



**CENTRAL  
HAWKE'S BAY**  
DISTRICT COUNCIL

# Transport Committee Meeting Agenda

Thursday, 19 June 2025

3.30pm

Council Chamber

28-32 Ruataniwha Street

Waipawa

## Order Of Business

<b>1</b>	<b>Welcome/Karakia/Notices .....</b>	<b>3</b>
<b>2</b>	<b>Apologies .....</b>	<b>3</b>
<b>3</b>	<b>Declarations of Conflicts of Interest.....</b>	<b>3</b>
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6.3	Verbal update on Regional Transport Committee meetings held on 16 May and 6 June 2025 .....	40
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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 – 24 April 2025.

#### **RECOMMENDATION**

**That the Minutes of the Transport Committee Meeting held on 24 April 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 THURSDAY, 24 APRIL 2025 AT 9.00AM**

**UNCONFIRMED**

**PRESENT:** Chair Kate Taylor  
Deputy Chair Brent Muggeridge  
Cr Pip Burne  
Cr Gerard Minehan  
Mayor Alex Walker  
Pou Whirinaki Amiria Nepe-Apatu  
Pou Whirinaki Piri Galbraith (online)

**IN ATTENDANCE:** Doug Tate (Chief Executive)  
Nicola Bousfield (Group Manager People and Business Enablement)  
Brent Chamberlain (Chief Financial Officer)  
Mark Kinvig (Group Manager - Community Infrastructure and Development)  
Dylan Muggeridge (Group Manager Strategic Planning & Development)  
  
Jane Budge (Strategic Governance Manager)  
Audrey Malone (Senior Communications Advisor)  
Rebecca England (Project Manager)  
Chris Gordon (Principal Programme Manager)  
Shawn McKinley (Land Transport Relationship Manager)  
Briar Ward (Contracts Manager)  
Annelie Roets (Governance Lead)

**1 WELCOME/ KARAKIA/ NOTICES**

The Chair, Councillor Kate Taylor welcomed everyone and opened with a karakia.

**2 APOLOGIES: 25.24**

Moved: Cr Pip Burne  
Seconded: Cr Gerard Minehan

**That the apologies for Councillors Tim Aitken, Kelly Annand, Exham Wichman and Jerry Greer be noted and received and an apology for lateness from Pou Whirinaki, Piri Galbraith.**

**CARRIED**

**3 DECLARATIONS OF CONFLICTS OF INTEREST**

There were no Declarations of Conflict of Interest received.

**4 STANDING ORDERS**

**COMMITTEE RESOLUTION: 25.25**

Moved: Mayor Alex Walker  
Seconded: Cr Gerard Minehan

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: 25.26**

Moved: Cr Pip Burne  
Seconded: Mayor Alex Walker

**That the minutes of the Transport Committee Meeting held on 27 March 2025 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: 25.27**

Moved: Deputy Chair Brent Muggeridge  
Seconded: Cr Gerard Minehan

**That the Transport Committee notes the Resolutions Monitoring Report.**

**CARRIED**

Noted that the one resolution is now complete.

### **6.2 PROGRAMME UPDATE - LAND TRANSPORT ROAD RECOVERY**

#### **PURPOSE**

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

**COMMITTEE RESOLUTION: 25.28**

Moved: Deputy Chair Brent Muggeridge  
 Seconded: Mayor Alex Walker

**That the Transport Committee notes the Key Programme Status Report – Land Transport Road Recovery update.**

**CARRIED**

Rebecca England and Mark Kinvig introduced the report with discussion noting:

- Progress on various phases and projects discussed, including Elsthorpe Road, Wimbledon, and Fletcher's Crossing.
- Notable activities include a planting morning with Elsthorpe School and contractor partnerships.
- Risk of Stage 3 works not being completed by end June, but no harsh funding deadline.
- Forecast underspend now at \$3.66 million, with new projects initiated.
- Phase 1 and Phases 2/3 updates, including risks and budget adjustments.
- Cook's Tooth Road: Five significant sites prioritised for completion by June 2025, using underspend.

**7 DATE OF NEXT MEETING**

**COMMITTEE RESOLUTION: 25.29**

Moved: Mayor Alex Walker  
 Seconded: Deputy Chair Brent Muggeridge

**That the next Transport Committee meeting be held on 22 May 2025.**

**CARRIED**

**8 PUBLIC EXCLUDED BUSINESS**

**RESOLUTION TO EXCLUDE THE PUBLIC**

**COMMITTEE RESOLUTION: 25.30**

Moved: Cr Pip Burne  
 Seconded: Mayor Alex Walker

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><b>8.1 - Public Excluded Resolution Monitoring Report</b></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</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>

	on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	
<b>8.2 - Endorsement of Procurement Plan for Road Maintenance Services 2026 - 2036</b>	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>8.3 - Adoption of Land Transport Recovery Professional Services Procurement Plan</b>	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>8.4 - Land Transport Recovery Phases 2 &amp; 3 - Procurement Variation</b>	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

**CARRIED**

**COMMITTEE RESOLUTION: 25.31**

Moved: Cr Pip Burne  
 Seconded: Mayor Alex Walker

**That Council moves into Public Excluded Business at 9.17am.**

**CARRIED**

**COMMITTEE RESOLUTION: 25.32**

Moved: Chair, Cr Kate Taylor  
Seconded: Mayor Alex Walker

**That Council moves out of Public Excluded Business at 10.26am.**

**CARRIED**

**9 TIME OF CLOSURE**

The Meeting closed at 10.27am.

**The Minutes of this meeting will be confirmed at the next Transport Committee meeting to be held on 22 May 2025.**

.....  
**CHAIRPERSON**

## 6 REPORT SECTION

### 6.1 PROGRAMME UPDATE - LAND TRANSPORT ROAD RECOVERY

**File Number:**

**Author:** Rebecca England, Project Manager

**Authoriser:** Mark Kinvig, Group Manager - Community Infrastructure and Development

**Attachments:** 1. Programme Update- Land Transport Recovery [↓](#)

#### PURPOSE

To provide an update on the Land Transport Road Recovery Programme and the work undertaken during May 2025.

#### RECOMMENDATION

**That the Transport Committee receives the Key Programme Status Report – Land Transport Road Recovery update.**

#### SIGNIFICANCE AND ENGAGEMENT

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

#### BACKGROUND

This report presents the March 2025 – May 2025 update on the Land Transport Recovery Programme.

#### DISCUSSION

Over the past month, significant progress has been made across all three phases of the Land Transport Recovery Programme.

Recovery Phase 1 has advanced with the reallocation of additional New Zealand Transport Agency (NZTA) funding to the Wimbledon Road project. This funding, along with the strategic staging of works, has enabled construction to commence on site. The Wimbledon Road RP1.3 and Elsthorpe Road projects are nearing completion. The final site in this phase, Fletcher's Crossing, has experienced a delay to allow time for stakeholder engagement on the proposed Stage 3 repair option. Engagement has progressed positively, and construction is now expected to begin in late July.

Recovery Phase 2, underspends across several projects with the 89% NZTA recovery funding have enabled a new project at Cooks Tooth Road, which is progressing at pace with the construction of five sites already underway. However, two sites within this phase are now scheduled to move into the 2025/2026 financial year due to significant programme delays. This change, combined with other forecasted underspends due to competitive tender prices, will result in an underspend in the 2024/ 2025 financial year funding from NZTA. All other Phase 2 projects are progressing well and remain on track for completion by the end of June 2025.

Recovery Phase 3 has also seen excellent progress, with multiple sites completing construction over the past month. The remaining sites are scheduled for completion in June.

Across all three phases, planning is now shifting towards project close-out. This includes ensuring all required documentation, communications, and physical works are fully completed.

Notably, in late May 2025, NZTA confirmed that the Funding Assistance Rate of 89% for North Island Weather Event recovery will continue through to the 2029 financial year. This confirmation of an 11% local share provides critical certainty for planning the Recovery Phase 4 programme.

Discussions are underway with NZTA to finalise the site list and repair methodologies, with the aim of commencing projects on 1 July 2025. Concurrently, programme planning is progressing to ensure that resources—consultants and project managers—are in place to support a timely start.

Community engagement is underway for the Tod Road, Wilson Cutting, and Burnside Bridges alongside other sites. This includes meetings with the affected residents and information shared on Council's engagement page [Let's Talk CHB](#). While engagement progresses, the project team continues to work in partnership with NZTA to assess each site and identify the most suitable option. A paper will be presented to the Transport Committee later this year following engagement with the community.

## **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 Recovery

Programme Update  
20 May 2025

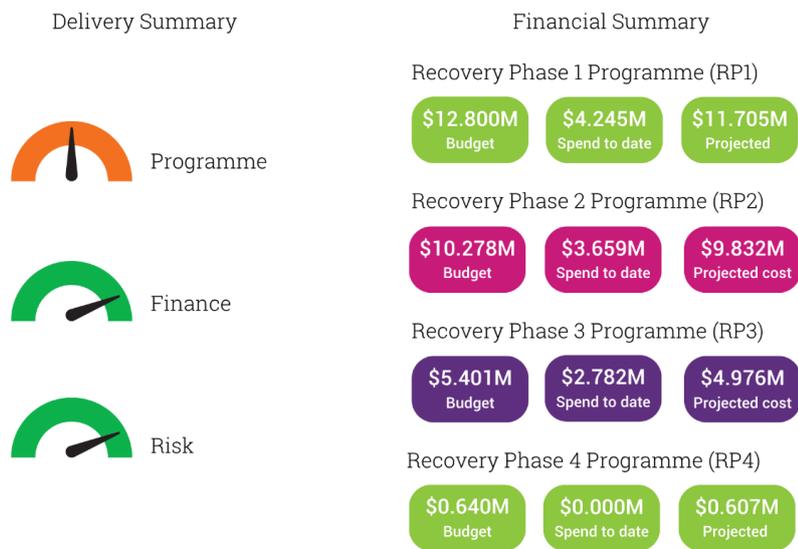
<b>Programme Name</b>	Land Transport Response and Recovery
<b>Programme Manager</b>	Rebecca England
<b>Programme Sponsor</b>	Mark Kinvig
<b>Reporting Period</b>	20 Apr 2025 - 20 May 2025

**Recovery Programme Objectives:**

To restore access to isolated areas by repairing damaged roads within budget constraints. It will prioritise sites based on economic, social, safety, and financial factors. The programme will also engage with the community, landowners, businesses, iwi, and other stakeholders to establish priorities and inform future recovery efforts.

**Delivery Analytics**

The summary below outlines the whole of life programme cost.



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

### Executive Summary:

Over the past month, significant progress has been made across all three phases of the Land Transport Recovery Programme.

Recovery Phase 1 has advanced with the reallocation of additional New Zealand Transport Agency (NZTA) funding to the Wimbledon Road project. This funding, along with the strategic staging of works, has enabled construction to commence on site. The Wimbledon Road RP1.3 and Elsthorpe Road projects are nearing completion. The final site in this phase, Fletcher's Crossing, has experienced a delay to allow time for stakeholder engagement on the proposed Stage 3 repair option. Engagement has progressed positively, and construction is now expected to begin in late July.

In Recovery Phase 2, underspends across several projects with 89% NZTA recovery funding have enabled the creation of a new project at Cooks Tooth Road, which is progressing at pace with the construction of five sites already underway. However, two sites within phase 2 are now scheduled to move into the 2025/2026 financial year due to significant programme delays. This change, combined with other forecasted underspends due to competitive tender prices, will result in an underspend in the 2024/ 2025 financial year funding from NZTA.

All other Phase 2 projects are progressing well and remain on track for completion by the end of June 2025. Recovery Phase 3 has also seen excellent progress, with multiple sites completing construction over the past month. The remaining sites are scheduled for completion in June.

Across all three phases, planning is now shifting towards project close-out. This includes ensuring all required documentation, communications, and physical works are fully completed.

Notably, in late May 2025, NZTA confirmed that the Funding Assistance Rate of 89% for North Island Weather Event recovery will continue through to the 2029 financial year. This confirmation of an 11% local share provides certainty for planning the Recovery Phase 4 programme. Discussions are underway with NZTA to finalise the site list and repair methodologies, with the aim of commencing design of projects in July 2025. Concurrently, programme planning is progressing to ensure that resources are in place to support a timely start.

Community engagement is underway for the Tod Road, Wilson Cutting, and Burnside Bridges alongside other sites. This includes meetings with the affected residents and information shared on Let's Talk CHB. While engagement progresses, the project team continues to work in partnership with NZTA to assess each site and identify the most suitable option. A decision paper will be presented to the Transport Committee later this year.

Programme	Pending construction sites	Active Construction Sites	Completed construction sites
Phase 1	0	4	0
Phase 2	1	10	1
Phase 3	0	9	7

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
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. FY24/25 forecasted underspend is being allocated to vulnerable sites.	3	4	High
From the 25/26 fiscal year, a lack of funding on some recovery sites will shift the responsibility for maintaining the safety and accessibility to the maintenance budget. This will affect the ability to carry out planned maintenance activities.	Prioritisation and maintenance planning are being undertaken by Officers.	2	4	High
There is a risk of a misalignment between the planned programme and community expectations.	Officers are currently planning engagement with the community on the land transport recovery task to cover progress made to date, our approach and forthcoming works over the next 2 years	2	3	Medium
The contractor's performance falls short of the 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. Regular discussions and scoring across Key Performance Indicators are undertaken across each contract.	2	4	Medium

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

Consequence	Likelihood				
	Highly Unlikely (1)	Unlikely (2)	Possible (3)	Likely (4)	Almost Certain (5)
Catastrophic (5)	Medium	High	Extreme	Extreme	Extreme
Major (4)	Medium	High	High	Extreme	Extreme
Significant (3)	Low	Medium	High	High	Extreme
Minor (2)	Low	Medium	Medium	High	High
Insignificant (1)	Low	Low	Low	Medium	Medium

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

**Project indicators**

<b>B.R.A.G Status</b>	
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.

<b>Performance Trend Key</b>	
↑	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. In April 2025, a decision was made to allocate additional NZTA funding of \$1.8 million to the Wimbledon Road RP9.5. This increases the total programme budget to \$12.8 million.

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

#### Wimbledon Road RP1.3

<b>Scope</b>	Reinstate the agreed level of service at the site, stabilising the landslide with Deep Soil Mixing (DSM) columns and drainage improvements.				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Construct	Jun 2025	\$2,747,676	\$1,458,472	\$2,185,032	→
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		Construction has continued on site with great progress on DSM (the selected repair solution) and drainage improvements. Construction is on track for completion in June 2025.			
<b>G</b>	<b>G</b>				
<b>Finance</b>		Despite a variation for additional material removal, the project is expected to be completed within budget. Release of contingency will be reassessed following completion of high-risk works, including the deep soil mixing.			
<b>G</b>	<b>G</b>				
<b>Risk</b>		Project risks are being managed. No exceptions to report.			
<b>G</b>	<b>G</b>				



Wimbledon Road RP 9.5 - 9.7

<b>Scope</b>	To design and construct a solution that restores the site to an agreed level of service.				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Construct	Jan 2026	\$5,276,066	\$92,541	\$5,094,709	→
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		This project has been split into two stages to allow for the acceleration of works, which can be funded by the NZTA this financial year. Stage 1 includes repair to the dropout slip and adding resilience to Route Position (RP) 9.5. Stage 2 addresses the balance of the damage between RP9.7 and 9.5 whilst enhancing the resilience of the road. Construction of stage 1 works has commenced, however, there is a risk that the work may not be completed before the NZTA's 30 June funding deadline. Planning is underway to maximise the use of available funding through the pre-purchase of materials.			
G	A				
<b>Finance</b>		The NZTA have agreed to fund \$1.8 million of repairs on this site. This additional funding is combined with the existing NIFF Budget of \$3,476,066, therefore increasing the total project budget to \$5,276,066.			
G	G				
<b>Risk</b>		There is a risk that the site will continue to degrade while design and procurement are underway. The proposed staging of works has allowed for construction to commence on stage 1 and therefore reduces this risk.			
A	G				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

**Elsthorpe Road RP14.9**

<b>Scope</b>	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 and road restoration and drainage improvements.				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Construct	May 2025	\$960,411	\$641,075	\$823,210	→
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		Construction has advanced significantly over the past month and is planned for completion before the end of May. Remaining work includes grass seeding and minor pavement works. A successful planting event was held at the Elsthorpe Road landslide site, with Elsthorpe Primary School, contractor Toa Civil Construction and Council working together.			
<b>G</b>	<b>G</b>				
<b>Finance</b>		The project is expected to be completed under budget. Reallocation of contingency will be considered in partnership with co-funder NIFFCo.			
<b>G</b>	<b>G</b>				
<b>Risk</b>		Project risks are being managed. No exceptions to report.			
<b>G</b>	<b>G</b>				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

**Fletchers Crossing, Wakarara Road**

<b>Scope</b>	To design and construct a repair which reinstates agreed levels of service to the bridge and road approach and, subject to available budget, provide additional resilience.				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Construct	Jan 2026	\$3,783,833	\$2,052,478	\$3,436,006	↑
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		<p>At the end of 2024, to accelerate the programme and restore vital connections for the community, the project has been phased into 3 stages.</p> <p>Stage 1 - Southern abutment restoration, river works, and bridge opening are complete</p> <p>Stage 2 - Northern abutment protection is complete</p> <p>Stage 3 – Options for road approach reinstatement &amp; protection have been presented to the Transport Committee at a workshop. A paper is being prepared to confirm the preferred solution and seek endorsement on the level of service.</p> <p>A meeting with residents regarding the planned solution has been undertaken, and engagement will continue as the project progresses.</p> <p>Construction is planned to commence following endorsement of the stage 3 option.</p>			
<b>G</b>	<b>G</b>				
<b>Finance</b>					
<b>G</b>	<b>G</b>	The project is expected to be completed under budget.			
<b>Risk</b>		Project risks are being managed. No exceptions to report			
<b>G</b>	<b>G</b>				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

## Recovery Phase 2 Programme

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

### Pōrangahau Road

<b>Scope</b>	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.				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Construct	Jun 2025	\$1,759,662	\$461,158	\$1,653,368	↓
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		Construction on RP27.65 is progressing as scheduled. The timber pole retaining wall is expected to be completed in the coming weeks. Due to a delay in reaching an agreement with the landowner, the second stage of construction (slope stabilisation) at RP21.62 has been paused. Discussions with the landowner are ongoing, and an assessment of risks related to winter construction is currently underway. It is likely that the project will continue into the 25/26 FY.			
<b>A</b>	<b>R</b>				
<b>Finance</b>		Due to the increase in scope (additional drainage and planting works), the project budget has been increased from \$1,613,915 to \$1,759,662. This increase has been reallocated from other projects within the programme. Due to the delays in the programme on Pōrangahau Rd RP21.62, it is likely, the budget will not be expended in the current FY as intended. The funding assistance rate for the next FY has been confirmed at 89%. Planning is underway to ensure the budget is carried into the 25/26 FY programme.			
<b>G</b>	<b>G</b>				
<b>Risk</b>		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 ongoing. There is a risk that commencing construction in winter may result in further degradation of the site and poor-quality outcomes.			
<b>G</b>	<b>R</b>				



Pōrangahau Road RP27.65

Pourerere Road

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.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Construct	Jun 2025	\$2,934,603	\$1,067,547	\$3,485,140	→
Last month	Current month				
Programme		Construction is progressing well on four of the five sites and is planned for completion in June. The new retaining wall repair solution for Pourerere Road RP14.33 has been approved by NZTA. Due to delays in agreeing on the solution, construction has been postponed. Winter construction risks mean the project will now be completed in the 25/26 FY.			
R	R				
Finance		The project is expected to exceed the available budget due to the change in repair solution for RP14.33. However, due to the delays in the programme on Pourerere RP14.33, the forecasted cost will not be expended in the current FY as intended. Now the funding assistance rate for the next FY has been confirmed at 89%, planning is underway to ensure the appropriate budget is carried into the 25/26 FY programme.			
G	R				
Risk		Funding has been agreed with NZTA. All other project risks are being managed.			
A	G				



Pourerere Rd RP26.292



Pourerere Rd RP16.7

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

Old Station Bridge, Wimbledon Road

<b>Scope</b>	To design and construct repairs to the abutment and concrete bags, adding additional protection to mitigate against future scour and erosion.				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Construct	Jun 2025	\$383,515	\$185,477	\$335,064	→
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		Construction is underway with rock placement, gabion basket construction and debris arrestor installation currently underway. Work is tracking on the programme and is expected to be completed in June 2025.			
G	G				
<b>Finance</b>		The project budget has been decreased from \$452,250 to \$383,515 due to a release in project contingency no longer required. The project is expected to be completed within the available budget.			
G	G				
<b>Risk</b>		Initial agreement with the landowner on the easement has been reached. Formalisation of this agreement is underway.			
G	G				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

**Titoki Bridge, Titoki Road**

<b>Scope</b>	To construct a bridge extension of approximately 10m and underpin the existing abutment to provide long-term resilience.				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Test and Commission	Jun 2025	\$795,112	\$746,545	\$777,040	→
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		All construction on site is now complete. Closeout of the project is underway. This includes finalisation of project documentation and coordinating utility connections.			
<b>G</b>	<b>G</b>				
<b>Finance</b>		The project budget has been decreased from \$1,439,880 to \$795,112 due to a release in project contingency no longer required. The project is expected to slightly exceed the available budget.			
<b>G</b>	<b>A</b>				
<b>Risk</b>		Project risks are being managed. No exceptions to report.			
<b>G</b>	<b>G</b>				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

Tourere Road

<b>Scope</b>	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.				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Construct	Jun 2025	\$2,474,484	\$1,131,838	\$2,138,980	→
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		Construction is progressing well at two of the three sites. The final site has experienced minor delays to the schedule. Despite this, the project is still expected to be completed by the end of June 2025.			
<b>A</b>	<b>A</b>				
<b>Finance</b>		The project budget has been decreased from \$2,592,722 to \$2,474,484 due to a release in project contingency no longer required. The project is still expected to be completed under budget.			
<b>G</b>	<b>G</b>				
<b>Risk</b>		Project risks are being managed. No exceptions to report.			
<b>G</b>	<b>G</b>				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

**Burnside Bridge, Burnside Road**

<b>Scope</b>	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).				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Plan and Design	Jul 2025	\$147,788	\$122,815	\$125,340	↑
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		Community Engagement with the Takapau Community started with a local community conversation meeting and the launch of the Let's Talk CHB website page. Three options have been included on the website page, and additional FAQs have been added following the second meeting with the community. At this time, Officers are encouraging the community to have their say and provide feedback. We will confirm with Council the next steps for this project later this year.			
<b>G</b>	<b>G</b>				
<b>Finance</b>		The project scope is yet to be confirmed. The maximum funding contribution from NZTA is 89% of \$2 M.			
<b>G</b>	<b>G</b>				
<b>Risk</b>		Funding for the 2025/2026 FY has been confirmed, and planning for the continuation of the project next year is underway.			
<b>A</b>	<b>G</b>				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

Cooks Tooth Road

<b>Scope</b>	To design and construct repairs to 5 landslide sites (RP5.46, RP5.9, RP6.7, RP9.72 and RP7.47) reinstating the agreed level of service within available budget				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Construct	Jun 2025	\$1,480,800	\$0	\$1,185,215	→
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		After receiving procurement approval from the Transport Committee, construction has commenced. Repairs are currently in progress at three sites, with two additional sites approved for construction. Work on these final two sites is scheduled to start in the last week of May. All repairs are tracking on schedule to be finished by 30 June 2025.			
A	G				
<b>Finance</b>		Due to competitive tender prices, the project is expected to be completed under budget.			
G	G				
<b>Risk</b>		Project risks are being managed. No exceptions to report.			
G	G				



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 16 sites.

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

#### Guardrail Reinstatement

<b>Scope</b>	To design and construct repairs to two damaged guardrail sites (Logan's Bridge and Gollan's Bridge on Pourerere Rd).				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Construct	Jun 2025	\$357,483	\$129,249	\$357,482	→
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		Construction at Gollan's Bridge is complete. Repairs are underway and progressing well at Logan's Bridge. All work is expected to be complete by the end of June 2025.			
G	G				
<b>Finance</b>		The project budget has been decreased from \$730,962 to \$357,483 due to a release in project contingency no longer required. The available funding has been reallocated to other projects. The project is expected to be completed on budget.			
G	G				
<b>Risk</b>		Project risks are being managed with no exceptions to report.			
G	G				



Gollan's Bridge after



Gollan's Bridge before



Logan's Bridge before

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

**Bridge Scour Protection**

<b>Scope</b>	To design and construct repairs and scour protection to 8 bridges/culverts across the district. These 8 sites include Blackhead Road Culvert, Macauley's Bridge, Scannells Bridge, Holdens Bridge, Hulls Bridge, Tipenes Bridge, Matte Bridge, Peacocks Bridge and Tukipo Bridge.				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Construct	Jun 2025	\$2,355,949	\$1,290,466	\$2,218,862	↑
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		Construction is complete on five sites and is proceeding as planned on the three remaining sites. The remaining three sites will be completed in June.			
A	G				
<b>Finance</b>		The project budget has been decreased from \$3,356,023 to \$2,355,949 due to a release in project contingency no longer required. The available funding has been reallocated to other projects. The project is expected to be completed under budget.			
G	G				
<b>Risk</b>		Project risks are being managed with no exceptions to report.			
G	G				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

**Kahuranaki Road**

<b>Scope</b>	To design and construct repairs to the landslide at Kahuranaki Road RP6.1 to reinstate to agreed levels of service.				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Construct	May 2025	\$514,133	\$438,010	\$512,543	→
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		Construction is now complete, and a final inspection has been completed. Project closeout is now underway.			
<b>G</b>	<b>G</b>				
<b>Finance</b>		The project budget has been decreased from \$605,388 to \$514,133 due to a release in project contingency no longer required. The available funding has been reallocated to other projects. The project is expected to be completed within the available budget.			
<b>G</b>	<b>G</b>				
<b>Risk</b>		Project risks are being managed with no exceptions to report.			
<b>G</b>	<b>G</b>				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

Wimbledon Road RP6.71

<b>Scope</b>	To design and construct repairs to the landslide at Wimbledon Road RP6.71 to reinstate to agreed levels of service.				
<b>Current Stage of the Project</b>	<b>Next milestone date</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Forecast</b>	<b>Trend</b>
Construct	May 2025	\$148,738	\$115,144	\$144,619	→
<b>Last month</b>	<b>Current month</b>				
<b>Programme</b>		Construction is now complete, and a final inspection will be undertaken before completing project close-out documentation and tasks.			
<b>G</b>	<b>G</b>				
<b>Finance</b>		Due to a change in design approach, several efficiencies have been achieved. Consequently, the project budget has been decreased from \$204,313 to \$148,738. The available funding has been reallocated to other projects. The project will be completed under budget.			
<b>G</b>	<b>G</b>				
<b>Risk</b>		Project risks are being managed with no exceptions to report.			
<b>G</b>	<b>G</b>				



KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

Farm Road

Scope	To design and construct repairs to 4 landslide sites (RP14.41, Extension RP2.50, RP16.875 and RP13.412) that restore to agreed levels of service.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Construct	Jun 2025	\$2,450,823	\$809,573	\$1,725,302	→
Last month	Current month				
Programme		Construction has commenced on all four sites. Due to unforeseen ground conditions, there have been minor delays at two sites. Despite this, construction is still expected to be completed before the end of June.			
G	A				
Finance		The project budget has been decreased from \$2,513,596 to \$2,450,823 due to a release in project contingency no longer required. The available funding has been reallocated to other projects. The project is expected to be completed under budget.			
G	G				
Risk		Project risks are being managed with no exceptions to report.			
G	G				



Farm Rd RP13.4



Farm Rd RP14.4



Farm Rd RP16.8

KEY PROGRAMME STATUS REPORT- LAND TRANSPORT RECOVERY

## 6.2 FLETCHERS CROSSING STAGE 3 - LEVEL OF PROVISION

### File Number:

**Author:** Rebecca England, Programme Manager

**Authoriser:** Mark Kinvig, Group Manager - Community Infrastructure and Development

**Attachments:** Nil

### PURPOSE

To present the repair options considered for stage 3 of the Land Transport Recovery Fletchers Crossing project and seek a decision on levels of resilience.

### RECOMMENDATION

**That the Transport Committee approves Option 3 – Hybrid approach of Doing Minimum whilst maintaining a 1:20-year protection level for the Fletchers Crossing recovery Stage 3 project.**

### EXECUTIVE SUMMARY

In February 2023, Cyclone Gabrielle caused significant damage to the Central Hawkes Bay District Council (CHBDC) roading network, including the Fletcher's Crossing Bridge on Wakarara Road. To address the damage, \$11 million in funding was allocated by National Infrastructure Funding and Financing (NIFFCo) to repair four important recovery sites. One of these sites is Fletcher's Crossing.

The Fletchers Crossing Land Transport Recovery project was divided into three stages to prioritise and accelerate the most critical repairs. As of early February 2025, stages one and two have been completed, and procurement, design, and planning activities for stage three have commenced. Stage 3, which is the subject of this report, includes the reinstatement of the Fletchers Crossing Bridge Road approach. A budget of \$1.2 million has been allocated for Stage 3 physical works within the available NIFFCo funding.

The report outlines five key asset management objectives for the Stage 3 works:

- Mitigate the financial impact of future repairs
- Limit disruption for residents and road users
- Avoid onerous maintenance liability for Council
- Maintain the bridge's resilience
- Align the selected option with the One Network Road Classification (ONRC).

Several repair options were considered, each evaluated according to its alignment with the primary objectives and its associated costs. The options range from minimal intervention to substantial protection against future weather events, with varying costs and implications for future maintenance and repair.

The recommended option is a hybrid approach that balances cost and resilience, providing a practical solution within the available budget whilst addressing the key objectives.

### BACKGROUND

In April 2024, following the damage caused by Cyclone Gabrielle, \$11 million of funding was provided by National Infrastructure Funding and Financing (NIFFCo) through the North Island

Weather Event Fund (NIWE) to repair four key recovery sites within the Central Hawkes Bay District Council roading network. One of the sites was Fletcher's Crossing Bridge on Wakarara Road.

Throughout early planning, a decision was made to split the Fletchers Crossing Land Transport Recovery project into three stages. Breaking the work into the three stages, outlined below, allowed for prioritisation and acceleration of the stage 1 works, which re-established the connection for the Wakarara community, protected the bridge structure, and provided more time to understand the viable options for stage 3 of the works.

- Stage 1 scope: river diversion, vegetation clearance, spillway construction, and the repair of the damaged southern abutment with improved scour protection
- Stage 2 scope: protection of the northern bridge abutment
- Stage 3 scope: reinstatement of the Fletchers Crossing Bridge Road approach.

As of early February 2025, stages one and two have been completed. Procurement, design, and planning activities for stage three have also commenced. Within the available NIFFCo funding, a budget of \$1.2 million has been allocated for stage three physical works.

As presented to the Transport Committee on 24 April 2025, five key asset management objectives, which are listed below, have been identified for the stage 3 works.

- Repairs to the road approach should mitigate the financial impact of any repairs following a future weather event
- Repairs should limit weather-related disruption for residents and road users
- Any repairs should avoid any onerous maintenance liability for Council
- Any repairs should maintain the bridge's resilience
- The selected option and its level of resilience should align with the One Network Road Classification (ONRC), which determines the relative priority of a route.

These objectives have shaped the repair options considered by officers. The ability to achieve all objectives to their full capacity is constrained by the available budget for the repair works.

## **DISCUSSION**

This section of the report outlines the options analysis, the key options and the recommended option.

### **Investigation and option analysis**

Two hydrological models were created to show river flow patterns, aiding in understanding and predicting river flows during high flow events.

The hydrological modelling revealed that preventing the river from flowing over the road during 1:20-year weather events or larger would increase the water flow velocity. Higher water velocity increases the risk of damage to the bridge. Therefore, all options considered allow for water to flow over the road approach to maintain bridge resilience.

Additionally, the modelling indicated that vegetation on the southern upstream bank of the river provides protection to the road approach by reducing the velocity of the water flow. Therefore, removing any more vegetation would increase the velocity, posing a risk to both the bridge and the road approach.

Throughout the design and development process, several options have been considered. The following discussion outlines the options that were taken into consideration and their alignment with or impact on the stated objectives.

When assessing each of the options, the impact on the level of provision has been broken into two categories, made up of 5 components for consideration. The table below describes each of the components considered.

Category	Component	Description
Road User	Road Width	Whether the road is one lane, two lanes or more
	Pavement Surface	Whether the road is unsealed or sealed
Resilience	Flood Risk/ Frequency of Disruption	The level of protection provided to the asset (e.g. 1:100 Year Annual Exceedance Probability (AEP)). How often the road is closed or impacted by floodwater
	Engineering Standards	The applied engineering specifications determine the residual risk
	Bridge Protection	Protect the bridge asset from future events

### Options

Four options have been identified, including:

- Option 1- Do Minimum
- Option 2 - 1:20 yr protection + 500mm freeboard
- Option 3- Hybrid Do Minimum and 1:20 Yr Event (Option 1 & 2 combined)
- Option 4- 1:100 yr protection + 500mm freeboard.

#### **Option 1 – Do Minimum**

This option proposes a change to the level of provision for the road user and the resilience of the road approach. The road will remain unsealed and will be returned to its pre-Cyclone height, meaning there will be no road flood protection provided.

This option has a cost estimate of \$300,000-\$500,000, and fits within available NIFFCo funding.

However, without a change in height to the approach, the road will flood in at least one location during a 1:2-year AEP event and in several locations during larger events. Flooding across the road will result in damage that needs to be repaired. Depending on the scale of the event, the costs of repairs are estimated to range from circa \$40,000 to \$250,000.

Even with emergency works financial support from NZTA, after a 1:10 AEP event, CHBDC would still need to co-fund repairs at a rate of up to 41%.

This option does not align with most of the key objectives outlined above. This option would result in frequent and high ongoing maintenance costs for Council with a lower level of service for road users.

#### **Option 2 – 1:20 yr protection + 500mm freeboard**

This option proposes returning the pre-Cyclone road user level of provision, which was two lanes and a sealed pavement. The road approach would be raised and protected, receiving an increased resilience to a 1:20-year (AEP). However, this includes a ford location to allow controlled river flow during a 1:20-year scale event.

This option would reduce the frequency and value of repair costs following future weather events. However, to maintain the resilience of the bridge during a flood event, water flowing through the ford will disrupt road users.

This option has a cost of \$2.3 - \$2.6 million, which exceeds the available NIFFCo budget.

**Option 3 – Hybrid Do Minimum and 1:20 Yr Event (Option 1 & 2 combined)**

This option combines aspects of both options 1 and 2.

This also includes returning the pre-Cyclone road user level of provision, which was two lanes and a sealed pavement. The road approach will be returned to its pre-Cyclone height and include a ford location to allow controlled river flow during a 1:20-year scale event. The remaining road approach would be protected from flooding events less than a 1:20-year (AEP).

This protection provided will reduce the frequency and value of repair costs following future weather events.

The estimated cost of this repair is \$1.1 million, which fits within the available budget of NIFFCo funding.

**Option 4 – 1:100 yr protection + 500mm freeboard**

This option involves raising the road to protect against a 1:100-year AEP event. The level of provision for road users would remain at pre-Cyclone level, with two lanes and sealed surfaces.

The road approach resilience will increase, including two ford locations to allow controlled water flow during events up to a 1:100-year AEP. This provides substantial protection for the road approach, therefore reducing future repair costs following weather events in value and frequency.

Despite this additional protection, the impact of the floodwaters running across the two fords would result in a similar frequency of disruption for road users as option 2.

Furthermore, this option is estimated to cost \$2.5-\$3 million, which significantly exceeds the available NIFFCo budget and would therefore require additional capital investment from CHBDC.

**Summary**

Option 3 is identified as the preferred option as it provides a balanced approach between affordability, resilience, and maintaining the level of service. It restores the pre-Cyclone road user experience with sealed two-lane access whilst incorporating targeted flood protection measures to reduce future repair costs.

Importantly, this option fits within the available NIFFCo budget, unlike the more extensive and costly Options 2 and 4, and offers significantly better resilience and long-term value than the low-cost but high-risk Option 1.

**RISK ASSESSMENT AND MITIGATION**

The table below outlines the top four risks identified.

Risk	Mitigation	Residual Risk Level
Future weather events will result in damage and costs for CHBDC	Options consider asset management objectives with an optimised approach to investment	High
Community’s expectations may not align with the preferred solution	Engagement has been undertaken with the community to explain outcomes of investigations, options considered and preferred option	High
Project costs exceed the available budget	The adopted Early Contractor Involvement approach minimises the risk of unforeseen contract cost increases  Monitoring, reporting and management of committed and forecast costs for the project	Medium

## STRATEGIC ALIGNMENT

This paper fulfils our objective of ensuring "durable infrastructure" under our strategic direction, "Together we Thrive".

During the development of options, objectives were created to align with values such as durable infrastructure, which aims to provide services that meet community needs and are fit for purpose. This is evident in the use of asset management objectives, which consider future ongoing maintenance costs, future repair costs, and minimising community disruption.

The objectives also align with the strategic goal "Connected Citizens", which aims to ensure residents and visitors have access to connect with each other and the business or tourist sites in the area.

## COMMUNICATION

Stakeholder communication for the Fletchers Crossing Stage 3 works will keep affected landowners, local residents, and key partners informed as the preferred option is confirmed and the project progresses toward construction. Engagement will include direct communication with via email, social media and meetings where required.

## DELEGATIONS OR AUTHORITY

The Transport Committee has the delegation to make this decision.

## SIGNIFICANCE AND ENGAGEMENT

In accordance with the Council's Significance and Engagement Policy, this matter has been assessed as medium.

Although this decision impacts several people across the district and there is a level of interest regarding this issue. The delivery of roading projects remains a priority for both the Council and the community. Respecting the communities' priorities for the Transport Recovery Programme, we have initiated engagement with the affected parties.

## OPTIONS ANALYSIS

	<u>Option 1</u> Do Minimum	<u>Option 2</u> 1: 20 Year Protection + 500mm freeboard allowance for climate change	<u>Option 3</u> Hybrid of Do Minimum and 1:20 Year protection (Option 1 & 2 Combined) Recommended	<u>Option 4</u> 1: 100 Year Protection + 500mm freeboard allowance for climate change
<b>Financial and Operational Implications</b>	An increase in the frequency and value of repair costs following future weather events. Fits within the available NIFFCo funding budget, therefore requiring no contribution from CHBDC.	Moderate frequency and low value of repair costs following future weather events. Exceeds available funding from NIFFCo and would require additional investment from CHBDC.	Moderate frequency and low value of repair costs following future weather events. Fits within the available NIFFCo funding budget, therefore requiring no contribution from CHBDC.	A decrease in the frequency and value of repair costs following future weather events. Exceeds available funding from NIFFCo and would require additional investment from CHBDC.
<b>Long Term Plan and Annual Plan Implications</b>	No implications	No implications	No implications	No implications

	<b><u>Option 1</u></b> <b>Do Minimum</b>	<b><u>Option 2</u></b> <b>1: 20 Year Protection + 500mm freeboard allowance for climate change</b>	<b><u>Option 3</u></b> <b>Hybrid of Do Minimum and 1:20 Year protection (Option 1 &amp; 2 Combined)</b> <b>Recommended</b>	<b><u>Option 4</u></b> <b>1: 100 Year Protection + 500mm freeboard allowance for climate change</b>
<b>Promotion or Achievement of Community Outcomes</b>	Decreases the road user and resilience level of service. Minimal level of infrastructure durability.	The road width and pavement surface are returned to pre-Cyclone service levels. The frequency of disruption for road users is impacted during future weather events. Good level of infrastructure durability	The road width and pavement surface are returned to pre-Cyclone service levels. The frequency of disruption for road users is impacted during future weather events. Optimal level of infrastructure durability within available funding.	The road width and pavement surface are returned to pre-Cyclone service levels. The frequency of disruption for road users is impacted during future weather events. Good level of infrastructure durability
<b>Statutory Requirements</b>	No additional consents are required.	No additional consents are required.	No additional consents are required.	No additional consents are required.
<b>Consistency with Policies and Plans</b>	Does not align with the Land Transport Asset Management Plan.	Aligns with the Land Transport Asset Management Plan.	Aligns with the Land Transport Asset Management Plan.	Aligns with the Land Transport Asset Management Plan.

**Recommended Option**

This report recommends Option 3, a hybrid of Do Minimum and a 1 in 20-year protection level.

**NEXT STEPS**

With approval from the Transport Committee on the proposed option, Officers will proceed with the contract award and construction.

### 6.3 VERBAL UPDATE ON REGIONAL TRANSPORT COMMITTEE MEETINGS HELD ON 16 MAY AND 6 JUNE 2025

**File Number:**

**Author:** Annelie Roets, Governance Lead

**Authoriser:** Doug Tate, Chief Executive

**Attachments:** 1. 16 May 2025 Unconfirmed Regional Transport Committee Minutes.pdf [↓](#)

#### RECOMMENDATION

**That the Transport Committee receives a ‘Verbal update’ on the Regional Transport Committee meetings held on 16 May and 6 June 2025.**

#### PURPOSE

Councillor Kate Taylor will provide a verbal update on the Regional Transport Committee meetings held on Friday, 16 May 2025, and Friday, 6 June 2025.

#### **16 May 2025 Items discussed included:**

1. Hearings of submissions on the Regional Public Transport Plan 2025–2035. The minutes from this committee meeting are **attached**.

#### **6 June 2025 Items discussed included:**

1. Regional Public Transport Plan 2025-2035.
2. Regional Transport Programme June 2025 Update.
3. Public Transport June 2025 Update.
4. RoadSafe Hawke’s Bay June 2025 Update.
5. Lower North Island Freight Strategy Update.
6. NZTA / Waka Kotahi Central Regional Relationships Director’s June 2025 Update.
7. Transport Rebuild East Coast (TREC) June 2025 Update.
8. Verbal Advisory Representative reports.



## Unconfirmed

### Minutes of a meeting of the Regional Transport Committee

<b>Date:</b>	Friday 16 May 2025
<b>Time:</b>	10.00am RTPP Submissions Hearing
<b>Venue:</b>	Council Chamber Hawke's Bay Regional Council 159 Dalton Street NAPIER
<b>Present:</b>	Cr M Williams, Chair Cr J van Beek, Deputy Chair Cr M Buddo (HDC) Mayor C Little (WDC) Cr K Taylor (CHBDC)( <i>online</i> ) Cr K Price (NCC) L Stewart (NZTA)
<b>Advisory members in Attendance:</b>	N Ganivet (Napier Port) ( <i>online</i> ) A Hallett (NZ Police) D Murray (AA) A Robin (HBRC Māori Committee) N Flack (HB Airport) Dr M Radford (Te Whatu Ora)
<b>In Attendance:</b>	K Brunton – Group Manager Policy & Regulation R Turnbull – Transport Manager L Hooper – Governance Team Leader
<b>TAG</b>	B Cullen – HBRC Transport Strategy & Policy Analyst S McKinley – CHBDC ( <i>online</i> ) J Pannu – HDC ( <i>online</i> ) Submitters as noted

**1. Welcome/Karakia /Apologies**

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

**Resolution**

RTC13/25 That the apologies for absence from Councillor Tania Kerr, Ian Emmerson and Daniel Headifen be accepted.

**Buddo/Williams  
CARRIED**

**2. Conflict of interest declarations**

There were no conflicts of interest declared.

**3. Confirmation of Minutes of the Regional Transport Committee meeting held on 21 February 2025**

RTC14/25 **Resolution**

Minutes of the Regional Transport Committee held on Friday, 21 February 2025, a copy having been circulated prior to the meeting, were taken as read and confirmed as a true and correct record.

**Buddo/Price  
CARRIED**

**4. Hearing of submissions on Regional Public Transport Plan 2025-2035**

The Chair introduced the item, thanked the public for the depth and breadth of the submissions and outlined the process to be followed today.

RTC15/25 **Resolutions**

That Hawke's Bay Regional Council:

1. Receives and considers the *Hearing of Submissions on Regional Public Transport Plan 2025-2035 – Introduction* staff report.
2. Receives and considers written and verbal submissions, social media and Remix feedback received on the Draft Regional Public Transport Plan 2025-2035.

**van Beek/Little  
CARRIED**

The committee commenced hearing the verbal submissions from members of the public.

- Jude Henderson on behalf of **Blind Low Vision NZ** (formerly Blind Foundation) (**sub 76**). The challenges faced by public transport users with disabilities are not adequately addressed to provide accessible, safe, public transport in HB. Please investigate accessibility initiatives elsewhere that could be implemented in HB to make services more accessible.
- Jude Henderson on behalf of **Napier Disability Awareness Group (sub 155)** noted the need for equitable access to public transport and advocates for better bus driver training on how to communicate and interact with disabled passengers. Suggested a 'disability liaison' or community transport role be established.
- Kate Ivicheva and Robin Malley on behalf of **Napier City Council (sub149)** stressed the need for a safe, accessible public transport system that uses low/no emission vehicles and support for the expansion of services to include the airport.
- Glennis Libby (sub142) expressed support for services through Clive, Whakatu, and Mangateretere to Napier and Hastings. Suggests bus shelters should have room for wheelchairs and mobility scooters, lighting and current information panels, and that bus drivers should have more first aid and customer service training. Supports retaining cash for fares. Suggests more promotion of using public transport, e.g. bus trip 'deals' where an activity is included in a promotion (family discounts at attractions), and as a safe way to travel.

- Peter Grant, Bruce Carnegie and Rachael Kawana on behalf of **Ahuriri Napier Age Friendly Advisory Group (sub 159)** focused on the public transport services and routes being age friendly for seniors, who are often dependent on public transport. Would like more clarity of information in relation to change-overs and timetables in real-time. Supports retaining cash for a transition over a period of time and a reduced Total Mobility scheme.

*Nic Ganivet left the meeting at 11am*

- Maria Neville-Foster (Sacred Heart College Principal), Liam Greer (General Manager Palmerston North Diocese), George Roberts (St John's College Principal), Lucy Laitinen (parent & Sacred Heart College old girl) on behalf of the Diocese of Palmerston North (sub 171) expressed concerns about proposed cuts to school bus services between Napier and Hastings, and the negative impacts this might have on public transport networks if expected to transport thousands of school safely every day. Transport challenges create equity and access issues for students.
- Mayor Alex Walker and Councillor Kate Taylor on behalf of **Central Hawke's Bay District Council (sub 174)**. Advocates for a trial of CHB-Hastings/Napier express peak time bus services and the need for a suitable funding model to be developed so the service can go ahead.
- **William Stacey (sub 176)** shared some photographs of old bus fleets to support his submission in support of the proposed new bus routes.
- Stewart Whyte, Marei Apatu and Kane Koko on behalf of **Te Taiwhenua o Heretaunga (sub 162)** Accessibility to adequate public transport has impacts on the economic and social wellbeing of communities and has the potential to unlock access to employment, education, cultural activities, and well-being services. Propose new routes through Waipatu, Whakatu, Omaha, Paki Paki and Bridge Pa to Flaxmere where a transport hub could be established.
- Carol-Ann Guard on behalf of **The Voice (sub 161)** group of people with disabilities. The RPTP document is a challenging read for those with learning or sight disabilities and there's a need for better communication with these groups in all areas of public transport, particularly changes to services. Suggests that bus services should be extended to be between 6am and 9pm. It was suggested that a 'support person' travelling with a disabled person should have free fares.
- Walter Breustedt on behalf of **St Columbia's Havelock North Environment Group (sub 109)**. Submit that public transport needs a marketing strategy and more advertising (using same media as car industry) to compete with the alternatives (cars), including promotional campaigns. Suggests a 'real-time' bus timetable app as a cheaper option than display screens at bus stops. The advantages in terms of pollution (toxic dust) and emissions reductions should be part of the marketing strategy.
- The Chair acknowledged the staff for their huge efforts to engage with communities during consultation, particularly around the proposed new bus routes.

*The meeting adjourned at 12.06pm and reconvened at 12.31pm with Nick Flack having left the meeting.*

- There was discussion about points made by submitters around security, education, driver training, and alternative transport delivery methods, e.g. ride-share apps and community-led services.

*The meeting adjourned at 12.39pm and reconvened at 12.45pm with Councillor Kate Taylor having left the meeting*

- Eloise Mackay (HDC Community Connector) on behalf of the **Hastings District Council Disability Reference Group (sub 150)** shared a video of Hamish, who spoke to the submission. Hamish stressed that people with disabilities are totally reliant on public transport to access their communities and it needs to be affordable, safe and easily accessed. My Way, or a similar service needs to be retained as a better alternative than Total Mobility.

*Nick Flack re-joined the meeting online at 12.53pm*

- Ronald Wilkins (president) on behalf of **Grey Power Hastings & District Association (sub103)**. Wants a 7-day a week bus service to the airport, from Havelock North via Hastings and Clive. Suggests a direct route from Havelock North to Napier, not via Taradale & Hastings, and a peak time service from Waipukurau into Hastings.
- Dee Withers, Candace (CCS), Christine (CHB) and Michelle Lucas on behalf of **Age Concern HB and CCS Disability Action (sub 170)**. The current assessment process for the Total Mobility Scheme is not sustainable and would like to work with Council staff on an alternative. Shared a video of Waka Transport Western Bay, a community transport service provider and would like a to pilot a service in CHB as an alternative to the Total Mobility Scheme; seeking grant funding (through rates) to resource the Community Transport Working Group to continue its work and to fund the 2025-26 pilot.

Some issues for staff to cover for deliberations include:

- whether the policy/contract and KPIs provide for bus driver customer service training
- whether \$0 fares for support people travelling with disabled is viable
- Why the Hastings MyWay service was discontinued (1 July 2025) and whether there’s a funding option for My Way or an alternative? Plus provide costing of a My Way service for Napier.
- A trial bus service in CHB with funding by HBRC in partnership with CHBRC.
- Establishment of a community transport role.

James Meffan and Reade Nikora on behalf of the **Ministry of Education (sub 180)**. School transport assistance is funded (\$260M last year) for rural and peri-rural areas. Rules (1920s) of appropriation include that students attend the closest state or state-integrated school where they can enrol, live more than a certain distance from school (3.2km for Years 1–8; or 4.8km for Years 9–13) and where there is no suitable public transport available. The Ministry removes services where improvements in the public bus service have been made. Staff at MoE don’t have any discretion to make decisions outside of the Policy. Expressed support for the RTC writing to the Minister of Regulation to seek a review of the MoE school bus funding policy.

*Api Robin offered a closing karakia.*

**Closure:**

There being no further business the Chair declared the meeting closed at 1.43pm on Friday, 16 May 2025.

Signed as a true and correct record.

**Date:** .....

**Chair:** .....

**7 DATE OF NEXT MEETING**

**RECOMMENDATION**

**That the next Transport Committee meeting be held on 24 July 2025.**

**8 TIME OF CLOSURE**