



**CENTRAL
HAWKE'S BAY**
DISTRICT COUNCIL

Transport Committee Agenda

Wednesday, 26 February 2025

1.30pm

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 – 12 December 2024.

RECOMMENDATION

That the minutes of the Transport Committee Meeting held on 12 December 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, 12 DECEMBER 2024 AT 3.25PM**

UNCONFIRMED

PRESENT: Chair Kate Taylor
Deputy Chair Brent Muggeridge
Mayor Alex Walker
Deputy Mayor Kelly Annand
Cr Tim Aitken
Cr Pip Burne
Cr Jerry Greer
Cr Gerard Minehan
Cr Exham Wichman
Pou Whirinaki Amiria Nepe-Apatu
Pou Whirinaki Piri Galbraith

IN ATTENDANCE: Doug Tate (Chief Executive)
Nicola Bousfield (Group Manager People and Business Enablement)
Brent Chamberlain (Chief Financial Officer)
Dennise Elers (Group Manager Community Partnerships)
Dylan Muggeridge (Group Manager Strategic Planning & Development)
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 opened the meeting and mentioned that a karakia had been conducted earlier this morning during the councillors' public excluded workshop session.

2 APOLOGIES

There were no apologies received.

3 DECLARATIONS OF CONFLICTS OF INTEREST

There were no Declarations of Conflict of Interest received.

4 STANDING ORDERS

COMMITTEE RESOLUTION: 24.23

Moved: Deputy Mayor Kelly Annand

Seconded: Cr Jerry Greer

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: 24.24

Moved: Cr Pip Burne

Seconded: Cr Gerard Minehan

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

CARRIED

6 REPORT SECTION

6.1 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.

COMMITTEE RESOLUTION: 24.25

Moved: Deputy Mayor Kelly Annand

Seconded: Mayor Alex Walker

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

CARRIED

Reuben George and Mark Kinvig presented the report as read and highlighted some significant changes. Discussion noted:

- Further changes including governance direction around transformation, delivery, and accountability upfront in the document.
- Specific performance expectations for master contractors and highlighting key risks related to Waka Kotahi's annual approach to funding.

6.2 CYCLONE GABRIELLE RECOVERY - ROADING UPDATE

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.

COMMITTEE RESOLUTION: 24.26

Moved: Chair Kate Taylor
Seconded: Cr Jerry Greer

That the Transport Committee notes the Cyclone Gabrielle Recovery Update.

CARRIED

Rebecca England, Reuben George and Mark Kinvig provided the update on the Cyclone Gabrielle recovery efforts report as read, noting progress in design and procurement of recovery phase two and three sites, with contract awards expected before Christmas. They are also working on wrapping up emergency response funding with a final claim to be submitted to Waka Kotahi before Christmas. The report was further taken as read.

6.3 UPDATE ON CHANGES TO TRAFFIC MANAGEMENT RULES AND GUIDANCE**PURPOSE**

The purpose of this report provides an update regarding the rules and guidance provided to Road Controlling Authorities (RCA's) in relation to Temporary Traffic Management (TTM) and the implications of this on the Land Transport activity.

COMMITTEE RESOLUTION: 24.27

Moved: Cr Pip Burne
Seconded: Cr Exham Wichman

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

CARRIED

Reuben George and Mark Kinvig presented the report as read noting changes to traffic management rules and guidance and the introduction of the New Zealand Guide to Temporary Traffic Management and the requirement to report on traffic management costs.

6.4 UPDATE ON SPEED RULE CHANGES AND IMPLICATIONS**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.

COMMITTEE RESOLUTION: 24.28

Moved: Cr Pip Burne
Seconded: Cr Tim Aitken

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

CARRIED

Reuben George and Mark Kinvig presented the report as read. Further discussions noted:

- Electronic speed signs have been purchased. Working on understanding costs and risks

associated with implementation.

- Deadline for implementation is July 2026.

6.5 VERBAL UPDATE ON REGIONAL TRANSPORT COMMITTEE MEETING HELD 6 DEC 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.

COMMITTEE RESOLUTION: 24.29

Moved: Cr Pip Burne

Seconded: Cr Tim Aitken

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

CARRIED

Cr Taylor provided an update on the agenda topics discussed at the Regional Transport Committee which was held on Friday, 6 Dec 2024. Further discussions noted:

- The Regional Transport Committee (RTC) is focusing on public transport, with HBRC consulting on changes to the system.
- The RTC are exploring public-private partnerships for alternative public transport solutions and considering advertising revenue on buses and bus stops to increase revenue.
- Changes to the Total Mobility Scheme are also being reviewed.

7 DATE OF NEXT MEETING

COMMITTEE RESOLUTION: 24.30

Moved: Deputy Mayor Kelly Annand

Seconded: Chair Kate Taylor

That the next meeting of the Central Hawke's Bay District Council be held on 26 February 2025.

CARRIED

8 PUBLIC EXCLUDED BUSINESS

RESOLUTION TO EXCLUDE THE PUBLIC

COMMITTEE RESOLUTION: 24.31

Moved: Mayor Alex Walker

Seconded: Cr Jerry Greer

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
<p>8.1 - Public Excluded Resolution Monitoring Report</p>	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
<p>8.2 - Land Transport Recovery Phase 2 and 3 Procurement Plan Amendment</p>	<p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	<p>s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>

CARRIED

COMMITTEE RESOLUTION: 24.32

Moved: Mayor Alex Walker

Seconded: Cr Jerry Greer

That the Transport Committee moves into Public Excluded Business at 4.08pm

CARRIED

COMMITTEE RESOLUTION: 24.33

Moved: Cr Kate Taylor

Seconded: Cr Pip Burne

That the Transport Committee moves out of Public Excluded Business at 4.20pm.

CARRIED

9 TIME OF CLOSURE

The Meeting closed at 4.20pm.

The Public Excluded Minutes of this meeting will be confirmed at the next Transport Committee meeting to be held on 26 February 2025.

.....
CHAIRPERSON

6 REPORT SECTION

6.1 RESOLUTION MONITORING REPORT

File Number: COU1-1400

Author: Annelie Roets, Governance Lead

Authoriser: Doug Tate, Chief Executive

Attachments: 1. Resolution and Action Monitoring Report [↓](#)

RECOMMENDATION

That the Transport Committee notes the Resolutions Monitoring Report.

PURPOSE

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

SIGNIFICANCE AND ENGAGEMENT

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

DISCUSSION

The monitoring report is **attached**.

IMPLICATIONS ASSESSMENT

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

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

NEXT STEPS

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



Transport Committee

Resolution Monitoring Report for 26 Feb 2025

Key	
Completed	
On Track	
Off Track	

Item Number	Item	Council Resolution	Resolution Date	Responsible Officer	Progress Report
1	6.1	Draft Land Transport Procurement Strategy 2024-2027 Endorsement That the Transport Committee endorses the Draft Land Transport Procurement Strategy 2024 – 2027 for NZTA approval.	12-Dec-24	Reuben George / Mark Kinvig	Updates to the Procurement Strategy have been made following feedback from the Transport Committee and the document has been submitted to NZTA for endorsement. The LT Relationship manager is working closely with NZTA on the approval process, which will be required prior to Council's endorsement of the procurement plan for the new road maintenance contract.

6.2 LAND TRANSPORT RECOVERY - KEY PROGRAMME STATUS REPORT

File Number:

Author: Rebecca England, Project Manager

Authoriser: Doug Tate, Chief Executive

Attachments: 1. Land Transport Recovery KPSR- Jan 2025 [↓](#)

PURPOSE

The purpose of this report is to provide an update on the Land Transport Recovery programme and the work undertaken during January 2025.

RECOMMENDATION

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

SIGNIFICANCE AND ENGAGEMENT

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

BACKGROUND

This report presents the December 2024 - January 2025 update on the Land Transport Recovery Programme.

DISCUSSION

The Cyclone Gabrielle damage from February 2023, on top of the wet winter weather in 2022 left the Central Hawkes Bay District with 72 roads closed due to damage including, 679 landslides and 679 bridge faults. Early estimates to repair roads to a similar level of service had the costs in the order of \$150 million worth of damage.

Between February 2023 and June 2024, the Response Programme was completed with \$45.46 million of funding from the New Zealand Transport Agency (NZTA). The programme achieved significant milestones, including the completion of over 4,000 minor repairs, 16 landslides, 5 bridges, 5 river protection sites, and 2 washouts, which reconnected communities and removed restrictions or detours impacting road users. This phase of the programme is now complete, and the final closeout of projects is underway.

In Recovery Phase 1 (RP1), progress continues with two sites, Fletchers Crossing and Wimbledon Road RP1.3 now under construction. On the 24th of January, Fletchers Crossing was reopened to traffic and stage 2 of the physical works commenced. Elsthorpe Road procurement is well underway with completion of the tender evaluation and contract award planned for the 14th of February. CHBDC's fourth site within this phase, Wimbledon Road RP9.5, is currently under design and is programmed for construction in Spring 2025.

Following a successful engagement workshop with prequalified contractors in November 2024, procurement for both Recovery Phase 2 (RP2) and Recovery Phase 3 (RP3) has been accelerated with the award of construction contracts to be completed by the 14th of February. Construction of these repairs will commence shortly after.

As outlined in the paper above, there is an anticipated underspend amounting to \$2,651,000 across recovery phases 2 and 3. This is mainly due to the proposed change in scope for the Burnside Bridge project and the minor underspends on other projects. We are collaborating with the Land Transport team and NZTA to identify other potential projects to which this funding could be reallocated.

The award of these contracts significantly minimises the risk of not meeting the end of June 2025 deadline, allowing a four-month construction window for all sites in these phases except Burnside Bridge. The feasibility of this project has required further investigation, and the direction of the project now requires governance input before proceeding. A presentation was provided to the Transport Committee on the 13th of February outlining the options considered and next steps which includes a formal paper to be presented on the 27th of March 2025 meeting.

Further work is underway being led by the Land Transport team with NZTA to prepare for the remaining recovery programme of work which will determine the estimated costs and provide important information for programme and planning. This includes site inspections, prioritisation, cost estimation and design optioneering. In the last few weeks, the team have also progressed on procurement planning for this delivery.

STRATEGIC ALIGNMENT

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

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 the 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.



Land Transport Response and Recovery

Project Update
20 January 2025



Programme Name	Land Transport Response and Recovery
Programme Manager	Rebecca England
Programme Sponsor	Mark Kinvig
Reporting Period	20 Dec 2024- 20 Jan 2025

Programme Objectives:

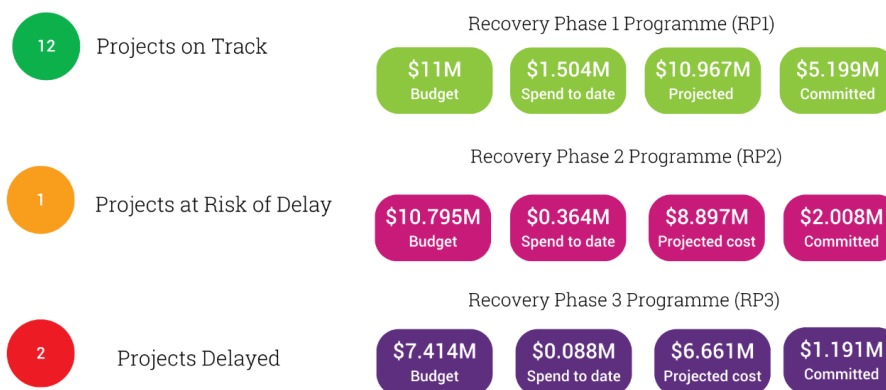
Response Programme

- 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:

The Cyclone Gabrielle damage from February 2023, on top of the wet winter weather in 2022 left the Central Hawkes Bay District with 72 roads closed due to damage including, 679 landslides and 679 bridge faults. Early estimates to repair roads to a similar level of service had the costs in the order of \$150 million worth of damage.

Between February 2023 and June 2024, the Response Programme was completed with \$45.46 million of funding from the New Zealand Transport Agency (NZTA). The programme achieved significant milestones, including the completion of over 4,000 minor repairs, 16 landslides, 5 bridges, 5 river protection sites, and 2 washouts, which reconnected communities and removed restrictions or detours impacting road users. This phase of the programme is now complete, and the final closeout of projects is underway.

In Recovery Phase 1 (RP1), progress continues with two sites, Fletchers Crossing and Wimbledon Road RP1.3 now under construction. On 24 January, Fletchers Crossing was reopened to traffic and stage 2 of the physical works commenced. Elsthorpe Road procurement is complete with works expected to commence in early March. CHBDC's fourth site within this phase, Wimbledon Road RP9.5, is currently under design and is programmed for construction in Spring 2025.

Following a successful engagement workshop with prequalified contractors in November 2024, procurement for both Recovery Phase 2 (RP2) and Recovery Phase 3 (RP3) with the contracts now awarded. Construction has started on some of these sites and is planned for completion by the end of May 2025.

As outlined in the paper above, there is an anticipated underspend amounting to \$2,651,000 across recovery phases 2 and 3. This is mainly due to the proposed change in scope for the Burnside Bridge project and the minor underspends on other projects. We are collaborating with the Land Transport team and NZTA to identify other potential projects to which this funding could be reallocated.

The award of these contracts significantly minimises the risk of not meeting the end of June 2025 deadline, allowing a four-month construction window for all sites in these phases except Burnside Bridge. The feasibility of this project has required further investigation, and the direction of the project now requires governance input before proceeding.

Further work is underway being led by the Land Transport team with NZTA to prepare for the remaining recovery programme of work which will determine the estimated costs and provide important information for programme and planning. This includes site inspections, prioritisation, cost estimation and design optioneering. In the last few weeks, the team have also progressed on procurement planning for this delivery.

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Risk and Issues Assessment

Key Issues Impact on Programme Objectives	Yes	No	Explanation and Proposed Resolution
Are there scope control problems?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	All sites affected by Cyclone Gabrielle and the weather through the winter of 2022 have been identified and included in the scope.
Will target dates be missed?	<input 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 for Phases 2 &3 will commence construction in February 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 are risks associated with Burnside Bridge.
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.	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 be 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 20 weeks of construction before the funding deadline. The quality of construction will be managed by the contractors selected.	Significant
There is a risk that there is a misalignment between the planned programme and community expectations.	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

B.R.A.G Status	
Blue	The project has been completed and passed back to the relevant maintenance and operations team.
Red	Projected to 10% or more overspent or over the timeline, or significant issues in quality, resourcing, or key stakeholder issues.
Amber	Projected to be between 5% to 9% overspend or over the timeline, or there are minor issues in quality, resourcing or key stakeholder issues.
Green	Projected to be on track or within tolerances of 4% or under for spend and timeline.

Performance Trend Key	
↑	The overall performance of the project has improved since the last report, as evidenced by key metrics across the Programme, Risk and Budget.
→	The overall performance of the project has remained consistent since the last report, as evidenced by key metrics across the Programme, Risk and Budget.
↓	The overall performance of the project has lowered since the last report, as evidenced by key metrics across the Programme, Risk and Budget.

Percentage of Project Progress by Phase	
Pipeline	<5%
Initiation	5 - 10%
Plan and Design	10 -20%
Procurement	20 - 25%
Construction	25 - 75%
Commission and Test	75 - 95%
Closure	95 -100%

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

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.

Since the report in November 2024, greater certainty regarding project costs and risks has been achieved. Consequently, the budget has been reallocated across all four sites. This reallocation maintains the total program budget at \$11 million. The revised project budgets are outlined below.

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

Wimbledon Road RP1.3

Current Phase	Project Progress (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Construct	60%	Oct 2023	Jun 2025	\$2,747,676	\$2,747,67	↑
Scope: To reinstate the agreed level of service at the site stabilising the landslide with Deep Soil Mixing (DSM) Columns and drainage improvements.						
PROGRAMME	On the 20 th of December '24, specialist contractor Ground Stabilisation NZ (GSINZ) was awarded the design & construct contract for this project. The contractor established on site and began work on 12 th January. Works are programmed to be completed by the end of May 2025. Officers have met with the landowner and agreed in principle access for construction and ongoing maintenance of the proposed drainage outlets. A formal agreement for this access is presently in draft for review by both parties.					
BUDGET	The contractor's tender price has been accepted 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 overslip in future. There is a significant potential saving if project contingencies are not expended. This, along with savings from the low tender sum could be utilised for improving the stability of the landslide area above Wimbledon Rd.					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Wimbledon Road RP 9.5 - 9.7

Current Phase	Project Progress (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Planning & Design	20%	Oct 2023	Jan 2026	\$3,476,066	\$3,476,066	→
Scope: To design and construct a solution that restores the site to an agreed level of service.						
PROGRAMME	Alternative options for reinstatement are being developed & investigated. This includes investigating the possibility of a lower level of service and resilience. This could include a mixture of scour protection within the existing stream alignment and additional road retreats which would require a landowner agreement. This site will not be completed by June 2025. It is expected that a detailed design will be completed by the end of March. This will make construction possible from spring 2025 with construction finished by January 2026. A change notice will be submitted to our funding partners before the end of February.					
BUDGET	There is a risk that the reinstatement of the site will not fit within the available budget. We are investigating reduced resilience and levels of service to complete the works within the available budget..					
RISK	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 (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Contractor Procure	50%	Oct 2023	Jun 2025	\$960,411	\$960,411	↑
<p>Scope: To design and construct a solution that restores the agreed level of service at this site by implementing surface drainage, subsoil drainage & native planting to stabilise the landslide, road restoration and road drainage improvements.</p>						
PROGRAMME	<p>The final design has a more efficient drainage solution. This will reduce the construction period by almost 2 months. Tenders closed on 29th January '25. The contract has now been awarded which will allow the construction period from 24th February to early May 2025</p>					
BUDGET	<p>The innovative design of the landslide stabilisation will create significant savings. The tender was competitive and as such the price received sits \$399,450 under the engineer's estimate and \$995,327 under the original allocated budget</p>					
RISK	<p>Despite planting and drainage, the chosen solution does not eliminate the risk of future land movement. This design will reduce the likelihood of land movement affecting the route to an agreed level of service.</p>					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Fletchers Crossing, Wakarara Road

Current Phase	Project Progress (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Construction	70%	Oct 23	Jun 25	\$3,783,833	\$3,783,833	↑
<p>Scope: To design and construct a repair which reinstates the previous level of service to the true right abutment and road approach. Subject to the available budget to provide additional resilience to the site.</p>						
PROGRAMME	<p>At the end of 2024 to accelerate the programme and restore vital connections for community the project was broken into 3 stages. Stage 1 is complete and access across the bridge has been restored. Stage 2 (northern abutment protection) began on 27th January and is on track for programmed completion by the end of March 2025. Stage 3 (road approach reinstatement & protection) options for various levels of service are currently being developed for consideration. The concept designs for the options will be ready in late February. Selection of the chosen option must be prioritised to allow detailed design, procurement and construction completion by June 2025. Resource consent applications for both work in the river and removal of vegetation are being drafted. The remaining work to clear vegetation will be completed by the contractor procured to undertake stage 3.</p>					
BUDGET	<p>Stages 1a & 1b final construction costs and Stage 3 award prices have all fallen below budget. The overall budget is tracking below the original estimates. This reduces the risk of not completing stage 3 works (road approach reinstatement) and may allow an increased level of service.</p>					
RISK	<p>Now that the bridge is open to vehicular traffic, the risks associated with public crossing the river are eliminated.</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.

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

Pōrangahau Road

Current Phase (by stage)	Project Progress (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Procure	25%	Oct 2024	Jun 2025	\$1,613,915	\$1,613,915	→
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	The design is complete, and the award of the physical works contract is underway. Construction is expected to start in February.					
BUDGET	The project budget has increased due to an approved reallocation within the overall programme budget.					
RISK	There is a risk that failure to reach an agreement with the landowner regarding drainage and planting of the upslope landslide could limit the ability to fully address the slope stability issues potentially leading to increased long-term maintenance requirements.					



Pōrangahau Road RP27.65



Pōrangahau Road RP21.62

Pourerere Road

Current Phase	Project Progress (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Procure	20%	Oct 2024	Jun 2025	\$2,389,633	\$2,389,633	→
Scope: To design and construct repairs to 5 landslide sites (RP14.331, RP16.73, RP26.292, RP15.263 and RP31.6) that restore the agreed level of service.						
PROGRAMME	The design is complete, and the award of the physical works contract for 2 sites is underway. Construction is expected to start in February. 2 sites are planned to be directly awarded to the maintenance contractor.					
BUDGET	The project budget has increased due to an approved reallocation within the overall programme budget.					
RISK	The final site not yet under construction requires confirmation of the safety improvements required to retreat the road. Direction is expected before the end of February.					



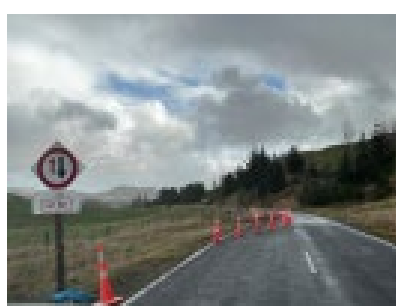
Pourerere Road RP16.73



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 (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Procure	25%	Oct 2024	Jun 2025	\$452,250	\$452,250	↑
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 complete, and the award of the physical works contract is underway. Construction is expected to start in February.					
BUDGET	The project budget has decreased due to the receipt of lower contract prices received. Funding has been reallocated to other sites within the programme.					
RISK	Project risks are being managed, with no exceptions to report.					



Titoki Bridge, Titoki Road

Current Phase	Project Progress (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Construction	30%	Oct 2024	Jun 2025	\$1,587,031	\$1,072,031	→
Scope: To construct a bridge extension of approximately 10m and underpin the existing abutment to provide long-term resilience.						
PROGRAMME	Construction started in early January and piling is now underway. Work is expected to be completed by end of May.					
BUDGET	The project is expected to be delivered under budget. As such additional underspend has been reallocated to other projects within the programme.					
RISK	Project risks are being managed, with no exceptions to report.					

Tourere Road

Current Phase	Project Progress (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Procure	20%	Oct 2024	Jun 2025	\$2,592,722	\$2,592,722	↑
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 complete, and the award of the physical works contract is underway. Construction is expected to start in February.					
BUDGET	The project budget has increased due to an approved reallocation within the overall programme 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 (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Procure	15%	Oct 2025	Jun 2025	\$2,110,000	\$560,000	↓
Scope: To decommission Burnside Bridge and design and construct a Ford to reinstate access across the Makaretu River at Burnside Road (NZTA approved scope).						
PROGRAMME	On NZTA recommendation a Cost Benefit Analysis was completed using NZTA investment prioritisation framework. A workshop was presented to Council on 13 February, where a governance led engagement approach to progress and confirm direction is required. A paper will be presented to the Transport Committee on 27 March outlining the options and the appropriate engagement. Reallocation of funding to alternative projects will be formalised following the Council meeting.					
BUDGET	The proposed change in scope is expected to be completed under budget. Reallocation of funding to alternative projects will be formalised following the Council meeting.					
RISK	There is a risk that the community's expectations do not align with the proposed road closure plan.					

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. 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 (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Construction	40%	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	Construction at Gollan’s Bridge has started and is expected to be completed in March. The design at Logan Bridge is now complete and awaiting the contractor’s pricing before starting construction next month.					
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 (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Procure	20%	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	Designs were completed before Christmas 2024. ECI contractor contract negotiations are nearing completion for construction to start in February. 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, with no exceptions to report.					

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT PLANNED RESPONSE & RECOVERY

Bridge Scour Protection

Current Phase	Project Progress (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Procure	20%	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	Designs were completed before Christmas 2024, and ECI procurement nearing completion for award to start physical works in February 2025. Delivery is on track for completion by June 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 (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Procure	20%	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	Designs were completed before Christmas 2024, and ECI procurement nearing completion to start physical works in February 2025. Delivery is on Track for completion by June 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.					

Farm Road

Current Phase	Project Progress (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Procure	20%	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	Designs were completed before Christmas 2024, and ECI procurement nearing completion to start physical works in February 2025. Delivery is on Track for completion by June 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 VERBAL UPDATE ON REGIONAL TRANSPORT COMMITTEE MEETING HELD 21 FEBRUARY 2025

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 21 February 2025.

PURPOSE

Councillor Kate Taylor will provide a verbal update on the Regional Transport Committee meeting held on Friday, 21 February 2025.

Items discussed included:

1. Regional Public Transport Plan review
2. Information on accepting cash fares
3. Increase in public transport fares
4. Regional Transport Programme February 2025 update
5. RoadSafe Hawke's Bay update
6. Public Transport February 2025 update
7. Waka Kotahi/NZTA Central Region Regional Relationships Director's update
8. Transport Rebuild East Coast (TREC) 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 March 2025.

7 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
<p>8.1 - Public Excluded Resolution Monitoring Report</p>	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
<p>8.2 - Land Transport Professional Services Procurement Plan</p>	<p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or</p>	<p>s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>

	disadvantage, negotiations (including commercial and industrial negotiations)	

8 TIME OF CLOSURE