



**I, Kitea Tipuna, Tumu Whakarae Chief Executive, hereby give notice that
Infrastructure and Regulatory Committee Meeting will be held on:**

Date: Tuesday, 13 August 2024
Time: 1:30 pm
Location: Council Chamber, Wairoa District Council,
Coronation Square, Wairoa

AGENDA

Infrastructure and Regulatory Committee Meeting

13 August 2024

MEMBERSHIP: His Worship the Mayor Craig Little, Cr Chaans Tumataroa-Clarke, Cr Denise Eaglesome-Karekare, Mr Chris Olsen, Cr Benita Cairns

The agenda and associated papers are also available on our website: www.wairoadc.govt.nz

For further information please contact us 06 838 7309 or by email info@wairoadc.govt.nz

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- 1 KARAKIA**
- 2 APOLOGIES FOR ABSENCE**
- 3 DECLARATIONS OF CONFLICT OF INTEREST**
- 4 CHAIRPERSON'S ANNOUNCEMENTS**
- 5 LATE ITEMS OF URGENT BUSINESS**
- 6 PUBLIC PARTICIPATION**

A maximum of 30 minutes has been set aside for members of the public to speak on any item on the agenda. Up to 5 minutes per person is allowed. As per Standing Order 15.1 requests to speak must be made to the Chief Executive Officer at least one clear day before the meeting; however this requirement may be waived by the Chairperson. Requests should also outline the matters that will be addressed by the speaker(s).

7 MINUTES OF THE PREVIOUS MEETING

Ordinary Meeting - 16 July 2024

**MINUTES OF WAIROA DISTRICT COUNCIL
INFRASTRUCTURE AND REGULATORY COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBER, WAIROA DISTRICT COUNCIL, CORONATION SQUARE, WAIROA
ON TUESDAY, 16 JULY 2024 AT 1:30 PM**

PRESENT: His Worship the Mayor Craig Little, Cr Chaans Tumataroa-Clarke, Mr Chris Olsen, Cr Benita Cairns

IN ATTENDANCE: **Kitea Tipuna** (Tumu Whakarae | Chief Executive), **Gary Borg** (Pouwhakarae – Pūtea/Tautāwhi Rangapū | Group Manager Finance and Corporate Support), **Hinetaakoha Viriaere** (Pouwhakarae Whakamahere me te Waeture | Group Manager Planning & Regulatory), **Michael Hardie** (Pouwhakarae – Hua Pūmau | Group Manager Assets and Infrastructure), **Frances Manase** (Kaiurungi Mana Ārahi | Governance Officer), **Jamie Cox** (Cox Professional Services Limited)

1 KARAKIA

The opening karakia was given by the Chair Cr Chaans Tumataroa-Clarke.

2 APOLOGIES

APOLOGY

COMMITTEE RESOLUTION 2024/86

Moved: Cr Chaans Tumataroa-Clarke

Seconded: Cr Benita Cairns

That the apology received from Cr Denise Eaglesome-Karekare be accepted and leave of absence granted.

CARRIED

3 DECLARATION OF CONFLICT OF INTEREST

To be raised and declared as the agenda progresses.

4 CHAIRPERSON'S ANNOUNCEMENTS

The Chair Cr Tumataroa-Clarke congratulated the local Wairoa Rugby team Tapuae for winning the Lee Brothers Shield Champions.

5 LATE ITEMS OF URGENT BUSINESS

LATE ITEM

COMMITTEE RESOLUTION 2024/87

Moved: Cr Chaans Tumataroa-Clarke

Seconded: His Worship the Mayor Craig Little

That the Te Reinga Bridge PowerPoint presentation by Jamie Cox be received as a late item.

CARRIED**6 PUBLIC PARTICIPATION**

A maximum of 30 minutes has been set aside for members of the public to speak on any item on the agenda. Up to 5 minutes per person is allowed. As per Standing Order 14.14 requests to speak must be made to the meeting secretary at least one clear day before the meeting; however this requirement may be waived by the Chairperson.

7 MINUTES OF THE PREVIOUS MEETING**COMMITTEE RESOLUTION 2024/88**

Moved: Cr Chaans Tumataroa-Clarke

Seconded: His Worship the Mayor Craig Little

That the minutes of the Ordinary Meeting held on 21 May 2024 be confirmed with amendments.

CARRIED

Amendments:

- Change spelling of MOE to MFV.

8 GENERAL ITEMS**8.1 PLANNING & REGULATORY GROUP REPORT: MARCH - APRIL ' MAY TO JUNE 2024****COMMITTEE RESOLUTION 2024/89**

Moved: Cr Chaans Tumataroa-Clarke

Seconded: His Worship the Mayor Craig Little

The Pouwhakarae - Whakamahere me te Waeture | Group Manager Planning and Regulatory

RECOMMENDS that the Committee receive the report titled 'Planning and Regulatory Group Report – March and April 2024 and May and June 2024'.

CARRIED

The Group Manager of Planning and Regulatory introduced the report and highlighted the following points:

- She has been working alongside other agencies in regard to the temporary housing situation and have allocated a project Manager for the TAZ pods and site checks.
- The Council have received a 10-day extension on the proposal to move the Pokie machines from the Ferry Hotel to the Frasertown Tavern.
- Dog pound site visit in Hastings – The committee noted this is still a pressing issue in reflection of recent weather events.
- The Chair Cr Tumataroa-Clarke suggested to benchmark numbers against others, particularly in dog control, to assess resource allocation.

Cr Cairns highlighted the improved support and coordination during the June floods, drawing on

lessons learned from Cyclone Gabrielle. She requested an update from the CSR team as well as the Council’s position on red placarded homes.

Mr Olsen requested a report on the current risks facing the department to assess compliance with building legislation. The Chief Executive suggested adjusting the reporting template to include a section on risks and mitigation strategies.

8.2 ASSETS & INFRASTRUCTURE GROUP - UPDATE

COMMITTEE RESOLUTION 2024/90

Moved: Cr Chaans Tumataroa-Clarke

Seconded: His Worship the Mayor Craig Little

The Pouwhakarae-Hua Pumau | Group Manager Assets & Infrastructure RECOMMENDS that Committee receive the report and provide direction where appropriate.

CARRIED

The Group Manager of Assets and Regulatory discussed the report with an in-depth focus on the extreme risk increase in landfill capacity, noting that the current cell has less than a 12-month lifespan. Another survey will be conducted to confirm the cell's duration.

Mr Olsen noted that the wastewater treatment discharge into the river was not listed as a high risk in the report, however, the Committee agreed it is a top risk.

Regarding opportunities from the Regional Infrastructure Fund, Cr Cairns suggested this topic be raised at the elected member strategic planning day.

RESOLUTION TO EXCLUDE THE PUBLIC

MOTION

COMMITTEE RESOLUTION 2024/91

Moved: Cr Chaans Tumataroa-Clarke

Seconded: His Worship the Mayor Craig Little

That the public be excluded from the following parts of the proceeding of this meeting at 1:41pm to briefly discuss with Jamie Cox the presentation on the Te Reinga Bridge.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution

<p>Te Reinga Bridge Power Point Presentation – Jamie Cox</p>	<p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	<p>s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
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CARRIED

MOTION

COMMITTEE RESOLUTION 2024/92

Moved: Cr Chaans Tumataroa-Clarke

Seconded: His Worship the Mayor Craig Little

That the Committee moves out of Closed Committee into Open Committee at 2:51pm.

CARRIED

The Meeting closed at 3:30pm with a closing karakia given by the Chair Cr Chaans Tumataroa-Clarke.

The minutes of this meeting were confirmed at the Infrastructure and Regulatory Committee Meeting held on 13 August 2024.

Infrastructure and Regulatory Committee Actions Sheet

<p><u>MEETING THE ACTION WAS RAISED IN</u></p>	<p><u>ACTION</u></p>	<p><u>OFFICER RESPONSIBLE</u></p>	<p><u>COMMENTS</u></p>	<p><u>STATUS</u></p>	<p><u>PUBLIC EXCLUDED</u></p>
<p>26/03/2024</p>	<p>Walking and Cycling Strategy/Paper</p>	<p>Michael Hardie</p>	<p>Discussion arose around updating the current WDC strategy to reflect the current make-up of the community and extending the scope and vision to reach the entire community.</p>	<p>In progress</p>	<p>No</p>
<p>16/07/2024</p>	<p>Tuti Oil pitch update</p>	<p>Michael Hardie</p>		<p>In Progress</p>	<p>No</p>

16/07/2024	Mr Olsen would like to know the top 3 risks identified through climate change in the roading sector.	Michael Hardie		In Progress	No
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CHAIRPERSON

8 GENERAL ITEMS

8.1 ASSETS & INFRASTRUCTURE GROUP - UPDATE

Author: Mike Hardie, Pouwhakarae-Hua Pumau | Group Manager Assets & Infrastructure

Authoriser: Kitea Tipuna, Tumu Whakarae Chief Executive

- Appendices:**
1. **Monitoring dashboard** [↓](#)
 2. **Meetng focus schedule** [↓](#)
 3. **Hawke's Bay Regional Land Transport Plan 2024-2034** [↓](#)

PURPOSE

This report provides information for Committee on Assets & Infrastructure Group and the differing activities within.

RECOMMENDATION

The Pouwhakarae-Hua Pumau | Group Manager Assets & Infrastructure RECOMMENDS that Committee receive the report, and provide direction where appropriate.

2. BACKGROUND

2.1 This report is aimed at providing the Infrastructure & Regulatory Committee key information, updates, and risk of key assets and infrastructure items at a high level.

3. DIRECTION

3.1 This section will outline the direction that Council officers are seeking from the Infrastructure & Regulatory Committee. It will outline how projects align with Council’s direction and how these projects are being delivered in line with relevant policies and strategies i.e., Infrastructure strategy, procurement guidelines, AMPs, LTP, Annual Plan.

3.2 Committee Direction Tracker

This table documents specific direction from previous Committee meetings. It will allow Council officers to track progress on these high-level matters and ensure they are closed out. Commentary can be provided on status of progress or any issues around this. Tasks will be deleted off tracker once they are completed or no longer relevant.

<i>Committee Meeting Date</i>	<i>Committee Direction/Action Required</i>	<i>Commentary</i>
18 July 2023	Uneconomic Road Policy/Road maintenance rationalisation	Workshop held in December 2023. More work underway to plan this out. Update: September 2024 will be the next workshop.

<p>18 July 2023</p>	<p>Tuai community consultation around water chlorination</p>	<p>Communication plan updated and targeting June 2024 for initial hui.</p> <p>Update: This scheduled engagement has been delayed and will now be scheduled following the LTP consultation period and adoption of the LTP.</p>
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4. MONITORING

4.1 This section will refer to the monitoring dashboard **see Attachment 1**. This is the operational spend and CSR data for each activity in the Assets and Infrastructure department.

5. MEETING FOCUS

- 5.1 Please see attached the proposed focus for the upcoming Committee meetings.
- 5.2 The purpose of this is to have a focus on set items which will have good supporting information so the Committee can provide guidance on these areas.
- 5.3 The papers for that particular month may still have other information that is of high importance.

6. KEY UPDATES

6.1 Land Transport

As per Section 5, the focus for this meeting report is Land Transport. The updates focus heavily on the national and regional context and how this will affect the local roading plans.

The Government Policy Statement (GPS) and expectations around performance and delivery

The finalised GPS brings with it increased expectations for accelerated delivery and the need to drive greater efficiency and effectiveness. The GPS and NZTA Minister’s letter of expectation around the GPS also puts an increased focus on measuring performance and outcomes and ensuring that attention is paid to all spend to ensure it delivers prioritised outcomes.

There is an expectation of ensuring that every dollar NZTA spend delivers on the outcomes that are being funded with a no-frills approach to achieving this and ensuring that NZTA and Councils have scrutiny on how this spend is being used and applied within our organisations and across our supply chains. NZTA has been asked to take a much stronger role in holding the system to account and ensuring this does occur at all levels of activity and in everything we fund and deliver.

NZTA are asking Councils to work with them to streamline processes and deliver more efficiently to help meet the outcomes desired by the GPS and NZTA will be sending a letter that outlines their expectations for efficient and effective support and delivery.

The National Land Transport Plan

NZTA are in the final stages of developing the 2024-27 National Land Transport Programme. Revenue is up, but there is an ambitious improvement programme to deliver with the new Roads of National Significance package, along with an increased maintenance and renewals programme. NZTA also managing high carryover costs for projects already underway plus there was a substantial increase in funding bids being received.

Funding remains constrained across many of the activity classes with investment at the lower end of the funding range. The NZTA Board will adopt the 2024-27 NLTP at the end of August, for publication early September.

Funding and financing of priority projects

Arriving at a sustainable funding model is critical to ensuring New Zealand has a well-maintained, reliable, and resilient network that meets government's expectations. There are a wide range of initiatives currently underway across the government sector related to changes to the existing infrastructure funding and financing environment. The GPS sets the expectation NZTA will consider a broader range of funding and financing options for its priority projects, including the Roads of National and Regional Significance.

NZTA also has a programme of work to reduce its running costs, with a specific savings target provided by the Government. These savings will be reinvested into the transport system.

Roads of National Significance (RoNS) Planning

The GPS prioritises 17 Roads of National Significance in total. Two projects are already underway and NZTA has now appointed project teams to accelerate consenting and property acquisition, to begin procurement, enabling works and construction in the next 3 years. The Government announced on Wednesday the intention is to progress the Northland Roads of National Significance as a single expressway between Auckland and Whangarei, with Warkworth to Wellsford the first section to be worked on. We are developing a more efficient and effective business case process to meet expectations set out in the GPS 2024. This will be prototyped on the RoNS projects. Additionally, NZTA are creating a new project development process that will allow them to work at pace to deliver the RoNS and improve scope, cost and schedule confidence.

Emergency Works Policies review

NZTA recently reviewed their current emergency works policies including FARs with 69 submissions received (Wairoa District Council submitted to this). Submitters were mostly in favour of the clarification of processes and planning, including making it easier to apply for resilience improvements after an emergency event but expressed concern about the lack of funding to build resilience into the network during recovery. The proposals that drew the strongest opposition were those related to proposed changes to reduce the Funding Assistance Rates (FAR) for Emergency Works and the tightening of eligibility criteria. At this stage no changes to FAR or eligibility have been made or agreed and the current rules remain in place. The consultation proposal was that any changes to FAR would not become operative until 1 July 2025 to allow a

transition period. NZTA will be undertaking further analysis of the feedback to help the Board make its final decisions later this year. NZTA are also continuing discussions with Treasury and the Ministry of Transport about the circumstances in which Crown funding will be available for events that overwhelm the National Land Transport Fund.

Temporary Traffic Management (TTM)

NZTA have started the step-change to more efficient and effective TTM. Work is being done to address confusing TTM layouts, un-manned sites and leftover TTM not being removed fast enough. At a wider transport system level, NZTA are in the process of adopting the risk-based approach to TTM on the state highway network. They are testing different work activities like cyclic maintenance, emergency response, and processes at various worksites and will share the learnings from these pilots and the next steps.

In addition, NZTA are converting and updating contracts with suppliers to have a consistent national approach to TTM and are trialling an updated state highway assurance programme over the winter so it can be launched in time for the 2024/25 summer maintenance season. NZTA are expecting to retire CoPTTM by the end of October 2024.

The sector has independently formed an industry steering group to help drive this and are actively engaging road controlling authorities across the country now to help raise awareness.

Regional Land Transport Plan (RLTP)

The RLTP has been adopted by the Regional Transport Committee. Please see Attachment 3.

This RLTP explains why, where, and how future investment will be made to improve performance of the land transport system – its constituent parts, how those parts interact, and how they impact people, place, and environment.

This plan has been developed in the year following Cyclone Gabrielle. This event and its impacts on the region's transportation system have not only created unprecedented challenges for the transport system in Hawke's Bay but has also helped shape and hone the region's overarching vision and objectives for that system. The Regional Transport Committee will continue to advocate strongly at a national level for the region's transport network to be supported and the necessary level of future investment to be made.

Key Projects

The region's prioritised list of capital projects is outlined below. Included in the table is a brief description of the activity and its regional priority ranking.

The region's activities, as listed within this RLTP, are submitted to the NLTP alongside the activities from across all New Zealand. These are then prioritised at a national level before funding is allocated. Ultimately, transport system investments are a co-funded collaboration with funds sourced from a blend of the NLTF and local share – in other words, Council contribution via rates.

Funding decisions are still being worked through, and not yet advised. WD Council staff are working through funding options, in particular for the Mahia Connectivity, such as Regional Infrastructure Funds etc to ensure this particular piece of work gets funded.

Table 5: Project Prioritisation Scores

	Rank	Project	Brief description	Score
	1	Waikare Gorge Implementation	Realignment of 4km of road including new bridge	92.5
	2	Future Form and Function Review and PBC	A piece of work to set the future form and function of our regional transport system	91.3
	3	SH2 4-laning	Increasing capacity of the Hawke’s Bay expressway	85.0
Tairāwhiti Wairoa Resilience – Rebuild programme.	4	SH2 Devil’s Elbow	Planned repairs and enhancements following Cyclone Gabrielle	82.5
		SH2 Opotiki to Napier – Highest Resilience risk sites	Planned repairs and enhancements following Cyclone Gabrielle	
		SH38 Tuai sub-station to Wairoa and Frasertown bridge	Planned repairs and enhancements following Cyclone Gabrielle	
		SH38 Wairoa to Murupara stage 2		
		SH38 Frasertown bridge EOL replacement	End of life bridge replacement	
Hawke’s Bay Resilience rebuild programme.	5	SH5 Taupo to Napier – highest resilience risk sites	Planned repairs and enhancements following Cyclone Gabrielle	82.5
		SH5 Lucky Hill Bridge to SH5 / SH2 and Eskdale flood management	Planned repairs and enhancements following Cyclone Gabrielle	
		SH5 Mohaka bridge upgrade		
		SH5 Taupo to Napier priority 2	Planned repairs and enhancements following Cyclone Gabrielle	
		SH2 Napier to Takapau	Minor resilience enhancements	
6	Mahia Connectivity	Project seeking to secure long term access to Mahia	78.8	
7	SH2 Waipawa bridge shared path	Shared mode clip on bridge	76.3	
8	SH5 (incl. safety) programme of work	Large work programme to address safety and efficiency issues	73.8	
9	Te Mata – Waimarama roundabout	Local road safety improvement project	65.0	
10	North Eastern Connector – Hastings	Unlocking better access for freight on local roads	61.3	
11	SIP SH2 Paki Paki to Napier – Median Barrier	Instillation of median barriers on remainder of corridor	48.8	
12	SH2 Eskdale commercial vehicle rolling safety centre	Commercial vehicle weight and safety station	40.0	
Capital projects for future consider / future years				
		SH2 Waipukurau revocation	Currently scheduled to commence in the 27-30 NLTP period. Retained in the overall programme for visibility and future programmes	
		Wairoa bridge walking / cycling connection	Important multi modal link for Wairoa community. The project forms a key missing link in the Wairoa CBD transport system. Project retained for visibility and consideration in future years.	

NZTA Allocations

Further to previous reports, NZTA has released further indicative allocations for Wairoa District Council. This is outlined below:

Your indicative allocations for the 2024-27 NLTP

The NZTA Board has endorsed indicative allocations for your continuous programmes as shown in the table below:

Activity Class	2024-27 indicative funding allocation	2024-27 funding request	2024-27 allocation compared to 2024-27 request (%)
Walking and Cycling	\$179,000	\$1,207,000	-85%

NZTA’s indicative allocation of \$179K is around 15% of what was requested and 44% of what has been budgeted for in the LTP. It is also 75% of what was actually spent (~\$240K) during the 2021-24 NLTP. This is especially disappointing given the cost escalations over the past few years and the indicative allocation will have a significant impact on the work that can be completed over the next 3-years. Whilst the NZTA letter states that allocations are “based on an assessment of estimated funding to maintain levels of service”, our team expect the allocation will result in deterioration and reduced ratepayer satisfaction. Our team are working on a rethink on cyclical maintenance and intervention levels, to get as much out of the \$179K as possible.

Further Information

- Attachments

