



**CENTRAL
HAWKE'S BAY**
DISTRICT COUNCIL

Transport Committee Meeting Agenda

Thursday, 18 September 2025

9.00am

Council Chamber

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 - 21 August 2025

RECOMMENDATION

That the minutes of the Transport Committee Meeting held on 21 August 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, 21 AUGUST 2025 AT 9.00AM**

UNCONFIRMED

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

IN ATTENDANCE: Doug Tate (Chief Executive)
Nicola Bousfield (Group Manager: Corporate, Community & Regulatory)
Brent Chamberlain (Chief Financial Officer)
Dylan Muggeridge (Group Manager: Strategy, Policy & Planning)
Mark Kinvig (Group Manager: Infrastructure & Asset Management)
Jane Budge (Strategic Governance Manager)
Sarah Crysell (Communications and Engagement Manager)
Rebecca England (Programme Manager)
Reuben George (Land Transport Manager)
Annelie Roets (Governance Lead)

1 WELCOME/KARAKIA/NOTICES

The Chair, Councillor Brent Muggeridge, welcomed everyone to the meeting and opened with a karakia. It was noted that Councillors Wichman and Taylor attended the meeting online.

2 APOLOGIES 25.39

Moved: Deputy Mayor Kelly Annand
Seconded: Mayor Alex Walker

That the apology for Cr Tim Aitken be received and noted.

CARRIED

3 DECLARATIONS OF CONFLICTS OF INTEREST

There were no Declarations of Conflicts of Interests declared.

4 STANDING ORDERS

COMMITTEE RESOLUTION: 25.40

Moved: Cr Jerry Greer
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: 25.41

Moved: Deputy Chair Brent Muggeridge

Seconded: Cr Gerard Minehan

That the minutes of the Transport Committee Meeting held on 24 July 2025 as circulated, be confirmed as true and correct.

CARRIED

6 REPORT SECTION

6.1 RESOLUTION MONITORING REPORT

PURPOSE

To present the Resolution Monitoring Report.

COMMITTEE RESOLUTION: 25.42

Moved: Deputy Mayor Kelly Annand

Seconded: Cr Pip Burne

That the Transport Committee receives and notes the Resolutions Monitoring Report.

CARRIED

The report was taken as read.

6.2 PROGRAMME UPDATE - LAND TRANSPORT ROAD RECOVERY

PURPOSE

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

COMMITTEE RESOLUTION

Moved: Cr Jerry Greer

Seconded: Deputy Mayor Kelly Annand

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

CARRIED

The report was introduced by Rebecca England, Reuben George and Mark Kinvig with discussions noting:

- Significant progress reported on closing out several projects in the Land Transport Recovery Programme.
- New phase four projects added; completed projects listed and removed from detailed reporting.
- Updates provided on bridge projects (Burnside Bridge, Todd Road Bridge, Wilson Cutting Bridge) with ongoing investigations, cost estimates, and risk assessments; further community engagement planned.
- Recognition given to local contractors, especially those at Fletcher's Crossing, for their dedication and work over the past 2.5 years.
- Acknowledgement of the outstanding efforts of contractors and the team, noting this was Ms England's final meeting with Council as she returned home to the United Kingdom.

7 DATE OF NEXT MEETING

COMMITTEE RESOLUTION: 25.43

Moved: Cr Pip Burne

Seconded: Cr Jerry Greer

That the next Transport Committee meeting be held on 18 September 2025.

CARRIED

8 TIME OF CLOSURE

The meeting closed at 9.15am.

The Minutes of this Committee meeting will be confirmed at the next Transport Committee meeting to be held on 18 September 2025.

.....
CHAIRPERSON

6 REPORT SECTION

6.1 PROGRAMME UPDATE - LAND TRANSPORT ROAD RECOVERY

File Number:

Author: Rebecca England, Programme Manager

Authoriser: Mark Kinvig, Group Manager - Infrastructure & Asset Management

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

PURPOSE

To provide an update on the Land Transport Road Recovery Programme and the work undertaken during August 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 of low significance.

BACKGROUND

This report presents the July 2025 – August 2025 update on the Land Transport Recovery Programme.

DISCUSSION

Great progress has been made across the programme as we proceed into the final delivery phase of our roading recovery programme.

In Phase 1, close-out is underway for Wimbledon Road RP1.3, and work is progressing well on the Fletchers Crossing bridge. The National Infrastructure Funding and Financing Limited (NIFFCo) has approved underspend reallocation to sites within the existing funding agreement. Officers are exploring options to enhance the resilience of the four existing sites to maximise this external funding.

In Phase 2, a further project at Cooks Tooth Road has now been closed, marking the wrap-up of the 2025 financial year's work.

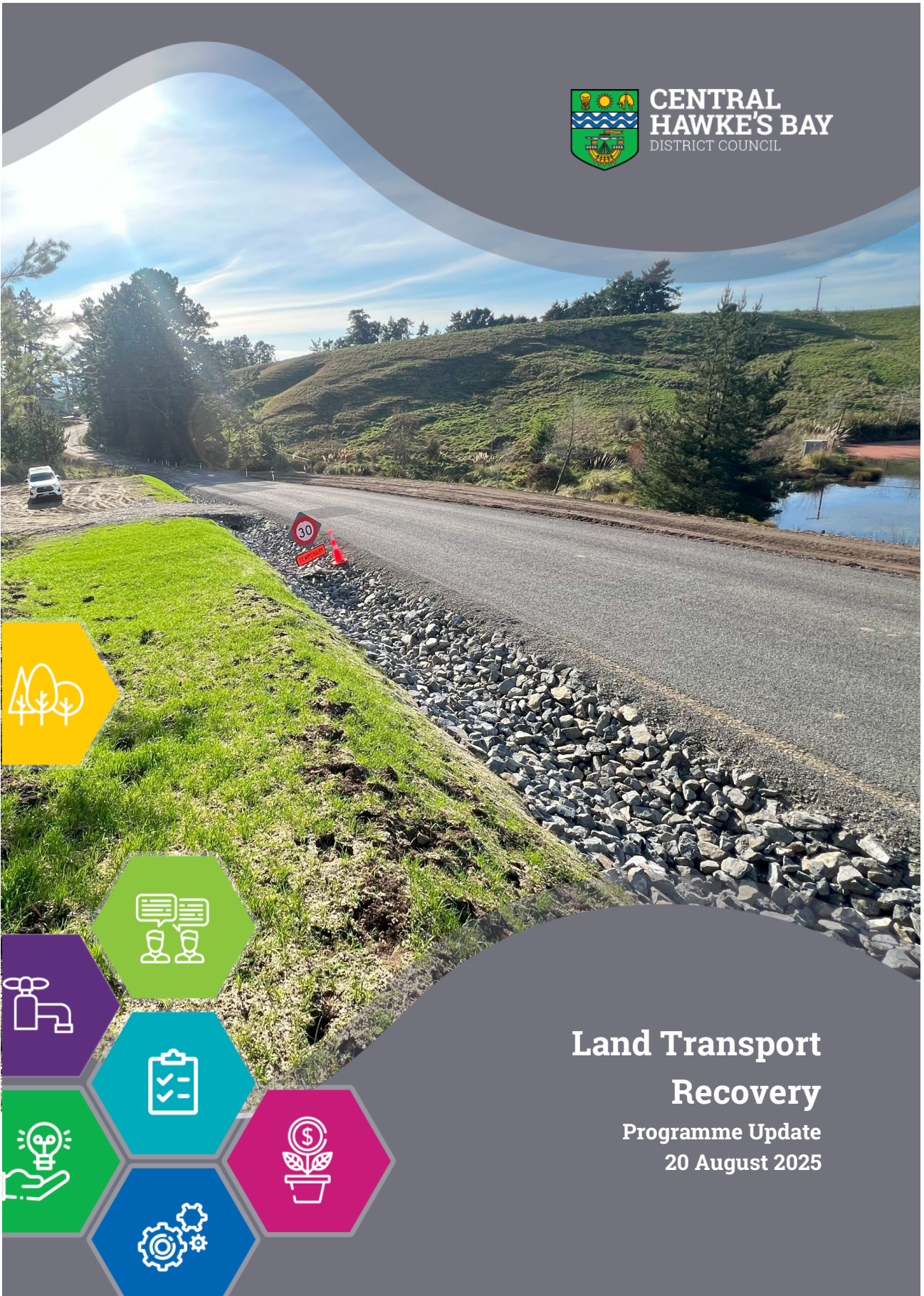
Early project planning is underway in Phases 2 (outstanding projects) and 4, with procurement documentation preparation and site investigations in progress, and design scheduled to commence in the coming month.

STRATEGIC ALIGNMENT

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



**CENTRAL
HAWKE'S BAY**
DISTRICT COUNCIL



Land Transport Recovery

Programme Update
20 August 2025

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

Recovery Programme Objectives:

The programme aims to restore access to isolated areas by repairing damaged roads within approved budget constraints. Prioritisation of sites will be determined by economic, social, safety, and financial considerations. The programme will also involve consultation with the community, landowners, businesses, iwi, and other stakeholders to help establish priorities and guide future recovery actions.

Delivery Analytics

The summary below outlines the **whole of life programme cost**.

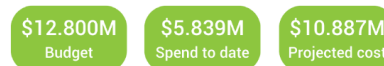
Delivery Summary



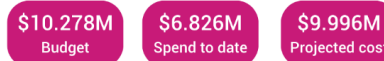
Financial Summary

The financial summary below excludes NZTA Response funding.
From the 2025 financial year, CHBDC has budgeted \$2m per year, being 11% of the total annual budget (NZTA is providing an 89% Funding Assistance Rate)

Recovery Phase 1 Programme (RP1)

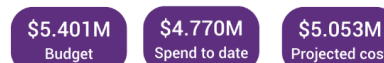


Recovery Phase 2 Programme (RP2)



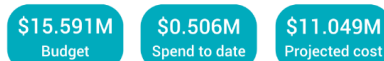
Recovery Phase 3 Programme (RP3)

Phase now closed. Project cost includes the defects liability period and the second coat seals.

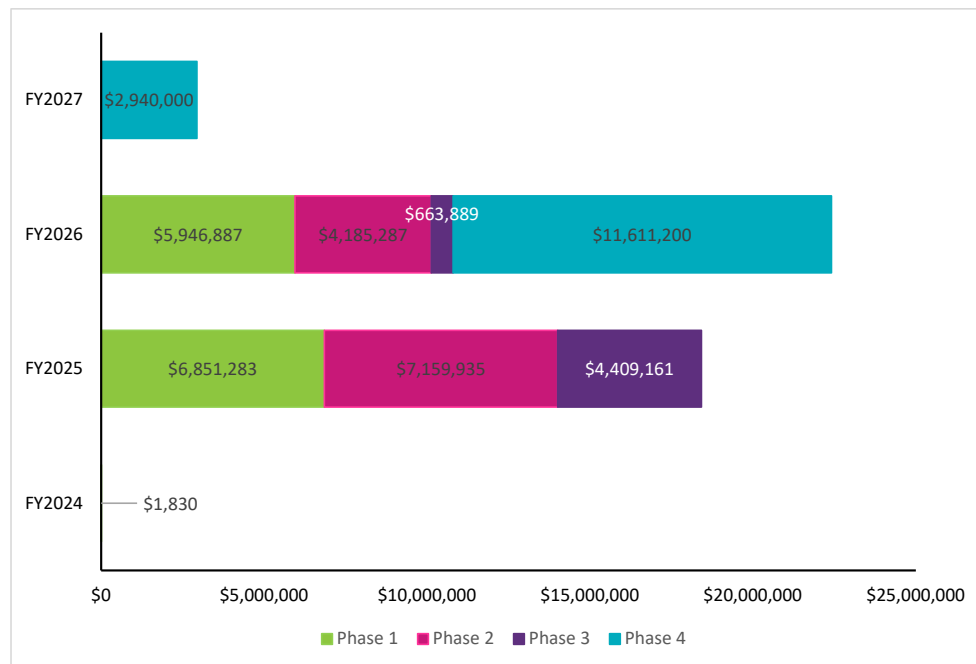


Recovery Phase 4 Programme (RP4)

Excludes contingency



Budget Across Financial Years



Executive Summary:

Great progress has been made across the programme as we proceed into the final phase of delivery.

In Phase 1, close-out is underway for Wimbledon Road RP1.3, and work is progressing well on the Fletchers Crossing bridge. NIFFCo has approved the allocation of underspend to sites within the existing funding agreement, and officers are exploring options to enhance the resilience of the four existing sites to maximise external funding.

In Phase 2, a further project at Cooks Tooth Road has now been closed, marking the wrap-up of the 2025 financial year's work.

Early project planning is underway in Phases 2 (outstanding projects) and 4, with procurement documentation preparation and site investigations in progress, and design scheduled to commence in the coming month.

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. Repair of the remaining sites is scheduled over the coming two financial years and allows for two construction seasons (26-27FY).	3	4	High
There is a risk that insufficient conforming tenders are received for the physical works on the Phase 4 programme. This would result in a delay to the programme and require additional procurement to be undertaken.	Engagement with contractors before the release of tenders (both individually and through the Service Delivery Excellence Forum).	3	3	High
There is a risk on some projects of a misalignment between the planned programme and community expectations.	Officers are currently planning engagement with the community on specific land transport recovery sites 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

PROGRAMME UPDATE 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

PROGRAMME UPDATE REPORT- LAND TRANSPORT RECOVERY

Projects which are now closed**Planned Response**

- Taurekaitai Bridge, Lake Station Road
- Douglas Cutting Bridge, Wakarara Road
- Gwavas Road Culvert, Gwavas Road
- Wakarara Road Bridge, Wakarara Road
- Titoki Bridge, Titoki Road Temporary Works
- Bridge Scour Protection (Saleyards Bridge, Tipenes Bridge, Wharetoka Bridge, Pōrangahau Bridge, Renalls Bridge and Flaxmill Bridge)
- Makaroro Bridge, Makaroro Road
- Simple Landslips (Hautope Road x2, Hiranui Road, Rotohiwi Road, Rangitoto Road, School Road, Te Apiti Road, Old Hill Road, Te Awa Road, Wakarara Road, Wimbledon Road)
- Tourere Road (RP4.5, RP3.85 and RP3.52)
- Mill Road
- Patangata Bridge Erosion Protection

Recovery Phase 1

- Elsthorpe Road

Recovery Phase 2

- Old Station Bridge, Wimbledon Road
- Titoki Bridge, Titoki Road
- Tourere Road (RP3.7, RP5.97 & RP4.092)
- Cooks Tooth Road (RP5.46, RP5.9, RP6.7, RP9.72 and RP7.47)

Recovery Phase 3 (all projects in phase 3 are closed)

- Guardrail Reinstatement (Logan's Bridge & Gollan's Bridge)
- Bridge Scour Protection (Blackhead Culvert, Macaculeys Bridge, Peacocks Bridge, Scannells Bridge, Holdens Bridge, Hulls Bridge, Tipenes Bridge & Tukipo Bridge)
- Kahuranaki Road RP6.1
- Wimbledon Road RP6.71
- Farm Road (RP13.412, RP16.875, RP14.41 & Farm Road Extension RP2.50)

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.

Recovery Phase 1 Programme

Following negotiations with Central Government, a total of \$11 million was provided to Council 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 on 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.

There was an expected underspend on the \$11 million provided by NIFFCo. Approval has been provided by NIFFCo to reallocate the underspend within the scope of the existing funding agreement. Planning will commence for this shortly. The report below outlines progress on current projects under the Recovery Phase 1 programme.

Wimbledon Road RP1.3

Scope	Reinstate the same level of service at the site, stabilising the landslide with Deep Soil Mixing (DSM) columns and drainage improvements.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Close	N/A	\$2,659,715	\$2,127,470	\$2,483,824	↑
Last month	Current month				
Programme		All work is now complete and project close out is underway.			
A	G				
Finance		The project is expected to be completed under budget. Reallocation of contingency will be considered in following endorsement from co-funder NIFFCo.			
G	G				
Risk		There is a risk that the chosen repair solution does not eliminate the risk of future land movement. Construction has reduced the likelihood of land movement affecting the route.			
A	G				



PROGRAMME UPDATE REPORT- LAND TRANSPORT RECOVERY

Wimbledon Road RP 9.5 - 9.7

Scope	To design and construct a solution that restores the site to the same level of service.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Construct	Jan 2026	\$5,475,979	\$852,714	\$4,393,963	↑
Last month	Current month				
Programme		<p>This project has been split into two stages to allow for the acceleration of works.</p> <p>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 RP9.5 and 9.7 whilst enhancing the resilience of the road.</p> <p>Despite delays to construction because of wet weather the project is still expected to be completed on schedule.</p>			
A	G				
Finance					
G	G	The project is expected to be completed under budget.			
Risk		<p>There is a risk that erosion continues, and the site degrades before construction is completed. The site and temporary traffic management will be monitored and any issues addressed if they arise.</p>			
A	A				



Fletchers Crossing, Wakarara Road

Scope	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.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Construct	Nov 2025	\$3,685,970	\$2,116,1839	\$3,218,648	→
Last month	Current month				
Programme		<p>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 – Reinstatement of the road approach is now underway.</p> <p>Stage 3 construction is progressing well with the northern rock wall now complete. Work is expected to be complete by mid November.</p>			
G	G				
Finance		The project is expected to be completed under budget.			
G	G				
Risk		Project risks are being managed. No exceptions to report.			
G	G				



PROGRAMME UPDATE REPORT- LAND TRANSPORT RECOVERY

Recovery Phase 2 Programme

The report below outlines progress on current projects under the Recovery Phase 2 programme, which is funded by the New Zealand Transport Agency at an 89% Funding Assistance Rate.

Pōrangahau Road

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.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Construct	Nov 2025	\$1,836,448	\$980,872	\$1,862,210	↓
Last month	Current month				
Programme		Construction on RP27.65 is now complete.			
G	G	Stage 1 of construction at RP21.62 is now complete, and planning for stage 2 (drainage works) is now underway. Whilst planning takes place Officers continue to monitor the slip for further movement and will alter the drainage design if required.			
Finance		The project is expected to exceed the budget but is within project tolerance. Programme contingency will be allocated as required.			
G	G				
Risk		There is a risk that the chosen repair solution does not eliminate the risk of future land movement. The design will reduce the likelihood of land movement affecting the route to an agreed level of service.			
A	R				



Pōrangahau Road RP21.62

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	Dec 2025	\$3,672,965	\$1,658,333	\$3,836,747	↓
Last month	Current month				
Programme		Construction is complete on four of the five sites. Planning for the construction of the final site is underway in preparation for the upcoming season. This includes consent preparation and design review.			
G	G				
Finance		The project is anticipated to exceed the allocated budget as a result of increased costs at the fifth site. Officers are collaborating with contractors to achieve cost reductions to bring the project forecast back in line with the budget.			
G	A				
Risk		Project risks are being managed. No exceptions to report.			
G	G				



Pourerere Rd RP26.292



Pourerere Rd RP16.7

Burnside Bridge, Burnside Road

Scope	To evaluate feasible solutions for the future of the Burnside Bridge/Makaretu River crossing, in collaboration with NZTA and the Takapau community.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Plan and Design	Dec 2025	\$710,000	\$74,544	\$544,890	↑
Last month	Current month				
Programme		Engagement with Mana Whenau and the Takapau community will happen on the same day. This process is planned to be completed before December 2025.			
G	G				
Finance		The current scope of the project is expected to be completed within budget. Council officers continue to engage with NZTA and the community regarding the options and possibility of securing additional funding; however, the bridges review demonstrated that it was unlikely to meet the criteria necessary to justify the required investment from NZTA.			
A	G				
Risk		The limited budget and access to NZTA co-funding will constrain the Council's options, which is likely to result in community dissatisfaction.			
A	A				



Recovery Phase 4 Programme

The report below outlines progress on current projects under the Recovery Phase 4 programme, which is funded by the New Zealand Transport Agency at an 89% Funding Assistance Rate. As outlined in the 3-Year Plan, Council contributes a maximum of \$2 million per financial year.

The following projects will be delivered across the 2026 and 2027 Financial Years.

Elsthorpe and Omakere

Scope	To design and construct repairs to five landslide sites (Atua Road RP5.910, Clareinch Road RP4.039, Kokatewai Road RP0.491 and Pattison Road RP0.31/RP1.681), restoring the agreed level of service.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Initiation	Aug 2025	\$700,000	\$0	\$600,000	
Last month	Current month				
Programme		Early design and investigations are underway alongside the planning for procurement delivery.			
G	G				
Finance		The project is forecasted to be completed under budget.			
G	G				
Risk		Project risks are being managed. There are no exceptions to report.			
G	G				

Flemington Culverts

Scope	To design and construct repairs to two culverts (Braeview Road culvert 1994 and Rotohiwi Road culvert 16), restoring the agreed level of service.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Initiation	Aug 2025	\$1,400,000	\$0	\$1,200,000	
Last month	Current month				
Programme		Early design and investigations are underway alongside the planning for procurement.			
G	G				
Finance		The project is forecasted to be completed under budget.			
G	G				
Risk		Project risks are being managed. There are no exceptions to report.			
G	G				

Mangoarapa

Scope	To design and construct repairs to eight landslides (Te Uri Road RP11.285, RP13.560, RP13.609, RP16.230, RP17.079, RP17.536 and Skippers Road RP2.04 and RP6.590), restoring the agreed level of service.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Initiation	Aug 2025	\$1,505,000	\$0	\$1,290,000	
Last month	Current month				
Programme		Early optioneering and investigations of Te Uri Road sites is underway alongside the planning for procurement delivery.			
G	G				
Finance		The project is forecasted to be completed under budget.			
G	G				
Risk		Project risks are being managed. There are no exceptions to report.			
G	G				

Ngahape Road

Scope	To design and construct repairs to three landslides on Ngahape Road (RP4.6, RP11.280 and RP11.910), restoring the agreed level of service.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Initiation	Aug 2025	\$2,510,000	\$0	\$2,155,000	
Last month	Current month				
Programme		Early design and investigations are underway alongside the planning for procurement delivery.			
G	G				
Finance		The project is expected to be completed under budget.			
G	G				
Risk		Project risks are being managed. There are no exceptions to report.			
G	G				

Pōrangahau

Scope	To design and construct repairs to two landslides (Blackhead Road RP7.690 and Old Hill Road RP2.429), restoring the agreed level of service.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Initiation	Aug 2025	\$1,260,000	\$0	\$1,080,000	
Last month	Current month				
Programme		Early design and investigations are underway alongside the planning for procurement delivery.			
G	G				
Finance		The project is forecasted to be completed under budget.			
G	G				
Risk		Project risks are being managed. There are no exceptions to report.			
G	G				

Wallingford and Wanstead

Scope	To design and construct repairs to seven landslides (Hiranui Road RP1.590 and RP8.450, Lake Station Road RP4.25, Middleton Road RP3.350, RP35.20, Ugly Hill Road RP8.120 and Wallingford Road RP3.345)				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Initiation	Aug 2025	\$1,435,000	\$0	\$1,230,000	
Last month	Current month				
Programme		Early design and investigations are underway alongside the planning for procurement delivery.			
G	G				
Finance		The project is forecasted to be completed under budget.			
G	G				
Risk		Project risks are being managed. There are no exceptions to report.			
G	G				

Cooks Tooth

Scope	To design and construct repairs to four landslides on Cooks Tooth Road (RP9.180, RP7.31, RP8.245, RP9.260), restoring the agreed level of service.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Initiation	Aug 2025	\$1,218,000	\$0	\$1,024,000	
Last month	Current month				
Programme		Early design and investigations are underway alongside the planning for procurement delivery.			
G	G				
Finance		The project is forecasted to be completed under budget.			
G	G				
Risk		Project risks are being managed. There are no exceptions to report.			
G	G				

Rotohiwi Road

Scope	To design and construct repairs to two landslides on Rotohiwi Road (RP8.585, RP8.830), restoring them to the agreed level of service.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Initiation	Aug 2025	\$1,400,000	\$0	\$1,200,000	
Last month	Current month				
Programme		Early design and investigations are underway alongside the planning for procurement delivery.			
G	G				
Finance		The project is forecasted to be completed under budget.			
G	G				
Risk		Project risks are being managed. There are no exceptions to report.			
G	G				

Wakarara Road

Scope	To design and construct repairs to a landslide at RP25.787 Wakarara Road, thereby restoring the agreed level of service.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Initiation	Aug 2025	\$420,000	\$0	\$360,000	
Last month	Current month				
Programme		Early design and investigations are underway alongside the planning for procurement delivery.			
G	G				
Finance		The project is forecasted to be completed under budget.			
G	G				
Risk		Project risks are being managed. There are no exceptions to report.			
G	G				

Whangaehu Road

Scope	To design and construct repairs to four landslides on Whangaehu Road (RP1.310, RP1.569, RP2.251 and RP2.355), restoring the agreed level of service.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Initiation	Aug 2025	\$1,120,000	\$0	\$810,000	
Last month	Current month				
Programme		Early design and investigations are underway alongside the planning for procurement delivery.			
G	G				
Finance		The project is forecasted to be completed under budget.			
G	G				
Risk		Project risks are being managed. There are no exceptions to report.			
G	G				

Tod Road Bridge

Scope	To evaluate feasible solutions for the future of the Tod Road Bridge/ Old bed of Waipawa River crossing, in collaboration with NZTA and the Otāne community. This includes assessment of the alternative route to better understand the costs of sealing Evans Road and the condition and risk profile of the structures.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Initiation	Aug 2025	\$100,000	\$0	\$50,000	
Last month	Current month				
Programme		Engagement with the Otāne community has been undertaken. Investigations into the alternate route, Evan Road continue.			
	G				
Finance		An initial agreement with NZTA confirmed a budget of \$100,000 to progress with the investigation before confirming the preferred solution. Discussions regarding availability of funding to support the alternative route are underway with NZTA.			
	G				
Risk		Project risks are being managed. There are no exceptions to report.			
	G				

Wilson Cutting Bridge





Scope	To evaluate feasible solutions for the future of the Wilson Cutting bridge in collaboration with NZTA and the Ashley Clinton community.				
Current Stage of the Project	Next milestone date	Budget	Spend to date	Forecast	Trend
Initiation	Aug 2025	\$100,000	\$0	\$50,000	
Last month	Current month				
Programme		Investigations into the Wilson Cutting Road, including damage to the bridge, are underway.			
	G				
Finance		An initial agreement with NZTA confirmed a budget of \$100,000 to progress with the investigation before confirming the preferred solution.			
	G				
Risk		The limited budget and access to NZTA co-funding will constrain the Council's options, which is likely to result in community dissatisfaction.			
	A				

6.2 LAND TRANSPORT IMPROVEMENT PLAN UPDATE

Author: Reuben George, Land Transport Manager

Authoriser: Doug Tate, Chief Executive

Attachments:

1. **RCA Insights - Road Maintenance Delivery - Pavement Resurfacing**  
2. **Sealed Pavement maintenance - Peer Group Comparison**  

PURPOSE

To provide a comprehensive summary of the Land Transport Improvement Plan (LTIP) activities undertaken over the past 12 months and to provide transparency to the community on progress made to date.

RECOMMENDATION(S)

1. **That the Land Transport Committee notes the progress made on the Land Transport Improvement Plan.**

EXECUTIVE SUMMARY

This report presents a comprehensive overview of the Land Transport Improvement Plan (LTIP) activities undertaken by Central Hawke's Bay District Council over the past 12 months. It highlights significant progress and enhanced transparency in the management of the district's transport network. A Section 17a review was conducted in 2024 as part of the Council's commitment to continuous improvement, ensuring that the LTIP aligns with best practice and delivers value to the community.

The LTIP was developed in response to the Section 17a review and widespread damage inflicted by Cyclone Gabrielle in February 2023, which exposed vulnerabilities in infrastructure resilience, contractor performance, and community confidence.

Council's strategic focus shifted towards accountable delivery, with an emphasis on transparency, efficiency, and responsiveness. Key actions included:

- the prioritisation of activities across the district's 1,265 km network,
- improved communication with the community, and
- a drive to address concerns regarding value and efficiency in contract delivery, especially in maintenance and operations.

Over the past year, the Council has implemented a range of targeted maintenance initiatives to enhance the reliability and safety of the district's 1,265 km road network. Efforts have included:

- proactive identification and repair of potholes,
- optimised scheduling for routine maintenance works,
- a move to structured cyclic activity and
- achievement of key annual deliverables.

The introduction of more rigorous contractor performance measures has resulted in greater efficiency and value. Communication channels with the community have also been strengthened to ensure prompt reporting and response to maintenance concerns.

This paper reaffirms Council's commitment to transparent reporting, effective management, and ongoing engagement with Elected Members and the community as it delivers on the objectives of the LTIP.

BACKGROUND

The LTIP for Central Hawke's Bay District Council (CHBDC) emerged as a strategic response following Cyclone Gabrielle in February 2023. The cyclone caused widespread damage across the district's transport network, exposing vulnerabilities in infrastructure resilience, contract delivery, and community confidence. In the aftermath, Council recognised the urgent need to restore trust and improve the performance of its land transport services. This led to a comprehensive review of the transport function and the development of a LTIP.

A key driver of the LTIP was the need for **Accountable Delivery**, which became central to Council's organisational shift. The Council sought to reposition its transport activity by embedding transparency, efficiency, and responsiveness into its operations. This included:

clearer prioritisation of activities across the 1265Km of network routes,

transparent achievement of levels of service, and

better communication with all stakeholders and partners.

The LTIP also aimed to address perceptions of inefficiency and lack of value in contractor performance, particularly around traffic management and maintenance practices.

The development of the LTIP was informed by multiple inputs, including feedback from elected members and the community. Progress on the delivery of this plan has been exemplary over the past 12 months with high levels of transparency to Elected Members, on social media and Council's website.

The purpose of this paper is to provide an update on progress made and our achievements over the past 12 months.

DISCUSSION

Challenges

As a road controlling authority, Council holds responsibility under the LGA 2002 for the management of its 1,265 km road network valued at \$2 billion (latest 2025 valuation). The roading network covers geologically challenging and naturally hazardous terrain.

Until recently, prolonged dry periods allowed the condition of the network to remain relatively stable, making it more manageable. However, extensive wet weather in 2022, followed by Cyclone events in 2023, resulted in significant damage throughout the district's road infrastructure.

This caused considerable financial pressure on Council and its Land Transport team. It also caused considerable frustration within the community as officers navigated the complex funding requirements of New Zealand Transport Agency (NZTA) and National Infrastructure Funding and Financing Limited (NIFFCo).

The persistent wet conditions have compromised the resilience of road surfaces, resulting in thousands of potholes that require ongoing management during winter and permanent repair during warmer months. Since 2023, officers have prioritised the delivery of multiple recovery programmes with financial support from NZTA. It is anticipated that all eligible recovery works will be completed within the next two years.

Additionally, Council did not receive its full NZTA funding request for the Three-Year Plan 2024-2027. As a result, there is a need to scale back maintenance activities, achieving only 50% of the annual resealing target due to funding limitations and rising bitumen costs. Consequently, some

assets are being managed beyond their intended service life, which may present risks to road users.

In recent years, operations have become highly reactive; however, officers have successfully begun transitioning towards a more cyclic programme approach. This best practice enhances asset management effectiveness and establishes a stronger baseline for evaluating outcomes.

Section 17a Review

In 2024, Council completed a Section 17a Review on the Land Transport function which identified several recommendations including:

- Maintain the core delivery model
- Continue to work with suppliers to improve delivery
- Ensure Elected Member 'Big Moves' inform the direction and planning
- Improve responsiveness and transparency of activities and performance
- Build internal capability and capacity
- Position Council as a 'Client of Choice' with suppliers.

Smart Client Approach

The Infrastructure and Asset Management Group has concentrated on enhancing internal capability and capacity to effectively manage community outcomes. The Land Transport team has established a dedicated in-house team who with technical support, are overseeing procurement and contract management activities, to deliver value for money.

Contract management remains a primary focus, with the Council's maintenance contract manager working closely with contractors to deliver services in a more structured and cyclic manner, consistent with best practice asset management principles. For example, this approach has yielded improved value for money, evidenced by significant increases in unsealed road grading outputs, enhanced roadside drainage and completion of most annual activity targets.

Network Prioritisation and Levels of Service

Officers have assessed network prioritisation according to NZTA's One Network Road Classification and One Network Framework, in consultation with Elected Members. This national approach to network management allows for the classification of roads based on:

- function,
- traffic volumes, and
- their role in network resilience, including alternative routes.

Maintenance activities are managed according to this framework, acknowledging that limited budgets require prioritisation of roads based on their position in the network hierarchy. Roads serving a strategic function and carrying higher traffic volumes are given priority and receive more maintenance attention.

Further analysis is planned over the next 12 months to better evaluate the economic value of roads within the district's network and to improve understanding of each road's historical whole-of-life cost. This will support greater transparency for Elected Members regarding where adjustments to maintenance activities may be necessary, especially amid current budget constraints.

Procurement

During the 2024/25 financial year, the Land Transport team reviewed the procurement plan for all land transport activities. Due to funding constraints and rising construction costs, officers have engaged with suppliers and Elected Members to determine the best approach to deliver cost-effective community outcomes.

An updated Procurement Strategy for 2024-2027 was developed and received approval from both Council and NZTA in early 2025. This strategy outlines the approach for procuring all land transport works over the next three years.

Changes from the previous plan include the introduction of a 10-year road maintenance contract that consolidates responsibilities for managing the Council's road pavement assets under single point accountability. There is also increased focus on engaging local suppliers based within the district with specific contract requirements to bidders.

Currently, officers are negotiating a new Professional Services Contract for land transport asset management with Stantec. This contract is expected to be fully operational by December 1, 2025, and will run for three to five years and provide technical asset management services for land transport.

The main road maintenance contract, valued at approximately \$100 million, is scheduled to go out to tender in September, awarded in late March 2026, and operational by July 1, 2026. Other new ancillary contracts will also be fully operational by mid-2026.

Recovery Works

Cyclone Gabrielle caused over \$160 million in damage to Central Hawke's Bay's land transport network. This prompted a multi-phase recovery programme focusing on:

- restoring access,
- improving resilience, and
- prioritising sites based on economic, social, safety, and financial criteria.

The initial emergency response phase was delivered under emergency procurement provisions, this enabled rapid assessments and temporary repairs across the district.

The programme is structured across four phases (Recovery Phase 1-4), with multi-year funding allocations from both Council and NZTA. The recovery programme has benefited significantly from NZTA co-funding ranging from an initial Financial Assistance Rate (FAR) of 100% to a more recent 89% level of co-funding. \$11m of works across four separate locations were also 100% funded by NIFFCo.

In 2024/25FY, Council delivered \$20M of recovery works on the network with a procurement approach that promoted the use of local contractors based in the district.

Officers are currently procuring the final stage 4, estimated to be about \$18M with physical works due to start in this construction season and completion expected within the next 2 years.

Supplier Relationships and Performance

Officers have prioritised collaboration with key suppliers to enhance value for money outcomes for the community. Initiatives include joint programming and planning based on best practice delivery standards, as well as engaging technical expertise as needed to ensure high-quality results. For example, having Stantec as a professional services provider provides Council access to national and international best practice in asset management and delivery.

The Service Delivery Excellence Forum (the Forum) was introduced in mid-2024, evolving from previous forums. The Forum fosters:

- productive relationships with key suppliers,
- offers advance insight into upcoming work programmes and procurement activities, and
- ensures that supplier understanding aligns with Council's strategic direction and expectations.

To provide clear guidance and performance benchmarks, Council has identified five Key Result Areas. These will be integrated into all future land transport contracts (as well as other Council contracts) to guide prospective suppliers and to support ongoing contract performance assessment. They are:

1. **Value for Money in Delivery**

Suppliers must minimise whole-of-life costs, deliver within budget, and act as stewards of Council's networks. This includes proactively supporting Council outcomes and ensuring public funds are used wisely.

2. **Health, Safety, Wellbeing, and Environment**

Contractors are expected to meet all legislative and Council policy requirements, promote safe work practices, and contribute to environmental sustainability.

3. **Partnership and Trust**

Emphasis is placed on building long-term, transparent relationships with Council and stakeholders. Suppliers should demonstrate accountability and collaborative behaviours.

4. **Customer Satisfaction and Community Confidence**

Contractors must act on feedback, maintain high service standards, and foster public trust through visible and responsive service delivery.

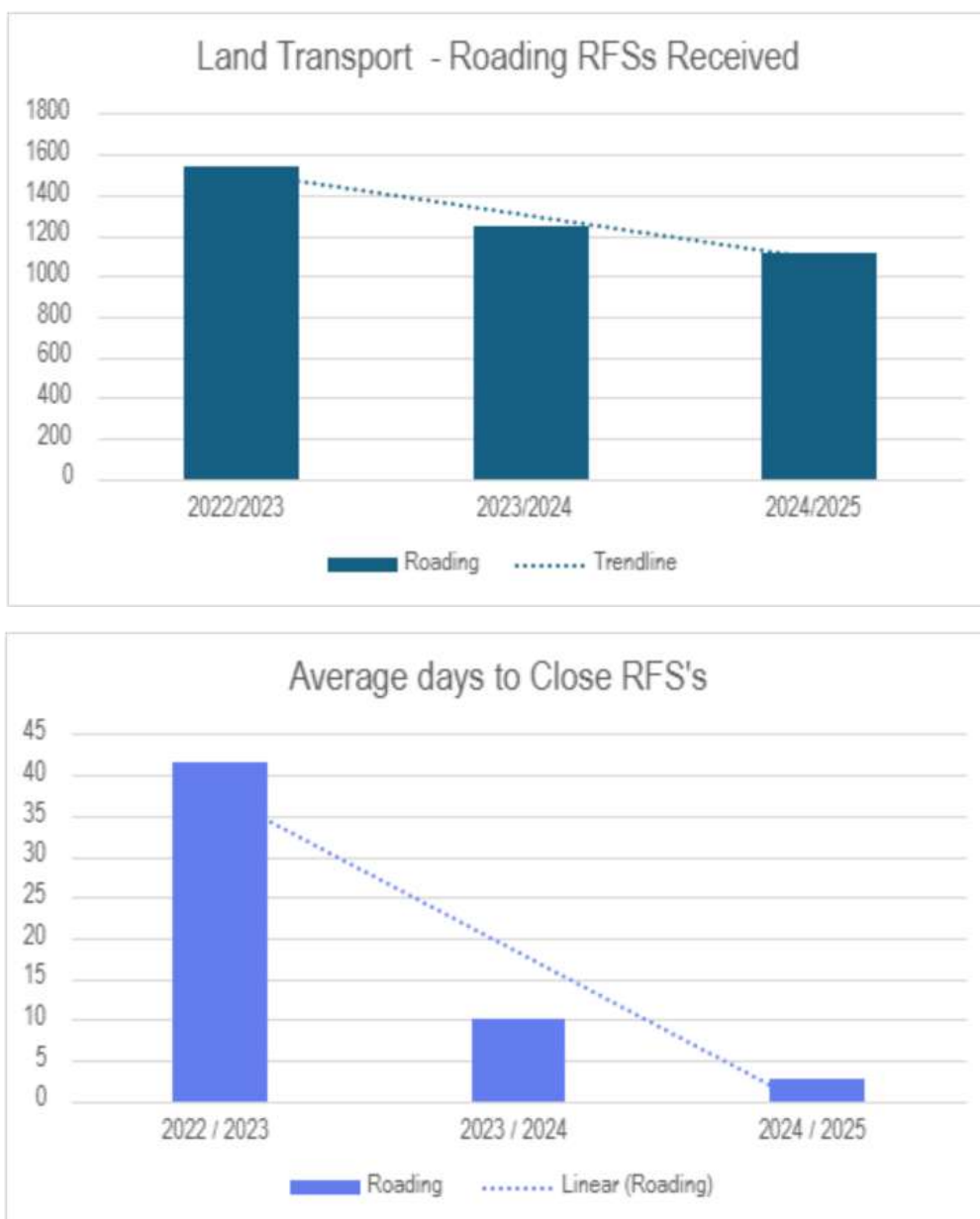
5. **Growing Local Capability and Capacity**

Contracts are structured to support local suppliers, create jobs, and build resilience in the district's supply chain. This includes subcontracting targets and supplier development initiatives.

Requests For Service

Council receives hundreds of requests for service (RFS) from the community each month, many relate to the land transport network and service delivery. The following graphics illustrate how the number of RFSs and close out periods have reduced dramatically over the past 3 years. Council and its suppliers have recovered from Cyclone Gabrielle and have been able to transition back into reliable day to day service delivery.

This has been an area of focus for the Land Transport team and our contractors, with a step change in communication with the community and is reflected in the number of days to close RFS's.



Traffic Management

Temporary traffic management has emerged as a significant topic of public concern in recent years. Communities have been expressing growing frustration regarding the prevalence of road cones and delays resulting from works nationwide.

Historically, temporary traffic management standards adhered closely to the Code of Practice for Temporary Traffic Management (CoPTTM).

However, from 1 November 2024, this prescriptive framework has been superseded by the New Zealand Guide to Temporary Traffic Management (NZGTTM). This transition represents a strategic move towards a risk-based methodology, designed to enhance safety, efficiency, and cost-effectiveness on both state highways and local roads.

Council is actively collaborating with its suppliers to implement the risk-based standard over the coming 12 months. Notably, simplified traffic management setups are already being trialled in rural areas where traffic volumes are comparatively low.

In accordance with NZTA requirements, all road controlling authorities must submit quarterly reports detailing temporary traffic management costs related to road maintenance activities.

Currently, the Council's expenditure stands at 7% of the overall physical works costs, which is consistent with national benchmarks.

Officers remain committed to identifying further opportunities to improve delivery, cost efficiency and safety outcomes. In many instances, this may include the implementation of temporary road closures where deemed appropriate.

Road Efficiency Group and 2024/25FY Achievements

The Road Efficiency Group (REG), also known as Te Ringa Maimoa, is a strategic partnership between Local Government New Zealand (LGNZ), NZTA and all RCAs across New Zealand. Established in response to the Road Maintenance Task Force in 2012, REG aims to improve the efficiency, effectiveness, and consistency of transport asset management across the country.

REG works closely with councils to support smarter investment decisions, enhance activity management planning, and promote sector-wide excellence. It has developed tools like the One Network Road Classification (ONRC) and the Transport Insights portal. This helps councils benchmark performance, understand customer levels of service, and align investment with community outcomes. REG also facilitates learning and development programmes, data quality assessments, and procurement frameworks to build capability within the sector.

Attachment 1 – REG Insights provides visibility of how CHBDCs land transport service delivery is performing compared to its regional and national peer group. Key insights from this independently managed data highlights the following:

- Council is sitting just below the national average cost per kilometre in its peer group (similar rural councils) for sealed road maintenance
- In 2021-24 NLTP period, Council achieved 100% of its sealing target compared to circa 34% of its peer group
- Received an average of \$20,504 funding per lane Km compared to \$34,099 for its peer group

Further to the above, Council achieved the following maintenance and operations activities in FY24/25:

Activity	Quantity achievement 23/24	Quantity achievement 24/25
Potholes repaired	3,842 no	4,811 no
Water channels – surface drainage	12.8 Km	41.2 Km ¹
Grading	945.7 Km	1,520.1 Km ²
Metaling	7,127 cubic metres	6,895 cubic metres
Bridge Inspections	133 no	144 no
Retaining wall inspections	83 no	52 no
Reseals	25.43 Km	23.25 Km
Seal flushing - skid resistance treatment	0.4 Km	5 Km ³

¹ Water channels: Increased dedicated NZTA funding, and robust contract management practices

² Grading: Increased budget, favourable weather conditions and efficiency by adopting a cyclic grading regime

³ Seal flushing: Significantly lower rate negotiated across the region (circa 25% of contract rate)

Looking forward

Council and its suppliers have achieved a significant step change in service delivery since Cyclone Gabrielle caused widespread damage to the network in 2023.

Officers are now looking to the next 24 months of service delivery and continuous improvement, which includes the following:

Focus Area	Description
New contracts and smart maintenance	<ul style="list-style-type: none"> • Complete the procurement of new maintenance contracts • Mobilise suppliers to deliver • Improve connection between the land transport Asset Management Plan and 'on the ground' activity • Improve network resilience incrementally through maintenance
Strategic asset management planning	<ul style="list-style-type: none"> • Strengthen strategic asset management planning and focus taking a longer-term perspective on asset, affordable levels of service and resilience vulnerabilities
Internal capability and capacity	<ul style="list-style-type: none"> • Continue to build internal capability and capacity in asset management, contract management and RCA accountabilities
Elected Member engagement	<ul style="list-style-type: none"> • Ongoing engagement with Elected Members to provide transparency of performance and seek insight and feedback on potential levels of service in future

STRATEGIC ALIGNMENT

Furthermore, it contributes to the following pillars included in the Economic Development Action Plan 2019:

- Pillar 2: Employment, skills and capability Through workforce development plans we will help people to be work-ready and match them with employee-ready employers who foster a spirit of lifelong learning across our collective workforce.
- Pillar 3: Resilient infrastructure Regional spatial planning that supports a strong and sustained physical, environmental, cultural, social and business infrastructure so we can unlock our full potential.

SIGNIFICANCE AND ENGAGEMENT

In accordance with the Council's Significance and Engagement Policy, this matter has been assessed as not being significant. The land transport network is a key asset owned and managed by Council, but the content of this paper is for noting only.

FINANCIAL AND OPERATIONAL IMPLICATIONS

There are no financial implications associated with this paper.

RISK ASSESSMENT AND MITIGATION

No risks associated with this paper.

COMMUNICATION

Land transport continues to focus on clear communication with both Elected Members and the community via established channels, which includes a focus on RFS response times, and sharing of information on Councils website and social media channels.

NEXT STEPS

Officers will continue to implement the LTIP, which includes:

- establishing of new contracts,
- strengthening of Council's Asset Management Plan,
- continuing to grow capability and capacity to achieve service delivery excellence, and
- providing Elected Members with full transparency of progress and performance.

Road Efficiency Group

Te Ringa Maimoa

RCA INSIGHTS: ROAD MAINTENANCE DELIVERY - PAVEMENT RESURFACING

July 2025

Central Hawke's Bay District Council

The Road Efficiency Group Te Ringa Maimoa (REG) is a collaborative partnership between NZ Transport Agency Waka Kotahi, Local Government NZ and all road controlling authorities (RCAs). REG's Transport Insights web portal includes a dashboard that shows how all New Zealand's road networks are performing across key areas such as road condition, safety, and overall transport programme and service delivery.

The Government has set expectations that councils will review activity management plans during 2024-27 to improve long-term road maintenance outcomes by increasing the annual rehabilitation of local roads towards 2% and resurfacing towards 9%. REG is providing insights from the Transport Insights web portal and other sources to councils to support effective decision making and deliver for our communities.

2021-24 NLTP Local Roads				
Metric (amounts in lane kms)	Your council	Your region	Your peer group	National
Sealed network length (lane km)	1,692	5,659	39,907	106,677
Achieved vs planned (lane km)	181 / 219 (83%)	750 / 868 (86%)	5,357 / 6,632 (81%)	15,319 / 18,193 (84%)
Planned annual average (% network)	4.3%	5.1%	5.5%	5.7%
Achieved annual average (% network)	3.6%	4.4%	4.5%	4.8%
Variance (% network)	-0.7%	-0.7%	-1.0%	-0.9%
Annual Plan targets achieved	100%	42%	34%	40%
Approved funding spent (% approved)	106%	132%	103%	116%
Expenditure (average per lane km)	\$26,596	\$40,382	\$29,873	\$48,837
2024-27 NLTP Local Roads				
Planned (lane km)	220	809	6,649	20,005
Planned annual average (% network)	4.3%	4.8%	5.6%	5.1%
Approved funding (Million)	\$4.5M	\$35.1M	\$226.7M	\$1,109.5M
Funding (average per lane km)	\$20,504	\$43,324	\$34,099	\$55,462

2024-27 NLTP EXPECTATIONS

It is expected RCAs will deliver resurfacing programmes in 2024-27 in accordance with approved funding for 2024-27 and RCAs will work with NZTA to determine an appropriately sized programme and level of service within available funding for the 2027-30 period.

NEXT STEPS

These RCA Insights have been sent to council chief executives, mayors and roading staff with the aim of sharing insights on your network's performance for a greater understanding of roading investment.

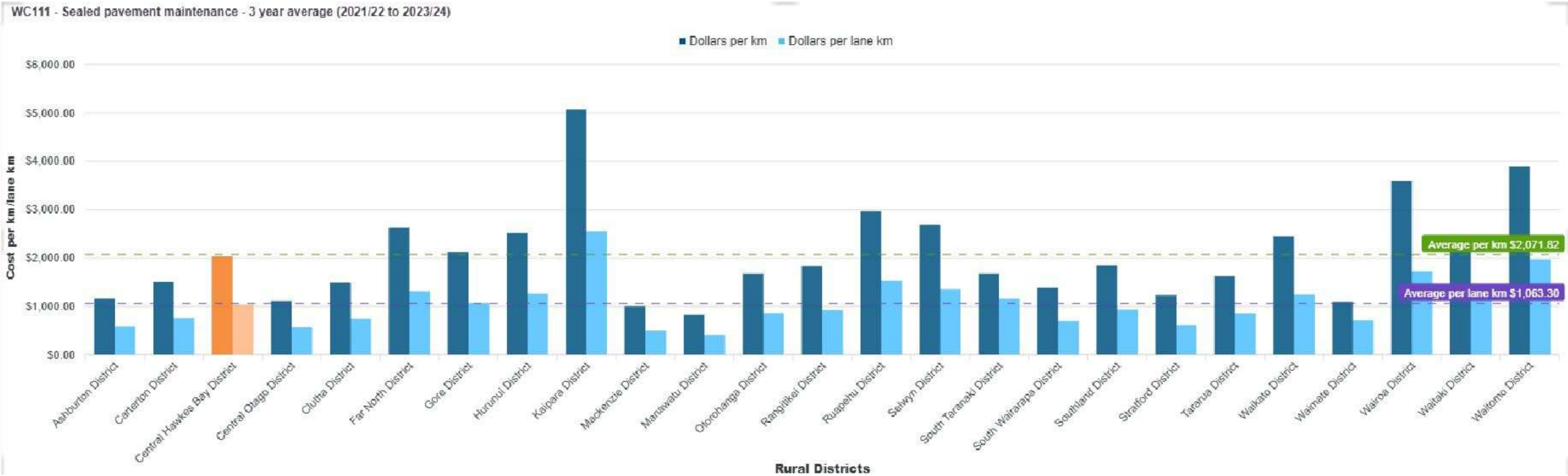
REG recommends council management connects with your roading team to understand this performance data, compare your data with peers and support roading improvement plans.

www.nzta.govt.nz/reg

www.transportinsights.nz

1

Sealed Pavement maintenance – 3 year average (2021/22 to 2023/24)



6.3 VERBAL UPDATE ON REGIONAL TRANSPORT COMMITTEE MEETING HELD 29 AUGUST 2025

File Number:**Author:** Doug Tate, Chief Executive**Authoriser:** Doug Tate, Chief Executive**Attachments:** Nil**RECOMMENDATION**

That the Transport Committee receives the ‘Verbal update on the Regional Transport Committee held on 29 August 2025.

PURPOSE

Councillor Kate Taylor will provide a verbal update on the Regional Transport Committee meeting held on Friday, 29 August 2025.

Items discussed included:

1. Public Transport Future – Options for Regional Approach to Delivery and Management.
2. Public Transport Network implementation.
3. Regional Transport Programme August 2025 update.
4. Public Transport August 2025 update.
5. RoadSafe Hawke's Bay August 2025 update.
6. NZTA / Waka Kotahi Central Region Regional Relationships Director's August 2025 update.
7. Transport Rebuild East Coast (TREC) August 2025 update.
8. Verbal Advisory Representative reports.

7 DATE OF NEXT MEETING

RECOMMENDATION

That the next Transport Committee meeting to be confirmed following Local Elections.

8 TIME OF CLOSURE