



**CENTRAL
HAWKE'S BAY**
DISTRICT COUNCIL

Transport Committee Agenda

Thursday, 27 March 2025

9.00am

Council Chambers,
28-32 Ruataniwha Street, Waipawa

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

RECOMMENDATION

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

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

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

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

5 CONFIRMATION OF MINUTES

Transport Committee Meeting – 26 February 2025.

RECOMMENDATION

That the minutes of the Transport Committee Meeting held on 26 February 2025 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 WEDNESDAY, 26 FEBRUARY 2025 AT 1.00PM**

UNCONFIRMED

PRESENT: Chair Kate Taylor
Deputy Chair Brent Muggerridge
Deputy Mayor Kelly Annand
Cr Pip Burne
Cr Gerard Minehan
Mayor Alex Walker
Cr Exham Wichman
Cr Jerry Greer
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 Muggerridge (Group Manager Strategic Planning & Development)

Jane Budge (Strategic Governance Manager)
Sarah Crysell (Communications & Engagement Manager)
Rebecca England (Project Manager)
Reuben George (Land Transport Manager)
Chris Gordon (Principal Programme Manager)
Phillip Stroud (Director Projects & Programmes)
Annelie Roets (Governance Lead)

1 WELCOME/ KARAKIA/ NOTICES

Cr Kate Taylor opened the meeting and a karakia was offered earlier at the start of the day.

2 APOLOGIES: 25.1

Moved: Cr Exham Wichman
Seconded: Mayor Alex Walker

That the apologies for Cr Tim Aitken be received.

CARRIED

3 DECLARATIONS OF CONFLICTS OF INTEREST

There were no Declarations of Conflict of Interest received.

4 STANDING ORDERS

COMMITTEE RESOLUTION: 25.2

Moved: Deputy Mayor Kelly Annand
Seconded: Cr Pip Burne

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: 25.3

Moved: Cr Pip Burne

Seconded: Cr Gerard Minehan

That the minutes of the Transport Committee Meeting held on 12 December 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 Transport Committee the Resolution Monitoring Report.

COMMITTEE RESOLUTION: 25.4

Moved: Mayor Alex Walker

Seconded: Cr Jerry Greer

That the Transport Committee notes the Resolutions Monitoring Report.

CARRIED

The report was taken as read:

6.2 LAND TRANSPORT RECOVERY - KEY PROGRAMME STATUS REPORT

PURPOSE

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

COMMITTEE RESOLUTION: 25.5

Moved: Deputy Mayor Kelly Annand

Seconded: Mayor Alex Walker

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

CARRIED

Land Transport Recovery Programme Update was presented by Rebecca England and Phillip Stroud:

- Funding & Budget: Discussed including unfunded sites to fully use the budget and reallocating underspend for next year's planning.
- Retaining Structures: Focus on cost-effective solutions like drainage and planting within budget, acknowledging challenges with hard engineering.
- Burnside Bridge and Other Projects: Discussion on the cost and feasibility of long-term solutions for slips. Public communication on Burnside Bridge's condition and future to be undertaken.

6.3 VERBAL UPDATE ON REGIONAL TRANSPORT COMMITTEE MEETING HELD 21 FEBRUARY 2025**COMMITTEE RESOLUTION: 25.6**

Moved: Deputy Mayor Kelly Annand

Seconded: Cr Pip Burne

That the Transport Committee notes the 'Verbal update on the Regional Transport Committee held on 21 February 2025.

CARRIED

Cr Kate Taylor provided an update on the Regional Transport Committee meeting, highlighting discussions on public transport, road safety education, and the announcement of funding for the new Waikare bridge and realignment on SH2 Napier-Wairoa.

- The importance of sharing project updates with community.
- Public transport plan changes, including cashless ticketing and fare increases, keeping the CHB commuter trial as a possibility, and local ride-sharing initiatives.
- Road safety education programmes and changes to the Youth Expo format.
- Speed limit changes and upcoming road closures.
- Encouraged councillors and staff to look at the TREC map to see what recovery work had been done on State Highways in the wider region.
- <https://nzta.maps.arcgis.com/apps/dashboards/2ec23ddfad8b41238f6ac7603cb9d440>
- <https://nzta.maps.arcgis.com/home/index.html>.

7 DATE OF NEXT MEETING

COMMITTEE RECOMMENDATION: 25.7

Moved: Deputy Mayor Kelly Annand
 Seconded: Cr Exham Wichman

That the next meeting of the Transport Committee be held on 27 March 2025.

CARRIED

8 PUBLIC EXCLUDED BUSINESS

RESOLUTION TO EXCLUDE THE PUBLIC

COMMITTEE RESOLUTION: 25.8

Moved: Chair Kate Taylor
 Seconded: Cr Pip Burne

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 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>

CARRIED

COMMITTEE RESOLUTION: 25.9

Moved: Chair Kate Taylor

Seconded: Cr Pip Burne

That Council moves into Public Excluded Business at 2.01pm

CARRIED

COMMITTEE RESOLUTION: 25.10

Moved: Cr Jerry Greer

Seconded: Cr Brent Muggeridge

That the Transport Committee moves out of Public Excluded Business at 2.20pm

CARRIED

8 TIME OF CLOSURE

The Meeting closed at 2.20pm..

The minutes of this meeting will be confirmed at the next Transport Committee meeting to be held on 27 March 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 - 27 March 2025](#) 

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**.

NEXT STEPS

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

20250327 - Resolution and Action Monitoring Report - 27 March 2025.xlsx



Transport Committee

Resolution Monitoring Report for 27 March 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	On track. Updates to the Procurement Strategy finalised, agreed and supported by the NZTA procurement team. Next step is for NZTA procurement team to present to their board, the date of which is to be confirmed.

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 Response & Recovery Project Update - 20 Feb 2025

PURPOSE

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

DISCUSSION

Over the past month, significant progress has been made on the construction of various projects.

Within Recovery Phase 1, stage 2 of Fletchers Crossing is complete, and planning and procurement for Stage 3 is currently underway. Construction on Wimbledon Road RP1.3 is progressing on schedule, and work has commenced on Elsthorpe Road RP14.9. Design optioneering for Wimbledon Road RP9.5 is also advancing well, with the new project timeline now confirmed with the project co-funder National Infrastructure Funding and Financing Limited.

In Recovery Phases 2 and 3, contracts have been secured for the completion of all physical works, with the exception of Burnside Bridge, and are now scheduled for completion before June. This includes the commencement of construction at six sites, with additional sites planned to commence in the forthcoming month. This ongoing progress continues to mitigate the risk of not completing the projects before the New Zealand Transport Agency's funding deadline of 30 June 2025. Furthermore, planning for community engagement regarding Burnside Bridge has advanced, with intentions to initiate this plan next month.

Significant planning for next year's programme continues, involving collaboration between the Land Transport team and the New Zealand Transport Agency (NZTA). This includes endorsement of solutions and cost estimates on over 35 of the remaining 78 (subject to change) unfunded sites. In addition to this a letter has been drafted to the NZTA Board advocating for an enhanced FAR for the 2025/2026 financial year.

It is proposed that approximately \$250,000 of the estimated underspend across RP2 and RP3 will be allocated to planning for next year's programme. This includes the procurement of two professional services providers and early design work on the projects. The remainder of the underspend, approximately \$2,000,000 will be allocated to sites with repair solutions now endorsed by NZTA.

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 February 2025

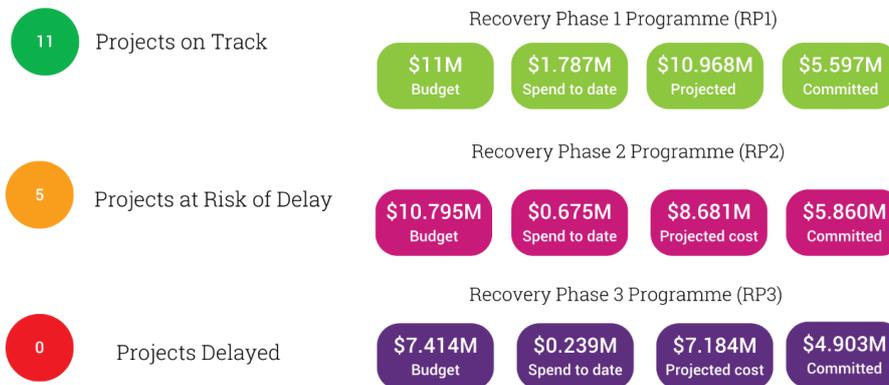
Programme Name	Land Transport Response and Recovery
Programme Manager	Rebecca England
Programme Sponsor	Mark Kinvig
Reporting Period	20 Jan 2025- 20 Feb 2025

Programme Objectives:
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

Delivery Analytics

- 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.



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

Executive Summary:

Since our last status report of 20 January 2025, significant progress has been made on the construction of various projects.

Within Recovery Phase 1, stage 2 of Fletchers Crossing is complete, and planning and procurement for Stage 3 is currently underway. Construction on Wimbledon Road RP1.3 is progressing on schedule, and work has commenced on Elsthorpe Road RP14.9. Design optioneering for Wimbledon Road RP9.5 is also advancing well, with the new project timeline now confirmed with the project co-funder, National Infrastructure Funding and Financing Limited.

In Recovery Phases 2 and 3, contracts have been secured for the completion of all physical works, with the exception of Burnside Bridge, and are now scheduled for completion before June. This includes the commencement of construction at six sites, with additional sites planned to commence in the forthcoming month. This ongoing progress continues to mitigate the risk of not completing the projects before the New Zealand Transport Agency's funding deadline of 30 June 2025. Further time will be required to complete option assessments, including considering the options with community, which will mean this project will not be achieved by 30 June 2025. Further time will be required to complete option assessments on Burnside Bridge, including considering the options with community, which will mean this project will not be achieved by 30 June 2025.

Significant planning for next year's programme continues, involving discussions between the Land Transport team and the New Zealand Transport Agency (NZTA). This includes endorsement of solutions and cost estimates on over 35 of the remaining 78 (subject to change) unfunded sites. In addition to this a letter has sent to NZTA Board advocating for an enhanced FAR for the 2025/2026 financial year.

Across both RP2 and RP3, due to project scope changes and competitive tender prices, there is a forecasted underspend of \$2,344,000. It is proposed that approximately \$250,000 of this estimated underspend will be allocated to planning for next year's programme. This includes the procurement of two professional services providers and early design work on the projects. The remainder of the underspend, approximately \$2,000,000 will be allocated to sites with repair solutions now endorsed by NZTA.

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

Key Programme Risk

Risk	Mitigation	Likelihood	Consequence	Residual Risk Level
There is a risk that the public will not comply with road closures and sites under temporary traffic management, 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.	3	5	Extreme
Due to changes in scope and projected underspending on agreed projects, the programme may not fully utilise the available funding for the 24/25 financial year. This could damage CHBDC's reputation with NZTA concerning ability to deliver and result in a loss of opportunity to complete repairs to more sites while the Funding Assistance Rate (FAR) is enhanced.	The asset owner is collaborating with NZTA to identify additional scope that can be completed this financial year. A portion of the potential underspend will be used for planning for the 25/26 financial year.	4	3	High
There is a risk that timebound funding will force us to construct repairs out of the typical construction season 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.	4	3	High
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 Cooks Tooth Road.	At-risk sites are regularly monitored and where possible temporary repairs have been implemented.	3	4	High
The contractor's performance falls short of Council's expectations, causing cost increases, delays, poor quality, and negative public perception.	The Council explicitly defines its expectations for contractors at the start of the contract. It fosters a collaborative working relationship with contractors, ensuring clear and regular communication.	2	4	High

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

Risk	Mitigation	Likelihood	Consequence	Residual Risk Level
There may be a risk of having insufficient submissions for the procurement of professional services, which could result in delays to the programme of work scheduled for the 2025/26 financial year.	Engage with the market to make them aware of the upcoming RFT and explain what CHBDC are looking for in terms of value. Encourage the market to provide submissions.	2	4	High
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.	2	4	High
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.	3	3	Medium
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.	3	3	Medium

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
raft2 - Unlikely	Low	Low	Medium	High	High
1 - Rare	Low	Low	Low	Medium	High

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT 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.

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT 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.

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	63%	Oct 2023	Jun 2025	\$2,747,676	\$2,747,676	→
Scope: To reinstate the agreed level of service at the site stabilising the landslide with Deep Soil Mixing (DSM) Columns and drainage improvements.						
PROGRAMME	Construction has continued on site with progress on both earthworks and drainage. In addition, the agreement with the adjacent landowner has been finalised. In the coming month construction of the drainage will be complete and deep soil mixing (the select design solution) will commence.					
BUDGET	The contractor's tender price has been accepted and is below the budget with contingencies.					
RISK	The proposed Deep Soil Mixing & 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.					



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	22%	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	The concept design of additional options is progressing well and is planned for completion next month. A formal extension of the programme to Jan 2026 has been accepted by National Infrastructure Funding and Financing (co-funder).					
BUDGET	Additional scope may be possible from the approved budget reallocation from savings made on other phase 1 sites. Options for additional scope will be presented within the concept design report.					
RISK	<p>There is a risk that the site continue to degrade while design and procurement are underway. Temporary protection measures will be considered if needed.</p> <p>Land acquisition is required for the selected option and poses a risk of further delaying the programme and increasing costs. Engagement planning for landowners and iwi is underway.</p>					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT 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
Construct	50%	Oct 2023	Jun 2025	\$960,411	\$960,411	→
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.						
PROGRAMME	A contract has been awarded, and construction has commenced. Works are planned for completion at the end of May 2025. An agreement with the landowner has been reached and is being formalised.					
BUDGET	A contract has been awarded, and no variations are expected.					
RISK	Toa Civil (contractor) has donated an additional 200 plants from The Tree Guys Otāne Nursery for the project with an opportunity for Elsthorpe school children to help with the planting work.					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT 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 the community the project was divided into 3 stages. Stage 1 (abutment restoration and river works) and 2 (northern abutment protection) are complete and access across the bridge has been restored. Stage 3 (road approach reinstatement & protection) options for various levels of service are currently being developed for consideration. A procurement plan for this final stage is to be presented at the Transport Committee on 27 of March.</p> <p>Resource consent applications for both work in the river and removal of vegetation will be lodged once options are finalised. The remaining work to clear vegetation will be completed by the contractor procured to undertake stage 3.</p>					
BUDGET	<p>Cost estimates for stage 3 work are under development. The project is expected to be completed within the available budget.</p>					
RISK	<p>Project risks are being managed, with no exceptions to report.</p>					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT 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
Construct	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	A contract has been awarded and is programmed for commencement. There is a risk of delay at one site due to agreement on consent requirements which needs to be reached with Hawkes Bay Regional Council. Discussions to resolve this are underway.					
BUDGET	A contract has been awarded, and no variations are expected at this time.					
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 planned remediation of the slip. Engagement with the landowner is progressing well and a formal agreement is planned to be complete in the coming month.					



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
Construct	24%	Oct 2024	Jun 2025	\$2,389,633	\$2,389,633	↓
<p>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.</p>						
PROGRAMME	<p>A contract has been awarded for 3 of the 5 sites. Construction is planned to commence on 2 of these sites before the end of March. As outlined below the third is undergoing final design changes which are to be completed before construction. There is a risk that this may delay the programme.</p> <p>The final 2 sites are awaiting a confirmed price and schedule from the maintenance contractor. It is expected that these sites will be scheduled for completion before the end of June.</p>					
BUDGET	<p>Prices for 2 sites under the maintenance contract are expected to be received within budget.</p>					
RISK	<p>1 of the 5 sites requires further design work due to safety concerns raised through an audit completed. There is a risk that this delays the programme and reduces the resilience of the site. Officers are working with the Land Transport Manager to prepare a design solution before the end of March.</p>					



Pourerere Road RP16.73



Pourerere Road RP15.263



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

Pourerere Road RP26.292

Pourerere Road RP14.331

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
Construct	25%	Oct 2024	Jun 2025	\$452,250	\$452,250	→
Scope: To design and construct repairs to the abutment and concrete bags, adding additional protection to mitigate against future scour and erosion.						
PROGRAMME	A contract has been awarded, and construction has been programmed to commence at the beginning of April and is due to be completed in May.					
BUDGET	No exceptions to report.					
RISK	An easement agreement for ongoing maintenance of the debris catchers is required. Engagement with the landowner has been positive and finalisation of the agreement is planned before construction commences.					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

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
Construct	35%	Oct 2024	Jun 2025	\$1,439,880	\$1,072,031	→
Scope: To construct a bridge extension of approximately 10m and underpin the existing abutment to provide long-term resilience.						
PROGRAMME	Construction began in early January and is on schedule. The piling is complete, with work expected to finish by the end of May.					
BUDGET	The project is expected to be delivered under budget. Contingency will be released upon further completion of construction.					
RISK	Project risks are being managed. No exceptions to report.					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

Tourere Road

Current Phase	Project Progress (by stage)	Project Start Date	Planned Project End Date	Project Budget	Projected Cost to Complete	Performance Trend
Construct	24%	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	A contract has been awarded. Construction will start on two sites in March and on a third site in mid-April.					
BUDGET	A contract has been awarded for construction of all sites and no variations are expected at this time.					
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
Plan and Design	15%	Oct 25	Jun 26	\$2,110,000	\$560,000	↓
Scope: To decommission the existing Burnside Bridge and design and construct a solution to reinstate access across the Makaretu River at Burnside Road (NZTA-approved scope).						
PROGRAMME	Following receipt of the options analysis, we intend to re-connect with community on land transport recovery, including the options for Burnside Bridge. This will mean that the project will not be completed by 30 June 2025, however Officers are confident that this project will be approved for delivery in the 2025/2026 year by NZTA> This will mean that the project will not be completed by 30 June 2025. However, officers are working closely with NZTA to confirm approval of project scope in 2025/2026.					
BUDGET	A fixed budget with NZTA has been agreed based on the initial scope of the project. Any project solution will need to be delivered within the available budget co-funded by NZTA.					
RISK	The key risk is confirmation that NZTA will approve this project being implemented in the 2025/26 year. Officers will be able to provide an update at the meeting on this.					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT 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
Construct	60%	Nov 24	Jun 25	\$730,962	\$550,000	→
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 is complete. Officers await a price and programme from the maintenance contractor to construct repairs at Logan’s Bridge. Construction is expected to be complete before the end of June.					
BUDGET	The project is expected to be completed under budget.					
RISK	Project risks are being managed, with no exceptions to report.					



Gollans Bridge after



Gollans Bridge before



Logan’s Bridge before

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT 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
Construct	30%	Nov 2024	Jun 2025	\$3,356,023	\$3,356,023	↓
<p>Scope: To design and construct repairs and scour protection to 9 bridges/ culverts across the district. These 9 sites are Blackhead Road Culvert, Macauley's Bridge, Scannells Bridge, Holdens Bridge, Hulls Bridge, Tipenes Bridge, Matte Bridge, Peacocks Bridge and Tukipo Bridge.</p>						
PROGRAMME	<p>Two contracts have been awarded, and construction has commenced. Construction on Blackhead Road Culvert is complete, with work underway at two additional sites and two more expected to begin in the coming weeks. There is a risk of delay due to consent conditions. Officers and contractors are working with HBRC to ensure compliance and maintain the schedule.</p>					
BUDGET	<p>The project is expected to be completed under budget, as such additional funding has been reallocated within the programme.</p>					
RISK	<p>Risks are being managed, no exceptions to report</p>					



Holdens Bridge



Scannell's Bridge



Peacocks Bridge



Blackhead Culvert



Macauley's Bridge

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY



Hulls 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	50%	Nov 2024	Jun 2025	\$605,388	\$559,882	→
Scope: To design and construct repairs to the landslide at Kahuranaki Road RP6.1 which reinstates the agreed level of service.						
PROGRAMME	A contract has been awarded. Construction is underway and is planned for completion by the end of March.					
BUDGET	The budget for the project has been increased from \$500,000 to \$605,388 to the scope of work.					
RISK	Risks are being managed, no exceptions to report					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

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
Construct	25%	Nov 2024	Jun 2025	\$204,313	\$204,313	→
Scope: To design and construct repairs to the landslide at Wimbledon Road RP6.71 which reinstates to agreed level of service.						
PROGRAMME	A contract has been awarded and is expected to commence in early March. Construction is planned for commencement before the end of March.					
BUDGET	The project is expected to be completed under budget, as such additional funding has been reallocated within the programme.					
RISK	Project risks are being managed, with no exceptions to report.					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

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	\$2,513,596	\$2,513,596	↑
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	Construction has commenced on one of the four sites and is planned to commence on 2 further before mid-March. The final site will commence construction at the beginning of April.					
BUDGET	The budget for the project has been increased from \$1,703,000 to \$2,513,596 to the scope of work.					
RISK	Project risks are being managed, with no exceptions to report.					



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

7 DATE OF NEXT MEETING

RECOMMENDATION
That the next Transport Committee be held on 24 April 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
<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 - Procurement Plan Fletchers Crossing Stage 3</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>

9 TIME OF CLOSURE