

From: [Allie Dunn](#)
To: [REDACTED]
Subject: Response re Letter from NZCTU President Richard Wagstaff
Date: Tuesday, 15 October 2024 9:10:00 am
Attachments: [Report re Impact of NLTP on Tararua District.pdf](#)
[image001.png](#)
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Kia ora

I refer to your official information request dated 20 September 2024 for information on the impact from Government Policy Statement and 2024-27 National Land Transport Programme.

Please find attached a report that was considered by our Infrastructure, Climate Change and Emergency Management Committee at its September meeting, which includes an outline of the impacts from the 2024-27 National Land Transport Programme in the Tararua District.

With regard to public transport, the Tararua District being a largely rural district, does not have public transport available. Workers rely on private modes of transport to reach their places of work.

The Tararua District recently responded to the toll proposal from the New Zealand Transport Agency Waka Kotahi, to place a toll of \$4.30 for light vehicles and \$8.60 for heavy vehicles for the replacement state highway 3 between Woodville and Ashhurst (the state highway having been made inaccessible due to a major slip in 2017). The replacement road when it opens in 2025 is the major connector road for the Tararua District through to its nearest city, Palmerston North, where many of the district's residents work, and many residents access services that are not available in the Tararua District. The toll proposal came about as a response to the Government Policy Statement on Land Transport.

A copy of the submission can be read via the following link to our website:

<https://www.taruadc.govt.nz/news/2024/october/council-submits-against-te-ahu-a-turanga-manawatu-tararua-highway-toll>

An extract from the submission discusses the impact on those most likely to be affected. This is set out below:

"A toll would cause significant social and economic harm for the Tararua community

As noted above, our district has high levels of socioeconomic deprivation, and many residents will avoid the highway if tolled due to unaffordability.

For those who commute daily for work or business, the toll would pose an additional financial hardship. This raises equity concerns, as tolling would disproportionately impact the most vulnerable members of our community. While those who can afford the road will benefit from quicker travel times and a safer more direct route, those who cannot afford it would be left using the slower, less safe alternatives, entrenching inequality in the region.

Our entire community has borne the cost of this closure for seven years already with businesses closing in Woodville soon after the permanent closure of the Gorge route, and an increase in fuel and vehicle costs leading to increased costs for all goods and services into the Tararua District reflected in increased freight costs.

Our district continues to feel the impacts of Cyclone Gabrielle. Introducing a toll on a critical transport route would add another burden to a community already dealing with recovery challenges. The proposed toll could slow economic recovery efforts by adding financial strain to residents and businesses still trying to rebuild.

This road is the primary route for accessing clinical and health services, with a large proportion of residents needing to travel regularly for healthcare to our hospital in Palmerston North. Our mental health, cancer, dialysis, addiction and social services are all located in Palmerston North. Adding a toll to this route would create barriers to accessing essential medical services.

Our rangatahi studying at Massey University and UCOL will not be able to afford to take the safe route to study. Our local schools and sports clubs who travel to Palmerston North for sport many times a week will be taking our children over the Saddle Road and the Pahiatua Track, compromising their safety because the schools will not be able to pass this extra cost on to parents. This is unacceptable for our children.”

If there are any other questions regarding this response, please feel free to contact me.

Ngā mihi



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From: Allie Dunn

Sent: Monday, September 23, 2024 11:52 AM

To: [REDACTED]

Subject: CM: Acknowledgement - Letter from NZCTU President Richard Wagstaff

Kia ora

This email is to acknowledge receipt of your request for information, regarding impacts from Government Policy Statement and 2024-27 National Land Transport Programme.

We will endeavour to respond to your request as soon as possible and in any event no later than 18 October 2024, being 20 working days after the day your request was received. If we are unable to respond to your request by then, we will notify you of an extension of that timeframe.

As part of our commitment to openness and accountability, we are now proactively publishing copies of requests for information and the responses provided to these requests, on our website. In doing so, we will ensure we comply with the provisions of the Privacy Act 2020 and redact any personal / identifying information from any response published.

If you have any questions about this, please don't hesitate to get in contact with me.

Ngā mihi



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From: [REDACTED]
Sent: Friday, September 20, 2024 2:19:27 PM
To: [REDACTED]
Subject: Letter from NZCTU President Richard Wagstaff

EXTERNAL EMAIL ALERT: Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.

Talofa lava,

Please see attached a letter from Richard Wagstaff NZCTU President to Your Worship.

Fa'afetai lava



NZCTU
Te Kauae Kaimahi

[REDACTED] | Executive Assistant | Administration

NEW ZEALAND COUNCIL OF TRADE UNIONS – TE KAUA E KAIMAHI



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20th September 2024

Sent via email

Tēnā koe Your Worship,

The NZCTU's concerns with the Government Policy Statement on Land transport 2024 – 2034 released in June, have been compounded by the September release by Waka Kotahi of the 2024 – 2027 National Land Transport Programme (NLTP) final decisions.

We believe that these documents represent significant risks for workers who depend on public transport, and for those who work in public transport.

In order to gain a greater understanding of the implications of this statement and programme, we would request from your organisation:

1. An estimate of the funding shortfall in your region that has resulted because of recent NLTF changes
2. An indication of the programmes and projects that will be affected by this cut in funding, and any re prioritisation that is being considered.
3. Any information you have on the groups most likely to be impacted by these changes.
4. Any economic or employment analysis you have undertaken of the likely losses caused by NLTP changes, both direct and indirect.
5. A description of the options being considered to make up any funding shortfalls

Thank you for assisting the NZCTU with this request.

Regards



Richard Wagstaff, NZCTU President



Report

Date : 13 September 2024
To : Chairperson and Committee Members
Infrastructure, Climate Change and Emergency Management Committee
From : Hamish Featonby
Group Manager - Infrastructure
Subject : **Infrastructure Management Report**
Item No : **11.1**

1. Recommendation

- 1.1 *That the report from the Group Manager - Infrastructure dated 03 September 2024 concerning the Infrastructure Management Report be received.*

2. Reason for the Report

- 2.1 This report is to update the Infrastructure, Climate Change and Emergency Management Committee on key activities and items of interest over the period 7 August to 9 September 2024.

3. Transport

3.1 Alliance Management Overview

CCNZ Awards

On 16 August the Tararua Alliance won the Maintenance Contract category of the Civil Construction New Zealand Hirepool Construction Excellence Awards.

The Alliance was one of six finalists in the Maintenance Contract category along with McConnell Dowell for the Mangere Wastewater Treatment Plant, HEB for Christchurch City Road maintenance, Fulton Hogan contracts in the Chatham Islands and Auckland central, and HiRoads Tairāwhiti emergency works.

The entry requirements included a 4000-word submission that explained key operational areas including asset management, planning and control (10% weighting), collaboration, relationships and client satisfaction (40%), results, effectiveness and delivery (30%), and innovation (20%). Supporting documentation included the Performance Framework Strategy, the Stakeholder

Engagement & Communications Strategy, and examples of stakeholder engagement.

Judges' citation:

The Tararua Alliance Maintenance Contract is a partnership between Tararua District Council and Downer NZ to maintain the local road and water network in the Tararua District. The Alliance team includes TDC and Downer staff that work together delivering capital works, renewals, and maintenance.

Following the impact of Cyclone Gabrielle the estimated cost of emergency works was estimated at \$90m, for an emergency works programme normally \$4m-\$5m per annum. Given the scale of the event it was evident that support from key stakeholders would be required to ensure compliance with the RMA requirements including local iwi and Horizons Regional Council.

Reliable asset data, strong stakeholder relationships and a make it happen approach has enabled the Tararua Alliance to provide the community with a fast, robust, and resilient roading response.

By the end of this financial year the Tararua Alliance is on track to deliver \$38m of works all delivered to a high standard of workmanship. Ongoing streamlining including subcontractor pre-qualification is progressing in anticipation of a further \$45m of work required to bring the network up to standard. Underpinning this exemplary performance is the collaborative relationship of trust between the alliance partners and the comprehensive asset system used to manage the changing network conditions such as the influence of Cyclone Gabrielle.



Tararua Alliance Network Manager Andrew Desmond and Emergency Works Project Manager Jamie Hughes represented the Alliance at the CCNZ Awards ceremony in Invercargill.

Alliance Strategy Workshop

The TDC Executive Leadership team, the Tararua Alliance Principals Group and Tararua Alliance Leadership team completed a strategy workshop Within the context of the new Government Policy Statement on Land Transport 2024 and the National Land Transport Programme 2024-2027. The purpose of this workshop was to refine the Alliance’s focus for the next three years and identify opportunities for improvement in the Alliance’s strategy to enhance the value the Alliance provides to the community.

During the workshop, the team reviewed the Alliance Maturity Survey that was sent to key stakeholders. Using the feedback, the team reviewed its strengths, areas for improvement and stakeholder priorities, which will be used to adjust the key performance measures in the Alliance Performance Framework to ensure the team is focused on the right areas.

The Alliance also reviewed the strategic principles (below) that were developed by Bryan Nicholson, Tararua District Council Chief Executive, and Craig West, Downer New Zealand Country Lead, to determine if they are still relevant or need to be adjusted.



Using the discussions from the workshop, the Alliance will develop and implement a three-year strategy aligning with the 2024-2027 National Land Transport Programme and a 12-month high performance plan to ensure the Alliance performance framework is strategically optimised to achieve the strategy.

3.2 Transportation Network Management Overview

2024-27 NLTP Funding Update

On 3 September, TDC received confirmation of funding for the three-year NLTP period. Our final approved funding for the 2024-27 NLTP period is \$58,635,000. This is a \$15M reduction (-24%) from the \$77,344,186 originally proposed to TDC and NZTA during the LTP and NLTP process. These figures do not include the Cyclone Gabrielle funding.

A full breakdown of the approved funding allocation is provided on the following pages. Overall, the Tararua District's 2024-27 NLTP funding allocation has increased 35% compared to the \$43,584,024 received for the 2021-24 NLTP period.

While on face value the increase appears significant, when taking into account cost fluctuations of 21% over the previous three years, and entering the new NLTP with high inflationary pressures, the approved budget is still relatively limited compared to what was originally proposed.

Funding Confirmation - Key Points

Sealed Pavements

In line with the government's GPS for Transport, our request for increased funding to maintain, reseal and rehabilitate our sealed pavements has been approved.

Reseals and rehabilitations have been approved at the full amount requested, with a slight reduction of 2.9% for sealed pavement maintenance.

Minor Events

With increasing need to respond to storm events, we had sought increased funding for events not covered by emergency works funding (events under \$100k in value). Our approved funding is a 39% decrease in what was requested. Given the proposed changes to emergency works funding criteria, this was a surprise. We are waiting for the decision on emergency works funding criteria to understand how much impact this could have on our network.

Network and Asset Management

This category has seen a 32% reduction on what was requested. Post submission, NZTA advised that certain costs associated with nationwide Consistent Condition Data (CCDC) and the nationwide transition to the Asset Management Data Standard (AMDS) will be funded by NZTA. This means reduced local input and reduced costs.

Structures

Reduced funding for the maintenance (-16%) and renewals (-31%) of structures will see a decline in the condition of bridges and retaining walls. The proposal for this NLTP was to start proactive maintenance of retaining walls. With aging assets, the burden remains and associated costs will be deferred to future NLTPs.

Unsealed Road Maintenance and Metalling

In line with the government's GPS for Transport priorities, our request for funding for unsealed road maintenance such as grading has been approved at the requested amount, and unsealed road metalling seeing a reduction of 14% on requested funding.

Traffic Services

General maintenance of our traffic services (signage and guardrail) has been fully funded. Renewals of traffic services has seen a reduction of 39%. This will see a general deterioration of signage, guardrail and sight rails over the next three years.

Drainage Maintenance and Renewals

These work categories have seen a significant reduction in approved funding.

- Drainage maintenance (-40%)
- Drainage renewals (-55%).

Given drainage is critical to protecting the pavement assets, we are surprised there has been such a large reduction. The reduced amount places pressure on our pavements and impacts our ability to complete quality reseals and rehabilitation, as this funding supports preparatory works for reseals and rehabilitations. We intend to seek clarification around the reason for the reduction, with the view to increase this budget.

Footpaths

As indicated in the previous ICCEM report, footpath funding has taken a significant hit. Details about the impacts of this are provided further in the report.

Low Cost, Low Risk

We have received no funding for the Low Cost, Low Risk work categories. (-\$5.5M). The bulk of this request was associated with local road improvements, which assisted improvements (like minor realignment and pavement widening) associated with pavement rehabilitations.

We are reviewing the funding allocations to determine the impacts on the proposed plan. If our minimum requirements can't be met, we have the opportunity to move funding from certain work categories. (e.g. if we need to increase drainage maintenance, we can reduce roadside mowing.)

▪ Approved NZTA Funding Allocations

Activity Class	NZTA Work Category	Description	Requested Funding 2024-27 NLTP	Approved Funding 2024-27 NLTP (4/09/24)	Variance between Request / Approved
Operations	114	Structures maintenance	\$2,069,511.00	\$1,736,939.00	-\$332,572.00 -16.1%
	121	Environmental maintenance	\$4,039,807.00	\$3,898,277.00	-\$141,530.00 -3.5%
	122	Network Service Maintenance (Traffic service maintenance)	\$1,418,504.00	\$1,368,808.00	-\$49,696.00 -3.5%
	123	Network operations	\$0.00	\$0.00	\$0.00
	131	Rail level crossing warning devices maintenance	\$107,726.00	\$103,952.00	-\$3,774.00 -3.5%
	140	Minor events	\$1,896,989.00	\$1,157,959.00	-\$739,030.00 -39.0%
	151	Network and asset management	\$3,838,281.00	\$2,605,408.00	-\$1,232,873.00 -32.1%
	215	Structures component replacements	\$2,903,555.00	\$1,929,932.00	-\$973,623.00 -33.5%
	221	Environmental renewals	\$0.00	\$0.00	\$0.00
222	Traffic services renewals	\$1,050,096.00	\$723,725.00	-\$326,371.00 -31.1%	
Total Local Road operations			\$17,324,469.00	\$13,525,000.00	-\$3,799,469.00 -22%
Pothole Prevention (Ring-fenced Activity Class - Cannot be moved)	111	Sealed pavement maintenance	\$9,208,563.00	\$8,999,918.00	-\$208,645.00 -2.3%
	112	Unsealed pavement maintenance	\$2,306,920.00	\$2,306,899.00	-\$21.00 0.0%
	113	Routine drainage maintenance	\$6,763,175.00	\$3,999,964.00	-\$2,763,211.00 -40.9%
	211	Unsealed road metalling	\$3,718,599.00	\$3,199,971.00	-\$518,628.00 -13.9%
	212	Sealed road resurfacing (Ring-fenced WC - cannot be moved)	\$15,148,596.00	\$15,148,459.00	-\$137.00 0.0%
	213	Drainage renewals	\$4,485,705.00	\$1,999,983.00	-\$2,485,722.00 -55.4%
	214	Sealed road pavement rehabilitation (Ring-fenced WC - cannot be moved)	\$8,806,885.00	\$8,806,806.00	-\$79.00 0.0%

Total Local Road pothole prevention			\$50,438,443.00	\$44,462,000.00	-\$5,976,443.00 -12%
Walking & Cycling	125	Footpath maintenance	\$1,156,119.00	\$	-\$508,119.00 -44.0%
	225	Footpath renewal	\$2,860,155.00	\$0	-\$2,860,155.00 100.0%
Total Walking & Cycling			\$4,016,274.00	\$648,000.00	-\$3,368,274.00 -84%
Low Cost / Low Risk Programme	341	Road to Zero			
	341	Walking & Cycling Improvements	\$100,000.00	\$0	-\$100,000.00 100.0%
	341	Local Road Improvements	\$5,465,000.00	\$0	-\$5,465,000.00 100.0%
Total Low Cost, Low Risk			\$5,565,000.00	\$0	-\$5,565,000.00 -100%
Totals			2024-27 Request	2024-27 Approved	Variance to Request
			\$77,344,186.00	\$58,635,000.00	-\$18,709,186.00 76%

3.3 Transport Operational Delivery Management Overview

Routine Maintenance

The Tararua District Council network is broken up into 11 Zones to undertake routine maintenance activities such as grading, safety patrols, mowing and spraying. Work within these zones is programmed monthly for greater productivity and efficiency. This map with the zones will be used in future reports to provide more detail on where the focus areas are. Fig 1.6.1

Customer Requests

August CRMs were predominantly focused on flooding from the rain event on 18 August, where we received 67 CRMs – 25% of the month's CRM's. Fig 1.6.2

Planned Maintenance

Throughout August the focus of works delivery has been preparing for this season's resurfacing programme, including removing high shoulders and water table clearing to ensure water is shedding and draining off the road. Pavement repairs will commence in September.

Renewal Activities

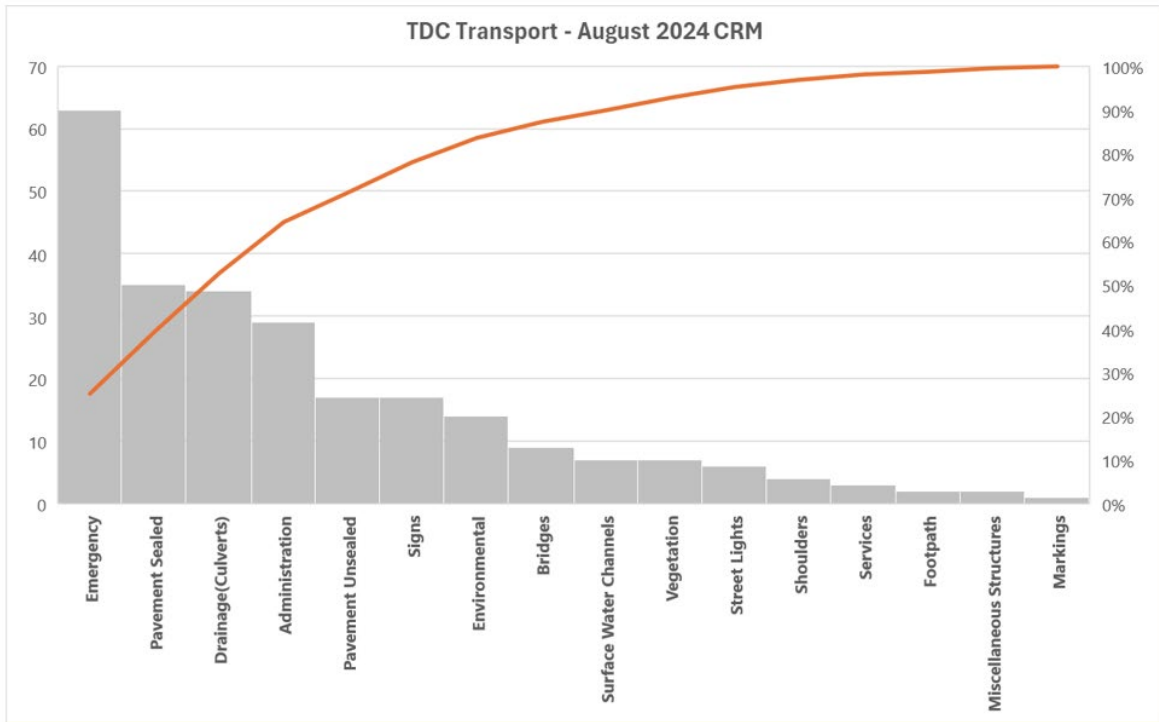
Planning is underway for the delivery of this year's resurfacing programme. All Resurfacing sites have been identified and treatment selections completed. A Drive over with NZTA in early September will confirm locations and budget.

Emergency Response

Works have generally been on shutdown for the winter months with all major sites held over winter. Back-room work has been underway with scoping and planning for this season's workload. Options reports have been prepared and signed off by NZTA.

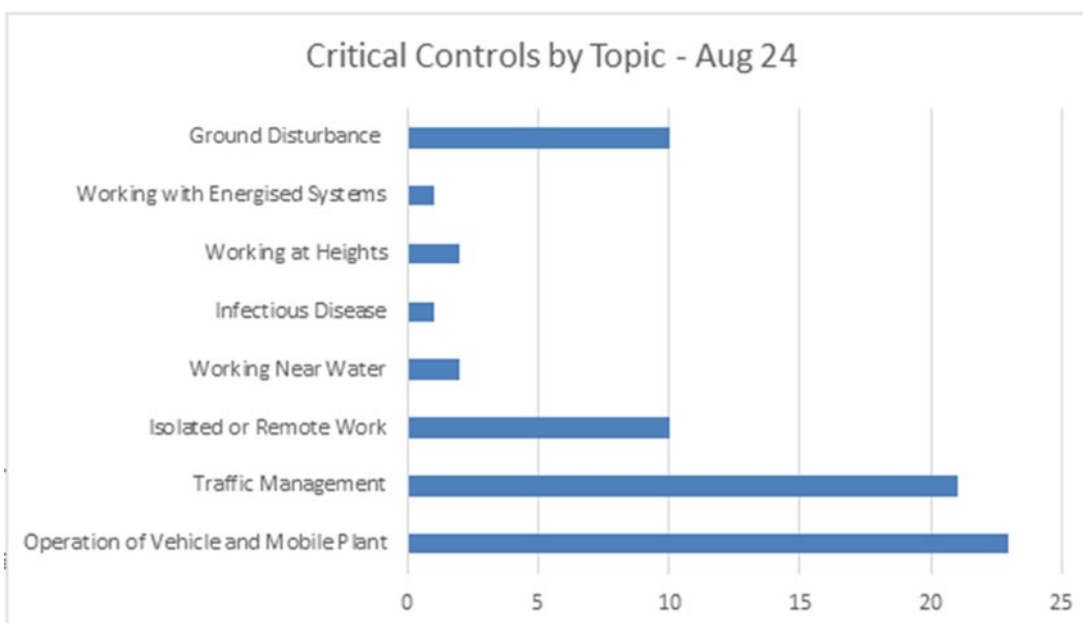
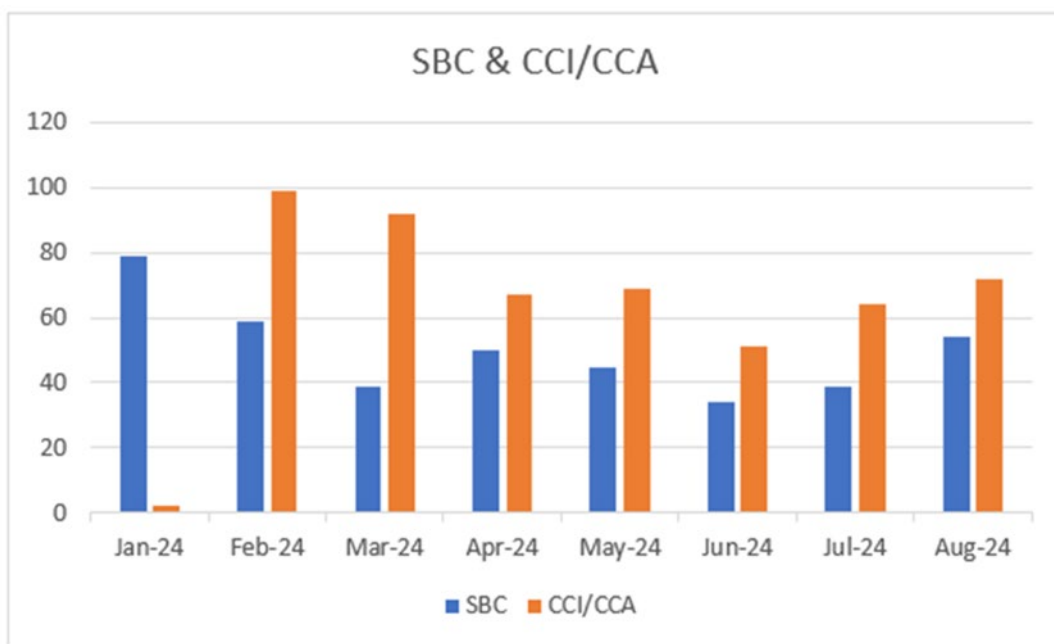


Fig 1.6.2 – Customer Requests



Zero Harm

The Alliance had zero incidents to report in August. Our continued focus on our proactive approach to zero harm through Safety Behaviour Conversations (SBCs), Critical Control Inspections (CCIs) and Critical Control Audits (CCAs) is providing benefits in preventing harm to our staff, the environment and our stakeholders. Coming into September we are rolling out training for all our Leading Hands, Supervisors, Project Engineers, Project Managers and Operational Leaders. This training is focusing on our roles and responsibilities, proactively leading safe work practices and environmental responsibility, effectively applying our risk management process, and developing leadership skills for communicating zero harm and demonstrating front-line leadership behaviours.



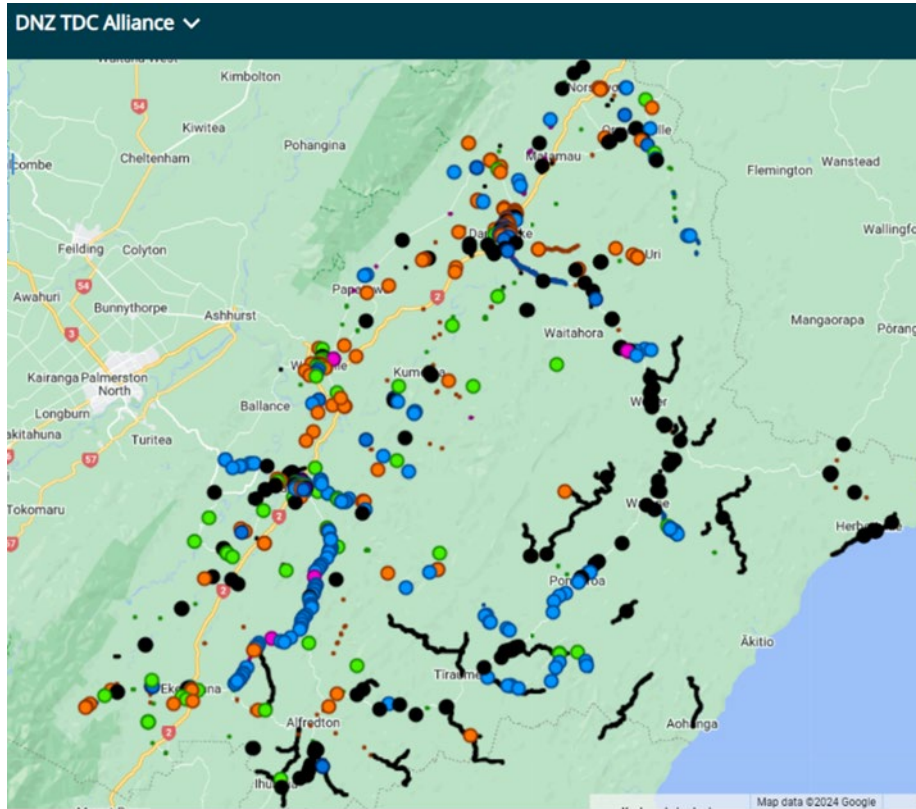
3.4 Maintenance

Maintenance Strategic Planning

With funding allocations now available, we are reviewing the options for maintenance in line with the workshops held during the development of the Transport AMP. Due to reductions in key work categories, we are needing to re-evaluate our strategic approach to maintenance, with reduced levels of service in certain areas expected. The coming three months' focus is on commencing pre-reseal pavement repairs. This forms the bulk of the asset planning at present.

Delivery

All Works – Dispatches Completed August 2024 – By Asset type.



Administration	15
Bridges	67
Drainage(Culverts)	154
Emergency	88
Environmental	48
Footpath	80
Miscellaneous Structures	1
Pavement Sealed	158
Pavement Unsealed	91
Railings	6
Services	5
Shoulders	39
Signs	209
Surface Water Channels	43
Vegetation	25
Grand Total	1029

3.5 Renewals

Reseals

Reseal Planning

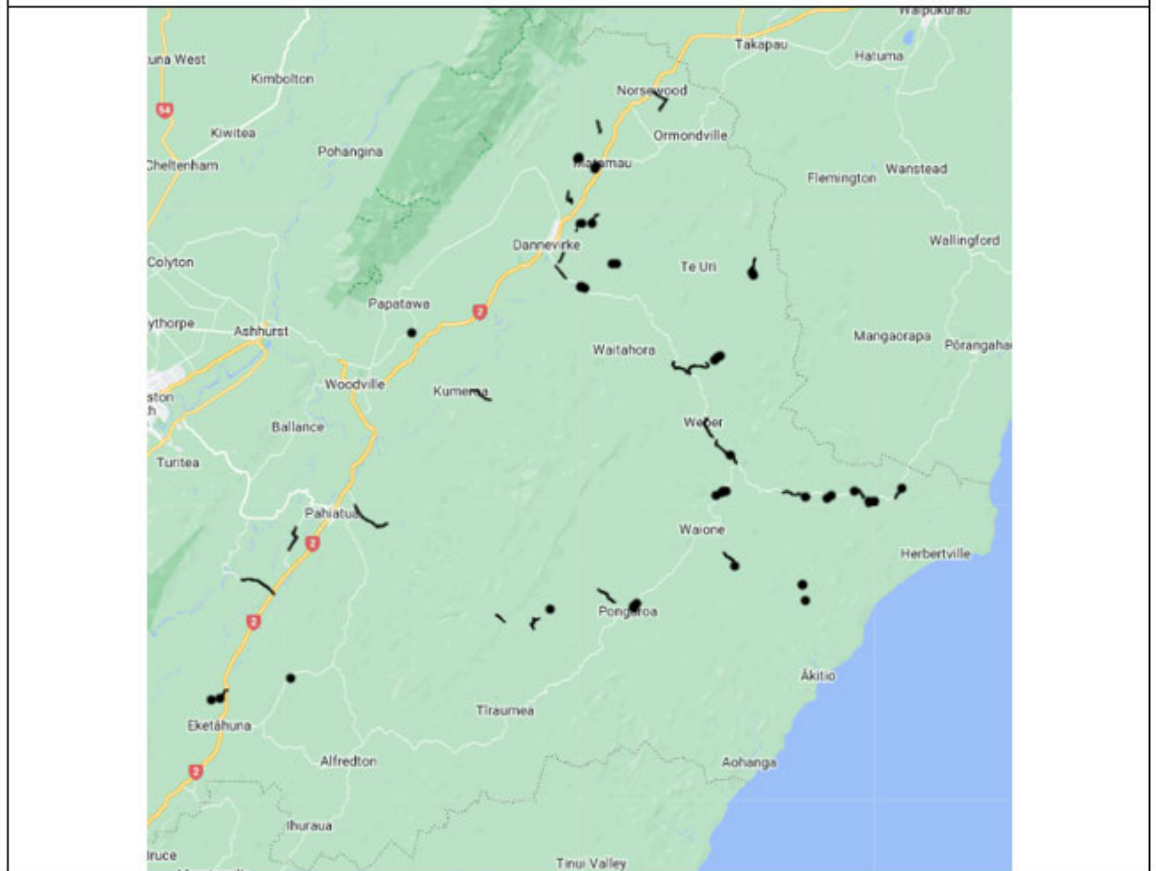
The Tararua Alliance completed a drive-over of reseal sites with our NZTA Investment Advisor on 9 September. This will confirm our programme for the year.

Activity	Proposed length	LTP target per year (5.5%)
Reseals	68km	60.5km

The network drive over scheduled for the week of the 9 Sept may see sites removed from the programme of works, hence the proposed length currently set at 68km.

Final approved funding for reseals enables our target reseal length to be increased to ~6km per year, however, with reductions in other budgets, we may be restricted in achieving this target as due to the reduction in funding for corresponding preparatory works (high-shoulder removal, pavement repairs).

Having seen restrictions in budgets associated with pre-seal repairs (ie. water-tabling and culvert replacement), we are needing to reevaluate our approach to reseals.



Proposed Reseal Sites - 2024/25

Reseal Design

Designs have been completed for this season's reseal programme. Treatment selection has been based on the lowest risk/longest life options to ensure that the Tararua District has the best value for money in this season's delivery.

Reseal Delivery

Resurfacing sites been identified and validated over the last couple of months. The team is currently planning on the delivery, with stockpiles being tidied up in preparation for the delivery of sealing chip. The final site drive over with NZTA in early September will confirm the scope that will initiate the commencement of sealing chip delivery.

Rehabilitations

Rehabilitation Planning

The Tararua Alliance has reviewed the rehabilitation programme. With increased emphasis on pavement rehabilitations over this NLTP, the rehabilitation programme is expected to grow compared to previous years.

The proposed programme for the 2024/25 FY is detailed in the table below.

Road	Start RP -End RP	Length
Aerodrome Road, Dannevirke	361 - 1650	1289m
Maharahara Road	3256 - 3500	244m
Maunga Road	7439 - 7839	400m
Weber Road	18335 - 18802	467m
	Total	2400m

Rehabilitation Design/Engineering

Test pits and laboratory results have been undertaken, where samples of existing pavement materials are examined to determine the available treatment types (stabilisation or overlay). Two draft designs are available, with all designs to be finalised by the end of November.

Rehabilitation Delivery

Planning is underway to ensure the Alliance is ready to commence renewal works once the weather and construction conditions improve.

Drainage Renewals

Planning

Following NZTA's confirmation of budgets, we have seen a significant reduction in what was sought for the coming three-year programme. Through the AMP workshops it had been decided that we would commence with the replacement of all poor condition culverts across the network over a 6-year period.

The approved funding amount prevents us from starting this programme and means a return to the previous strategy of replacing culverts in poor condition alongside rehabilitations and reseals where appropriate.

The delivery team is currently validating the condition of these culverts to ensure we are only intervening on poor condition assets at the end of their life.

Footpaths

Planning

We continue to work to understand the impacts of the significantly reduced funding for footpath maintenance and renewals.

The following table shows how the total footpath budget was invested over the 2021-24 NLTP period. Comparing this to the \$648,000 received for the 2024-27 NLTP period we are needing to decide what activities are not priority.

One key item of discussion is the Main Street water-blasting across the various town centres. This is competed six times a year (Total \$418,600)

Work Category	Total Expenditure 2021-24 NLTP
Footpath Maintenance	\$785,980.74
Footpath - Isolated maintenance AC	\$40,689.08
Footpath - Isolated Maintenance Concrete	\$71,443.63
Footpath - Lichen Control	\$36,686.99
Footpath - Main Street Waterblasting	\$418,600.56
Footpath - Routine maintenance	\$51,079.23
Footpath - Vegetation control & spraying	\$19,297.76
Footpath Dayworks	\$12,588.97
Street Furniture Maintenance	\$135,594.53
Footpath Renewals	\$782,626.30
Footpath - Adjust service lids	\$805.85
Footpath - Renewals Concrete	\$44,144.86
Footpath Excavate & Reconstruct - AC	\$590,711.61
Footpath Renewals Dayworks	\$124,043.60
Vehicle crossing - Renewals Concrete	\$22,920.38
Grand Total	\$1,568,607.04

Footpath Renewals are not funded over the 2024-27 NLTP cycle.

Victoria Avenue Bridge

Further work has been undertaken to determine the most suitable solution to address the issue of Pedestrians entering the live traffic lane along the Victoria Ave Bridge. The formation of the walkway in the Peri-Urban zone has created a liability for Council with regards to the safety of pedestrians. Refer to Attachment 1 in appendices to view the different options to be considered to remedy this issue.

Bridge Component Replacements

Planning

We are in the early stages of planning for this season's bridge component replacement programme. There has been a reduction in the bridge maintenance and structures component replacement budgets so it is critical that prioritise our highest risk bridges.

3.6 Emergency Works Recovery

August 2024 – Emergency Works Events

Following heavy rain throughout August we have notified NZTA of a pending Emergency Works application.

On 1 August we saw the northeast portion of the district hit by a 'weather bomb', with the Akitio River level monitor recording a depth of 7.2m. This depth exceeds that of all the storms experienced in 2022 and is equivalent to that recorded during Cyclone Hale in January 2023.

We have identified one dropout, which closed Ngapaeruru Road to heavy traffic, as well as creating slips across the Akitio River catchment.

Additional to the 1 August event, on 18 August a rain event caused damage across the southern parts of the network, including flooding in Pahiatua.

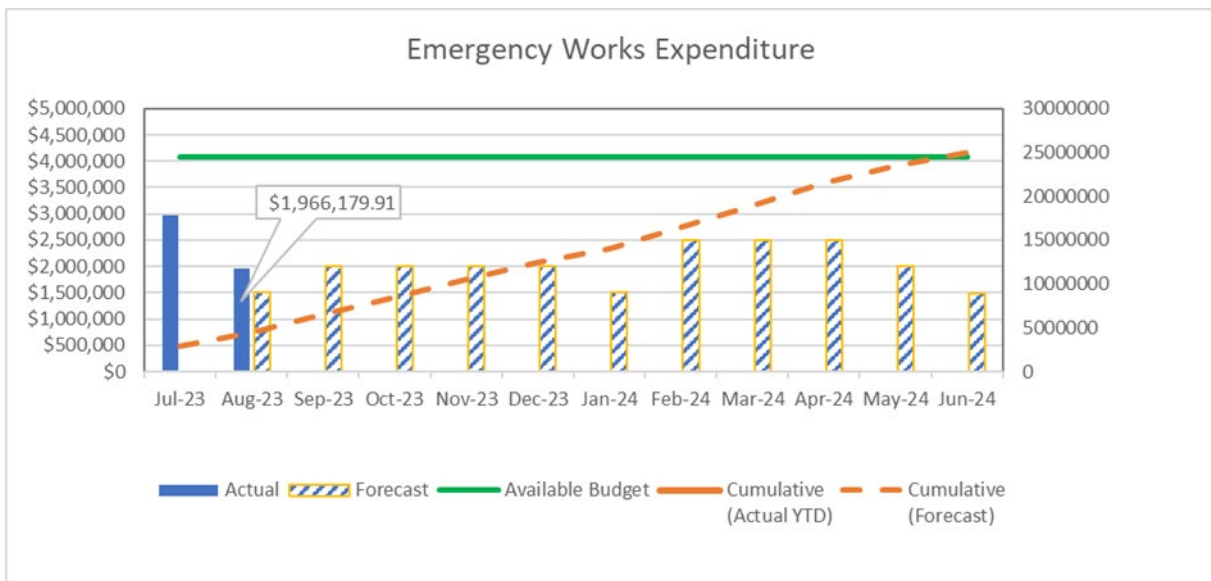
Damage is still being assessed for these events, with the value of damage expected to be known by the end of the month.



2024/25 FY - Emergency Works Forecast Expenditure

Our forecasted expenditure for the 2024/25 FY for WC141 (Emergency Works) is \$24,472,823 based on available approved funds in TIO and the ability to complete design and engage suitable contractors over the financial year.

Comparatively, our total Emergency Works Expenditure for the 2023/24 FY was \$32,114,925



Total Approved Emergency Works Funding (2024/25+) (NZTA Work Category 141)	\$24,472,823
2024/25 Spend to Date (end of August)	\$4,943,407.28
Expenditure in Month	\$1,966,179
Forecasted Monthly Expenditure	\$1,500,000

Emergency Works Delivery

High Complexity works

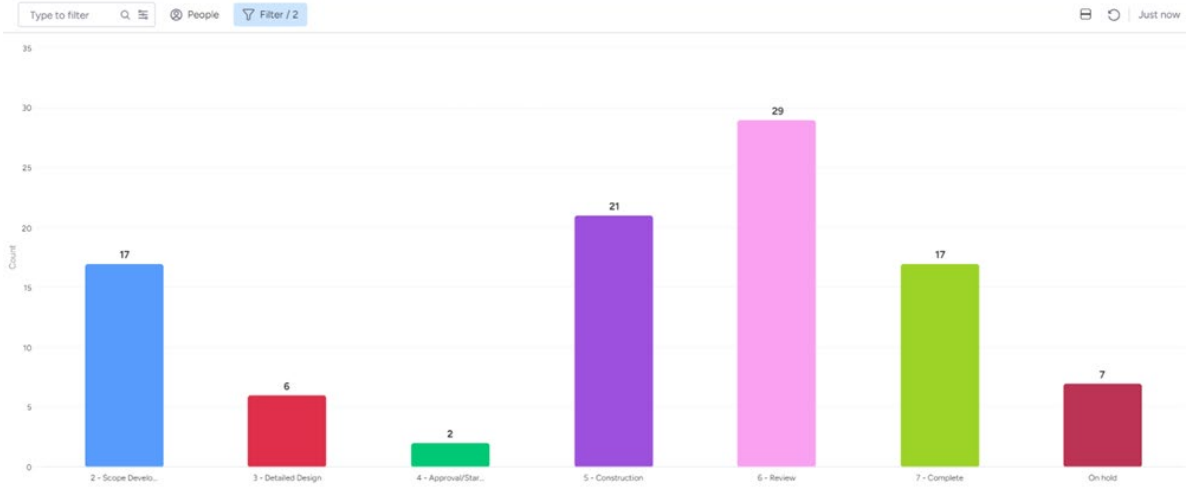
There has been no change to sites completed this month due to the slow progress of the winter months and sites placed on hold until weather conditions are favourable for pavement construction.

We have moved all our high complexity sites out of 'Identified' phase as they are all on track in scope development. We have moved four projects into 'Construction' phase where contracts have been awarded – Magnussen Road, Rakaiatai Road, Pori Road and Speedy Road. Three sites have been completed and moved to review awaiting as-builts and engineering sign off. Waiowaka Road has been placed on hold as we are considering Sustainable Land Use Initiative (SLUI) funding.

The following sites will be released to tender upcoming in September for early season construction works to commence – Pahiatua Pongaroa Road retreat, Coast Road bridge abutment, Waitahora Road retaining wall.

Physical works in September will be mainly focused on closing works sites that have been on hold over winter.

Phase - High Complexity

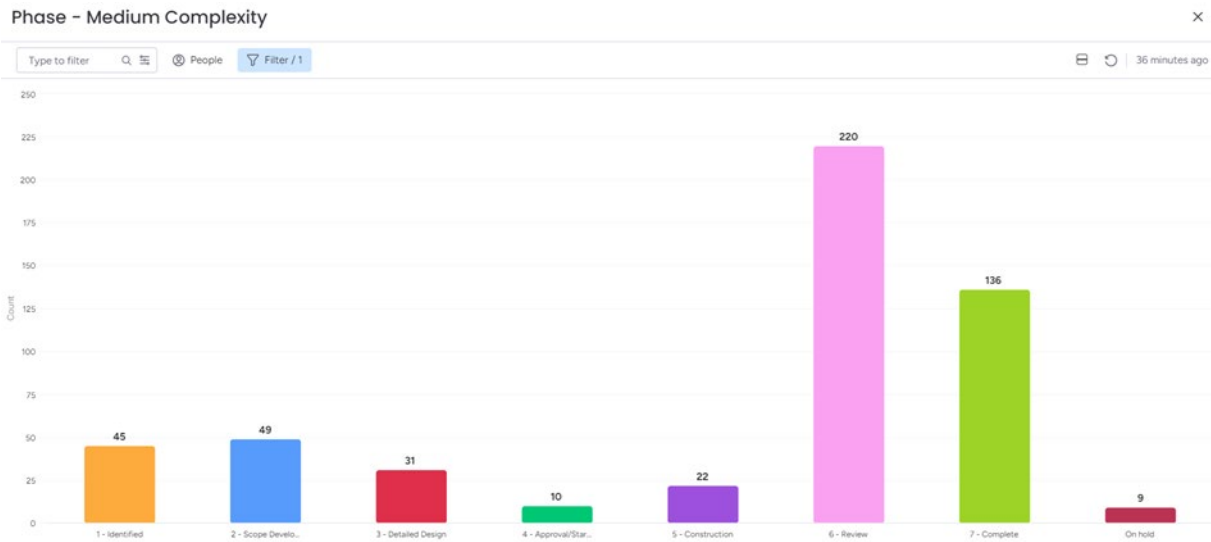


Maunga Road retaining wall completed.



Tourere Road – High specified willow brush retaining wall completed in August.

Medium Complexity Works



Medium complexity builds have progressed quickly through August with extra resource and suitable time of the year for construction. These works have consisted of low-risk bench and fills, MSE walls, brush willow walls and minor site retreats. Traction for the completion of these sites is forecast to continue in September, prior to moving our focus back into high complexity work, which will increase in November.

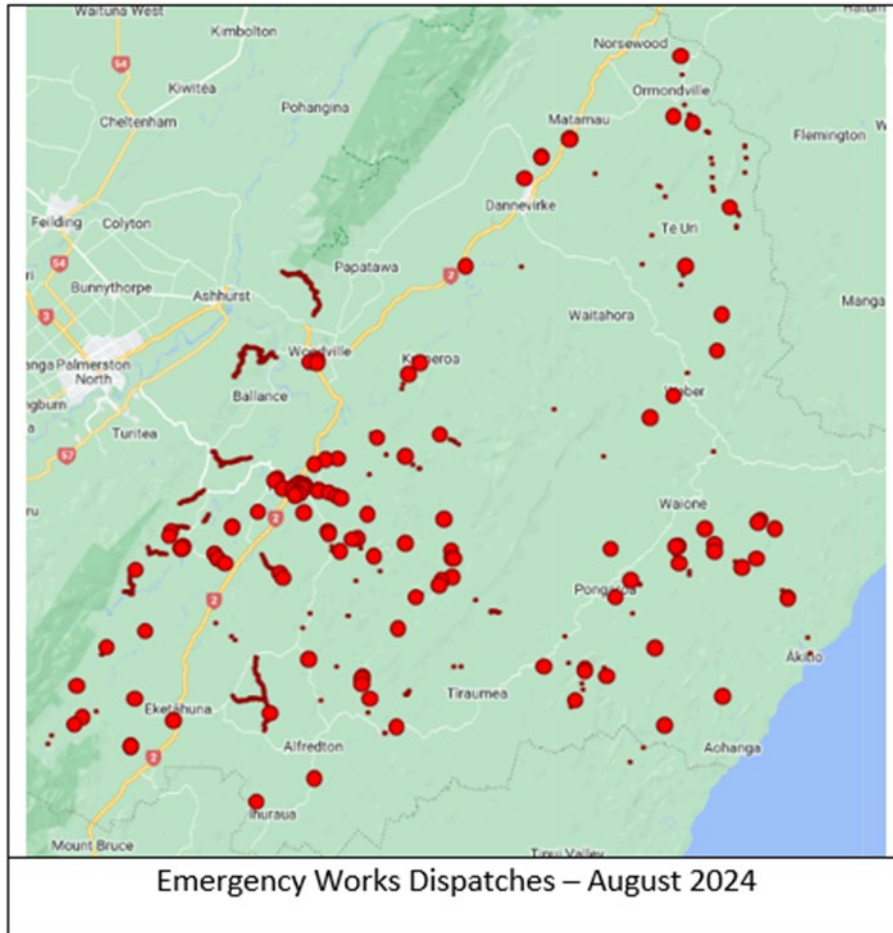


Route 52/157 MSE wall

Other Emergency Works

August 2024 event

281 dispatches were identified that can be attributed to the two weather events in August, of which 92 have been completed as part of the initial response.



Angora Road

Throughout June/July, the roading team has been monitoring a large land movement affecting Angora Road. There has been no change to the status of Angora Road over August. An estimated 30,000m³ slip has fallen into the stream running adjacent to the road and blocked the stream. The stream is now running down the road. Given the scale of the slip and the wet conditions, combined with the low traffic use of the road, only basic access has been restored to allow access to the farm operation and a hard rock quarry being used for the Route 52 Emergency Works projects. This road is expected to be closed to truck and trailer access for the foreseeable future.

4. 3-Waters

4.1 Pahiatua Surface Flooding Event

Pahiatua experienced a 1-in-30-year rain event on the 18 August 2024. Heavy rain fell overnight with the Horizons weather station at the Pahiatua Dairy Factory registering rainfall of 90.8mm over a 24hr period, with the maximum intensity of rain measuring 66mm in a six-hour period. The heavy rainfall on the 18 August was preceded by 9.2mm and 18.6mm of rain on the preceding two days. The Pahiatua

stormwater network was never designed to deal with this volume of water and quickly became overwhelmed.

Current Situation

Several factors have led to the current situation including:

- An immature stormwater network with limited investment over many years.
- Historically, cheap, partial solutions have been implemented which has done little to address the problem.
- Building over the Town and Centre Drains has continued over many years in an unmanaged way and in such a manner which makes maintenance virtually impossible.
- There has been substantial pressure to permit more intensive development in the Rural Residential areas without first undertaking the necessary stormwater improvement first.

Resolving this complex situation will take some time and require significant investment. The work required to do this includes:

- Identify all catchment areas and characteristics.
- Develop rainfall and runoff characteristics.
- Identify stormwater entering the township from rural areas.
- Undertake field survey work to enable the system to be modelled and constraints identified.
- Model the existing stormwater system.
- Model improvements to establish cost effectiveness.
- Prepare a comprehensive Stormwater Management Programme.
- Prepare an implementation programme to deliver the recommended improvements.

Stormwater Pond Detention Investigation

A qualified engineer specialising in stormwater management has commenced an investigation of the existing stormwater infrastructure in Pahiataua and will complete the modelling and prepare a proposal for a new stormwater detention pond aimed at reducing the flood risks in the area.

The proposed stormwater detention pond represents a critical step towards improving flood resilience in Pahiataua. By addressing the challenges posed by recent flooding events, this project aims to protect the community, enhance water quality, and promote sustainable stormwater management practices.

Stormwater detention ponds are an effective flood management strategy that provides both immediate and long-term benefits. By capturing and controlling stormwater runoff, they help protect communities from flooding while also improving water quality.

Stormwater ponds are used for three primary purposes:

- Reducing downstream flood potential,
- Providing water quality treatment, and
- Minimising to the extent possible, downstream channel erosion.

Advantages:

- Reduces downstream flood potential.
- Manages extreme event flow and volume.
- Reduces downstream channel erosion.
- Aesthetics through planting and added amenity value for local communities with potential for educational opportunities.
- Provides a naturalised haven for aquatic and avian species.
- Provides and enhances green corridors for existing riparian environments with improved biodiversity and habitat.

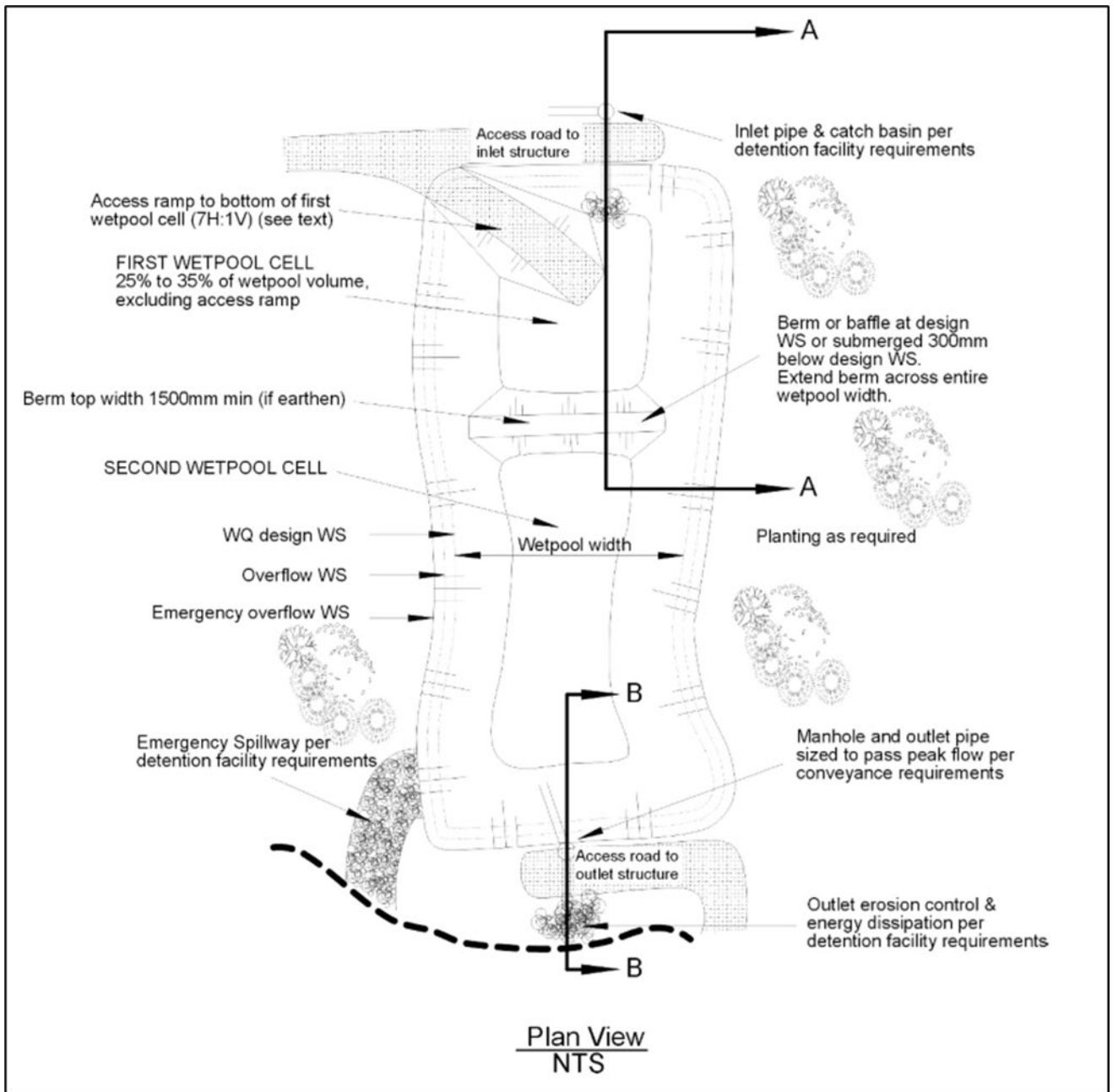
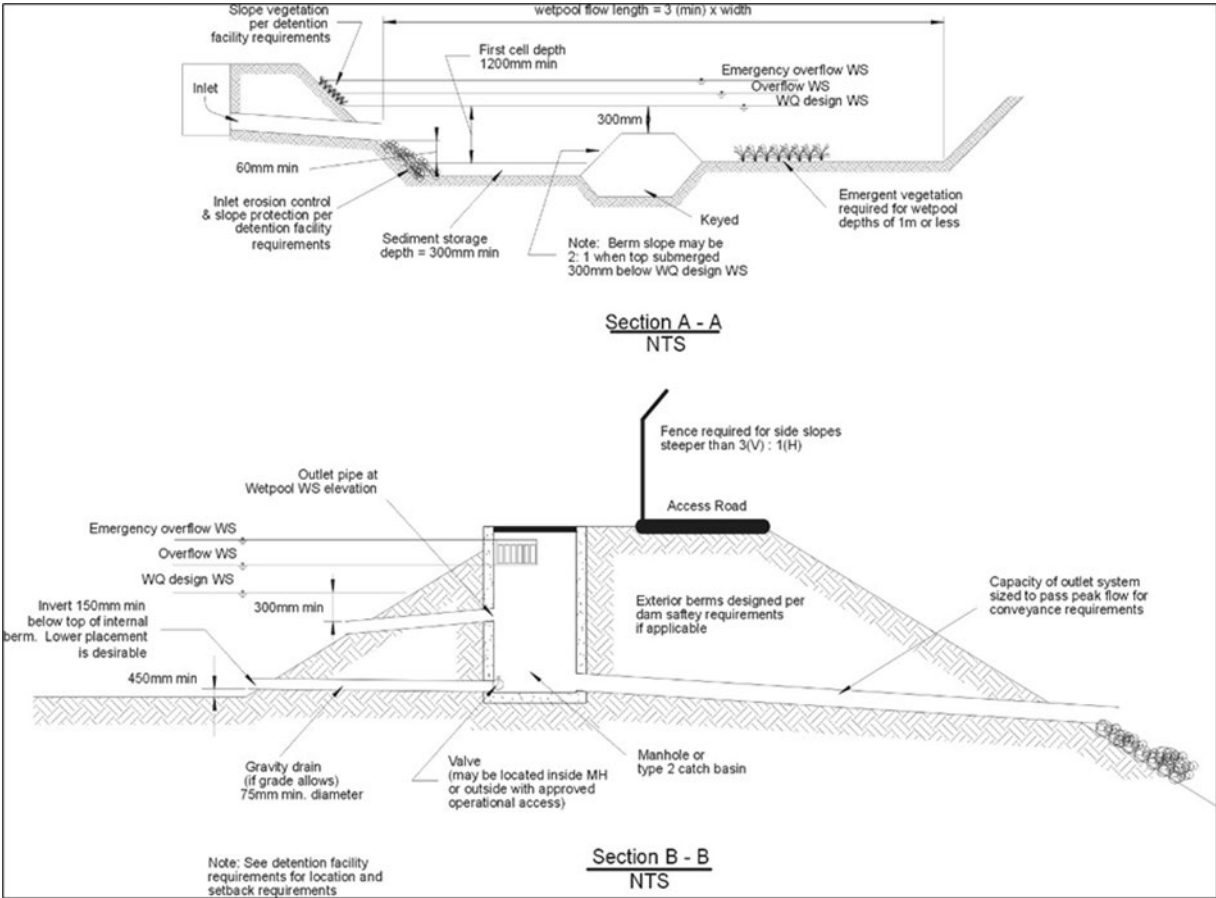


Figure 1: Schematic of an example of a Stormwater Management Pond

Continuation of Figure 1 showing Cross-Sections



Stormwater Intervention Funding Allocation

The bulk of the funding allocated in the LTP for stormwater over Years 1 to 3 is to investigate the extent and condition of the districts existing networks, factoring in future urban growth, and to then to develop and design fit-for-purpose stormwater networks for the whole district. This work will identify the cost and physical resources required to implement a long-term solution in subsequent years.

Inflow and infiltration (I&I) of stormwater into the wastewater network further complicated the situation across the district. I&I is being investigated independently as this hydraulically overloads the network and contributes to the overall impact on the system. However, the removal of stormwater from the wastewater system often serves to exacerbate the need to remove more stormwater from the town catchment.

A company called ‘Citycare’ has been engaged to complete an investigation of the impact of inflow and infiltration at Eketāhuna over the next six months period, starting in September 2024, as a pilot project. The intent is Pahiatua will be the second township in the district to have an inflow and infiltration investigated completed.

District wide funding for Stormwater Development and Renewals Years 1 – 3 of the LTP is as follows:

	Stormwater	
LTP Year	Development	Renewals
1	\$257,000	\$328,346
2	\$262,150	\$333,056
3	\$267,900	\$1,134,072
Total	\$787,050	\$1,795,474

4.2 Consents and Compliance

Drinking Water Compliance for period 1 July 2023 – 30 June 2024. The annual review of the Tararua District Councils water supply performance against the Drinking Water Quality Assurance Rules 2022 [DWQAR], for the period 1 July 2023 – 30 June 2024 was recently conducted.

Compliance has improved significantly over the past year with only technical issues preventing full compliance for the four main treatment plants (Pahiatua was fully compliant). The residual disinfectant in the distribution zones was not fully met due to the gap between samples in Nov 2023 being exceeded for Eketāhuna. The smaller plants struggled to meet the chlorine, pH and UV requirements at the treatment plants. Water supply upgrades and improvements to communications will further improve compliance.

There was an incident relating to insecurity at the Woodville treated water reservoir earlier this year. The discovery of a dead possum in the reservoir prompted a boil water notice on the supply. Monitoring in the zone showed good chlorine levels and no E.coli during the time of the boiled water notice, and the event did not affect the monitoring compliance for this supply. Investigation to replace the two Woodville treated water storage reservoirs has commenced.

Water supply	Treatment plant		Distribution zone	
	Bacterial	Protozoa	Bacterial	Residual disinfectant
Dannevirke	361/366	330/366	12/12	12/12
Pahiatua	366/366	366/366	12/12	12/12
Woodville	366/366	362/366	12/12	12/12

Water supply	Treatment plant		Distribution zone	
	Bacterial	Protozoa	Bacterial	Residual disinfectant
Eketāhuna	364/366	364/366	12/12	11/12
Norsewood	0/12	0/12	11/12	11/12
Pongaroa	0/12	0/12	12/12	11/12
Akitio	0/12	0/12	12/12	10/12

NOTE:

- Treatment plants using T3 rules have a compliance monitoring period of 1 day and have been assessed over 366 days, so the result is recorded as how many days out of 366 days the supply was compliant.
- Treatment plants using T2 rules have a compliance monitoring period of one month and have been assessed over 12 months, so the result is recorded as how many months out of 12 months the supply was compliant.
- It is possible that with the submission of an annual report in January 2025 individual compliance or the overall result may change.

The full report is attached as Attachment 2.

Demand Management and Water Conservation Plan. The first draft of the Demand Management and Water Conservation Plan has been completed and it is currently being finalised. The plan is a compliance requirement of the Dannevirke and Eketāhuna water abstraction consents (however, the plan incorporates both Woodville and Pahiatua) and must be completed and submitted to HRC by the 1 October 2024. The final plan will be presented to Council at the October ICCEM. The Demand Management and Water Conservation Plan includes Universal Water Metering, Leak Detection and Pressure Management amongst other initiatives.

4.3 Operations

Water

Pahiatua Water Treatment Plant Membrane Replacement. Eight proposals were received for the replacement of the 40 membrane units at the Pahiatua WTP. Two companies have been shortlisted with further information required to select the preferred supplier.

Water Balance. A second 'Water Balance' analysis will occur in September to compare actual demand v expected demand by all users (including metered extraordinary users) to calculate real losses over a 12-month period. It is anticipated that the outcome will confirm the results of the first 'water balance' analysis; that there continues to be significant water loss in each of the four main networks. The next step will be to set loss reduction targets and isolate those sectors of each network experiencing the greatest loss for priority attention. In

in unison with this work leak detection will occur during spring to improve effective water management over the summer period.

Dannevirke Impounded Water Supply Update. An options paper is being drafted and will be presented to the Council meeting on the 25 September 2024.

Wastewater

Post the districts August flooding event the wastewater ponds at the Woodville, Pahiatua and Eketāhuna continued to overflow for several weeks due to the sheer volume of water each of the plants had to process. As an example, the Eketāhuna Wastewater Treatment Plant would normally process 250m – 350 m³ in a 24-hour period. During this weather event 93mm of rain fell in Eketāhuna and the plant processed 3700 m³ in a 24 period and this significantly elevated volume continued for several days post the event. HRC have been advised and kept informed of the extent of these overflows.

4.4 **Asset Management**

Strategic Planning and Tararua Three Waters Advisory Group. The August meeting of the Three Waters Advisory Group approved the Investment Logic Map (ILM) that will inform prioritisation and the forums Terms of Reference. The next meeting is scheduled for the 19 September 2024.

Inflow and Infiltration. A contract has been signed with Citycare, a company based in Masterton, to commence a pilot I&I investigation project in Eketāhuna. Flow monitoring and visual inspections will commence very shortly.

4.5 **Staffing**

Recruitment Update:

- 3 Waters Manager – placed with Recruitment Agency
- Water and Wastewater Operations Manager – placed with Recruitment Agency.
- Utilities Engineer – successful applicant starts 23 Sep 24.

Recruitment utilising Better off Funding:

- Trade Waste Officer – on hold pending Trade Waste / Backflow Audit Report
- Water Operator Cadet – on hold pending employment of third Water Operator

5. Solid Waste

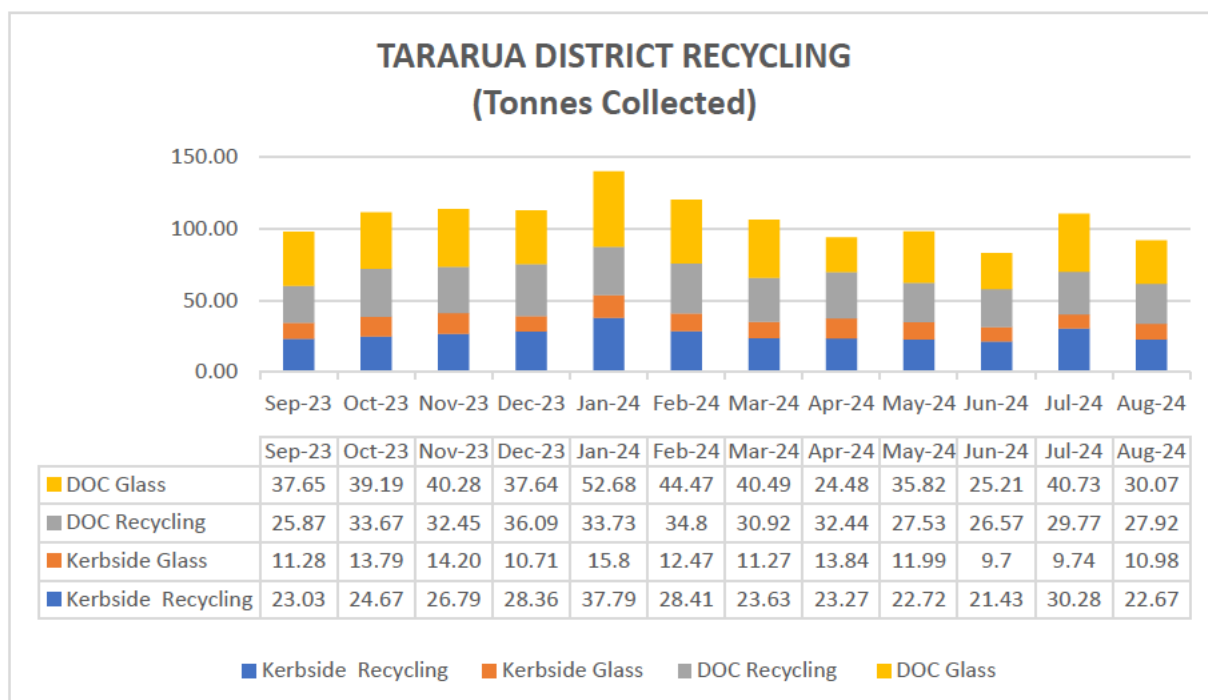
5.1 Operational Activities

Budget/Activity					
Refuse Transfer Stations (RTS Sites)	<p>Transfer Stations are operating smoothly with nothing exciting to report.</p> <p>We've had some unwanted activity at Pahiatua Transfer Station again after 9 months with no activity. But installation of flood lights appears to have deterred any further activity.</p> <p>All attention this past month has been focussing on ensuring our new staff and services in-housed from 2nd August have been successfully delivered on time to an acceptable standard.</p> <ul style="list-style-type: none"> ➤ AUGUST: <table style="margin-left: 20px;"> <tr> <td>Waste diverted from landfill</td> <td>1.71 Tonne</td> </tr> <tr> <td>Contaminated recycling to Landfill</td> <td>2.53 Tonne</td> </tr> </table> 	Waste diverted from landfill	1.71 Tonne	Contaminated recycling to Landfill	2.53 Tonne
Waste diverted from landfill	1.71 Tonne				
Contaminated recycling to Landfill	2.53 Tonne				
Recycle Drop-off Centres (DOC Sites)	<ul style="list-style-type: none"> ➤ DOC bin servicing going well with no complaints or issues. We believe the DOC sites have been kept to a higher standard than previous. 				
Kerbside Recycling Services	<ul style="list-style-type: none"> ➤ Kerbside collections are going well, and the Team have reported that we are getting a lot of great feedback from the community. ➤ We have identified during bin auditing of the recycling bins, there is a lot of education needed, starting with how to place the bins correctly to streamline our collection service and achieve optimal efficiency. We are commencing this with a new flyer to be placed in letterboxes explaining how to place bins. Every time our driver needs to get out of the truck, there is loss in time (downtime), also increasing risk of operator injury, such as knees/ankles. 				

5.2 Operational Projects

Project	Status	Estimated Cost	Expected Completion	Comments
Waste Management & Minimisation Plan Review			Oct 24	Draft WMMP Adopted – Hearings complete with Final Adoption October.

5.3 Waste Minimisation



Tyrewise Stewardship Scheme Update

Tyrewise officially launched on 1 March 2024 when the ‘tyre stewardship fee’ came into effect for newly imported tyres – whether they were sold loose or on a vehicle or piece of machinery. “The fee covers the collection and management of the tyres when they reach their end of life so they can be recycled or used in a new product. Tyrewise Scheme is Managed by 3R Group.

The old disposal fees that tyre fitters used to charge are no longer allowed under the regulations that enable the Tyrewise scheme.

Free collections commenced on 1 September 2024 enabling consumers to be rest assured their tyres will be properly managed at their end of life, rather than go to landfill, be stockpiled, or illegally dumped.

Tyrewise will take the burden off local councils and ratepayers, which often foot the bill for dealing with illegally dumped tyres or tyre stockpiles which can also catch fire.

Members of the public can look out for the Tyrewise registered partner logo at their local tyre shop, and find their closest public collection site at www.tyrewise.co.nz

Please Note:

This does not in any way take care of our pre-existing stockpiles of tyres in Tararua. However, we do have initiatives, along with our Waste Levy funding to re-use as many of these tyres as possible.

6. Council Controlled Organisation (CCO) Update – Peter Wimsett

- 6.1 Tararua District Council is working with neighbouring councils south and west of us to establish the merits of joining together to deliver sustainable water services into the future.
- 6.2 The Local Government (Water Services Preliminary Arrangements) Act has recently been passed into law, marking a significant step in the implementation of the “Local Water Done Well” initiative.
- 6.3 This Act sets the framework for councils to lead changes in water service delivery, to provide flexibility and tools needed to achieve financially sustainable water services.

Key Points:

1. Water Services Delivery Plans:

- Councils have until 3 September 2025 to develop Water Services Delivery Plans.
- These plans will outline how councils intend to deliver high-quality, financially sustainable water services.
- Councils will have autonomy to assess their water infrastructure needs, investment requirements, and financing plans.

2. Council Control:

- The Act emphasizes council control over the process, contrasting with previous top-down reforms.
- Councils can choose from various service delivery models and financing options provided by the government.

3. Financing Options:

- New service delivery models and improved access to finance through the New Zealand Local Government Funding Agency (LGFA) have been introduced.
- LGFA can now lend to water services council-controlled organisations (CCOs) with support from their parent councils.
- This allows for long-term debt financing, spreading the cost of water infrastructure investment over generations.

4. Government Expectations:

- Councils are expected to consider all options for future water service delivery and address financial sustainability and affordability challenges.

- Joint water service delivery arrangements between councils are encouraged where beneficial.

5. Economic Regulation:

- While the Plans are not regulatory, they will provide baseline information to support future economic regulation.
- Councils must disclose information about their water services operations, assets, revenue, expenditure, and financing arrangements.

6. Streamlined Processes:

- The Act includes provisions for streamlined consultation and decision-making processes for establishing water CCOs and other local government arrangements.
- Councils can use these streamlined processes as an alternative to standard requirements, facilitating quicker transitions to new service delivery models.

7. Te Mana o te Wai:

- Interim changes to the Water Services Act mean the Te Mana o te Wai hierarchy of obligations will not apply to wastewater standards set by Taumata Arowai.
- This is a temporary measure while the government works to rebalance Te Mana o te Wai to better reflect the interests of all water users.

8. Support from the Department of Internal Affairs:

- Guidance, templates, and technical support are available to councils for developing their Plans.
- The Department will hold information sessions and is open to meeting with councils for further assistance.

9. Next Steps:

- Most provisions of the Act will come into force on 3 September 2024.
- Further policy decisions and regulatory regimes will be outlined in the third Local Water Done Well Bill.

Attachments

1. Safety Assessment - Victoria Avenue Bridge Dannevirke
2. Review of Tararua District Council water supply performance