



**CENTRAL
HAWKE'S BAY**
DISTRICT COUNCIL

Transport Committee Agenda

Thursday, 19 September 2024

9.00am

Council Chambers,
28-32 Ruataniwha Street, Waipawa

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- 1 **WELCOME/ KARAKIA/ NOTICES**
- 2 **APOLOGIES**
- 3 **DECLARATIONS OF CONFLICTS OF INTEREST**
- 4 **STANDING ORDERS**

RECOMMENDATION

That the following standing orders are suspended for the duration of the meeting:

- **21.2** Time limits on speakers.
- **21.5** Members may speak only once.
- **21.6** Limits on number of speakers.

And that Option C under section 22 *General Procedures for Speaking and Moving Motions* be used for the meeting.

Standing orders are recommended to be suspended to enable members to engage in discussion in a free and frank manner.

5 CONFIRMATION OF MINUTES

There are no minutes to be confirmed.

6 REPORT SECTION

6.1 RESOLUTION MONITORING REPORT

File Number: COU1-1400

Author: Annelie Roets, Governance Lead

Authoriser: Doug Tate, Chief Executive

Attachments: 1. 19 September 2024 - Land Transport Committee Monitoring Report
[↓](#)

RECOMMENDATION

That the Transport Committee notes the Resolution Monitoring Report.

PURPOSE

The purpose of this report is to present the Resolution Monitoring Report, **attached**. A single resolution has been carried over from Council to the Transport Committee.

IMPLICATIONS ASSESSMENT

This report confirms that the matter concerned has no particular implications and has been dealt with in accordance with the Local Government Act 2002. Specifically:

- Council staff have delegated authority for any decisions made.
- Council staff have identified and assessed all reasonably practicable options for addressing the matter and considered the views and preferences of any interested or affected persons (including Māori), in proportion to the significance of the matter.
- Any decisions made will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses.
- Unless stated above, any decisions made can be addressed through current funding under the Long-Term Plan and Annual Plan.
- Any decisions made are consistent with the Council's plans and policies; and
- No decisions have been made that would significantly alter the intended level of service provision for any significant activity undertaken by or on behalf of the Council or would transfer the ownership or control of a strategic asset to or from the Council.

SIGNIFICANCE AND ENGAGEMENT

This report is provided for information purposes only and has been assessed as not significant.

NEXT STEPS

An updated Resolution Monitoring Report will be presented at the next Committee meeting.

RECOMMENDATION

That the Transport Committee notes the Resolution Monitoring Report.



Transport Committee

Resolution Monitoring Report for 19 September 2024

Key	
Completed	
On Track	
Off Track	

Item Number	Item	Council Resolution	Resolution Date	Responsible Officer	Progress Report
1	7.3	Land Transport Section 17a and Risk Report 1. That the Land Transport Section 17a be adopted and its findings and recommendations are incorporated into the Land Transport Improvement Plan. 2. That a regular report on Land Transport Improvement Programme Implementation is provided to council/committee to commence in August 2024, be adopted and appropriate risks incorporated into Council's risk register. 3. That the risk review identified in the risks in the Land Transport Improvement Programme be adopted and appropriate risks be incorporated in Council's Risk Register.	13-Jun-24	Mark Kinvig / Twinkle Poulouse / Shawn McKinley	Complete - this item has been transferred from the Council agenda. Officers have recommended that this item while not complete, is noted as complete, with the key actions being incorporated into the Committee work programme.

6.2 CYCLONE GABRIELLE - ROADING RECOVERY UPDATE

Author: Rebecca England, Project Manager

Authoriser: Doug Tate, Chief Executive

Attachments: 1. Land Transport Recovery Programme KPSR [↓](#)

PURPOSE

The purpose of this report is to provide an update on the Land Transport Recovery programme and the work undertaken during August 2024.

RECOMMENDATION

That the Transport Committee notes the Cyclone Gabrielle - Roading Recovery Update.

EXECUTIVE SUMMARY

This report presents the August 2024 update to the Land Transport Cyclone Gabrielle recovery programme, attached.

BACKGROUND/DISCUSSION

In the past month, significant progress has been made finalising the construction contracts for our emergency response funding, with final tasks including:

- the installation of the Titoki Bridge temporary pier debris catcher; and
- repairs to the Makaroro Bridge sight rails.

The delays encountered for these sites have primarily been attributed to adverse weather conditions, which have affected earthworks, river work, and pavement sealing.

Crown Infrastructure Partner (CIP)-funded projects are moving forward, with detailed designs in progress for Wimbledon Road 1.3 and Elsthorpe Rd 14.9 landslides and ongoing options assessment for Wimbledon Rd 9.5. Short-term repairs at Fletchers Crossing are also under design, with construction planned to start before the end of September.

With most of the construction work completed in the emergency response phase, our focus has shifted towards preparing for future work by applying for further recovery funding from the New Zealand Transport Agency (NZTA). Our application will be informed by our draft multi-criteria analysis, and will help determine the inclusion of specific sites in the funding request.

Recent feedback indicates NZTA may not fund repairs to reinstate to previous service levels at certain sites, such as Cooks Tooth Road. Consequently, these sites are on hold to minimise delay to the remainder of the application and allow for Council discussion with NZTA, to resume confirmation of these projects. Early indications are that the funding application is likely to be approved for about \$12.8 million. However, there is still some uncertainty regarding the Funding Assistance Rate (FAR). Officers will be able to provide a further update at this meeting.

We are proceeding with the application anticipating an enhanced Funding Assistance Rate (FAR), be approved by the NZTA board on the 18 October. Letters have also been drafted by the Regions Mayors from the Regional Recovery Agency to the Prime minister, Board Chair of NZTA and the Transport Minister. The Committee Chair and Chief Executive will also be meeting with the Board Chair of NZTA on the day following this meeting on this topic also.

In parallel to this application process, we have begun planning for the completion of repair works, targeting substantial completion by end of June 2025. This will be further assisted by the

successful application to the North Island Weather Event Fund which provided funding to procure internal resources and accelerate the recovery programme's delivery.

IMPLICATIONS ASSESSMENT

This report confirms that the matter concerned has no particular implications and has been dealt with in accordance with the Local Government Act 2002. Specifically:

- Council staff have delegated authority for any decisions made.
- Council staff have identified and assessed all reasonably practicable options for addressing the matter and considered the views and preferences of any interested or affected persons (including Māori), in proportion to the significance of the matter.
- Any decisions made will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses.
- Unless stated above, any decisions made can be addressed through current funding under the Long-Term Plan and Annual Plan.
- Any decisions made are consistent with the Council's plans and policies; and
- No decisions have been made that would alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council or would transfer the ownership or control of a strategic asset to or from the Council.

SIGNIFICANCE AND ENGAGEMENT

This report is provided for information purposes only and has been assessed as not significant.

RECOMMENDATION

That the Transport Committee notes the Cyclone Gabrielle - Roading Recovery Update.

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY



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Programme Name	Land Transport Planned Response and Recovery
Programme Manager	Rebecca England
Programme Sponsor	Doug Tate
Reporting Period	20 Jul 2024- 20 Aug 2024

Programme Objectives:

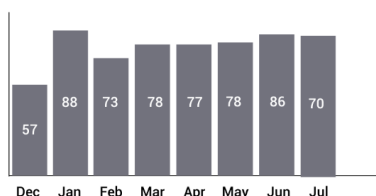
- To rapidly assess and prioritise road damage to facilitate immediate response efforts.
- To ensure immediate safe access for affected community members and road users. In some areas undertaking temporary road repairs to restore basic functionality for emergency services and essential transportation.
- Where able, under budget constraints, permanently re-establish access to isolated or affected areas by repairing damaged roads.
- To communicate and engage with the community on the programme and progress of each project.
- To deliver these capital projects in alignment with budget and quality parameters whilst ensuring community benefit.
- To work with community members, affected landowners, businesses, iwi, and other stakeholders to establish priorities and ideal levels of service, which will inform future recovery works.

Delivery Analytics

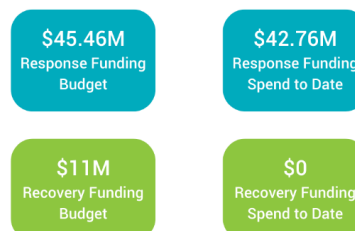
Active Project Delivery



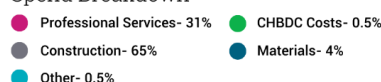
Contractor Performance



Programme Finance



Spend Breakdown



Response



Recovery



**KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED
RESPONSE & RECOVERY****Executive Summary:**

In the past month, significant progress has been made in concluding the construction contracts for our emergency response funding, with final tasks including the installation of the Titoki Bridge temporary pier debris catcher and repairs to the Makaroro Bridge sight rails. The delays encountered for these sites have primarily been attributed to adverse weather conditions, which have affected earthworks, river work, and pavement sealing.

Crown Infrastructure Partner (CIP)-funded projects are moving forward, with detailed designs in progress for Wimbledon Road 1.3 and Elsthorpe Rd 14.9 landslides and ongoing options assessment for Wimbledon Rd 9.5.

The Stage 1 repair (bridge abutment) at Fletchers Crossing is also under design, with construction planned to start before the end of September. It should be noted that the funding allocation for Fletchers Crossing is unlikely to be sufficient to fully reinstate the road back to its original condition. Reinstating and protecting the bridge is the key priority along with reinstating a minimal level of road access for the community. A phased approach to see the abutment reinstated as a priority is being taken.

With the majority of construction work completed in the emergency response phase, our focus has shifted towards preparing for future work by applying for recovery funding from the New Zealand Transport Agency (NZTA). Recent feedback indicates NZTA may not fund repairs to reinstate previous service levels at certain sites, such as Cooks Tooth Road and Kahuranaki Road. Consequently, these sites are on hold to minimise delay to the remainder of the application and allow for Council discussion. This will allow Council to at least commence with a programme in the current financial year and to loop Early indications are that the funding application is likely to be approved for circa \$12.8 million, however, there is still some uncertainty regarding the Funding Assistance Rate (FAR).

We are proceeding with the application anticipating an enhanced Funding Assistance Rate (FAR), be approved by the NZTA board on the 18th of October. Advocacy to accelerate this has also been completed.

In parallel to this application process, we have begun planning for the completion of repair works, targeting substantial completion by end of June 2025. This will be further assisted by the successful application to the North Island Weather Event Fund which provided funding to procure internal resources and accelerate the recovery program's delivery.

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY



Risk and Issues Assessment

Key Issues Impact on Programme Objectives	Yes	No	Explanation and Proposed Resolution
Are there scope control problems?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	All sites affected by Cyclone Gabrielle and the weather through the winter of 2022 have been identified and included in the scope.
Will target dates be missed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Due to ongoing wet weather, a number of projects have been delayed and as such their target dates for completion have been missed.
Will project budgets be overrun?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None at present.
Are there quality problems?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is variable performance amongst contractors, however the majority are performing well. We are proactively working with those who are not reaching targets.
Are there resource problems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scale of the programme combined with funding uncertainty continues to present resourcing issues, including forward planning. A funding application to the Crown Recovery Unit (CRU) to provide further internal resources has been approved. A recruitment process is currently underway.
Are there any unmitigated risks??	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A risk register is established and regularly managed and maintained by key team members.
Are there issues with key stakeholders?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There have been measurable delays to repairs at Fletchers Crossing Bridge and as such there is frustration with impacted community. In addition to this we are undertaking engagement with Mana whenua regarding recovery works.
Are there communications problems?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None at present. All communications are operating in alignment with the overarching plan.
Are there health and safety issues?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Although health and safety risks have been identified, we continue to work with our suppliers to ensure that these are being mitigated appropriately.

Key Programme Risks

Likelihood	Consequence				
	1 - Insignificant	2 - Minor	3 - Significant	4 - Major	5 - Catastrophic
5 - Almost certain	Low	Moderate	Significant	Extreme	Extreme
4 - Very Likely	Low	Moderate	Significant	High	Extreme
3 - Likely	Low	Moderate	Significant	Significant	Extreme
2 - Unlikely	Low	Low	Moderate	Moderate	Moderate
1 - Rare	Low	Low	Low	Low	Low

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY



Risk	Mitigation	Residual Risk Level
Funding constraints limit the work that can be done at certain sites. There is a risk that with ongoing rain and the passage of time, these sites will continue to deteriorate, potentially resulting in the loss of access to some roads, such as Kahuranaki Road, Cooks Tooth Road, and Tourere Road.	At-risk sites are regularly monitored and where possible temporary repairs have been implemented.	Extreme
There is a risk that the public will not comply with road closures and sites under temporary traffic management therefore resulting in significant injury or death.	Minor protection works on unfunded sites aim to increase safety where possible by removing temporary traffic management and installing semi-permanent measures. A safety campaign is being prepared and will reinforce key messaging to road users. We are working with the maintenance contractor to improve the management of TM.	Extreme
Starting from the 25/26 fiscal year, a lack of funding will shift the responsibility for maintaining the safety and accessibility of damaged sites to the maintenance budget. This will affect the ability to carry out planned maintenance activity.	Continued work with the Regional Recovery Agency and NZTA to advocate for additional funding past this current financial year.	Extreme
There is a risk that due to no guarantee of funding, the required resources to support the programme are not available.	Transparent and ongoing communication has been taking place with consultants and contractors to outline funding challenges and plan for work past June 2024.	High
At present no further funding (excluding \$11 million recovery funding provided by the Crown) has been confirmed. Unless further funding is secured, all work will stop or incur further costs to CHBDC and, in turn, ratepayers.	The budget announcement in May 2024 and subsequent communication with NZTA have indicated that approximately \$91 million of recovery funding is available for the 24/25 FY in Hawkes Bay. We are currently working through the application process with NZTA.	Significant
There is a risk that timebound funding will force us to construct repairs through winter therefore risking delays or sub-optimal repairs resulting in higher further maintenance costs.	A clear delivery plan is in preparation. The delivery plan will outline timing, risks	Significant
There is a risk that there is a misalignment between the planned programme and community expectations.	. This will align with the road hierarchy work underway as a part of the Land Transport Improvement Plan.	Moderate
Contractor performance does not meet Council's expectations, therefore leading to unforeseen cost increases, programme delays, poor quality results and negative public perception of the work being completed by Council.	Council clearly outlines its expectations to contractors at the commencement of the contract. Council builds a collaborative working relationship with contractors that allows for clear and regular communication. Council undertakes regular performance monitoring utilising Performance Assessment through Consistent Evaluation scores (PACE).	Moderate

Emergency Response

Following the devastation caused by Cyclone Gabrielle in February 2023 \$35.9 million of Emergency Response funding was provided by Waka Kotahi. Between February and June 2023, funding was

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY



provided at a 100% funding assistance rate. From June 2023 onward this has been a 99% FAR. On 9 April 2024, a further \$9.5 million of emergency response funding was approved bringing the total available budget to \$45.46 million.

Work completed to date has included addressing over 4,000 minor repairs, and simple, complex sites across the district. The report below outlines progress on current projects under the current emergency response funding.

Taurekaitai Bridge

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete
Construction	85%	Aug 2023	Jun 2024	\$417,500	\$379,644
Scope: To design and construct a repair to the true left bank approach of Taurekaitai Bridge and provide rock armouring to the bridge					
PROGRAMME	Construction has been delayed due to minor weather events in May and June. We are now awaiting an updated programme for the remaining works from the contractor, at this time we believe the work should be complete by end of October 2024.				
BUDGET	A measure and value contract has been signed and variations fall within budgeted contingency. Additional scoped work has been funded from the maintenance operation and renewals budget.				
RISK	Works are located in the river and as such there is a risk that construction could be delayed by wet weather.				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY



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Douglas Cutting Bridge

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete
Closure	100%	Mar 2023	Jun 2024	\$1,965,724	\$1,870,714
Scope: To design and construct a bridge extension to replace an abutment that was washed out during Cyclone Gabrielle					
PROGRAMME	All works are now complete. Final acquisition agreement items are being closed out with the landowner				
BUDGET	Variations to complete additional rip rap rock work exceed the project budget by \$2,477.				
RISK	Sealing was completed in favourable conditions and will be monitored through the 12-month defect period.				



Gwavas Road Bridge

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete
Construction	99%	Mar 2023	Jun 2024	\$2,854,530	\$2,708,750
Scope: To design and construct a new bridge to replace the culvert on Gwavas Road					
PROGRAMME	Construction is now completed. The reinstatement of adjacent fencing is programmed for completion in the coming month.				
BUDGET	A design-build contract is in place to an agreed value and there are currently no further variations expected.				
RISK	Sealing was completed in winter with a risk of failure. However, the quality of the sealing was good and will be monitored through the 12-month defect period.				

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY



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Titoki Bridge

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete
Construction	95%	Aug 2023	Jun 2024	\$503,111	\$494,985
Scope: To design and construct an underpinning of the true left abutment at Titoki Bridge					
PROGRAMME	Temporary pier works are complete, and the weight restriction has been lifted to 30,000kg. We are currently awaiting a confirmed price and programme from the contractor to install a debris catcher protecting the temporary pier. This work will be completed before the end of October 2024.				
BUDGET	Work to date is complete on budget.				
RISK	There is a risk that the temporary piers could be damaged in a high flow river event potentially damaging the bridge.				



Simple Landslip Sites

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete
Closure	100%	Aug 2023	Jun 2024	\$4,878,732	\$4,341,142
Scope: 44 simple and complex landslip sites have been identified across the district. Within response funding, 14 sites will receive treatments. Treatments at each site can differ depending on the scale, size and complexity of the site.					
PROGRAMME	Construction on all 14 sites is now complete. We in the process of closing out construction contracts. There are 30 outstanding sites currently without funding a portion of which will be addressed through the latest NZTA application				
BUDGET	Variations have exceeded contract contingency on 4 of the sites. This funding has been reallocated from the programme contingency				
RISK	There is a risk that the unfunded sites continue to progressively deteriorate and associated cost increases.				

**KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED
RESPONSE & RECOVERY**



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY



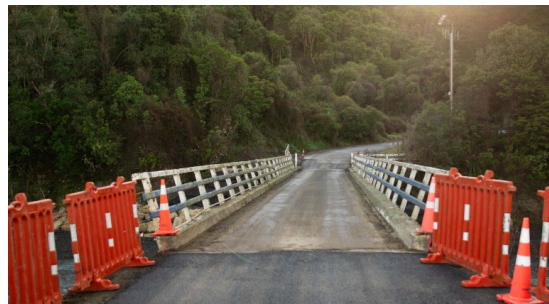
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Resource Consenting

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete
Monitoring	65%	Apr 2024	Aug 2024	\$174,665	\$174,665
Scope: To identify which completed require a retrospective resource consent under S330 of the Resource Management Act. Once sites have been identified then submit necessary consent applications to Hawkes Bay Regional Council (HBRC).					
PROGRAMME	A request for additional information has been received from HBRC. We are currently working with Stantec to collate this before the consent application can proceed.				
BUDGET	A scope of work and budget to complete the work has been agreed with Stantec				
RISK	There is a small risk that HBRC's processing fees exceed the budget				

Makaroro Bridge

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete
Construction	80%	Feb 2023	Aug 2024	\$210,559	\$252,000
Scope: To reinstate the true right abutment of the bridge including pavement and provide scour protection at both abutments.					
PROGRAMME	Co-ordination with our land transport team is underway to construct the sight rails at the same time as bridge rail repairs.				
BUDGET	Land Transport team have confirmed the budget and programming the works				
RISK					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY



Recovery, Phase 1

Following negotiations with Central Government, a total of \$11 million has been provided to Central Hawke's Bay District Council (CHBDC) as a part of the North Island Weather Event Fund. This funding has been allocated to remediation at four sites, Wimbledon Road RP1.3, Wimbledon Road RP9.5, Elsthorpe Road and Fletchers Crossing, Wakarara Road.

To maximise the available recovery budget, we are utilising the current Waka Kotahi Emergency Response Funding to complete the investigation and partial design work on these four sites

Wimbledon Road RP1.3

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete
Planning	25%	Oct 2023	Jun 2025	\$2,950,000	\$2,785,000
Scope: To design and construct a solution that restores the site to an agreed level of service.					
PROGRAMME	A design solution, deep soil mixing, has been selected and a detailed design for the selected solution is underway. The drafting of a request for tender has also commenced.				
BUDGET	The budget is to be confirmed once the option is selected.				
RISK	There is a risk that the site continues to degrade further throughout winter before construction can take place				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY



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Wimbledon Road RP9.5 - 9.7

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete
Planning	15%	Oct 2023	Jun 2025	\$2,885,000	\$2,885,000
Scope: To design and construct a solution that restores the site to an agreed level of service.					
PROGRAMME	Following a design option workshop including subject matter experts and Council officers, we are completing further investigation into solutions which can avoid diverting the stream. There is a risk that these further investigations delay the programme.				
BUDGET	The budget is to be confirmed once the option is selected.				
RISK	There is a risk that the most resilient solution for the road does not align with cultural values. Land acquisition is required for all options and poses a risk of delaying the programme and increasing costs.				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY



Elsthorpe Road RP14

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete
Planning	20%	Oct 2023	Jun 2025	\$1,885,000	\$1,885,000
Scope: To design and construct a solution that restores the agreed level of service at this site					
PROGRAMME	A repair solution has been chosen and detailed design is underway. A temporary seal has been applied to the road to minimise ongoing costs until construction commences and maintain the level of service.				
BUDGET	The budget is to be confirmed once the option is selected.				
RISK	Providing a resilient solution requires agreement with the adjacent landowner, therefore posing a risk of delaying the programme and increasing costs.				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY



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Fletchers Crossing, Wakarara Road

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete
Planning	20%	Oct 2023	Jun 2025	\$2,785,000	\$2,785,000
Scope: To design and construct a solution that restores the agreed level of service at this site.					
PROGRAMME	Hydraulic modelling is complete and a procurement plan is being drafted for Chief Executive approval. It is planned that construction of the abutment reinstatement will commence the week of 23 September. The reinstatement and protection of the bridge is being prioritised due to the risk of inadequate funding to fully return the network to its original condition. It is likely that the section of damaged road will be reinstated to a minimal level of service to allow access in the short to medium term.				
BUDGET	There is a significant risk that the stage 1 work (abutment reinstatement) consumes a large portion of the allocated budget.				
RISK	The road is currently closed and as such the community is required to take a detour. The ongoing closure of this road is negatively impacting the economy of the area and its surrounding community.				



6.3 UPDATE ON THE TRANSPORT COMMITTEE WORK PROGRAMME

File Number:

Author: Jane Budge, Strategic Governance Manager

Authoriser: Doug Tate, Chief Executive

Attachments:

1. 2024 - 2025 Transport Committee Work Programme.docx [↓](#)
2. Land Transport Programme – funding sought and received [↓](#)
3. National Land Transport Funding Confirmation Letter [↓](#)

RECOMMENDATION

That the Transport Committee receives the update on its 2024 Work Programme.

PURPOSE

The purpose of the report is to receive an update on the Transport Committee's Work Programme for the remainder of 2024.

BACKGROUND/DISCUSSION

On 15 August 2024 Council adopted a new committee structure to ensure more streamlined decision-making process and allow for more in-depth community consultation.

The current key focus is on developing the immediate decisions and milestones that are critical to the Land Transport Programme until the end of the 2024 calendar year. Officers will continue to work on the remaining 2025 programme.

The confirmation of funding is the key input to the work programme. On 3 October 2024 the Chief Executive received confirmation of the National Land Transport Plan funding for the 2024 – 2027 years. This is lower than what Council budgeted for in the 2024 – 2027 Long Term Plan. The funding sought and received is outlined in the table below (and **attached** to this report):

Work Category Summary								
Activity Class	Expenditure Reporting Lines	Work Category	Description	Three-year Requested Allocation (\$)	Three-year Approved NZTA Allocation (\$)	Three-year CHBDC Plan Approved (\$)	NZTA Allocated vs Three Year CHBDC Plan Variance	
Local road operations	Operations	114	Structures maintenance	1,624,592	1,624,546	1,342,118	282,428	
		121	Environmental maintenance	2,673,081	2,645,516	2,698,292	(52,776)	
		122	Network service maintenance	1,596,397	1,555,714	1,492,368	63,346	
		123	Network operations	0	0	-	0	
		131	Rail level crossing warning devices maintenance	49,659	49,034	49,959	(925)	
		140	Minor events	1,461,467	1,461,425	1,461,467	(42)	
		151	Network and asset management	2,597,567	2,578,064	3,593,868	(1,015,804)	
		215	Structures component replacements	2,920,142	2,920,059	3,225,982	(305,923)	
		221	Environmental renewals	0	0	-	0	
		222	Traffic services renewals	1,273,679	1,273,643	1,398,139	(124,496)	
			Total Local road operations			14,196,584	14,108,001	15,262,193
Local road pothole prevention	Pothole prevention	111	Sealed pavement maintenance	10,544,703	7,765,644	9,517,345	(1,751,701)	
		112	Unsealed pavement maintenance	3,209,070	3,125,285	3,130,398	(5,113)	
		113	Routine drainage maintenance	2,910,039	2,910,018	2,682,198	227,820	
		211	Unsealed road metalling	3,361,067	2,864,151	3,573,717	(709,566)	
		212	Sealed road resurfacing	5,895,356	4,571,419	6,382,716	(1,811,297)	
		213	Drainage renewals	2,640,556	2,607,355	2,899,645	(292,290)	
		214	Sealed road pavement rehabilitation	4,981,167	4,981,129	5,287,007	(305,878)	
			Total Local road pothole prevention			33,541,958	28,825,001	33,473,026
Walking and cycling improvements	Walking and cycling	124	Cycle path maintenance	0	0	-	0	
		125	Footpath maintenance	332,401	118,231	334,406	(216,175)	
		224	Cycle path renewal	0	0	-	0	
		225	Footpath renewal	884,960	314,769	884,960	(570,191)	
			Total Walking and cycling improvements			1,217,361	433,000	1,219,366
Local road improvements	Improvements	216	Bridge and structures renewals	2,484,653	2,484,999	900,000	1,584,999	
		Total Local road improvements			2,484,653	2,484,999	900,000	1,584,999
		Grand Total			51,440,556	45,851,001	50,854,585	(5,003,584)

In summary, over the 2024-2027 Long Term Plan the Subsidised Land Transport budget exceeds the NZTA allocation by \$5m. The ratepayer share of this amount is \$2m. In addition Council also has \$2m of funding set aside for low cost and low risk funding (ratepayer share of \$840k) which has no NZTA funding confirmed at present.

Further decisions will be required to confirm how the additional funding rated by Council will be used. This will be considered early in the new year, alongside the annual plan and maintenance contract tender prices.

With this funding comes several specific expectations outlined by the Minister. Central Hawke's Bay is well placed to respond to many of these points with work already underway. However, there are Ministerial expectations that will need to be carefully worked through to consider the funding implications of this and the trade-offs that may need to result on the network. This will be included in the work programme, with new actions, including:

- How Council is transitioning to the new risk-based traffic management system.
- Matching the Ministers expectations for pothole repairs with what can be achieved locally within the funding available; and
- What is best for the network.

Supplementary to this, is the Service Delivery Excellence Programme (previously the Supplier Improvement Programme), which is making steady progress, supporting the outcomes sought from an enhanced land transport network. These outcomes will also be updated into the work programme shortly once confirmed.

SIGNIFICANCE AND ENGAGEMENT

This report is provided for information purposes only and has been assessed as not significant.

IMPLICATIONS ASSESSMENT

This report confirms that the matter concerned has no particular implications and has been dealt with in accordance with the Local Government Act 2002.

NEXT STEPS

Officers will continue to develop the work programme with the aim to bring a further finalised programme to the Committee shortly for adoption. The work plan will then be the basis to support the monitoring of and decisions on wider outcomes required from the Committee.

RECOMMENDATION

That the Transport Committee receives the update on its 2024 Work Programme.

Transport Committee (CHBDC)
Work Plan 2024 – 2025

Item	2024				2025				
	19 September	17 October	7 November	12 December	Meeting 1	Meeting 2	Meeting 3	Meeting 4	Meeting 5
Standing Items									
Previous Minutes									
Resolution Monitoring Report									
Standing Public Excluded									
Previous Minutes									
Resolution Monitoring Report									
Information Only									
Receipt of Regional Land Transport Committee Minutes									
Learning & Development and Performance									
Annual Performance Review									
Scheduled Professional Development (Pre-reading, courses or other) TBC									
Work Programme (D – Decision or W – Workshop)									
Land Transport Procurement	✓Procurement Strategy Direction (Open W)	✓Procurement Strategy including plan for M&O contracts (D) Insourcing/VfM direction decision following 19 th Sept workshop (D) – paper needs to include all improvements we are doing to strengthen client side	✓Procurement plan(s) for M&O contract(s) including KRA approach (Open W) ✓Supplier Market Engagement Outcome and impact on procurement plan (Open W) ✓Update on NZTA new traffic management requirements (NZGTTM)	✓Procurement plan(s) endorsement (D) ✓Update on forward programme for procurement activity progress (Open W) ✓Update on NZTA GPS requirements and compliance (Open W)	Approval to tender M&O contract (TBC)		✓Update on NZTA new traffic management requirements (NZGTTM) TBC		
Road Hierarchy, Levels of Service and Prioritisation		✓Road Hierarchy and Prioritisation (D) <i>Note: workshop held on 5th September</i>		✓Levels of Service and Maintenance Intervention for contracts – pre tender pricing (Open W)			Optimising Levels of Service within LTP budgets – post tender (TBC)		

Item	2024				2025				
	19 September	17 October	7 November	12 December	Meeting 1	Meeting 2	Meeting 3	Meeting 4	Meeting 5
Implementation Monitoring Land Transport S17a				✓Update on progress (Open W)				Update on progress (Open W)	
Implementation Monitoring Land Transport Recovery		✓Update on Recovery Programme including programme being submitted to NZTA Board (Open W)	✓Update on Recovery Programme including bespoke FAR and any implications on programme (Open W)	✓Update on Recovery Programme (Open W) Update on state of network including unfunded works, current mgmt. approach and implications (Open W)	Update on Recovery Programme (Open W)	Update on Recovery Programme (Open W)	Update on Recovery Programme (Open W)	Update on Recovery Programme (Open W)	Update on Recovery Programme (W)
Assurance – Land Transport Delivery		✓Visibility of annual programme of capital projects, renewals and M&O – link to prioritisation approach (Open W)		✓Update on capital projects, M&O programme delivery (Open W)					Final achievement reporting on LT capital projects, renewals and M&O programme delivery (date to be agreed)

Land Transport Programme – funding sought and received is outlined in the table below:

Work Category Summary							
Activity Class	Expenditure Reporting Lines	Work Category	Description	Three-year Requested Allocation (\$)	Three-year Approved NZTA Allocation (\$)	Three-year CHBDC Plan Approved (\$)	NZTA Allocated vs Three Year CHBDC Plan Variance
Local road operations	Operations	114	Structures maintenance	1,624,592	1,624,546	1,342,118	282,428
		121	Environmental maintenance	2,673,081	2,645,516	2,698,292	(52,776)
		122	Network service maintenance	1,596,397	1,555,714	1,492,368	63,346
		123	Network operations	0	0	-	0
		131	Rail level crossing warning devices maintenance	49,659	49,034	49,959	(925)
		140	Minor events	1,461,467	1,461,425	1,461,467	(42)
		151	Network and asset management	2,597,567	2,578,064	3,593,868	(1,015,804)
		215	Structures component replacements	2,920,142	2,920,059	3,225,982	(305,923)
		221	Environmental renewals	0	0	-	0
		222	Traffic services renewals	1,273,679	1,273,643	1,398,139	(124,496)
	Total Local road operations			14,196,584	14,108,001	15,262,193	(1,154,192)
Local road pothole prevention	Pothole prevention	111	Sealed pavement maintenance	10,544,703	7,765,644	9,517,345	(1,751,701)
		112	Unsealed pavement maintenance	3,209,070	3,125,285	3,130,398	(5,113)
		113	Routine drainage maintenance	2,910,039	2,910,018	2,682,198	227,820
		211	Unsealed road metalling	3,361,067	2,864,151	3,573,717	(709,566)
		212	Sealed road resurfacing	5,895,356	4,571,419	6,382,716	(1,811,297)
		213	Drainage renewals	2,640,556	2,607,355	2,899,645	(292,290)
		214	Sealed road pavement rehabilitation	4,981,167	4,981,129	5,287,007	(305,878)
	Total Local road pothole prevention			33,541,958	28,825,001	33,473,026	(4,648,025)
Walking and cycling improvements	Walking and cycling	124	Cycle path maintenance	0	0	-	0
		125	Footpath maintenance	332,401	118,231	334,406	(216,175)
		224	Cycle path renewal	0	0	-	0
		225	Footpath renewal	884,960	314,769	884,960	(570,191)
	Total Walking and cycling improvements			1,217,361	433,000	1,219,366	(786,366)
Local road improvements	Improvements	216	Bridge and structures renewals	2,484,653	2,484,999	900,000	1,584,999
	Total Local road improvements			2,484,653	2,484,999	900,000	1,584,999
	Grand Total			51,440,556	45,851,001	50,854,585	(5,003,584)

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03 September 2024

Doug Tate
Chief Executive Officer
Central Hawke's Bay District Council
Email: doug.tate@chbdc.govt.nz
Cc: alex.walker@chbdc.govt.nz; Linda.stewart@nzta.govt.nz

Dear Doug,

2024-27 National Land Transport Programme – Final decisions

The NZ Transport Agency Waka Kotahi (NZTA) Board has now adopted the 2024-27 National Land Transport Programme (NLTP). The NLTP is our commitment to the Government's priorities for the land transport system set out in the Government Policy Statement on land transport 2024 (GPS 2024). These are boosting economic growth and productivity, increasing resilience and maintenance, improving safety and focusing on value for money.

Thank you for the huge amount of time and effort you've put into developing your submissions and supporting documentation. It's only through working closely together that we've been able to develop this NLTP.

Hawkes Bay Investment for 2024-27

- A total of \$657 million is forecast to be invested in the Hawke's Bay in the 2024-27 National Land Transport Programme (NLTP) period.
- Investment in the Hawke's Bay during the 2024-27 NLTP will support recovery from cyclone damage and build resilience into the network to support economic growth and prosperity.
- The \$657 million forecast investment includes:
 - \$154m forecast maintenance operations investment
 - \$216m forecast for pothole prevention
 - \$246m forecast improvements investment
 - \$32m forecast public transport investment
 - \$800,000 forecast safety investment
 - \$4.5m forecast walking and cycling investment

Hawke's Bay investment highlights for 2024-27

- Work will progress on 27kms of SH2 Hawke's Bay Expressway, initially to upgrade 6.5kms of this Road of National Significance
- Completion of Te Ahu a Turanga: Manawatū Taranui Highway, a new route between Manawatū and Hawke's Bay

- Reseal or rebuild almost 212 lane kilometres of the state highway network.
- Begin work on a Commercial Vehicle Safety Centre at SH2 Napier Port.

More information

This factsheet includes key highlights of our investment in Hawke's Bay. For more information on the 2024–27 NLTP, visit our website.

Attachment 1 sets out your continuous programme allocations and your low-cost, low risk programme allocation.

The complete list of activities included in the NLTP can be viewed [here](#).

Ministerial Expectations in GPS 2024

GPS 2024 includes a Statement of Ministerial Expectations for NZTA and the sector in general. This statement recognises the need for active cooperation of all players in the sector to deliver the results for the land transport system that New Zealanders want and deserve.

NZTA is expected to ensure that road controlling authorities and public transport authorities follow the Ministerial expectations where applicable. In particular, it is expected that the NZTA will ensure Ministerial expectations are incorporated into the requirements placed on other road controlling and public transport authorities as a condition of inclusion of their projects in the National Land Transport Programme (NLTP).

We've reflected in Attachment 2 how approved organisations can actively support the delivery of the Minister's expectations in GPS 2024. I would also urge you to ensure that you and your staff are familiar with the contents of the GPS including Section 5 where the expectations are set out.

Conditions of inclusion in the NLTP and funding

Alongside adoption of the NLTP, the NZTA Board also approved terms and conditions that apply to NLTF funding approvals during this NLTP period for activities of approved organisations or NZTA (for its own activities). These terms and conditions are set out in Attachment 3 and tie in the general requirements and conditions set out on NZTA's website and any other conditions attached by NZTA to funding of any specific activity. They also reflect and support the Ministerial expectations highlighted above.

These terms and conditions provide that NZTA may develop and provide to approved organisations (and NZTA (for its own activities)) other specific requirements to achieve Ministerial expectations (including measures to assess whether an approved organisation is making appropriate progress), and self-assessment and reporting requirements to demonstrate the steps that an approved organisation has taken to meet relevant expectations and any specific requirements. We are currently in the process of considering what specific requirements, self-assessment and reporting requirements are needed to achieve the Ministerial expectations. We will provide these to you once they have been developed. Generally, this is likely to include requiring:

- periodic self-evaluation and reporting of your performance against Ministerial expectations, including identifying improvements in practices to enhance performance;
- monitoring alignment with Ministerial expectations by NZTA as part of future investment audits.

We also anticipate that the reconstituted Road Efficiency Group (REG) will support opportunities for benchmarking, sharing of best practice, use of REG tools etc. to assist in meeting these expectations.

The Director of Regional Relationships for your region, Linda Stewart, will be in contact with you to answer any questions you may have relating to the decisions made and to discuss any questions or concerns you may have. However, please feel free to contact her at your own convenience.

We look forward to continuing to work closely with you in coming months as we work to deliver on the Government's priorities.

Yours sincerely

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

Nicole Rosie
Chief Executive

Attachment 1
Approved investment for 2024-27 NLTP – Central Hawke's Bay District Council

Continuous programme allocation

The NZTA Board has endorsed the final allocations for your continuous programmes as shown in the table below.

Activity Class	2024-27 indicative funding allocation	2024-27 allocation at NLTP adoption
Local Road Pothole Prevention	\$28,825,000	\$28,825,000
Local Road Operations	\$14,108,000	\$14,108,000
Bridge & Structure Renewals	\$2,485,000	\$2,485,000
Walking and Cycling	\$433,000	\$433,000

The figures above are in total cost which is both local and NLTF share.

Low cost, low risk allocation

In this NLTP, given the available funding and existing commitments, coupled with the specific priorities of the GPS, LCLR programmes were only affordable in the state highway improvements and local road improvements activity classes for high GPS aligned activities. The activities in your LCLR programme in these activity classes did not meet this threshold.

For more project specific detail, please discuss with your investment advisor.

In addition to the LCLR allocations outlined above, NLTP 2024-27 establishes a new \$100m fund for low cost (<\$2m) improvements that are targeted at delivering on the GPS strategic priorities of economic growth and productivity, increased resilience, and value for money.

The new fund will be available to low cost low risk projects that deliver on these strategic priorities and are assessed by NZTA as having a high GPS alignment or high net present value. Please contact your NZTA maintenance investment advisor for further detail regarding access to this fund.

Attachment 2

Supporting delivery on the Minister of Transport's expectations outlined in GPS 2024

A focus on delivery

Approved organisations are expected to:

- demonstrate contribution of their proposed activities to the GPS strategic priorities and GPS expectations.
- actively seek to progress and deliver their funded activities in line with the GPS expectations.
- ensure their business cases are focussed on the primary transport objective(s) of their projects, are completed in a timely fashion to control costs and deliver on the strategic priorities of the GPS.
- maintain a tight control on the scope and cost of their projects and adopt a "no frills" approach. (GPS 2024 gives examples of "no frills" and NZTA is considering providing further guidance around this approach).

A focus on core business

Road controlling authorities are expected to:

- act primarily as delivery agencies (alongside NZTA), recognising that the Ministry of Transport is to lead the oversight and development of policy for New Zealand's transport system.

A focus on value for money

Approved organisations are expected to:

- choose the most advantageous combination of whole of life cost and infrastructure quality to meet a "no frills" specification that delivers the primary transport objective of the project in the most cost-effective manner. This requires identifying the project's primary objectives and will affect option selection. (NZTA is currently revising its guidance in this regard).
- monitor its operational expenditure to ensure that it is achieving value for money and that it can deliver within approved NLTF funding approvals. Reporting on operational expenditure continues to be via Transport Investment Online. Forecasting future expenditure continues to be via the Programme Monitor on a quarterly basis.
- focus on providing services that meet the needs and expectations of users.
- in the case it has approved funding for a road safety promotion programme, will identify the most cost effective and beneficial method for carrying out that programme. This may be supporting national advertising, rather than engaging in regional or local advertising and only engaging in advertising where necessary.

Road controlling authorities are expected to:

- obtain value for money by keeping costs under control and identifying savings that can be reinvested back into maintaining or improving the land transport network.
- actively seek to reduce expenditure on temporary traffic management through a risk-based approach while maintaining safety of workers and road users.
- report expenditure on temporary traffic management in a way that these costs can be reported by NZTA to the Minister each month. This requires requesting contractors to itemise TTM costs in their contract claims.
- consider the use of standardising design or delivery of building and maintaining roading infrastructure where appropriate to do so to obtain value for money.
- be open to new models of delivery that are likely to result in better and smarter services and/or lower costs.
- for proposed investments in walking and cycling, undergo robust consultation with community members and business owners that could be affected by the investment, prior to any investment decisions being made.

Consider other revenue sources and other funding and delivery models

Approved organisations are expected to:

- consider relevant funding and financing options in relation to each of their projects.
- consider relevant sources of third party funding in relation to their projects and actively pursue those deemed suitable and include in each project's funding mix.
- consider relevant delivery models that represents value for money and balance appropriate levels of risk and timely delivery.

Increased focus on performance and efficiency

Road controlling authorities are expected to:

- comply with requirements in the NZTA Performance and Efficiency Plan that are relevant to an RCA. These relate to management of programmes, asset management practices, price/quality trade-offs for maintenance and operations expenditure, business case and cost estimation, managing overheads and back-office costs, and other GPS requirements and Ministerial expectations.
- monitor and provide information to NZTA to enable monthly reporting to the Minister on delivery of the Performance and Efficiency Plan.
- review their activity management plans in order to improve long-term maintenance outcomes by increasing the percentage of rehabilitation of the local road network towards 2% per annum. RCAs will deliver in accordance with approved funding for 2024-27 and will identify what funding is required to lift to 2% in future years.
- review their activity management plans in order to achieve long-term maintenance outcomes by increasing resurfacing the local road network towards 9% per annum. RCAs will deliver in accordance with approved funding for 2024-27 and will identify what funding is required to lift to 9% in future years.
- demonstrate progress towards fixing potholes on local roads within 24 hours of inspection. This requires best endeavours where it is value for money to repair potholes within that timeframe. RCAs will report on a monthly basis the response times for repairing potholes on its local road network.

Specific expectations relating to public transport

Public transport authorities are expected to:

- actively work towards increasing farebox recovery by 30 June 2027. This includes operating within approved funding of public transport continuous programmes, reviewing services that are delivering very low farebox recovery and considering appropriate fares.
- support and actively work towards transition to, delivery of and operation of the National Ticketing Solution in partnership with NZTA. This includes aligning concessionary fare structures with national policy to make the National Ticketing Solution cost effective and value for money for customers.

Supporting NZTA to report on the expectations

Approved organisations are expected to:

- use best endeavours to support NZTA in reporting on progress towards meeting the Minister's expectations in relation to GPS 2024 by providing information relating to their respective local transport networks.

Attachment 3

Terms and Conditions of NLTF funding for activities during NLTP 2024-2027 period

- 1 The following terms and conditions apply to the approval by NZTA of funding from the National Land Transport Fund (NLTF) during the 2024-2027 NLTP period for approved activities carried out by an approved organisation or NZTA (for its own activities).
- 2 The approved organisation or NZTA (for its own activities):
 - 2.1 must comply with all the general requirements and conditions set out on NZTA's website (as amended from time to time)([2024-27 NLTP investment requirements | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](#)) applying to organisations who receive NLTF funding for approved activities, and any other conditions that NZTA attaches to funding of any activity (including those conditions communicated to approved organisations when advising indicative funding allocations for continuous programmes);
 - 2.2 must take all reasonable and practicable steps available to it to support it:
 - (a) meeting the Minister of Transport's expectations for the land transport sector set out in Section 5 of the Government Policy Statement on land transport 2024/25–2033/34(including as those expectations are communicated in writing by NZTA for particular types of funding or activity); and
 - (b) satisfying any other requirements and conditions specified by NZTA in relation to an approved activity and a particular Ministerial expectation; and
 - 2.3 must comply with any self-assessment and reporting requirements linked to Ministerial expectations (referred to below).
- 3 NZTA may develop (and update) and provide to approved organisations and NZTA (for its own activities):
 - 3.1 other specific requirements to achieve Ministerial expectations (including measures to assess whether an approved organisation is making appropriate progress); and
 - 3.2 self-assessment and reporting requirements to demonstrate the steps that an approved organisation has taken to meet relevant expectations and any specific requirements.
- 4 If NZTA determines that:
 - 4.1 the steps taken (or the progress being made) by an approved organisation, or NZTA for its own activities, to meet relevant expectations or any specific requirement is not satisfactory; or
 - 4.2 an approved organisation, or NZTA for its own activities, has failed to comply with the self-assessment and reporting requirements,

NZTA may, at its discretion:

 - 4.3 require the approved organisation, or NZTA, to provide further information to NZTA and/or propose how it will address or remedy the matter;
 - 4.4 amend the funding approval for the relevant approved activities to lower the amount of funding approved; and/or
 - 4.5 withhold (or make subject to additional supplemental conditions) funding for that approved activity.

6.4 REPORTS FROM JOINT COMMITTEES - JULY 2024

Author: Annelie Roets, Governance Lead

Authoriser: Doug Tate, Chief Executive

Attachments: 1. 12 July 2024 Regional Transport Committee Minutes [↓](#)

Purpose

This report presents the minutes from the 12 July 2024 – Regional Transport Committee for Councils noting.

Councillor Kate Taylor will provide a verbal update from the meetings held on 12 July and 6 September 2024.

RECOMMENDATION

That the Transport Committee receives the Regional Transport Committee Minutes from the 12 July 2024.



Minutes of a meeting of the Regional Transport Committee

Date:	12 July 2024
Time:	10.00am
Venue:	Council Chamber Hawke's Bay Regional Council 159 Dalton Street NAPIER
Present:	Cr M Williams, Chair Cr M Buddo (HDC) Cr T Kerr (HDC) Cr K Taylor (CHBDC)(<i>online</i>) Cr G Mawson (NCC) L Stewart (NZTA)
Advisory members In Attendance:	I Emmerson (Road Transport Association) A Hallett (NZ Police) (<i>online</i>) D Headifen (KiwiRail)(<i>online</i>) D Murray (AA) A Robin (HBRC Māori Committee) B Wilson (Te Whatu Ora)
In Attendance:	K Brunton – Group Manager Policy & Regulation L Hooper – Governance Team Leader
TAG	B Cullen – HBRC Transport Strategy & Policy Analyst (<i>online</i>) M Clews – HDC M Hardie – WDC R Malley – NCC S McKinley – CHBDC (<i>online</i>) J Pannu – HDC (<i>online</i>) L Hooper – HBRC Team Leader Governance C Chapman – WSP Wairoa

1. Welcome/Karakia /Apologies

The Chair welcomed everyone and Api Robin opened the meeting with a karakia.

Resolution

- RTC17/24 That the apologies for absence from councillors Keith Price, Jerf van Beek and Chance Tumataroa-Clarke, and Mayors Kirsten Wise and Craig Little, and for lateness from Councillor Marcus Buddo be accepted.

**Kerr/Williams
CARRIED**

Resolution

- RTC18/24 That Councillor Greg Mawson be appointed as the Napier City Council representative on the Regional Transport Committee for the meeting of 12 July 2024 as a short term replacement for Keith Price and Kirsten Wise.

**Williams/Kerr
CARRIED**

2. Conflict of interest declarations

There were no conflicts of interest declared.

3. Confirmation of Minutes of the Regional Transport Committee meeting held on 24 May 2024

RTC19/24 **Resolution**

Minutes of the Regional Transport Committee meeting held on Friday, 24 May 2024, a copy having been circulated prior to the meeting, were taken as read and confirmed as a true and correct record.

**Kerr/Williams
CARRIED**

Councillor Marcus Buddo arrived at 10.04am

5. Regional Transport Programme July 2024 update

Bryce Cullen introduced the item, which was taken as read, and provided a brief update on each of the workstreams which covered:

- RLTP in finalisation process ahead of the Regional Council meeting to adopt and submit it to NZTA.
- The proposed new *setting of speed limits* rule is quite different than the previous rule and is in some ways very prescriptive while at the same time not sufficiently detailed in regards to funding and community consultation/ support requirements. A question remains around whether previous community consultation can be relied on or has to be done again. Speed reduction needs demonstrated public support but reversing previous decreases does not. Further analysis and advice will be provided to the Committee once the consultation has finished.
- The funding is significantly less than what was requested for public transport and there is currently no funding for the proposed CHB express bus service trial.
- A business case process is underway with Waka Kotahi for the updated Public Transport system implementation.

RTC20/24 **Resolution**

That the Regional Transport Committee receives and notes the *Regional Transport Programme July 2024 update*.

**Williams/Mawson
CARRIED**

6. RoadSafe Hawke's Bay update

Bryce Cullen introduced the item, which was taken as read.

- Support for driver licensing funded by NZTA has been fully utilised and the agreements satisfied, and the programme no longer exists. A trial programme of mentoring by Ignite was wildly successful and RoadSafe continues to support driver licensing through various programmes.

RTC21/24

Resolution

That the Regional Transport Committee receives and notes the *RoadSafe Hawke's Bay update* staff report.

**Kerr/Mawson
CARRIED**

7. Public Transport July 2024 update

Bryce Cullen introduced the item, which was taken as read, and highlighted farebox recovery and patronage (117%) increases since reinstating full bus services to pre-cyclone levels at the end of January 2024.

Katrina Brunton announced that Russell Turnbull has been appointed as the HBRC Transport Manager and will start on 22 July.

Discussions covered:

- Investigating ways to reduce costs of the Total Mobility scheme, working with Auckland Transport.
- MyWay to continue through the last year of the GoBus contract and will seek its continuation through negotiations for the new contract.
- Governance oversight of the bus contract is provided by the requirements set in the Regional Public Transport Plan and the Waka Kotahi procurement process and not in relation to the actual contract or tender details which are operational matters.

RTC22/24

Resolution

That the Regional Transport Committee receives and notes the *Public Transport July 2024 update* staff report.

**Williams/Kerr
CARRIED**

8. Waka Kotahi/NZTA Central Region Regional Relationships Director's update

Linda Stewart spoke to the update, based on the detailed presentations attached to the Agenda. Queries and discussions covered:

- NZTA is required to give effect to the Government Policy Statement on Land Transport which outlines the government's ambitions investment plan for Transport with the priority objective of increasing economic growth and prosperity.
- NZTA has finalised the investment prioritisation method and is working through prioritising of all bids into the NLTP and confirmation of funding is expected to be provided to regions in September.
- The section of expressway 4-laning between Prebensen Drive and the Links Road roundabout has been prioritised and site investigations have begun.
- Safety improvements funding is committed, the funding for the Rebuild work is separately Crown funded, and the \$100 M for corridor funding is subject to the 2024 funding bids.

Mayor Sandra Hazlehurst joined the meeting online at 11.05am

- The funding bids (SH5 business cases) are in the NLTP and decisions will be made by the end of August.

- NZTA to link in with Central Hawke's Bay DC in relation to the alternative route from Havelock North to Waipawa, to be included in discussions with HDC.
- Reality of the trade-off that getting the funding for the expressway 4-laning may be at the expense of SH5 work.
- Waikare Gorge bid doesn't currently include realignment.
- It was noted, in relation to the Roads of National Significance (RONS), that the GPS lists the RONS that the Government wants included as priorities for funding within the NLTF. However, the NZTA Board makes the final decisions on what is funded within the ranges of each activity class and it would be overreach by the Minister and Government to direct the Board on what is or is not funded.

RTC23/24 **Resolution**

That the Regional Transport Committee receives and notes the *Waka Kotahi/NZTA Central Region Regional Relationships Director's update*.

**Kerr/Williams
CARRIED**

Mayor Sandra Hazlehurst left the meeting online at 11.30am

Daniel Headifen (KiwiRail) and Scott Elwarth (TREC) joined the meeting online at 11.32am

4. Public Forum

Ross McLeod, Regional Recovery Agency CE, provided an update on the transport related recovery work. Discussions covered:

- Working alongside NZTA and their investment advisors, working up the programme detail and allocating the \$91M funding for this year to individual projects.
- The Minister has asked that the multi-year programme is worked up in the same manner so that a new funding agreement with the Crown doesn't have to be negotiated every year.

RTC24/24 **Resolution**

That the Regional Transport Committee receives and notes the *HB Regional Recovery Agency verbal update*.

**Williams/Kerr
CARRIED**

9. Transport Rebuild East Coast (TREC) update

Scott Elwarth spoke to the update as provided in the attachment to the Agenda, with discussions covering:

- In relation to the 'time travel' working group, a concern had been expressed by the community about the meetings taking place during work-day times.
- The good work of the TREC engagement team was acknowledged.
- A new Waikare Bridge (recovery funded) could be designed to modern standards in its previous position however it could still be overtopped. If struck by a car or debris the bailey bridge could be lost.
- Daniel Headifen added an update on the KiwiRail elements of the East Coast Rebuild that highlighted detailed discussions about design requirements for a new Awatoto rail bridge are being discussed and what happens (repair or replace) will depend on what KiwiRail can afford; 23 sites between Ashhurst and Paki Paki repairs are being consulted on as part of the TREC processes.

RTC25/24 **Resolution**

That the Regional Transport Committee receives and notes the *Transport Rebuild East Coast (TREC) update*.

**Williams/Taylor
CARRIED**

10. Verbal Advisory Representative reports

David Murray (AA) advised that AA is investigating congestion charging to develop a policy.

Ian Emmerson (Freight) – reiterated concerns previously expressed about potholes on SH5 and repairs not withstanding normal winter weather.

Angela Hallett (NZ Police) – current focus is on setting delivery measures for road safety activities.

Bridget Wilson (Te Whatu Ora) – the team is in the final stages of preparing a regional health and transport report – about transport and the key challenges and opportunities around improving air quality and physical activity – and will bring that to a future RTC meeting.

RTC26/24 Resolution

That the Regional Transport Committee receives and notes the *Verbal Advisory Representative reports*.

**Williams/Kerr
CARRIED**

11. Follow-ups from previous Regional Transport Committee meetings

The item was taken as read.

RTC27/24 Resolution

That the Regional Transport Committee receives and notes the *follow-up items from previous Regional Transport Committee meetings*.

**Kerr/Williams
CARRIED**

Api Robin offered a karakia to close the meeting.

Closure:

There being no further business the Chair declared the meeting closed at 12.16pm on Friday, 12 July 2024.

Signed as a true and correct record.

Date:

Chair:

7 DATE OF NEXT MEETING

RECOMMENDATION

That the next Transport Committee meeting be held on 17 October 2024.

8 PUBLIC EXCLUDED BUSINESS

RESOLUTION TO EXCLUDE THE PUBLIC

RECOMMENDATION

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
8.1 - Public Excluded Resolution Monitoring Report	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
8.2 - Roadway Recovery Procurement - Professional Services	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(c)(ii) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest</p> <p>s7(2)(h) - the withholding of the information is necessary to enable</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

	<p>Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	
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9 TIME OF CLOSURE