

Risk Register for Hutt City Council						Inherent Risk (before controls)				Residual Risk (after controls)				
Reference number	Date	Risk type	Risk	Description & Potential Impact	Potential consequence	Likelihood (L) (1-5)	Consequence © (1-5)	Inherent Risk (LxC)	Controls	Assurance	Likelihood (L) (1-5)	Consequence © (1-5)	Inherent Risk (LxC)	Risk Owner
1	23/02/2026	Consultation and engagement	Opposition to project and alignment	S7(2)(b)(i)	Opposition from landowners and elected officials during approvals phases and subsequent construction	4	3	12	Project communications will be needed with iwi partners, stakeholders, landowners, affected parties and the wider community via project website updates, direct communications including briefings, and further engagement activities once the route protection phase is confirmed, and on an ongoing basis in line with the Communications and Engagement Strategy.	Approvals of consultation material with councillors / local boards	3	3	9	Hutt City Council
2	23/02/2026	Financial	Funding is not available in the LTP / NLTP	Funding for pre-implementation and construction phases is dependent on inclusion in HCC's Long Term Plan (LTP) and future National Land Transport Programmes (NLTP).	Absence of funding would delay implementation of the CVL project	3	3	9	•Include cost estimates for future CVL delivery phases in LTP processes and Regional Land Transport Plan cycles •Ongoing discussions with NZTA regarding financial assistance rates for CVL		3	3	9	Hutt City Council
3	23/02/2026	Design	Cost escalation following further investigations	Inherent uncertainty in cost outcomes due to limited design maturity and technical investigation to date. Cost estimate is a significant NLTP commitment.	If cost estimate is not reflective of the real delivery cost, funding may be insufficient.	4	4	16	The level of design development and estimation is low relative to an Investment Case. A Quantitative risk assessment has been carried out. This provides an adequate level of level of confidence in the project estimate considering the project is recommended to go to the Pre Implementation stage. Further Cost estimation work is recommended during the Pre Implementation phase to provide assurance to decision makers on the project cost envelope. Ongoing risk management using QRA/SRA processes •Peer reviews, including benchmarking against comparable projects	Updates to cost estimates in future phases	3	3	9	Hutt City Council
4	23/02/2026	Consultation and engagement	Lack of early public and iwi engagement	No public or iwi consultation has been undertaken on the CVL investment case, creating risk of resistance to scheme design and implementation.	Delays and opposition to the project due to lack of involvement	3	4	12	•Prepare a Communications and Engagement Plan •Ensure appropriate resourcing for implementation •Prepare and resource a standalone Iwi Engagement Plan	Iwi engagement plan	2	3	6	Hutt City Council
5	23/02/2026	Financial	S7(2)(b)(i)	S7(2)(b)(i)		4	4	16	S7(2)(b)(i)		3	3	9	Hutt City Council
6	23/02/2026	Design	KiwiRail overbridge	The Cuba Street Road bridge is not anticipated to be removed as part of the project. There is risk that this assumption is flawed and the bridge needs to be replaced.	Bridge requires replacement increasing cost and complexity	3	4	12	A more detailed assessment of this location is required in the Pre-implementation phase.	Detailed assessment	3	3	9	Hutt City Council
7	23/02/2026	Legal / Consenting	Piling interference with Waiwhetu Aquifer	The CVL Hutt River bridge is located above the Hutt aquifer, which has artesian pressure.	Bridge piling may penetrate the aquiclude, creating potential legal and environmental risks.	3	4	12	•Engage with GWRC on required investigations and piling design •Use latest agreed piling methodologies with GWRC as the cost and design basis	Consultation with GWRC	3	3	9	Hutt City Council
8	23/02/2026	Financial	Additional local network improvements required	Further investigation and stakeholder engagement may identify the need for additional local road upgrades.	Local road upgrades increase cost and scope of the project	2	3	6	•CVL cost estimate includes allowance for supporting local road changes •High confidence in transport modelling undertaken for the CVL investment case, aligned with the Sustainable Growth Strategy 2025–2055 •Refresh of the CVC Programme Business Case in 2026 to identify local road requirements and funding sources •Engage with NZTA •Robust growth assumptions based on HCC planning frameworks	CVC programme refresh	2	3	6	Hutt City Council
9	23/02/2026	Cost	Ground conditions	Unforeseen ground conditions could impact programme and cost, cut profiles, slope support, suitability of material for fill disposal and ground improvement for structures.	Increase in cost and programme for the project	3	4	12	The project has a high level design and more details are anticipated to be developed through the Pre implementation phase. Targeted geotechnical investigations are planned as a priority in the next phase to further reduce uncertainty particularly around the bridge location	Design refinement	3	3	9	Hutt City Council
10	23/02/2026	Cost	Construct-ability	Programme delays and cost increases due to unexpected temporary works requirements, slower than anticipated productivities or availability of fill disposal sites.	Increase in cost and programme for the project	3	4	12	Detailed constructability reviews developed as part of Investment Case, including development of fill disposal strategy, mass haul model and temporary access requirements, to be updated throughout project lifecycle. Production rates benchmarked against projects with similar terrain such as Mt Messenger and local mass earthworks projects in the immediate vicinity. Next phases to include construction expertise.	Constructability review	3	3	9	Hutt City Council
11	23/02/2026	Design	Larger bridge required for future flood flows	S7(2)(b)(i)	Delays to approvals phase and design phases due to changing design requirements	3	4	12	•Priority engagement with GWRC •Early appointment of appropriate subject matter experts	Engage with SME	3	3	9	Hutt City Council