



Will be considered for release with redactions

MINO-802 Transport resilience fund

28 June 2023

Provide an update on identifying projects ready to commence using the Resilience budget initiative.

Waka Kotahi NZ Transport Agency's response:

The Resilience budget initiative is comprised of three Crown funding components:

1. State highway coastal, flooding and slips component (approx. \$179 million)
2. State highway low cost low risk (LCLR) component (approx. \$100 million)
3. Local road component (approx. \$140 million).

The State Highway LCLR activities are being prioritised for short term delivery. The \$100 million of LCLR projects confirmed and launched by the Minister in May 2023 are being programmed and further developed. Regional teams are currently confirming the scoping and readiness of those activities being implemented during the 2023/24 summer season. A design panel is being investigated to accelerate design works.

A full State Highway resilience assessment is about to commence to update the Resilience Programme Business Case (2020) to reflect recent events and changes, and to reprioritise resilience needs on the State Highway network. This will include both current resilience risks and future risks associated with climate change. It will be a crucial input to confirm and finalise the State Highway programme for the resilience budget funding, and National Land Transport Fund (NLTF) integration opportunities. This will be complete by October 2023

At this point in time, a further \$152 million (of the \$179 million allocation) of provisional state highway projects have been identified subject to refinement and prioritisation.

The prioritised state highway projects will be submitted for Ministerial approval for a 4-year programme late 2023. A provisional programme will be maintained for the remaining 3-year period (total 7 year programme), dependent on any network change in this period. Business Case development can commence late 2023/early 2024 for projects over \$2 million.

Local authority activities in year one will be invited from high-risk locations, with the remaining programme confirmed in early 2024 based on regional transport programmes being developed currently.