



**CENTRAL
HAWKE'S BAY**
DISTRICT COUNCIL

Transport Committee Agenda

Thursday, 12 December 2024

2.50pm

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

Transport Committee Meeting – 7 November 2024.

RECOMMENDATION

That the minutes of the Transport Committee Meeting held on 7 November 2024 as circulated, be confirmed as true and correct.

**MINUTES OF CENTRAL HAWKE'S BAY DISTRICT COUNCIL
TRANSPORT COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBER, 28-32 RUATANIWHA STREET, WAIPAWA
ON THURSDAY, 7 NOVEMBER 2024 AT 2.15PM**

UNCONFIRMED

PRESENT: Chair Kate Taylor
Deputy Chair Brent Muggeridge
Cr Tim Aitken
Cr Kelly Annand (*Online*)
Cr Pip Burne
Cr Gerard Minehan
Cr Alex Walker
Cr Jerry Greer
Pou Whirinaki, Amiria Nepe-Apatu

IN ATTENDANCE: Dylan Muggeridge (Acting Chief Executive)
Nicola Bousfield (Group Manager People and Business Enablement)
Brent Chamberlain (Chief Financial Officer)
Dennise Elers (Group Manager Community Partnerships)
Mark Kinvig (Group Manager Community Infrastructure and Development)
Jane Budge (Strategic Governance Manager)
Rebecca England (Project Manager)
Reuben George (Land Transport Manager)
Shawn McKinley (Land Transport Relationship Manager)
Phillip Stroud (Director Projects & Programmes)
Annelie Roets (Governance Lead)

1 KARAKIA

The Chair, Cr Kate Taylor welcomed everyone to the meeting.

2 APOLOGIES

COMMITTEE RESOLUTION: 24.21

Moved: Cr Alex Walker

Seconded: Cr Jerry Greer

That apologies from Cr Exham Wichman and Pou Whirinaki Piri Galbraith be received and accepted.

CARRIED

3 DECLARATIONS OF CONFLICTS OF INTEREST

There were no Declarations of Conflict of Interest received.

4 STANDING ORDERS

COMMITTEE RESOLUTION: 24.22

Moved: Chair Kate Taylor

Seconded: Cr Alex Walker

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 21 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.

CARRIED

5 CONFIRMATION OF MINUTES

COMMITTEE RESOLUTION: 24.23

Moved: Cr Gerard Minehan

Seconded: Cr Pip Burne

That the minutes of the Transport Committee Meeting held on 17 October 2024 as circulated, be confirmed as true and correct.

CARRIED

6 REPORT SECTION

6.1 RESOLUTION MONITORING REPORT

PURPOSE

The purpose of this report is to present to the Committee the Resolution Monitoring Report.

COMMITTEE RESOLUTION: 24.24

Moved: Cr Pip Burne

Seconded: Cr Jerry Greer

That the Transport Committee notes the Resolution Monitoring Report.

CARRIED

Dylan Muggerridge reported on the resolution monitoring, noting that most items were completed, and the committee accepted the report.

6.2 CYCLONE GABRIELLE - ROADING RECOVERY UPDATE

PURPOSE

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

COMMITTEE RESOLUTION: 24.25

Moved: Deputy Chair Brent Muggeridge

Seconded: Cr Jerry Greer

That the Transport Committee notes the Cyclone Recovery – Roading Update Report.

CARRIED

Rebecca England, Phillip Stroud and Mark Kinvig highlighted the progress in funding assistance, emergency response, and recovery phases. Specific updates included the allocation of underspend, ongoing minor works, and the commencement of construction on Fletcher's Crossing:

- Fletcher's Crossing and River work: Progress at Fletcher's Crossing, including the reinstatement of the abutment and the need for consent to remove vegetation for river realignment.
- Recovery Phase Progress: Significant progress in the procurement of work for recovery phases two and three, with plans to award all contracts before the Christmas break.
- Acknowledgment of Recovery Efforts: The Committee acknowledged the team's efforts in driving the recovery work, noting the improved understanding of priorities and the progress made in the last month.

7 DATE OF NEXT MEETING

COMMITTEE RESOLUTION: 24.26

Moved: Cr Jerry Greer

Seconded: Mayor Alex Walker

That the next meeting of the Transport Committee be held on 12 December 2024.

CARRIED

8 TIME OF CLOSURE

The Meeting closed at 2.55pm.

The Minutes of this meeting will be confirmed at the next Transport Committee meeting to be held on 12 December 2024.

.....
CHAIRPERSON

6 REPORT SECTION

6.1 DRAFT LAND TRANSPORT PROCUREMENT STRATEGY 2024-2027 ENDORSEMENT

File Number:

Author: Reuben George, Land Transport Manager

Authoriser: Doug Tate, Chief Executive

Attachments: 1. Draft Land Transport Procurement Strategy 2024-2027 Endorsement [↓](#)

PURPOSE

The purpose of this report is to endorse the Land Transport Procurement Strategy for New Zealand Transport Agency's (NZTA) approval.

RECOMMENDATION

That the Transport Committee endorses the Draft Land Transport Procurement Strategy 2024 – 2027 for NZTA approval.

EXECUTIVE SUMMARY

Every three years, or whenever a major change occurs in the procurement environment, NZTA requires councils to renew their land transport procurement strategies and submit them for approval.

With the renewal of several land transport contracts over the next 24 months, the Transport Committee needs to endorse an updated procurement strategy for NZTA approval. The revised strategy allows councils to adapt their procurement processes to achieve the best value for money when utilising its National Land Transport Funding (NLTF).

Cyclone Gabrielle has prompted a review of our current strategy to account for its impact on market conditions.

BACKGROUND

The Land Transport Procurement Strategy (the Strategy) requires the Transport Committee's endorsement prior to approval by NZTA, as required under s25 of the Land Transport Management Act (LTMA). Since 2008, a procurement strategy has been necessary for land transport activities, guided by the NZTA procurement manual. The Strategy must be refreshed every three years or whenever there is a major change in the procurement environment.

Over the next 24 months, the Land Transport team will procure all maintenance, operations, and renewals contracts along with its professional services contract. To facilitate these tenders in accordance with NZTA requirements, officers have reviewed and updated CHBDC's procurement strategy (**Attached**) for Council endorsement.

Furthermore, the ongoing land transport recovery work must be delivered according to the revised Strategy.

An initial draft Land Transport Procurement Strategy was socialised with Council at the 17 October 2024 Workshop. Further potential changes were socialised following market feedback at the 7 November 2024 Workshop.

A summary of the changes requiring endorsement includes:

- Updated broader outcomes to strengthen the expectation in the use of local suppliers.
- Bundling of 3 contracts (road maintenance, Area Wide Pavement Treatments (AWPT), and reseals).
- Proposed extension of the road maintenance contract through to June 2026 (12 months).

DISCUSSION

The Strategy allows councils to incorporate specific goals that promote value for money, broader outcomes, and other Council objectives.

Council has previously emphasised flexibility in procuring services and past strategies have been written broadly to help officers achieve Council's goals, objectives, and outcomes. For instance, supporting local contractors and suppliers aligns with Council's strategic direction of "Together we Thrive".

The Procurement Strategy ensures that Council procurement is structured and adheres to legal guidelines. It also establishes an audit trail to demonstrate that the procurement process is fair, transparent, and open to all qualified service providers.

It is proposed that the road maintenance contract be extended by 12 months to June 2026 to manage the conflict with NZTA's national procurement of their maintenance contracts, to avoid local elections and to enable bundling of the reseal and AWPT activities with the road maintenance contract.

As the Strategy serves as an overarching document, specific procurement details will be included in a procurement plan.

RISK ASSESSMENT AND MITIGATION

If the revised Strategy isn't endorsed for NZTA approval, there is a risk that co-funded activities are jeopardised. This could also lead to engaging suppliers that don't meet NZTA requirements, and again jeopardising the ability to secure co-funding.

STRATEGIC ALIGNMENT

This paper supports Council's objective of ensuring "durable infrastructure" under our strategic direction, "Together we Thrive".

DELEGATIONS OR AUTHORITY

The Transport Committee has the authority to develop and adopt plans, projects and policies that advance the Council's vision and goals related to Land Transport. Endorsing the Strategy is within the Committee's delegated authority.

SIGNIFICANCE AND ENGAGEMENT

Officers have assessed this matter as not significant.

There are financial implications associated with this paper should the Transport Committee not endorse the revised Procurement Strategy. This would likely jeopardise Council's ability to seek co-funding from NZTA.

OPTIONS ANALYSIS

The Transport Committee can choose to:

1. Endorse the Strategy and seek NZTA’s approval, allowing for the tendering and awarding of all land transport contracts; or
2. Endorse the Strategy with changes and seek NZTA’s approval, enabling the tendering and awarding of all land transport contracts; or

Not endorse the Strategy.

	<u>Option 1</u> Endorse the Strategy and seek NZTA approval.	<u>Option 2</u> Endorse the Strategy with changes and seek NZTA approval.	<u>Option 3</u> Do not endorse the revised Strategy.
Financial and Operational Implications	Meets the financial affordability of council and ensures a smooth transition into the next round of contracts from 2025. Ensures access to potential co-funded projects with NZTA.	Meets the financial affordability of council and enables a smooth transition into the next round of contracts from 2025. Ensures access to potential co-funded projects with NZTA.	Does not meet the financial affordability of Council or enable a smooth transition into the next round of contracts. Could jeopardise Council’s ability to seek co-funding from NZTA.
Long Term Plan (LTP) and Annual Plan Implications	Enables delivery of the LTP activities for land transport.	Enables delivery of the LTP activities for land transport.	Potentially jeopardises Council’s ability to deliver its land transport activities under the LTP.
Promotion or Achievement of Community Outcomes	Enables Council to meet its objective of a thriving Central Hawke’s Bay, by providing efficient and appropriate infrastructure.	Enables Council to meet its objective of a thriving Central Hawke’s Bay, by providing efficient and appropriate infrastructure.	Potentially jeopardises Council’s ability to provide efficient and appropriate infrastructure
Statutory Requirements	Meets the requirements of the LTMA and those of the NZTA procurement manual.	Meets the requirements of the LTMA and those of the NZTA procurement manual.	Does not meet the requirements of the LTMA and those of the NZTA procurement manual.
Consistency with Policies and Plans	Meets the requirements of the Council’s Procurement Policy.	Meets the requirements of the Council’s Procurement Policy.	Does not meet the requirements of the Council’s Procurement Policy.

Recommended Option

This report recommends **Option 1** or **Option 2** to enable Council to procure its Land Transport contracts in accordance with NZTA requirements and Council policy. These options will ensure that Council continues to meet its NZTA obligations.

Should Council choose not to endorse the revised Strategy this might jeopardise Council’s ability to seek co-funding opportunities with NZTA under the NLTF.

NEXT STEPS

If the Transport Committee endorses the revised Strategy, officers will seek NZTA approval.

Once NZTA approves the revised Strategy, we will begin procurement for the Road Maintenance, Re-seals, Area Wide Pavement Treatments, Minor structural components, professional services, and other land transport contracts.



**CENTRAL
HAWKE'S BAY**
DISTRICT COUNCIL



Land Transport Procurement Strategy



Central Hawke's Bay District Council

Land Transport Procurement Strategy

2024-2027 (Updated)



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Document Information

Title	LAND TRANSPORT PROCUREMENT STRATEGY 2024-2027 (updated)
Version	1.2
Date	December 2024
Status	Draft Version for endorsement
Prepared by	Land Transport Manager

Document Endorsement & Approval

<i>Reviewed and endorsed by:</i>			
Name	Position	Signature	Date
Mark Kinvig	Group Manager Community Infrastructure & Development		

<i>Approved by:</i>			
Name	Position	Signature	Date
Doug Tate	Chief Executive Officer		

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1. Executive Summary

1.1. Summary Statements

The Central Hawke's Bay District Council (CHBDC) is predominantly a rural Council with several small settlements and a large road network that stretches from the Ruahine mountains in the west to the Pacific coast in the east. It is situated between Hastings District Council to the north and Tararua District Council to the south. The network consists of 1265km of roads, 256 bridges and large culverts along with a multitude of other vital assets along the network. The network has geographical challenges due to the variety of soils, land contours, age of infrastructure and a small rating base. Currently the District has experienced 9.5 % growth (approx. 2%/year) over the past 5 years, which is putting more pressure on the network due to increasing traffic volumes and increasing percentage of Heavy Commercial Vehicles (HCV's).

In recent years the District has experienced numerous weather events that have impacted the road network. This has necessitated changes in the maintenance and renewal activity, along with Recovery activities with a focus on keeping the roads usable and in a state that meets the aims of the Government Policy Statement (GPS) and Council's levels of service. The frequency and intensity of wetter weather has necessitated an increased focus on drainage and waterproofing our sealed network.

Allocated budgets heavily influence the state of the network and Council's approach to procurement. Following the Covid Pandemic, the infrastructure sector has seen unprecedented cost escalation which has impacted the volume of activity that can be accomplished by CHBDC and other road controlling authorities.

Due to these challenges, it is imperative that Council adopt a procurement approach which meets the needs of the District's communities and achieves the best value for money outcome. Council considers itself a smart buyer and as such is open to innovative ideas to achieve its goals and may wish to enter into discussions with NZTA on the use of advanced procurement approaches.

1.2. Background

At least once every 3 years or when there has been a significant change in the procurement environment, Council is required to review and update its Land Transport Procurement Strategy to ensure it can continue to achieve its outcomes and objectives and comply with all relevant legislation. The most recent NZTA approved CHBDC land transport procurement strategy was in April 2023. It included Council's desired outcomes and objectives and gave Council the flexibility to pick the right procurement method for the individual work being tendered. The strategy was prepared before cyclone Gabrielle (although approved post cyclone) and the impacts of the cyclone were not fully understood or appreciated. Due to the impact of the cyclone, it became apparent that CHBDC would need to re-write its strategy to deliver value for money.

Other factors impacting the Procurement Environment are the new Government committing to a significant national road building programme (Roads of National Significance and Roads of Regional Significance) which includes the Napier Expressway within the region and NZTA is due to undertake a wholesale change in its state highway maintenance contracts (Integrated Delivery Model). These contracts are expected to be tendered during the period CHBDC was planning to tender its maintenance contract.

Further to the above, Government is requiring a greater level of transparency and focus from all road controlling authorities on their performance and value for money delivery. All these changes will impact the national market and are likely to influence the regional market.

This strategy considers these market changes and will deliver best value for Council whilst achieving its outcomes and objectives and complying with all legislative requirements.



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1.3. Corporate Ownership

This Land Transport Procurement Strategy has been endorsed by the Central Hawke’s Bay District Council and will form part of the overall Council’s procurement plan.

1.4. Recommendations

CHBDC requests that NZTA:

- Endorses this procurement strategy
- Approves the variation of not publishing estimates before or during the procurement process
- Approves the use of in-house resources at the current level and at an increased level should it provide value in delivering the objectives and outcomes of this strategy
- Approves the option of adopting a 10-year contract for its road maintenance services
- Contract review periods will be agreed with NZTA during the contract life

2. Policy Context

2.1. Policies and Plans

The following policies and documents will have an influence on this procurement strategy:

Policies and Plans	Purpose
THRIVE	These are the values the Council has adopted to deliver on its outcomes and objectives for the District, and will influence how Council procures our suppliers
Central Hawke’s Bay District Council’s Procurement Policy	This is the Council’s overarching document that guides its procurement approach across all activities
Central Hawke’s Bay District Council Procurement and Contract Management Policy	Informs Council staff of the objectives, behaviours and principles appropriate when undertaking procurement and purchasing activities to ensure a common understanding and consistent management practice across the Council organisation, to provide transparency and to ensure value for money is achieved
Council Long Term Plan (LTP)	This sets out the 3 to 10-year plan that Council has endorsed on behalf of the community
Asset / Activity Management Plan (AMP)	This sets out the asset/activity management approach for the land transport network and includes assets information, condition, levels of service, identified activities and funding implications
Government Policy Statement (GPS) on Land Transport	Sets the Government’s national strategic direction and priorities for land transport including activities that will be funded by NZTA

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Policies and Plans	Purpose
Land Transport Management Act 2003 & Amendment Act 2013	Is the Act that provides a legal framework for managing and funding land transport activities
National Land Transport Programme (NLTP)	Is the document that sets out the investment programme for all land transport activities that aligns with the GPS
Regional Land Transport Plan (RLTP)	A strategic document that sets out a Region's land transport objectives, policies and activities
NZTA Procurement Manual	Is the NZTA approved procurement procedures for the delivery of all land transport activities
National Land Transport Fund	Is a financial resource used to invest in the country's land transport system in accordance with the strategic direction set out in the GPS
One Network Framework (ONF) and One Network Road Classification (ONRC)	Frameworks designed to categorise the country's road network, enabling levels of service to be delivered in a consistent way
Government Rules of Sourcing	All of government rules of procurement within which the Council has to operate to ensure co-funding from NZTA

2.2. Strategic Objectives

CHBDC has an overarching set of strategic objectives which have been developed in consultation with the residents of the district which sets the tone for community aspirations known as THRIVE. At its core THRIVE has the following principles – Trust, Honesty, Respect, Innovation, Valuing People and Excellence. These form the basis of how Council work together and with its suppliers and have become an integral part of our procurement approach.

The district's vision is "Central Hawke's Bay is a proud and prosperous district made up of strong communities and connected people who respect and protect our environment and celebrate our beautiful part of NZ".

Our objectives are:

- A proud district
- A prosperous district
- Strong communities
- Connected citizens
- Smart growth
- Environmental responsibility
- Durable infrastructure

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2.3. Strategic Outcomes

Based on the above, and in alignment with the Council Thrive Values, Council has defined the following **outcomes**:

- Work together as one team through partnership and collaboration across all facets of our work
- Ensure service delivery excellence by engaging with our customers to deliver value and meet agreed expectations set by Council and Community
- Enhance and grow the performance of local industry to increase capability and capacity of our suppliers in the District and Region
- Thinking smarter by encouraging a culture of innovation and continuous improvement across all levels of the organisations involved
- Ensuring all members of our combined teams go home safely each night by fostering a combined safety culture across all suppliers
- Enhance performance while managing whole of life costs and providing value for money

These outcomes and associated performance measures will be incorporated into all land transport procurement activities.

Following Cyclone Gabrielle and the unprecedented cost increases following the pandemic, Council has embarked on an improvement process designed to ensure that the land transport function is fit for purpose and meets community expectations. Council has captured their short-term priorities in the **5 Big Moves**, two of which apply to the land transport function

Accountable Delivery

Council has initiated a new approach to accountability that focuses on our THRIVE DNA and results in a tangible uplift in meeting community outcomes which will be delivered by:

- reviewing of our contract management policy and practices specifically focusing on delivering on desired outcomes
- Reinvigorate Community Action and Care Groups for community clean-ups and beautification
- Establish and improve our organisational reporting including key outcome updates to demonstrate transparency to our Council and our communities

Strategic Investment in Road Network

Council has a prioritised approach and plan for investment in our road networks which includes a road hierarchy based on NZTA best practice and a tactical approach to prioritisation of activities across all categories of the network. Council is:

- Planning and delivering on our road recovery programme subject to NZTA co-funding requirements and approvals
- Re-position the land transport function by strengthening our in-house capacity and capability to reduce our reliance on consultants
- Ensuring an uplift in our relationships with the Regional Transport Committee, REG (Te Ringa Maimoa) and other road controlling authorities to identify and implement cost efficiencies

2.4. Section 17a Review

Council has undertaken two Section 17a reviews on the land transport function over the past 6 years. The summary of these reviews is consolidated below:

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2019 Review:

- Elected member participation in land transport
- Infrastructure strategy review to ensure GPS alignment
- Improved programming and planning within land transport corridor
- Knowledge management and service delivery procedures
- Performance management
- Strategic alignment with Thrive & Values
- Consider broader scope of Procurement Strategy
- Regional supply chains
- Regional cooperation

2024 Review:

- No reason to change the core delivery model
- Continue with supply chain improvement
- Ensure Elected Members "Big Moves" are captured
- Address Elected Member concerns
- Activity & contract governance – reporting & visibility
- Internal capacity and capability including training
- CHBDC a client of choice for the market

A land transport improvement plan has been established in response to these areas identified in the reviews and in 2024, a Transport Committee was established by Elected Members to place increased focus on the transport function and service delivery with its suppliers.

2.5. NZTA Requirements

NZTA requires that all road controlling authorities have a procurement strategy that documents its long-term integrated approach to the procurement of transport activities funded under Section 20 of the Land Transport Management Act and Amendment Act 2013.

The use of this strategy and its components will ensure the Council has a fair and transparent process when investing in the network which passes both NZTA and other government requirements and audits.

By using standard, clear procurement offerings, advertising them on the Government Electronic Tendering System (GETS) and undertaking early engagement with the market will enable the Council to ensure fair competition, and encourage smart suppliers to make CHBDC a client of choice.

Council will also use the road hierarchy tools (ONRC/ONF) and performance reporting tools to compare the state of its network in relation to its peers. This will be one of the ways Council will measure value for money, efficiency and effectiveness. Council will also seek formal public feedback through targeted customer satisfaction surveys to gauge the effectiveness of its investment and approach to delivery.

2.6. Safety

Council recognises its obligations under the Health and Safety at Work Act (HSWA) 2015 and as such requires all its suppliers to take practical steps to ensure safe work practices are employed. Council requires all its

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suppliers to comply with these requirements also recognising that in a contracting chain there are shared responsibilities under HSWA to consult, cooperate and coordinate activities with supplier and contractors.

Council requires all its suppliers to actively explore ways to promote best practice health and safety throughout the procurement lifecycle, ensuring the key principle of 'health and safety by design' is considered and met.

2.7. Environment

As CHBDC is largely a rural Council with 1265 km of roads across varied geography from mountains in the west, flat plains in the centre and rolling hills toward the coast, it is a challenge to reduce harmful emissions.

Council requires an environmental plan with each procurement activity which ensures that the supplier can adequately respond to any immediate environmental issues in their work areas. As a lot of the equipment used in conducting the work required to meet our objectives and outcomes has not been converted to low emission technology Council will be looking to each supplier to be innovative in their submission on how they can contribute to lowering emissions and contributing to a cleaner environment. Light fleet conversion to reduce emissions will be looked at favourably in each procurement activity.

As part of the environmental plans from suppliers, there will be an emphasis on reducing the embodied carbon where it is cost neutral or at reduced cost.. Council will also look to utilise native vegetation in replanting appropriate areas.

2.8. Broader outcomes

Council values broader social outcomes and will procure suppliers who have fair and clear employment standards for their staff and who also hire sub-contractors who have the same.

As part of the contractor's submission on how they will contribute to the broader outcomes, Council looks for suppliers who support the local economy as much as possible providing this can be done at neutral or reduced cost. There will be a strong emphasis on utilising local suppliers and materials that can be sourced in the CHB district.

Council aspires to grow the capacity and capability of District based suppliers over the next 10 years. To accelerate this objective, a portion of physical work contracts will be 'ring-fenced' to small to medium suppliers based in the District, similar to the 'mini-competes' approach being promoted by NZTA. Discussions with NZTA will occur prior to Council adopting this approach.

As the road maintenance and renewal industry is facing unprecedented shortages of skilled human resources, Council will be looking for suppliers who have a commitment to the development of skills and clear development pathways for progression within the supplier's company. This includes the consideration of companies who are offering apprenticeships to increase the number of people within the industry. Where appropriate these will be used as a weighted criteria within procurement offerings. Suppliers will also be encouraged to increase gender and cultural diversity within their organisations. Depending on the scale of the activity, these may become part of the evaluation criteria.

Central Hawke's Bay District Council considers the Hawke's Bay Progressive Procurement Supplier Guide objectives when developing procurement documents and has used this on several projects.

3. Procurement Programme

3.1. Programme

The District's Land Transport work programme is varied and comprised of maintenance, renewal, minor improvements, capital improvements, response and recovery works.

Projects and activities vary in timeframe from short term (less than one year) to multi-year (5 years+). The short-term activities are usually one-off projects whilst the longer multi-year contracts are normally for maintenance and operations activities.

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The current contracts are noted below, and the majority will be renewed during the life of this procurement strategy. It should be noted that some maintenance activities may be combined subject to the outcome of market engagement and Elected Member decisions:

Contract	Commencement Date	Supplier Selection Method	Delivery Model
Road Maintenance including AWPT and reseals	July 1 st , 2026	Price Quality	Traditional
Minor Structural Renewals	July 1 st 2026		
Spraying Contract	July 1st 2025		
Street Lighting	Aug 1 st , 2024		
Line Marking	November 3 rd , 2025		
Professional Services	December 1st, 2025	Quality	Traditional or Design Construct
Capital Improvements	Varies	Price Quality, Lowest price Conforming & Direct Appointment	
Recovery Works			

Notes:

- In order to obtain better value for money and attract competition council has opted to bundle the Road Maintenance, Reseals and Area Wide Pavement Treatments into one procurement offering. Reasons for this approach is to drive single point of accountability for all pavements activities, increase the scale and commercial appeal and improve coordination of all significant activities.
- Due to recent resource constraints in the Land Transport Team, the road maintenance contract will need to be extended by 1 year to allow sufficient time to prepare contract, tender, award and mobilize. The extension will be subject to discussion and approval from NZTA.
- Most of the services procured by CHBDC are straight forward and well understood by suppliers so our general approach will be to use a price-quality procurement method.

3.2. Complexity

Our work is generally well defined and standard in nature. The Council in cooperation with NZTA will explore opportunities for the use of advanced components where better value for money can be demonstrated.

The market is generally healthy with several players available for each activity area. There are a few situations where Council has and will continue to use speciality suppliers as they provide the most optimal service and value.

3.3. Specialised Skills

Some activities will require specialist skills including professional services which will be procured through either the professional services contract or through collaboration with other local authorities, NZTA or other partners.

Our general approach to the procurement of professional services has been quality based which has yielded great results to date. Our intention is to continue with this procurement method.

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3.4. Risk Identification

There are numerous risks associated with the procurement and delivery of Council's activities which must be carefully managed. Below are 3 of the highest procurement risks:

- CHBDC is a relatively small client when compared to other regional entities such as NZTA, with smaller work packages and projects that may not be as lucrative for suppliers. This could result in Council paying a higher price for services or not receiving an appropriate level of service. Maintaining open communication with the regional market, improving our smart client and collaborative approach and offering multiple long-term contracts, where appropriate, with a focus on supporting local suppliers should minimise this risk.
- Awarding a contract to a poor performing supplier or a supplier whose values are not aligned with CHBDC which may not become apparent until later in the contract period and can be challenging to remedy. This risk can be partly mitigated by following a robust procurement process, maintaining collaborative working relationships at an operational and senior management level and measuring performance to drive continuous improvement.
- Risks associated with not being able to deliver on levels of service or scope of works to maintain asset condition and community expectations due to tender prices. This risk can be partly mitigated through the setting of appropriate contract requirements, having the ability to optimise levels of service on receipt of the tender prices, negotiation of contract requirements and prices prior to award and if appropriate increasing budgets at Council's discretion e.g. utilising local share funding and smart prioritisation and scheduling of activities to increase productivity and efficiency.

4. Procurement Environment and Market Analysis

The following section provides detail on the land transport supplier market as it relates to the activities carried out on the road network.

4.1. Professional Services (maintenance and capital)

The Regional professional services market includes several national and international suppliers who have a presence in Hawke's Bay, although there is expected to be an increasing volume of work available in the market as Government's priorities gain momentum, which will consume a significant amount of resource. The impact on CHBDC is unclear at this stage.

It should be noted that there are smaller professional services companies who don't have the scale and presence to deliver on NZTA requirements. However, Council will continue to explore opportunities to support smaller local suppliers and bespoke specialist capability from outside the Region to build internal capability where appropriate.

The current larger professional services suppliers based in the Region and capable of delivering to Council and NZTA requirements are shown below:

- GHD
- Stantec
- Beca
- WSP

When Council last procured professional services, Council attracted 3 potential suppliers during the tender period. There is potential to include professional services for other Council work streams not co-funded by NZTA which may increase the number of interested suppliers.

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4.2. Road Maintenance

There are several well-established companies in the Hawke's Bay Region who have experience in delivering road maintenance services to local authorities and NZTA. This work has been well contested in the past, but the future is uncertain due to the resource shortage and the volume of other work coming to market over the next few years. The main suppliers are:

- Downer
- Fulton Hogan
- Higgins
- Quality Road Services (QRS)

4.3. Renewals

The suppliers who have the capability to deliver renewal works is larger and includes a mix of national and regionally based companies, some of which work with Tier 1 suppliers as sub-contractors. The main suppliers are:

- Downer
- Fulton Hogan
- Higgins
- Tūpore
- Quality Road Services (QRS)
- Stringfellows
- McNatty Construction
- Latteys Group.

4.4. Other maintenance

The smaller maintenance contracts such as the street lighting, line marking and vegetation control activities have less suppliers due to their nature of the services and therefore less competition. It should be noted that the delivery of street lighting services is done in partnership with Napier City Council. The suppliers who compete for line marking and vegetation control are:

- Pope Electrical
- Bay Spray
- Roadrunners (line marking)
- Orsborn (line marking)
- Council also procures smaller contracts that are generally one-off projects which attract local suppliers e.g. dangerous vegetation.

4.5. Capital projects and recovery

Capital projects are delivered by Council's Programme Delivery Team with a current focus on Recovery activities following Cyclone Gabrielle. The majority of these projects are funded by NZTA but some sub-programmes have recently been funded by Crown Infrastructure Partners (CIP). The range of suppliers who have an interest in this work is significant, considering the context of CHBDC with several local suppliers delivering as sub-contractors for Tier 1 companies. The suppliers are:

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- Downer
- Fulton Hogan
- Higgins
- Tūpore
- Quality Road Services (QRS)
- Baron Contracting
- Mills Albert Ltd
- Lattey's Group
- Concrete Structures
- Berkett Earthmovers 2012 Limited
- Brain Perry Civils
- HEB Earthmovers
- Pheonix Contracting Ltd
- Concrete Structures NZ Ltd
- Collins and Sons
- Geostabilisation NZ Ltd
- Total Infrastructure
- Tough Terrain
- Genext Ltd
- TW Civil
- SCL Civil Works
- Hick Bros Civil Contractors Ltd.

4.6. Risk Analysis

Council officers are working closely with other regional clients including NZTA to maintain visibility over the relative timing of procurement activities to ensure best value outcomes for CHBDC. This will ensure that the maximum number of suitably qualified contractors are able to participate in CHBDC's procurement programme, which is particularly important for the maintenance, operations and renewal works. In practice, this will be achieved by sequencing tendering activity across the Region to avoid market overload and potentially high pricing.

At the time of writing, Council is also undertaking a market engagement exercise to discuss CHBDC's forward work programmes with suppliers and seek their views on barriers to entry i.e. for local suppliers and potential impacts of changing the current configuration of contracts to increase or decrease bundling.

Council has also established a 'Service delivery Excellence' forum for local suppliers and Officers to share forward programmes, continuous improvement, health and safety insights and our procurement strategy and plan for the next 24 months.

As suppliers are engaged in CHBDC programmes and are eagerly awaiting the tendering opportunities, the risk to CHBDC of not achieving value for money is currently rated as low to medium. The actions described above will go some way to reducing the risk for CHBDC.

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4.7. Procurement Spend & Profile

Council will continue to use the profile below in procuring services for land transport activities.

Programme	Average Annual Spend	Price Quality	Lowest Price	Direct Appointment	Quality Based
Maintenance & Operations	\$4,702,667	X	X	X	X
Pothole Prevention	\$9,608,333	X	X	X	
Improvements	\$828,303	X	X	X	
Walking & Cycling	\$144,333	X	X	X	
Capital Projects including Recovery	Circa \$20m	X	X	X	

Notes:

- The only quality-based procurement activity is professional services
- The recovery activity is subject to co-funding approval and will vary year on year.

Programme	2024 – 2025	2025 – 2026	2026 – 2027
Maintenance & Operations	\$4,628,018	\$4,702,668	\$4,787,315
Pothole Prevention	\$9,435,384	\$9,608,333	\$9,781,284
Improvements	\$813,423	\$828,333	\$843,243
Walking & Cycling	\$141,735	\$144,333	\$146,932
Capital Projects including Recovery	Circa \$20m	Unknown at this stage	Unknown at this stage

5. Work Programme Delivery

5.1. Confirmation of Strategic Objectives

Council aims to deliver on the objectives set out in the GPS 2024-2034, Council’s strategic objectives including those set out in its Infrastructure Strategy and Procurement Policy. These strategic objectives will be incorporated into all tender documentation to drive service delivery excellence for CHBDC.

5.2. Procurement Approach

Procurement plans

Procurement plans will be produced for each of the specific activities, the detail of which will be determined by the complexity and value of the procurement. Procurement Plans will be completed at the activity initiation stage and will be approved by Council.

Activities will be categorised in terms of major, medium and minor risk rating to ensure that the approach is fit for purpose.

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Major Procurement

These will generally be of higher value (greater than \$1m). These procurement activities will require a detailed procurement plan which will encompass a review of the previous procurement with lessons learned documented and incorporated into the next plan.

Medium Procurement

These will generally be of lesser value or work that has a limited number of qualified suppliers within the industry e.g. Line Marking contract. The procurement plan will be less detailed but will take advantage of lessons learned from previous experience procurements.

Minor Procurement

These are generally for one-off simple services and of low value and risk to the Council. These generally contain a brief explanation of what is to be procured and why and are approved at a lower level than governance.

General

The Council chooses not to release estimates for work to be done to avoid having the market use the estimate as a target thus driving higher than warranted prices.

NZTA pre-qualification process will be used whenever it is prudent to do so. This simplifies supplier selection and provides a greater level of assurance to Council on the ability to deliver services.

Council will continue to work with NZTA to improve its procurement and explore advanced options when they can be proven to deliver better value than traditional methods.

Council will also look to standardise the language and special provisions in their procurement approach to provide clarity and certainty of what is expected from the market.

5.3. Advanced Procurement

The Council has a Programme Delivery Team which has been established to deliver all capital programmes for Council including land transport improvements and recovery works which is co-funded by NZTA or Crown Infrastructure Partners.

Council will work with our co-founder NZTA through our procurement to grow our local contractor capability in the district, this will be through Broader Outcomes and agreed procurement approaches.

To reduce administration costs associated with procurement and to accelerate speed to market, contractor panels **may** be established subject to NZTA approval. Subject to the scale of the future programme, this approach is likely to continue with an emphasis on supporting local contractors and suppliers based within the District and Region.

6. Implementation

6.1. Capability & Capacity

The Council has a relatively small Land Transport Team with the appointment and retention of appropriately qualified people being an ongoing challenge. The embedded professional services model provides a greater level of stability and resilience to the team and provides learning opportunities for Council staff, which wouldn't otherwise be available.

At the time of writing, Council is strengthening its in-house structure to increase its level of ownership in asset management, financial management, contract management and customer service. This will take time and a commitment to training and mentoring.

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6.2. Performance Measurement

Council is currently working on a standardised approach to the performance management of its contracts. This will need to be integrated with NZTA's recent expectations on the measurement of performance and efficiency. Although not finalised or endorsed by Council, the performance framework is likely to include measurement in the following areas:

- Value for money in delivery
- Health, safety, wellbeing and environment
- Partnership and trust
- Customer satisfaction and community confidence
- Growing local capability and capacity.

6.3. Communications

This procurement strategy has been reviewed and endorsed by the Group Manager, Community Infrastructure & Development and approved by the Chief Executive.

The final approved strategy will be available on the Council's web page for viewing by the public and industry. Council will also encourage the sector, particularly local contractors, to familiarise themselves with its contents and proactively engage with CHBDC.

6.2 CYCLONE GABRIELLE RECOVERY - ROADING UPDATE

File Number:

Author: Rebecca England, Project Manager

Authoriser: Doug Tate, Chief Executive

Attachments: 1. **Key Program Status Report- Land Transport Recovery 014** [↓](#)

PURPOSE

The purpose of this report provides an update to the Council on the Land Transport Recovery programme and the work undertaken between 20 October and 20 November 2024.

This update is provided within the **attached** Road to Recovery Key Programme Status Report.

RECOMMENDATION

That the Transport Committee notes the Cyclone Gabrielle Recovery Update.

SIGNIFICANCE AND ENGAGEMENT

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

BACKGROUND

This report presents the November 2024 update to the Cyclone Gabrielle Recovery Programme for Roothing.

DISCUSSION

Significant progress has been made across all phases of the Land Transport Recovery Programme. On Friday 8 November, the New Zealand Transport Agency (NZTA) approved funding for Recovery Phase 3 (RP3), with minor scope adjustments finalised during discussions. These changes are shown later in the paper.

In Recovery Phase 1 (RP1), progress continues with one tender under evaluation, another tender being prepared for release before Christmas, and significant construction progress achieved at Fletchers Crossing Bridge.

Following a successful engagement workshop with prequalified contractors, procurement for both Recovery Phase 2 (RP2) and RP3 has been accelerated to ensure contracts are awarded before Christmas rather than late February as previously planned. Adjustments to the procurement plan are presented in a separate paper at the 12 December Transport Committee meeting. In parallel with the procurement activity, design work for RP2 and RP3 is underway with all sites, except Burnside Ford, scheduled for completion by Christmas 2024.

Despite significant progress and continued efforts by officers to mitigate risks, there remains a possibility that some tasks may not be completed by NZTA's funding deadline of 30 June 2025. Officers will persist in advocating for an extension while proactively seeking out opportunities to further reduce the risk of non-delivery.

Officers are working to close out the NZTA emergency response funding. The underspend from this funding has been reallocated to support planning for future work in the 2025/2026 financial year and beyond, as well as to address approximately 20 minor sites across the district. All associated work is expected to be completed by the 30 December 2024 funding deadline.

The response programme has addressed over 4,000 faults across the network, including more than 40 simple and complex repairs, marking the conclusion of a crucial stage in the recovery efforts.

In addition to the delivery of this year's programme the Land Transport Team is working with NZTA to agree on the remaining multi-year recovery programme. Officers will bring further visibility of the multi-year recovery programme to the Land Transport Committee in an open workshop in early 2025 (date to be finalised).

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.



Land Transport Response and Recovery

Project Update
20 November 2024



Programme Name	Land Transport Response and Recovery
Programme Manager	Rebecca England
Programme Sponsor	Doug Tate
Reporting Period	20 Oct 2024- 20 Nov 2024

Programme Objectives:

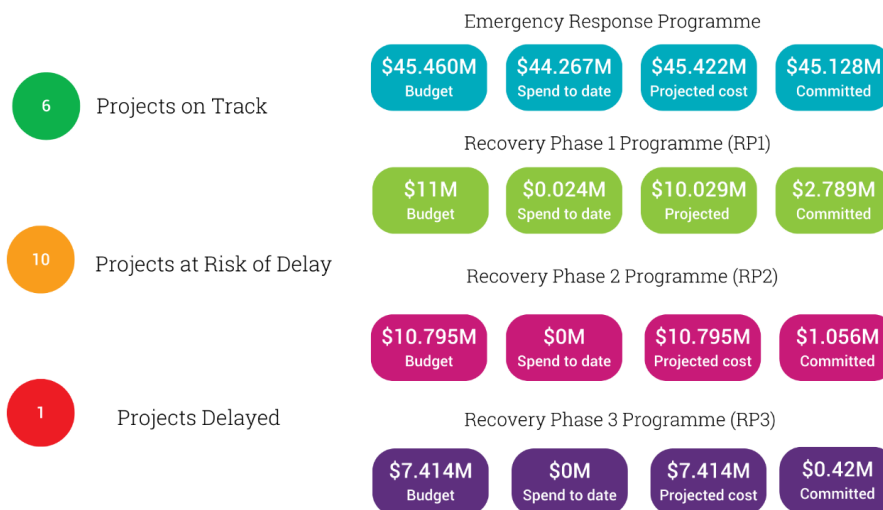
Response Programme

- 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.

Recovery Programme

- Where able, under budget constraints, permanently re-establish access to isolated or affected areas by repairing damaged roads.
- Develop a matrix which considers, economic, social, safety and financial factors to prioritise the damaged sites
- 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



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Executive Summary:

Significant progress has been made across all phases of the Land Transport Recovery Programme. On Friday 8th of November, the New Zealand Transport Agency (NZTA) approved funding for Recovery Phase 3 (RP3), with minor scope adjustments finalised during discussions. These changes are shown later in the paper.

In Recovery Phase 1 (RP1), progress continues with one tender under evaluation, another tender being prepared for release before Christmas, and significant construction progress achieved at Fletchers Crossing Bridge.

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Despite significant progress and continued efforts by officers to mitigate risks, there remains a possibility that some tasks may not be completed by NZTA's funding deadline of 30 June 2025. Officers will persist in advocating for an extension while proactively seeking out opportunities to further reduce the risk of non-delivery.

Officers are working to close out the NZTA emergency response funding. The underspend from this funding has been reallocated to support planning for future work in the 2025/2026 financial year and beyond, as well as to address approximately 20 minor sites across the district. All associated work is expected to be completed by the 30 December 2024 funding deadline.

The response programme has addressed over 4,000 faults across the network, including more than 40 simple and complex repairs, marking the conclusion of a crucial stage in the recovery efforts.

In addition to the delivery of this year's programme the Land Transport Team is working with NZTA to agree on the remaining multi-year recovery programme. Officers will bring further visibility of the multi-year recovery programme to the Land Transport Committee in an open workshop in early 2025 (date to be finalised).

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 type="checkbox"/>	<input checked="" type="checkbox"/>	There is a risk that the end of June 2025 funding deadline for RP2 and RP3 will be missed. The current programme of delivery aims to commence construction in January 2025.
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"/>	None at present.
Are there resource problems?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Additional project management resources have been acquired and there are currently no resource problems. Resource availability of external partners is being monitored.
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 type="checkbox"/>	<input checked="" type="checkbox"/>	None at present
Are there communications problems?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None at present. All communications are operating in alignment with the overarching communications plan. There is a risk that communications regarding the reduction in the level of service in Burnside Bridge have not yet been communicated to the community.
Are there health and safety issues?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None at present. 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

(Based on Central Hawkes Bay Council's [Risk Management Framework](#))

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

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.	Extreme
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 activities.	Continued work with the Regional Recovery Agency and NZTA to advocate for additional funding past this current financial year. Officers will present a paper updating on the potential cost impacts to the Transport Committee in Q4 of 2024/2025.	Extreme
There is a risk that the RP2 and RP3 programmes will not delivered before the 30 June 2025 funding deadline therefore incurring a higher CHBDC financial contribution on any uncompleted work.	Implementation of options to accelerate the programme of work. This includes changes to procurement, design and resourcing. We will also continue to work with NZTA to advocate for a funding deadline extension.	Extreme
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 long term maintenance costs.	A delivery plan has been prepared which allows for construction to commence in January allowing for approximately 16 weeks of construction before the funding deadline. The quality of construction will be managed by the contractors selected.	Significant
There is a risk that the design for RP2 and RP3 will not be completed by the 16 th of December therefore delaying the commencement of ECI contracts and the commencement of construction.	Officers are working with our professional services provider to ensure that sufficient resource is provided for the deliverables to be complete.	High
There is a risk that there is a misalignment between the planned programme and community expectations.	This will be re-aligned with the road hierarchy work underway as a part of the Land Transport Improvement Plan. Officers are planning clear communication with the community which explains prioritisation and reinstatement approaches.	High
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.	High

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Key to project indicators

R.A.G Status		Performance Trend Key	
Red	Projected to 10% or more overspent or over timeline, or significant issues in quality, resourcing, or key stakeholder issues.	↑	The overall performance of the project has improved since the last report, as evidenced by key metrics across the Programme, Risk and Budget.
Amber	Projected to be between 5% to 9% overspend or over timeline, or there are minor issues in quality, resourcing or key stakeholder issues.	→	The overall performance of the project has remained consistent since the last report, as evidenced by key metrics across the Programme, Risk and Budget.
Green	Projected to be on track or within tolerances of 4% or under for spend and timeline.	↓	The overall performance of the project has lowered since the last report, as evidenced by key metrics across the Programme, Risk and Budget.

Emergency Response

Following the devastation caused by Cyclone Gabrielle in February 2023, \$35.9 million of Emergency Response funding was provided by NZTA. Between February and June 2023, funding was provided at a 100% FAR. From June 2023 onward there 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 repairs across the district. An underspend of funding has been reallocated to support planning for future work in the 2025/2026 financial year and beyond, as well as to address approximately 20 minor sites across the district.

The report below outlines progress on current projects under the current emergency response funding.

Titoki Bridge

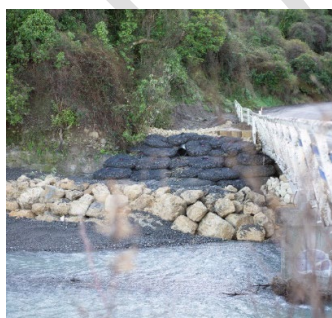
Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Construction	95%	Aug 2023	Dec 2024	\$441,437	\$441,437	→
Scope: To design and construct an underpinning of the true left abutment at Titoki Bridge						
PROGRAMME	Construction of the debris catcher has commenced, and work is expected to be completed before Christmas. . There is a risk that the contractor's poor performance continues therefore delaying the work.					
BUDGET	The project will be completed on budget.					
RISK	There is a risk that the temporary piers could be damaged in a high flow river event potentially damaging the bridge. Installation of the debris catcher will mitigate this risk.					

Resource Consenting

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Monitoring	95%	Apr 2024	Dec 2024	\$144,664	\$144,664	→
Scope: To identify which completed sites require 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	Consent conditions have been agreed with HBRC and Officers are awaiting formal notification of the consent approval.					
BUDGET	A scope of work and budget to complete the work has been agreed with Stantec. There is a small risk that HBRC's processing fees exceed the budget.					
RISK	No additional risks have been identified.					

Makaroro Bridge

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Construction	80%	Feb 2023	Dec 2024	\$210,559	\$208,777	↑
Scope: To reinstate the true right abutment of the bridge including pavement and provide scour protection at both abutments.						
PROGRAMME	Due to increased traffic management costs and the current closure of Fletchers Crossing Bridge, the rail replacement (maintenance work) and sight rail reinstatement (recovery works) cannot be completed at the same time. The recovery work has now been provided to Higgins under the structural maintenance contract to be completed before 30 December 2024.					
BUDGET	The budget for the replacement of the sight rails is included with NZTA Emergency Response Funding.					
RISK	No additional risks have been identified.					



Recovery Phase 1 Programme

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

Additional funding of \$112,320 from the North Island Weather Event Fund (NIWE) has been allocated to support the acceleration of delivery of these projects. As such the project budgets displayed below have increased from last month's report.

The report below outlines progress on current projects under the Recovery Phase 1 funding.

Wimbledon Road RP1.3

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Contractor Procure	50%	Oct 2023	Jun 2025	\$3,089,252	\$2,959,652	→
Scope: To reinstate the agreed level of service at the site by implementing a Deep Soil Mixing (DSM) solution and drainage improvements.						
PROGRAMME	The detailed design is complete. A Request for tender has been completed and procurement is underway. The closing date for the RFT was 22 November. Officers have met with the landowner and agreed in principle access for construction and ongoing maintenance of the proposed drainage outlets.					
BUDGET	The contractor's price has been received and is below the budget with contingencies.					
RISK	The proposed DSM & drainage improvement works will provide a solution to reduce the risk of local slope failure of the road. The solution does not deal with the slip above the road, so there is still a residual risk of an over slip in future.					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Wimbledon Road RP 9.5 - 9.7

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Planning & Design	20%	Oct 2023	Jun 2025	\$2,914,045	\$2,776,361	→
Scope: To design and construct a solution that restores the site to an agreed level of service.						
PROGRAMME	Feedback from stakeholders regarding council’s preferred and most resilient option, to realign the stream, has been negative. We are considering alternative options as well as re-visiting stakeholder engagement on all options. Alternative options for reinstatement are being investigated with support from contractors. This includes investigating the option of a sheet pile wall and reinstatement of the road. It is now highly unlikely that this site will be completed by Jun 2025					
BUDGET	There is a risk that the reinstatement of the site will not fit within the available budget. We are reinvestigating the options and cost estimates.					
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 RP14.9

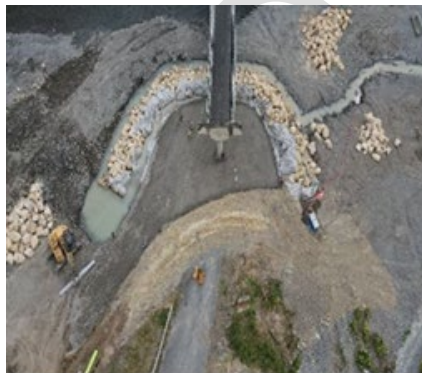
Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Planning & Design	40%	Oct 2023	Jun 2025	\$1,959,372	\$1,829,251	→
Scope: To design and construct a solution that restores the agreed level of service at this site by implementing subsoil drainage and road restoration.						
PROGRAMME	Detailed design of the preferred option is underway. A temporary seal has been applied to the road in the interim. A request for tender is being drafted with the aim of having an RFT to market prior to Christmas 2024.					
BUDGET	An engineer’s estimate has been developed.					
RISK	All project risks have been mitigated, no exceptions to report.					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Fletchers Crossing, Wakarara Road

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Construction	60%	Oct 2023	Jun 2025	\$2,533,516	\$2,388,578	↑
<p>Scope: To design and construct a repair which reinstates the previous level of service to the true right abutment and road approach. To provide additional resilience to the site where possible in the available budget.</p>						
PROGRAMME	<p>Construction on stage 1b (abutment reinstatement) has commenced. This work is planned for completion by February. Stage 2 (northern abutment protection) and 3 (road approach reinstatement) works are currently being designed and investigated.</p> <p>Work to complete Stage 1a (remaining vegetation clearance) will be completed under S330 of the Resource Management Act (RMA).</p>					
BUDGET	<p>With stage 1b awarded, the overall budget is tracking below original estimates. This reduces the risk of not completing stage 3 works (road approach reinstatement).</p>					
RISK	<p>The road is currently closed and as such the community is required to take a detour. Contractors have established a temporary access track and ford for the local farmers to access their lands on either side of the bridge. The risks associated with river crossing are managed with warning signs</p>					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Recovery Phase 2 Programme

Total funding for Recovery Phase 2 is \$10,794,575, comprising \$10.745 million approved by NZTA and an additional \$49,575 from the NIWE Acceleration Fund.

Of the NZTA funding, \$3.1 million is allocated for geotechnical investigations, consenting, and professional services. The remaining funds are allocated across six projects, covering 13 sites, all of which must be delivered by 30 June 2025.

Since the last update, the \$3.1 million (NZTA) and \$49,575 (NIWE) have been proportionally applied to project budgets, with the reported budgets updated accordingly.

The report below outlines progress on current projects under the Recovery Phase 2 funding.

Pōrangahau Road

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Design & Procure	8%	Oct 2024	Jun 2025	\$1,426,098	\$1,426,098	→
Scope: Design and construct drainage and pavement rehabilitation at one site, and an earth retaining structure at another, to restore the agreed level of service at two locations: Pōrangahau Rd RP27.65 and RP21.62.						
PROGRAMME	Design is underway and scheduled for completion by Christmas 2024. Procurement for ECI contractors is currently out to tender, with contract award expected before Christmas and site work anticipated to start by the end of January 2025.					
BUDGET	The project is expected to be delivered within budget.					
RISK	Project risks are being managed, no exceptions to report.					



Pōrangahau Road RP27.65



Pōrangahau Road RP21.62

Pourerere Road

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Design & Procure	8%	Oct 2024	Jun 2025	\$1,157,822	\$1,157,822	→
Scope: To design and construct repairs to 5 landslide sites (RP14.331, RP16.73, RP26.292, RP15.263 and RP31.6) that restores the agreed level of service.						
PROGRAMME	Design is underway and scheduled for completion by Christmas 2024. Procurement for ECI contractors is currently out to tender, with contract award expected before Christmas and site work anticipated to start by the end of January 2025.					
BUDGET	The project is expected to be delivered within budget.					
RISK	One site involves a road retreat solution, and the design is currently being worked through, with further progress expected by the end of November. This solution may require discussions and an agreement with an adjacent landowner. Design is not yet to a level that enables the discussion to take place with the landowner.					



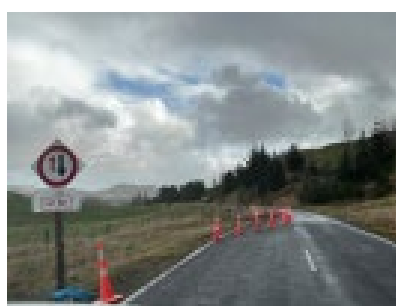
Pourerere Road RP16.73



Pourerere Road RP15.263



Pourerere Road RP26.292



Pourerere Road RP14.331

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Old Station Bridge, Wimbledon Road

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Design & Procure	8%	Oct 2024	Jun 2025	\$1,200,182	\$1,200,182	→
Scope: To design and construct repairs to the abutment and existing concrete bags, adding additional protection to mitigate against future scour and erosion.						
PROGRAMME	The design is underway and scheduled for completion by Christmas 2024. Procurement for ECI contractors is currently out to tender, with contract award expected before Christmas and site work anticipated to start by the end of January 2025.					
BUDGET	The project is expected to be delivered within budget.					
RISK	Project risks are being managed, with no exceptions to report.					



Titoki Bridge, Titoki Road

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Contractor Procure	10%	Oct 2024	Jun 2025	\$1,786,153	\$1,786,153	→
Scope: To construct a bridge extension of approximately 10m and underpin the existing abutment to provide long-term resilience.						
PROGRAMME	The design for this site has been completed under 2023/2024 Emergency Response funding. A request for tender for the construction is currently underway, with contract award expected before Christmas and site work anticipated to commence by the end of January 2025.					
BUDGET	The project is expected to be delivered within budget.					
RISK	Project risks are being managed, no exceptions to report.					

Tourere Road

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Design & Procure	8%	Oct 2024	Jun 2025	\$2,541,561	\$2,541,561	→
Scope: To design and construct repairs to 3 landslide sites (RP4.02, RP5.97 and RP3.7- 3.9) that restore the agreed level of service.						
PROGRAMME	The design is underway and scheduled for completion by Christmas 2024. Procurement for ECI contractors is currently out to tender, with contract award expected before Christmas and site work anticipated to start by the end of January 2025.					
BUDGET	The project is expected to be delivered within budget.					
RISK	Project risks are being managed, no exceptions to report.					



Tourere Road RP3.7- 3.8



Tourere Road RP5.97

Burnside Bridge, Burnside Road.

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Design & Procure	5%	Oct 2025	Jun 2025	\$1,994,200	\$1,994,200	→
Scope: To decommission Burnside Bridge and design and construct a ford to reinstate access across the Makaretu River at Burnside Road.						
PROGRAMME	Due to the community and iwi engagement that needs to take place, there is a risk that the programme could be delayed and therefore extended past 30 June 2025. In addition to this there is a risk that design delays the commencement of construction.					
BUDGET	The project is expected to be completed on budget.					
RISK	All project risks have been mitigated.					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Recovery Phase 3 Programme

Following confirmation of the 2024/2025 financial year Funding Assistance Rate (FAR) at 89%, CHBDC submitted a further application for recovery funding. Since the last report was presented, the Recovery Phase 3 funding application has been approved for a total of \$7,414,000, covering five projects across 17 sites.

The report below outlines the progress of each project under the Recovery Phase 3 funding.

Guardrail Reinstatement

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Planning	5%	Nov 2024	Jun 2025	\$750,000	\$750,000	↑
Scope: To design and construct repairs to two damaged guardrail sites (Logan’s Bridge and Gollans Bridge on Pourerere Rd).						
PROGRAMME	Design for replacement at Gollan’s Bridge has been completed under previous Emergency Response funding. Delivery is on track for completion by June 2025					
BUDGET	The project is expected to be completed on budget.					
RISK	Project risks are being managed, no exceptions to report.					



Logans Bridge



Gollans Bridge

Wimbledon Road RP6.71

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Design & Procure	8%	Nov 2024	Jun 2025	\$239,000	\$239,000	↑
Scope: To design and construct repairs to the landslide at Wimbledon Road RP6.71 which reinstates to agreed level of service.						
PROGRAMME	Design is underway and scheduled for completion by Christmas 2024. Procurement for ECI contractors is currently out to tender, with contract award expected before Christmas and site work anticipated to start by the end of January 2025.					
BUDGET	NZTA funding is confirmed.					
RISK	Project risks are being managed, no exceptions to report.					

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Bridge Scour Protection

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Design & Procure	8%	Nov 2024	Jun 2025	\$4,222,000	\$4,222,000	↑
Scope: To design and construct repairs and scour protection to 9 bridges/ culverts across the district. These 9 sites are Blackhead Road Culvert, Macauleys Bridge, Scannells Bridge, Holdens Bridge, Hulls Bridge, Tipenes Bridge, Matte Bridge, Peacocks Bridge, Tukipo Bridge and Waikareao Bridge.						
PROGRAMME	The design is underway and scheduled for completion by Christmas 2024. Procurement for ECI contractors is currently out to tender, with contract award expected before Christmas and site work anticipated to start by the end of January 2025.					
BUDGET	NZTA has confirmed funding for 9 sites. The project is expected to be delivered within budget.					
RISK	Risks are being managed, no exceptions to report					



Holdens Bridge



Scannell's Bridge



Peacocks Bridge

Kahuranaki Road

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Design & Procure	8%	Nov 2024	Jun 2025	\$500,000	\$500,000	↑
Scope: To design and construct repairs to the landslide at Kahuranaki Road RP6.1 which reinstates the agreed level of service.						
PROGRAMME	The design is underway and scheduled for completion by Christmas 2024. Procurement for ECI contractors is currently out to tender, with contract award expected before Christmas and site work anticipated to start by the end of January 2025.					
BUDGET	NZTA has confirmed funding. The project is expected to be delivered within budget.					
RISK	There is a risk that the site continues to degrade whilst planning is underway.					

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Farm Road

Current Phase	Project Progress	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Pipeline	8%	Nov 2024	Jun 2025	\$1,703,000	\$1,703,000	↑
Scope: To design and construct repairs to 4 landslide sites (RP14.41, Extension RP2.50, RP16.875 and RP13.412) that restore the agreed level of service.						
PROGRAMME	The design is underway and scheduled for completion by Christmas 2024. Procurement for ECI contractors is currently out to tender, with contract award expected before Christmas and site work anticipated to start by the end of January 2025.					
BUDGET	NZTA has confirmed funding for four sites. The project is expected to be delivered within budget.					
RISK	Project risks are being managed, with no exceptions to report.					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

6.3 UPDATE ON CHANGES TO TRAFFIC MANAGEMENT RULES AND GUIDANCE

File Number:**Author:** Reuben George, Land Transport Manager**Authoriser:** Doug Tate, Chief Executive**Attachments:** Nil

RECOMMENDATION

That the Transport Committee notes the update on the Traffic Management Rules and Guidance.

7

EXECUTIVE SUMMARY

The [New Zealand Guide to Temporary Traffic Management \(NZGTTM\)](#) has been introduced to replace the previous regulations set out in the Code of Practice for Temporary Traffic Management (CoPTTM). It aligns with the Road to Zero strategy and adopts a risk-based approach aimed at enhancing the safety of both road workers and road users. This approach aims to provide the industry with a more tailored and effective traffic management solution framework. Local councils now have the option to either adopt the NZGTTM or continue using the CoPTTM, providing flexibility in the short term as the new guidelines are better understood and further clarification is developed. It should also be noted that the Minister of Transport has expectations that the cost of TTM across New Zealand will decrease whilst maintaining the safety of road workers and users.

NZTA has introduced a reporting system to track TTM costs, including total work and TTM costs, percentage allocation, and data confidence. Initial reports show data accuracy issues due to contract limitations, but efforts are underway to improve this.

Discussions with contractors are ongoing to better understand how best to transition to the NZGTTM safely. NZTA has recently stated that a number of their contractors are currently trialling the NZGTTM with success including a reduction in TTM costs and higher productivity on work sites. Some of these successes have been achieved by closing roads fully for a significant period of time to increase delivery efficiency and safety.

BACKGROUND

The New Zealand Guide to Temporary Traffic Management (NZGTTM), published in April 2023, was initially developed to support the system-level changes necessary to achieve the goals of the Road to Zero New Zealand road safety strategy, including an updated focus on optimisation and efficiency. The guide introduces a risk-based approach to planning and managing temporary traffic management (TTM) to ensure the safety of both road workers and road users.

The NZGTTM emphasises the importance of prioritising risk assessment and planning before deciding on the type of control measures and equipment to be used. This new approach ensures that TTM setups are tailored to address the specific risks of each site, improving overall safety.

Previously, the Code of Practice for Temporary Traffic Management (CoPTTM), issued November 2012 (Amendment 3 November 2018), was the primary standard used by the industry. However, feedback from both the industry and the community indicated the need for an update, leading to the development of the NZGTTM.

Key Changes:

- CoPTTM is no longer mandatory:

Under the previous CoPTTM framework, safety risks were not always addressed in an effective manner. The application of control measures often failed to minimise risk and, in some cases, contributed to higher safety risks and increased costs. As a result, the use of CoPTTM is no longer a requirement.

- Introduction of a Risk-Based Approach:

In place of CoPTTM, the New Zealand Transport Agency (NZTA) has adopted a new risk-based approach to TTM. NZTA has developed initial guidelines for this approach and is conducting pilot programmes to assess its effectiveness. These pilots are being closely monitored to gather insights on the new methodology. A TTM Industry Steering Group has also been established with an initial webinar for industry and attended by our Land Transport team leaders. At the same time, collaboration with contractors is taking place to identify potential improvements that can be made across the network.

- Council Choice in Adoption:

Councils now have the option to either continue using CoPTTM or transition to the NZGTTM. This flexibility allows for local decision-making based on specific needs and circumstances.

These changes reflect a shift towards a more flexible and risk-aware system for temporary traffic management. It aims to enhance safety and efficiency on New Zealand's roads.

Along with the move towards NZGTTM there have been new reporting requirements introduced. Costs associated with the TTM activity must now be reported through the Transport Insights Portal.

DISCUSSION

Officers have been working to keep up with the changes as the industry works to better understand where efficiencies and improvements can be made working in partnership with our contractors. Discussions continue with our contractors to understand where possible options of using the NZGTTM to make workers safer and use less traffic control interventions. Both of our major roading contractors associated with the Maintenance and Operations (M&O) have expressed interest in participating in the NZGTTM and we have already tested the option of road closure in works associated with 3 Waters renewals works.

Discussion with our road M&O contractors will be on-going and we are hoping to be able to find work situations where NZGTTM can be applied, assessed refined and become part of our standard working practices.

NZTA has implemented a reporting system to capture TTM costs in relation to the overall expenditure. These reports, which are to be completed quarterly, includes:

- the total work costs,
- total TTM costs,
- the percentage of costs attributed to TTM,
- confidence in the reported data,
- total site inspections, and
- the number of redundant sites.

The first quarterly reporting lacked confidence in the data, as our contracts were not set up to capture these costs separately. We are working with our contractors to refine the contracts to enable better and more accurate reporting.

First Q1 – July to September report below:

NLTP Cost	\$2,850,000.00
Estimated TTM Cost	\$285,000.00
TTM Cost confidence	2/5
Total Site Inspections	930
Redundant sites	8

The table represents the information requested and supplied through to the Transport Insights Portal.

RISK ASSESSMENT AND MITIGATION

Risk	Mitigation action	Residual Risk Level
Transition from CoPTTM to NZGGTM and the change management effort required to manage risks effectively.	Council works closely with our suppliers and NZTA to understand lessons learned to transition to a risk-based approach over time.	Moderate
Specific reporting on TTM costs is new and contract methods of measurement have not been established to report with confidence.	Council works closely with our suppliers to identify TTM cost accurately. Future contracts will be established to enable accurate reporting.	Moderate

STRATEGIC ALIGNMENT

This paper meets our objective for ensuring “durable infrastructure” under our strategic direction “Together we Thrive”.

NEXT STEPS

Continued engagement with the TTM Steering Group to monitor and be involved with NZTA and the industry in the continued implementation of NZGGTM. To work with our contractors to assess and understand where the risk-based approach is safe to implement to drive efficiencies and saving where safe to do so.

Continue to report on the TTM reporting criteria through the Transport Insights web portal and make this part of the quarterly performance reporting officers are bringing to Council.

Include specific TTM reporting requirements in all future contracts.

Provide further updates as they become available.

6.4 UPDATE ON SPEED RULE CHANGES AND IMPLICATIONS

File Number:**Author:** Reuben George, Land Transport Manager**Authoriser:** Doug Tate, Chief Executive**Attachments:** Nil

RECOMMENDATION

That the Transport Committee notes the ‘Update on Speed Rule changes and implications on CHBDC networks’ report.

PURPOSE

The purpose of this paper is to provide an update and implications on the [Land Transport Rule: Setting of Speed Limits 2024](#).

This rule sets out criteria, requirements, and procedures to be followed by Road Controlling Authorities when reviewing and setting speed limits for roads within their respective jurisdictions. It also revokes and replaces the Land Transport Rule: Setting of Speed Limits 2022.

SIGNIFICANCE AND ENGAGEMENT

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

BACKGROUND

The new Rule when it was consulted on in mid-2024 proposed a more balanced approach to setting speed limits to ensure economic impacts and the views of local communities and road users are considered alongside safety. It enables a targeted approach to reducing speed limits that focuses on high crash areas and public acceptability.

The new Rule came into effect on 30 October 2024, revoking and replacing the Land Transport Rule: Setting of Speed Limits 2022.

The Land Transport team collaborated with NZTA to pre-purchase enough digital variable speed limit signs for all schools in the region during FY23/24, at a total value of \$237,535.20, in order to use available funding and provide the most effective method of getting drivers attention to the change in speed around schools and to remain adaptable, digital speed signs were chosen, this aligns with other councils in the region.

Officers submitted a request for funding through the low cost, low risk category which included the necessary budget allocation for the project with expectations this would be funded. There is no low-cost, low-risk funding available in the current Land Transport budgets for the next three years that could cover this activity. Following an initial discussion with NZTA’s Director Regional Relationships, it is understood that NLTP funding will be available for costs associated with this activity and initial guidance has been given in the NLTP December bulletin on 3 December 2024, officers are currently planning for this application.

DISCUSSION

This report provides an update and visibility on the changes to the Land Transport Rule: Setting of Speed Limits 2024.

The Land Transport Rule: Setting of Speed Limits 2024 replaces the Setting of Speed Limits 2022 rule, providing a clearer framework for how Road Controlling Authorities (RCAs) set speed limits on roads.

The rule aims to improve road safety and efficiency by aligning speed limits with safety infrastructure and speed camera enforcement, while also considering community input, economic impacts, and road safety data.

RCAs are now required to set speed limits based on these factors, following a clear process of proposing, consulting, and certifying decisions. The rule also introduces optional Speed Management Plans (SMPs), which if used must justify speed limits and outline the roles and responsibilities of those involved in the process. Additionally, it provides procedures for revoking previous speed limits if needed.

It empowers RCAs to make more informed, data-driven decisions about speed limits, with the goal of enhancing safety across the road network.

The biggest impact of this rule change on this Council is the requirement to implement variable speed limits on roads outside school gates during drop-off and pick-up times by **1 July 2026** (with some exceptions) and allows schools with electronic variable speed limit signs to put them on for up to 10 minutes at other times when there's significant activity outside the school.

Schools are classified as Category 1 (urban) or Category 2 (rural) with Category 1 having a speed limit of 30km and Category 2 having 60km speed limits. School speed limit times are restricted to 90 minutes at the start of the school day and 90 minutes at the end of the school day.

The Land Transport team will consult with the schools to make plans for the role out of the variable speed limit signs, where they are located and when they will be installed.

The rule change that does not impact this Council is the speed limit revocation, the new Rule outlines the requirements to reverse certain speed limits. In summary, the new Rule requires speed limits reduced since 1 January 2020 on the following types of roads to be reversed by 1 July 2025:

- local streets with permanent 30km/h speed limits where one of the reasons for reducing the speed limit was because there is a school in the area (the road outside the school gate will need to become variable)
- urban connectors
- interregional connectors.

The rule was notified in the Gazette on 30 September 2024 and came into force on 30 October 2024.

RISK ASSESSMENT AND MITIGATION

There are no operational risks associated with this paper.

There is a potential funding risk associated with the installation of the speed signs, subject to further advice from NZTA.

STRATEGIC ALIGNMENT

This paper meets our objective for ensuring “durable infrastructure” under our strategic direction “Together we Thrive”.

DELEGATIONS OR AUTHORITY

This paper is within the delegation of the Transport Committee to drive and monitor the delivery of land transport activities and associated improvement.

SIGNIFICANCE AND ENGAGEMENT

In accordance with the Council's Significance and Engagement Policy, this matter has been assessed as not significant.

NEXT STEPS

The next steps are for Land Transport officers to confirm work programme and budgets for the work to instal the variable speed limit signs outside the schools across the district. Once the budgets have been confirmed and funding agreed, a programme for the engagement with schools and the communities will be developed.

Implementation of the signage will be completed ahead of 1 July 2026, with the Land Transport team providing updates on progress.

6.5 VERBAL UPDATE ON REGIONAL TRANSPORT COMMITTEE MEETING HELD 6 DEC 2024**File Number:****Author:** Doug Tate, Chief Executive**Authoriser:** Doug Tate, Chief Executive**Attachments:** Nil**RECOMMENDATION**

That the Transport Committee notes the ‘Verbal update on the Regional Transport Committee held on 6 December 2024’.

PURPOSE

Councillor Kate Taylor will provide a verbal update on the Regional Transport Committee meeting held on Friday, 6 December 2024.

Items discussed included:

1. Regional Public Transport Plan review
2. Regional Transport Programme December 2024 Update
3. Speed Management
4. Waka Kotahi/NZTA Central Region Regional Relationships Director’s update
5. Transport Rebuild East Coast (TREC) update
6. Private share of public transport operating costs
7. Public Transport December 2024 update
8. RoadSafe Hawke's Bay update
9. Verbal Advisory Representative reports
10. Follow-ups from previous Regional Transport Committee meetings.

7 DATE OF NEXT MEETING

RECOMMENDATION
THAT THE NEXT MEETING OF THE TRANSPORT COMMITTEE BE HELD ON 27 FEBRUARY 2025.

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	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 s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities 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)	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 - Land Transport Recovery Phase 2 and 3 Procurement Plan Amendment	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	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

9 TIME OF CLOSURE