overslip.
- Note Waka Kotahi is also profiling up to three projects from each region included in the LCLR spreadsheet. We are scheduled to provide this to the Minister's Office on Wednesday 10 May 2023.

Included in the draft PR are some example projects from regions across the full resilience package (not just Low Cost Low Risk projects).

A draft press release that summarises these initiatives – see attached



14 May 2023

Government delivering further investment to boost resilience of transport networks

The Government has announced the next tranche of investment to support transport networks in North Island regions hit by Cyclone Gabrielle and the January floods.

Cabinet has approved an additional \$275 million to make immediate repairs to damaged state highways and local roads in the North Island, and up to \$200 million for reinstatement of the rail network.

The investment is over and above initial response funding of \$250 million announced in February to help Waka Kotahi and local councils assess damage and make immediate repairs to roads, and \$50 million to deliver interim emergency business and primary sector support in affected regions.

“The road and rail network has been hit hard in cyclone and flood-affected areas, and the Government moved quickly to assure North Island communities that we will support them to recover from the devastation wrought by these disasters,” Transport Minister Michael Wood said.

“While Government works with affected regions on the big recovery and rebuild task ahead, this additional \$275 million for emergency work will help Waka Kotahi and financially constrained local authorities get New Zealand’s essential transport network operating again.

Government is also working to improve the resilience of the broader roading network by proactively addressing current and future natural hazard risks, with a focus on climate change risks.

Work is underway to identify small but important resilience projects across the country on both the state highway and local road network to develop a programme of additional resilience investment. Some of the major benefits, and example risk sites include:

- Northland – Providing increased levels of service across the region by addressing high priority land instability and subsidence issues including State Highway 1 Longhill and State Highway 12 north of Waipoua Forest.
- Taranaki – Addressing coastal flooding issues for State Highway 3 including Tongaporutu Estuary and the Monhakatino Bridge.
- Nelson, Tasman & Marlborough – Providing upgrades for route security including State Highway 6 Takaka Hill and Weld Pass on State Highway 1

- West Coast – Addressing numerous landslip, drainage and river erosion issues including high priority coastal erosion and coastal flooding sites along State Highway 6. Responding to issues such as Meybille Bay would be addressed as well as improvements to the Buller Gorge.
- Otago and Southland – Addressing numerous flooding issues such as State Highway 1 Kakanui Straight and the growing coastal flooding risk at Ocean View, north of Bluff, securing access for the township and the Port.

From KiwiRail:

“Cyclone Gabrielle undermined tracks, caused major slips, and in the Hawke’s Bay completely washed away rails and severely damaged bridges – shutting parts of the national rail network and stopping freight trains.”

“While KiwiRail has insurance to cover the cost of reinstating closed lines in Northland and the Hawke’s Bay, we have earmarked up to \$200 million [OR \$40 million plus a tagged contingency] to ensure KiwiRail has the funds to get on with the work and to go further – making improvements that will ensure the North Island rail network is more resilient to extreme weather events.”

“This is the same approach taken in the response to the Kaikōura Earthquake, which has significantly improved the ability of the coastal rail line around Kaikōura to withstand the risk of heavy rainfall, slips and other impacts of climate change.

KiwiRail is currently considering the best resilience improvements to make in the North Island and will be reporting back to the Government.

Improvements in the South Island railway following the Kaikōura Earthquake included increasing the size of culverts, debris bridges so that material falling from cliffs flow under the rail line, strengthening bridges and improving seawalls. Government funding also enabled a KiwiRail/Waka Kotahi initiative that bypassed the old, narrow Tar Barrel Tunnel, near Ward, removing a weak point in the rail network. This is the type of ‘build back better’ investment the Government will be considering in the coming months.

“With the increasing frequency and severity of weather events, we know that proactive investment to protect against slips, erosion, rockfall and flooding will minimise the disruption caused by these events and keep communities connected”.

“Today’s announcement provides further certainty for affected regions, and demonstrates our commitment to helping communities get back on their feet while also building a stronger and more resilient transport network.”

Media contact: Elizabeth Mitchell, 021 847 930

Out of Scope

From: Josh Driscoll [mailto:Josh.Driscoll@nzta.govt.nz]

Sent: Monday, 15 May 2023 12:18 PM

To: Prisca Gain <Prisca.Gain@parliament.govt.nz>; Official Correspondence <Official.Correspondence@nzta.govt.nz>

Cc: Leisa Coley <Leisa.Coley@nzta.govt.nz>; Richard May <Richard.May@nzta.govt.nz>

Subject: RE: Urgent request - Transport factsheet

Here you go.

State highways

SH Region	Actual as at end April 2023
Gisborne	\$9,947,521
Hawke's Bay	\$12,839,609
Northland	\$11,498,927
Wa kato	\$7,502,673
Manawatu/Whanganui	\$67,733
Taranaki	\$543,008
Bay of Plenty	\$1,538,134
Taranaki	\$304,667
Auckland	\$1,083,292
	\$45,325,564

Local Roads (as at 9AM 15 May)

Region	Council	Claim	Region total
Northland/Auckland Regions	Whangarei	1,724,964	27,357,143
	Auckland	25,632,179	
Gisborne/Hawkes Bay	Gisborne	22,126,291	62,580,738
	Central HB	5,838,474	
	Hastings	28,491,333	
	Wairoa	4,794,860	
	Napier	1,329,780	
Manawatu/Whanganui	Tararua	3,705,655	5,508,087
	Whanganui	319,926	
	Manawatu	1,162,635	
	Rangitikei	319,871	
Wellington Region	Carterton	231,244	1,289,597
	Masterton	830,217	
	SWDC	228,136	
Wa kato/Bay of Plenty	WBOP	1,499,899	5,158,180
	Thames-Coromandel	3,658,281	

101,893,745

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Out of Scope

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From: Josh Driscoll [<mailto:Josh.Driscoll@nzta.govt.nz>]
Sent: Monday, 15 May 2023 10:24 AM
To: Prisca Gain <Prisca.Gain@parliament.govt.nz>; Official Correspondence <Official.Correspondence@nzta.govt.nz>
Cc: Leisa Coley <Leisa.Coley@nzta.govt.nz>
Subject: RE: Urgent request - Transport factsheet

I've got it for the local road component, still waiting on the state highway figures. I shall send through as soon as I have them.

Here's the updated local road numbers which are as of earlier this morning – we'll update again for Wednesday. Just note that the figure for Auckland has reduced due to a claim that was originally included in the numbers not being eligible to be made against the \$250m.

Region	Council	Claim	Region total
Northland/Auckland Regions	Whangarei	1,724,964	27,357,143
	Auckland	25,632,179	
Gisborne/Hawkes Bay	Gisborne	22,126,291	62,580,738
	Central HB	5,838,474	
	Hastings	28,491,333	
	Wairoa	4,794,860	
	Napier	1,329,780	
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	Manawatu	1,162,635	
	Rangitikei	319,871	
Wellington Region	Carterton	231,244	1,289,597
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Wa kato/Bay of Plenty	WBOP	1,499,899	5,158,180
	Thames-Coromandel	3,658,281	

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Out of Scope

From: [Josh Driscoll](#)
To: Prisca.Gain@parliament.govt.nz
Cc: [Official Correspondence](#)
Subject: MINO-747 RESPONSE 2 - Regional Resilience - Updated docs
Date: Friday, 12 May 2023 4:31:16 PM
Attachments: [image002.png](#)
[image003.png](#)
[MINO-747 Regional Resilience Announcement.docx](#)
[MINO-747 Draft PR.docx](#)
[image001.png](#)

Hey Prisca,

The following table provides the totals claimed by each of the Councils as at 8 May. These numbers are changing daily as more claims come in.

Organisation name	Claimed
Auckland Transport	25,632,179
Carterton District Council	231,244
Central Hawkes Bay District Council	5,838,474
Department of Conservation	
Far North District Council	
Gisborne District Council	22,126,291
Hastings District Council	17,828,799
Hauraki District Council	
Kaipara District Council	
Kapiti Coast District Council	
Manawatu District Council	
Marlborough District Council	
Masterton District Council	830,217
Matamata-Piako District Council	
Napier City Council	
Nelson City Council	
New Plymouth District Council	
Otorohanga District Council	
Palmerston North City Council	
Rangitikei District Council	
Rotorua Lakes Council	
Ruapehu District Council	
South Wairarapa District Council (incl SPR)	228,136
Taranua District Council	3,705,655
Taupo District Council	
Tauranga City Council	
Thames-Coromandel District Council	
Waikato District Council	
Wairoa District Council	4,794,860
Waitomo District Council	
Wellington City Council	
Western BoP District Council	1,499,899
Whanganui District Council	319,926
Whangarei District Council (Gabrielle)	1,468,390

Whangarei District Council (Akl Anniv)	256,574
	84,760,644

Out of Scope

Proactively Released