

27 June 2023



Radio New Zealand



REF: OIA-12679

Dear 

Request made under the Official Information Act 1982

Thank you for your email of 15 May 2023 requesting the following information under the Official Information Act 1982 (the Act):

Regards <https://www.nzta.govt.nz/assets/Highways-Information-Portal/Technical-disciplines/Resilience/nrpbc/National-Resilience-PBC.pdf> regards each and all of the extreme and major risks identified, both current and 2050, and both coastal and non-coastal, in relation to business cases, RNZ requests release in full and in fully searchable and copyable format:

- The actual business case done for that risk in whatever form/stage it is at, including preliminary or draft*
- Preferably a copy as above, but if unavailable for any OIA-justifiable reason, a reasonable comprehensive summary of the business case*
- Any recommendations arising from any such business case*
- And any outcome or decision or similar arising from any and all such recommendations*
- Any firmed up costings including actual \$ figures; and/or where the \$-\$\$\$ range is applied, any update to that, either more or less \$s*
- An updated table for these risks as above, showing the status of the business case*

The document itself is a couple of years old and may be out of date as to which BCs are now funded or underway, or completed

Pls provide the most up to date information.

Waka Kotahi NZ Transport Agency continually seeks to improve how it can appropriately embed resilience into its business and investment planning. In January 2019, Waka Kotahi approved the National Resilience Strategic Case. Following this work, Waka Kotahi commissioned the development of a National Resilience Programme Business Case (NRPBC), a milestone in our journey to continually update and improve how we best deliver land transport resilience.

Published in May 2020, the NRPBC provides a clear national picture regarding the resilience of New Zealand's land transport system. It identifies and rates nationally important risks from natural hazards

(including climate change-related) in the land transport system and addresses a range of system-wide resilience process issues.

The NRPBC suggests a suite of system responses Waka Kotahi and investment partners could implement to address the risks identified and achieve the benefits and outcomes. It is a high-level stepping-stone in the wider resilience improvement process and does not seek to determine final solutions. It provides context, evidence, coordination, and direction for subsequent business cases.

The NRPBC identified over 220 risks that were rated extreme or high. However, an extreme or high risk does not necessarily mean that it is likely to occur soon. Major risks could include both high frequency/low impact risks as well as low frequency (e.g. 1 in 100 year return period) / high impact risks. Our Network Outcome Contractors maintain risk registers for their respective areas and manage those risks through ongoing monitoring and management activities.

The NRPBC has provided Waka Kotahi with a consistent national risk database of network risks, to develop a state highways resilience capital works improvement programme for the National Land Transport Programme, as funding constraints permit.

The following table provides a summary of business cases with resilience as a primary outcome, related to extreme or major risks identified in the NRPBC, and initiated since the completion of the NRPBC.

Region	Project Name	Addresses NRPBC extreme or major risk	Current Status of business case
Gisborne	SH2 Inter-Regional Connections - Waioeka	BP8, BP9	Business case in development
	Tairāwhiti and Wairoa Resilience Strategic Response PBC	HB1, HB9, HB10, HB11, HB12, BP3, BP6, BP8, BP9, BP24	Business case in development
Hawkes Bay	SH5 Napier to Taupō PBC	HB14, HB3	Business case in development
	Hawke's Bay Resilience Strategic Response	HB5, HB6	Business case in development
	Draft Hawke's Bay Transport PBC	HB6	Business case in development
Northland / Auckland	Whangārei to Dome Valley Strategic Resilience Response Project	N1, N10, N4	Not a business case at this time, likely to lead to business cases
Otago	SH6 Cromwell to Frankton Resilience	O6, O7, O8, O51	Funding approved, business case scoping underway
	SH6 Frankton to Kingston Resilience	O34, O48	Funding approved, business case scoping underway
	SH6 Otago Haast to Hawea resilience improvements	O11, O47, O50	Funding approved, business case scoping underway
Southland	SH94 Homer Tunnel Rockfall/Avalanche protection	MR16, MR17	Funding approved, business case out to market

Region	Project Name	Addresses NRPBC extreme or major risk	Current Status of business case
	SH94 Milford Road to Te Anau Downs resilience	MR2, MR3, MR4, MR5, MR10, MR15	Funding approved, business case scoping underway
Tasman	SH60 Takaka Hill Resilience Improvements	TS20	Funding approved, business case scoping underway
	SH6 Dallows Bluff & others rockfall prevention	TS7, TS9, TS12	Funding approved, business case scoping underway
Waikato	Coromandel and Hauraki Resilience Strategic Response	WK6	PBC to be developed
	SH25A slip recovery project (part of the Coromandel and Hauraki RSR detailed above)	WK2	Business case in development
West Coast	SH6 West Coast Haast to Hawea resilience improvements	WC8, WC9, WC10, WC12	Funding approved, business case scoping underway

Specific responses follow for each part of your request for:

- ***The actual business case done for that risk in whatever form/stage it is at, including preliminary or draft***

The business cases listed above are in development and as such are withheld under section 9(2)(g)(i) of the Act. This is to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any department or organisation in the course of their duty.

- ***Preferably a copy as above, but if unavailable for any OIA-justifiable reason, a reasonable comprehensive summary of the business case***

The below table provides summary information on the scope of the business cases, but does not provide a summary of the business cases themselves.

Region	Project Name	Summary information
Gisborne	SH2 Inter-Regional Connections - Waioeka	The budget for the single-stage business case is \$500,000 and is funded by the National Land Transport Fund as part of the Tairāwhiti Roading package.
	Tairāwhiti and Wairoa Resilience Strategic Response PBC	We are working on developing a strategic resilience recovery approach for Tairāwhiti, with Wairoa also included in this work. SH2 (Ōpōtiki to SH2/SH5 intersection), SH35 and SH38 are included in the project. We are working closely with local councils on this project, which will further support the immediate emergency works that have already taken place. It will build on existing

		<p>strategic work already done in the region, including the Tairāwhiti Rooding Package, and applying a stronger resilience lens. It will also identify the potential initial broad programmes of recovery work to progress as soon as feasible, and the ranges of funding required.</p>
Hawkes Bay	SH5 Napier to Taupō PBC	<p>State Highway 5 is a critical link between Hawke’s Bay and the Upper North Island. Feedback from stakeholders and the public included concerns about the lack of sufficient investment in this corridor and of a long-term corridor investment plan. There have been a large number of serious and fatal crashes that have led to 130 death and serious injuries over the last seven years. The implementation of the 80km/h speed limit (for approximately 60% of the corridor) was the first step to significantly reduce deaths and serious injuries. This is, however, only one component of making SH5 safer and more resilient. We are now working on a programme for short-term and long-term investment. We are also progressing a Programme Business Case (PBC) to develop solutions for the corridor alongside our partners and stakeholders.</p>
	Hawke's Bay Resilience Strategic Response	<p>We are working on how to strengthen the resilience of SH2, SH5, SH50 and SH51, to protect our highway network from high impact events like cyclones in the future.</p> <p>We want to work with councils and mana whenua on this project, which will further support the immediate emergency works that have already taken place. It will identify the potential initial broad programmes of recovery work to progress as soon as feasible, and the ranges of funding required.</p> <p>All future programmes of work will be subject to securing funding, and many will require further investigation, planning and community engagement including consultation with those who live and work in the affected areas before physical works begin.</p>
	Draft Hawke's Bay Transport PBC	<p>We are working on a fast paced project to identify and prioritise potential programmes of works and next steps for state highways in the Hawke’s Bay. The aim of this work is to further support the immediate emergency works that have already taken place in the Hawke’s Bay, and identify options for recovery and rebuild works in the medium and long term.</p> <p>It will identify ranges of funding required for each of these programmes and next steps, which will be further refined in the next stages.</p> <p>We aim to have this work complete by mid-July 2023. At that point we expect to have a set of programmes identified, along with estimated funding required for each programme, and</p>

		<p>potential funding sources. All of the programmes will be subject to securing funding.</p> <p>Some programmes may be able to get started straight away as part of business-as-usual, while others will be more complex and require full public consultation, further investigation, options assessment, and design.</p>
Northland / Auckland	Whangārei to Dome Valley Strategic Resilience Response Project	<p>There are significant resilience issues on the SH1 Whangarei to Warkworth strategic transport network and the wider Northland state highway and local road network in the region, which includes significant storm damage following Ex Cyclones Hale and Gabrielle and several other extreme weather events in the summer of 2023.</p> <p>These weather events have closed sections of road along the length of SH1 but also the designated alternative / detour routes (SH12, 14 and local roads in Northland).</p> <p>Given the SH's strategic network function there is a significant opportunity for resilience improvements for those corridors which suffered widespread damage, as well as local roads which act as key detour routes. There is an opportunity to build a more resilient transport network for customers able to better withstand weather events thereby saving continued additional emergency maintenance spending while also addressing existing safety issues.</p>
Otago	SH6 Cromwell to Frankton Resilience	<p>There are rockfall and landslip risks along this corridor, particularly throughout the Kawarau Gorge, and including the Nevis Bluff, a significant unstable feature. The business case will assess the resilience risks, and explore a wide range of solutions before making a recommendation.</p> <p>The scope of the business case is currently being defined, and work is being done on the Strategic Case – defining the problems and benefits, and compiling supporting evidence.</p>
	SH6 Frankton to Kingston Resilience	<p>This corridor follows the shores of Lake Wakatipu and is subject to rockfall and landslip risks. The business case will assess the resilience risks, and explore a wide range of solutions before making a recommendation.</p> <p>The scope of the business case is currently being defined, and work is being done on the Strategic Case – defining the problems and benefits, and compiling supporting evidence.</p>
	SH6 Otago Haast to Hawea resilience improvements	<p>Linking the Queenstown-Lakes District with the West Coast, SH6 between the Haast and Hawea has numerous rockfall and landslip risks. The business case will assess the resilience risks, and explore a wide range of solutions before making a recommendation.</p>

		<p>The scope of the business case is currently being defined, and work is being done on the Strategic Case – defining the problems and benefits, and compiling supporting evidence.</p>
Southland	SH94 Homer Tunnel Rockfall/Avalanche protection	<p>The one-way Homer Tunnel is on State Highway 94 (SH94), the only route to Milford Sound.</p> <p>This business case (which is about to be commenced) will focus on the concrete portals which have reached the end of their life, as well as the current safety standards of all infrastructure in the light of the surrounding risks (avalanche, rockfalls and difficult driving terrain). Work has already been done on the Strategic Case – defining the problems and benefits.</p>
	SH94 Milford Road to Te Anau Downs resilience	<p>Milford Road forms a section of State Highway 94 (SH94), providing the only access to Milford Sound and Fiordland National Park (a UNESCO World Heritage area), a popular and key regional and national tourist destination. There is no alternative route should this corridor close due to an event. The whole route is subject to natural hazard risk, particularly landslip, rockfall and flooding.</p> <p>The business case will assess the resilience risks, and explore a wide range of solutions before making a recommendation.</p> <p>The scope of the business case is currently being defined, and work is being done on the Strategic Case – defining the problems and benefits, and compiling supporting evidence.</p>
Tasman	SH60 Takaka Hill Resilience Improvements	<p>SH60 traversing Takaka Hill provides the only access to the popular holiday destination Golden Bay and Farewell Spit in the Tasman Region. There is no alternative route should this corridor close due to an event. Landslip is the key resilience risk along this corridor. The business case will assess the resilience risks, and explore a wide range of solutions before making a recommendation.</p> <p>The scope of the business case is currently being defined, and work is being done on the Strategic Case – defining the problems and benefits, and compiling supporting evidence.</p>
	SH6 Dallows Bluff & others rockfall prevention	<p>This business case will focus on rockfall and landslip on SH6 between the West Coast boundary and the intersection with SH63 (Murchison to St Arnaud). The business case will assess the resilience risks, and explore a wide range of solutions before making a recommendation.</p> <p>The scope of the business case is currently being defined, and work is being done on the Strategic Case – defining the problems and benefits, and compiling supporting evidence.</p>

Waikato	Coromandel and Hauraki Resilience Strategic Response	<p>There are significant resilience issues on the Coromandel state highway network (SH25 and SH25A) and the wider Coromandel/Hauraki state highway and local road network in the region, which includes significant storm damage following Ex Cyclones Hale and Gabrielle and several other extreme weather events in the summer of 2023.</p> <p>These weather events have closed sections of road along the length of SH25 and most notably at Taparahi on SH25A and the alternative / detour routes.</p> <p>There is a significant opportunity for resilience improvements for those corridors which suffered widespread damage, as well as local roads which act as key detour routes. There is an opportunity to build a more resilient transport network for customers able to better withstand weather events thereby saving continued additional emergency maintenance spending while also addressing existing safety issues.</p>
	SH25A slip recovery project (part of the Coromandel and Hauraki RSR detailed above)	As detailed above.
West Coast	SH6 West Coast Haast to Hawea resilience improvements	This business case spans West Coast and Otago – see summary under Otago above.

- ***Any recommendations arising from any such business case***

The business cases listed above are in development and as such any draft recommendations from them are withheld under section 9(2)(g)(i) of the Act. This is to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any department or organisation in the course of their duty.

- ***And any outcome or decision or similar arising from any and all such recommendations***

As the business cases have not been completed, no outcomes have arisen or decisions made following recommendations in the business cases.

- ***Any firmed up costings including actual \$ figures; and/or where the \$-\$\$\$\$ range is applied, any update to that, either more or less \$s***
- ***An updated table for these risks as above, showing the status of the business case***

The NRPBC, the cost ranges it provides, and the table of risks have not been updated since the business case was published.

In addition to the business cases underway, Waka Kotahi is undertaking a broad range of activities for the purpose of managing and increasing resilience on some of the highest risk sections of the state highway network. This includes emergency works, regular maintenance and the Low Cost / Low Risk programme. None of these require business cases but, in many cases, will have referenced the NRPBC in their development. The webpage www.nzta.govt.nz/projects/listview provides a current list of projects being progressed by Waka Kotahi. Many of which address resilience risks and improve resilience outcomes as part of their design.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision on this request. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

In line with Waka Kotahi policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with Waka Kotahi, please contact Andrew Knackstedt, Senior Media Manager, by email at andrew.knackstedt@nzta.govt.nz.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Robyn Elston', with a stylized flourish at the end.

Robyn Elston

National Manager System Design