



**SOUTH WAIRARAPA  
DISTRICT COUNCIL**

*Kia Reretahi Tātau*

# AGENDA

## **Infrastructure Committee Meeting Thursday, 12 February 2026**

**I hereby give notice that a Infrastructure Committee Meeting will be held on:**

**Date: Thursday, 12 February 2026**

**Time: 1:30 pm**

**Location: Supper Room, Waihinga Centre, Texas Street  
Martinborough**

**Janice Smith  
Chief Executive Officer**



**Order Of Business**

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**1 KARAKIA TIMATANGA – OPENING**

Kia hora te marino  
Kia whakapapa pounamu te moana  
Hei huarahi mā tātou i te rangi nei  
Aroha atu, aroha mai  
Tātou i ā tātou katoa  
Hui ē! Tāiki ē!

May peace be widespread  
May the seas be like greenstone  
A pathway for us all this day  
Let us show respect for each other  
For one another  
Bind us all together!

**2 APOLOGIES**

**3 CONFLICTS OF INTEREST**

**4 ACKNOWLEDGEMENTS AND TRIBUTES**

**5 PUBLIC PARTICIPATION**

**6 ACTIONS FROM PUBLIC PARTICIPATION**

**7 URGENT BUSINESS**

**8 CONFIRMATION OF MINUTES**

**9 MATTERS ARISING FROM PREVIOUS MEETINGS**

## 10 DECISION REPORTS FROM CHIEF EXECUTIVE AND STAFF

### 10.1 HUANGARUA BRIDGE SAFETY IMPROVEMENTS

**Author:** James O'Connor, Group Manager, Infrastructure and Community Operations (Acting)

**Authoriser:** Janice Smith, Chief Executive Officer

**File Number:**

#### PURPOSE

To seek direction from Council on implementing the proposed safety improvements to the Huangarua Bridge on Ponatahi Road, Martinborough.

#### EXECUTIVE SUMMARY

- The Huangarua Bridge on Ponatahi Road, just outside Martinborough, is a key link northwards to Carterton and further afield.
- It has a documented crash history and several identified safety issues. This part of Ponatahi Road carries around 1,570 vehicles per day and provides essential access between the Wairarapa towns.
- As part of the ongoing programme of works to improve road safety across the South Wairarapa District, we are proposing to convert the existing two-lane Huangarua Bridge on Ponatahi Road into a one-lane bridge. This will include road line painting; signs; traffic management; and trimming back the willows on the riverbank. These improvements along with the approved speed reduction for this section of road will help improve road safety.
- The estimated cost of the project is \$20,000, is budgeted for in the Long-Term Plan and subsidised 51% by NZTA as of the Financial Assistance Rate (FAR).

#### RECOMMENDATIONS

That *the Infrastructure Committee*

1. Receive the Huangarua Bridge Safety Improvements Report.
2. Approve recommendation one regarding the safety improvements to the Huangarua Bridge on Ponatahi Road by converting the bridge from two-lanes to one-lane.
3. Note the estimated cost of this project is \$20,000, budgeted for in the Long-Term plan and subsidised 51% by NZTA as of the Financial Assistance Rate (FAR).
4. Note this project aligns with the SWDC Infrastructure Strategy, Government Policy Statement on Land Transport 2024, and outcomes from the Long-Term Plan.

## BACKGROUND

The Huangarua Bridge on Ponatahi Road, just outside Martinborough, is a key link northwards to Carterton and further afield.

It has a documented crash history and several identified safety issues. This part of Ponatahi Road carries around 1,570 vehicles per day and provides essential access between the Wairarapa towns.

Crash data indicates a concerning history of incidents at the bridge, including:

- A loss-of-control crash on a nearby bend in 2024
- A head-on collision on the bridge itself in 2023
- 10% of reported accidents across South Wairarapa occurred on Ponatahi Road in the last financial year

The bridge's current width of 5.5 metres is minimal for safe two-way traffic, especially given limited sight distances and the bridge's 68-metre length. These factors increase the risk of head-on collisions and make it difficult for wide vehicles to pass safely.

## DISCUSSION

As part of the ongoing programme of works to improve road safety across the South Wairarapa District, we are proposing to convert the existing two-lane Huangarua Bridge on Ponatahi Road into a one-lane bridge. This project is allowed for in the current approved budgets and subsidised 51% by NZTA as of the Financial Assistance Rate (FAR).

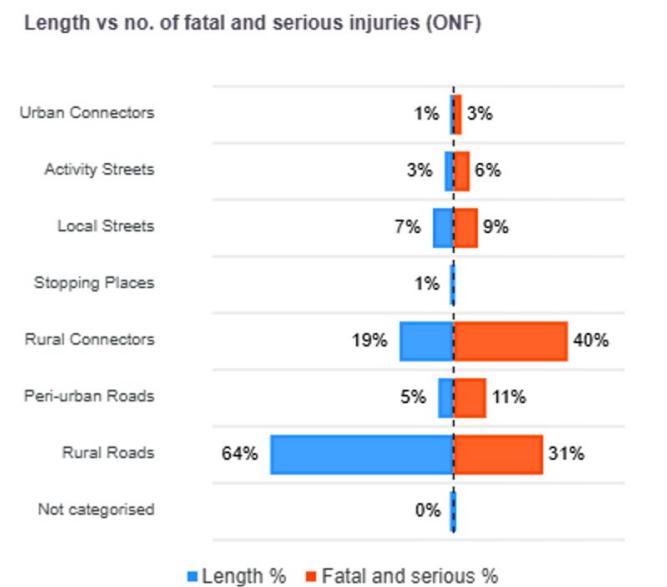
The benefits of converting the bridge to one-lane include:

- Improved safety for all road users
- Reduced risk of crashes, especially head-on collisions which then reduces the number of unplanned closures on the roading network.
- Better accommodation for wide vehicles
- Increased driver confidence when crossing the bridge

The proposed change aligns with the South Wairarapa Infrastructure Strategy, which prioritises safety and harm reduction. Our goal is a transport system where no one is injured or killed while moving around South Wairarapa. It also aligns with the Government Policy Statement on Land Transport 2024 by:

- Reducing the number and severity of crashes
- Delivering cost-effective safety improvements
- Supporting community engagement and understanding
- Building safety into the region's transport network

The below graphic from the 24/25 financial year shows that rural connector roads, like the Huangarua Road, have the highest percentage of fatal and serious injuries across the roading network. This highlights the importance of continuing the ongoing programme of works to improve road safety.



For this specific project we have engaged with the public in two ways – via an online platform called “have your say”; and at an in-person meeting with local residents.

Through the “have your say platform” there were 21 responses received, 7 were in agreement with the proposal and the remainder either disagreed or suggested widening the bridge. The in-person meeting was attended by 5 residents who predominantly supported the proposal. Some of the feedback suggested also trimming the willow trees that sit on the riverbank near the bridge to give better sight lines for vehicles leaving Martinborough.

Other feedback suggested no change was required as local drivers are familiar with the bridge and comfortable to pass oncoming traffic. However, due to the location of this bridge there are a high number of drivers that are visitors who are not familiar with the bridge. Making these safety improvements will ensure the safety of all bridge users. There are also a number of large trucks and farm machinery that use this bridge which adds another element of risk to using the bridge, especially for drivers that are unfamiliar with the road.

The cost of widening the bridge is not considered a cost-effective option with an estimate upwards of several hundred thousand dollars. By comparison the proposed project is estimated at \$20,000 and includes converting the bridge from two-lanes to one-lane; road line panting; signs; traffic management; and trimming back the willows on the riverbank. These improvements along with the approved speed reduction for this section of road will help improve safety.

## OPTIONS

### **Option 1 – approve the safety improvements to the Huangarua Bridge on Ponatahi Road (recommended option)**

Approve the safety improvements to the Huangarua Bridge on the Ponatahi Road. This will include converting the bridge from two-lanes to one-lane; road line panting; signs; traffic management; and trimming back the willows on the riverbank. These improvements along with the approved speed reduction for this section of road will help improve safety.

## Option 2 – withhold the approval of the safety improvement to the Huangarua Bridge on Ponatahi Road

Withhold the approval of the safety improvements to the Huangarua Bridge on Ponatahi Road. This option does not do anything to address the current safety risks. It would create misalignment with the South Wairarapa Infrastructure Strategy, which prioritises safety and harm reduction. It would also create misalignment with the Government Policy Statement on Land Transport 2024 with regard to building safety into the roading network.

### CONSIDERATIONS

#### Financial

This project is allowed for in the Long-Term plan budget for the financial year 25/26.

	Yes/No/NA	Commentary
Inclusion in the AP/LTP? (if no – provide commentary)	Yes	
Confirmed budget source	Yes	
OPEX or CAPEX	CAPEX	GL code 98860261006
Rating impact	No	
Procurement process	Preferred supplier or written quotes	Value is expected to be \$20,000 so preferred supplier or written quotes is required under SWDC Procurement Policy.

#### Climate Change

There are no positive or negative effects on climate change from this decision.

### CONCLUSION

The Huangarua Bridge on Ponatahi Road, just outside Martinborough, is a key link northwards to Carterton and further afield.

It has a documented crash history and several identified safety issues. This part of Ponatahi Road carries around 1,570 vehicles per day and provides essential access between the Wairarapa towns.

As part of our ongoing programme of works to improve road safety across the South Wairarapa District, we are proposing to convert the existing two-lane Huangarua Bridge on Ponatahi Road into a one-lane bridge. This will include road line panting; signs; traffic management; and trimming back the willows on the riverbank. These improvements along with the approved speed reduction for this section of road will help improve safety.

### COMPLIANCE SCHEDULE

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,

- a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
  - b) Assess the options in terms of their advantages and disadvantages; and
  - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

Compliance requirement	Staff assessment
State the level of significance (high or low) of the issue or proposal as determined by the <a href="#">Council's Significance and Engagement Policy</a>	This is a matter of low significance.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the Long Term Plan) that relate to this decision.	This report complies with Procurement Policy, Infrastructure Strategy, Government Policy Statement on Land Transport 2024, and outcomes from the Long-Term Plan
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.	There are no implications for Māori.
Chief Financial Officer review	The Chief Financial Officer has not reviewed this report.
State the possible implications for health and safety	There are health and safety implications for the public if this project does not proceed as the central purpose is to improve safety on the roading network.

## APPENDICES

### Appendix 1      Image - Huangarua Bridge safety improvements

Image - Huangarua Bridge safety improvements



## 11 INFORMATION REPORTS FROM CHIEF EXECUTIVE AND STAFF

### 11.1 INFRASTRUCTURE AND COMMUNITY OPERATIONS GROUP REPORTS

**Author:** James O'Connor, Group Manager, Infrastructure and Community Operations (Acting)

**Authoriser:** Janice Smith, Chief Executive Officer

**File Number:**

#### PURPOSE

This report is an information update report from the Infrastructure and Community Operations Group covering Three Waters; Roading; and Community Operations.

#### EXECUTIVE SUMMARY

- The Infrastructure and Community Operations Group reports to the Committee on the current matters underway in their area and any outstanding issues that officers believe need to be brought to the Committee's attention.

#### RECOMMENDATIONS

1. To receive the report.
2. To note the information included in this report.

#### BACKGROUND

The Infrastructure and Community Operations Team has prepared information for the Committee's review, which includes updates regarding key projects, amenities, roading and water services.

#### DISCUSSION

The attached appendices provide detailed updates of the work programmes for each of the three business units that make up the Infrastructure and Community Operations Group. The following provides a high-level summary and strategic perspective. The business units are focussed on delivery of a number of capital projects, along with operational activity.

#### Roading

Roading services are delivered through Ruamahanga Roads which is a successful shared service between South Wairarapa District Council, and Carterton District Council. A key focus for the Team is implementing the outcomes of the approved Speed Management Review with new signage being installed across the roading network. A future focus that has been highlighted with Council centres around the aged bridge infrastructure that requires investment. This is a shared and growing issue across the country with the majority of bridges being built in the 1930's.

## Water

The delivery of Water has partly changed and will change further into the future due to central government reforms. This includes the following:

- As Wellington Water will cease to exist in its current form beyond 1 July 2026, and SWDC will not be part of this new business, we have tendered for a new service provider. This procurement process is currently confidential and expected to be completed over the next month when public announcements will then be made.
- The transition out of Wellington Water enables discovery work in advance of the water services entity that will operate from 1 July 2027.
- Although not a direct result of government reforms, from 1 July 2025 the capital works programme is being delivered by an inhouse Team through contractor engagement, previously delivered by Wellington Water.

## Community Operations

The Community Operations business unit manages a large portfolio of community amenities. The focus has been on maintenance of assets, and much like a number of assets in the district a lot these community amenities are aged. So the focus has been on asset protection and extending asset life. Unfortunately these community assets are often vandalised which adds unnecessary costs, time and effort to repair. When coupled with anti-social behaviour from drivers on our roads that causes damage, there is a need for a wider community discussion about how to address the problems.

## APPENDICES

- Appendix 1      Ruamāhangā Roads Report - November - December 2025 and January 2026**
- Appendix 2      Capex Dashboard Infrastructure February 2026 - Community Operations and Water**
- Appendix 3      Waste Dashboard - January 2026**
- Appendix 4      Low Cost Low Risk project update - January 2026**



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## Ruamāhangā Roads – Council Report

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**November, December 2025, January 2026**

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### 1. Purpose

The purpose of this report is to update and inform the Committee on roading operations for the period of November, December 2025 and January 2026. This report covers the physical work undertaken by the Contractor Fulton Hogan on the Carterton and the South Wairarapa Districts roading network.

### 2. Finance Summary

	January (expenditure to date)	Total Remaining
CDC LR	4,386,932	1,448,134
SWDC LR	6,041,373	3,039,628
SWDC Special Purpose Rd (SPR)	1,425,151	1,383,514

The figures above show expenditure to the month of January and the total remaining shows what is left after the current work programme has been removed.

### 3. Health & Safety

The Fulton Hogan (FH) maintenance contract monthly report lists no major incidences for the period. Where minor safety issues have been highlighted, they have been addressed by FH. All H&S matters are highlighted in the monthly PACE report.

### 4. Work Programme

#### Work Completed

The following major items of work were completed for the period.

- Road re-sealing and rehabilitation future works programme completed for Summer 25/26.
- Bridge inspections completed and inspections reports received and future work being programmed.
- Roadside vegetation management.
- Road remarking over both networks.

### CDC November, December 2025 January 2026

#### 1. Sealed Road Pavement Maintenance

- Edge break repairs completed 37 m
- Repaired 85 potholes

#### 2. Unsealed Maintenance

- Unsealed roads graded 160 km



### 3. Drainage Maintenance

- Carried out 90.60 km of street sweeping and cleaned 40 km of unlined surface water channels
- Cleaned sumps x 36

### 4. Structures Maintenance

- Debris clear Deck x 2 bridges
- Side rails repair 8.5 m

### 5. Environmental Maintenance

- High cut trimming 35.80 km
- Tree removal/trimming x 13 trees

### 6. Minor Events

- Fallen trees emergency work during high windstorm event on Norfolk Rd, Dalefield Rd, Para Rd and Mangatarere Rd

### 7. Reseals

- This year's resealing programme was successfully completed in January, two months ahead of schedule.
  - Total resealing completed: 17.452 km
  - Asphalt Concrete (AC14) renewal: Pakihi Road
  - Polymer Modified Emulsion (PME) seal (January): Carters Line and Pakihi Road
  - Regular chipseal sites completed
    - Dalefield Road, Arcus Road, Chester Road, Cobden Road, East Taratahi Road, Gladstone Road, Longbush Road, Millars Road, Masson Street, Matarawa Road, Stubbs Lane, Thomas Road, and Waterson Line

### 8. Area Wide Pavement Treatment (AWPT)

- This year's Pavement renewal Programme covers pavement renewal for the following four sites:
  - Chester Road (567 m) - Completed
  - Norfolk Road (475 m) - Programmed for February
  - Park Road (553 m) - Completed
  - Ahiaruhe Settlement Road (300 m)

### 9. Speed Management Plan

Council's Speed Management Plan Alternative Method Proposal for school zones, which reduces existing speed limits during school travel times, was approved by the Director of the Ministry of Transport on 7 October 2025. The plan has been developed in accordance with the *Land Transport Rule: Setting of Speed Limits 2024* and aligns with the road safety objectives of the *Government Policy Statement on Land Transport*, with a particular focus on areas of higher safety risk.



The final step, certification of the new variable speed limits in the National Speed Limit Register (NSLR), has now been successfully completed. The required signage has been installed on 30 January 2026, and the new speed limits will commence from **School Term 1, 2026**.

As part of this rollout, new variable speed limits during school operating times will be introduced at the following four schools across the district:

- Carterton School
- Ponatahi Christian School
- Dalefield School
- Gladstone School

The following schools already have variable speed limits during school travel times approved by NZTA, as they are located adjacent to SH2:

- South End School
- St Mary School

In addition, the network-wide Speed Management Plan, approved on 19 December 2025, will be rolled out progressively over the course of the year.

Official approval documentation can be viewed on the NZTA Waka Kotahi website under [Speed limit approvals | NZ Transport Agency Waka Kotahi](#).

A summary of the speed reviews for schools in Carterton is provided below:

Name of School	Road/s outside the school (Include the start and end locations)	Category 1 or 2	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Operational times
Carterton School	Dixon St, Holloway St. Nelson Cres, Tyne St.	1	50	50/30	Variable	<b>8:55 - 3:00 8.25 - 9.10am 2.45 - 3.30pm</b>
Ponatahi Christian School	Howard St.	1	50	50/30	Variable	<b>8:25 – 2:50 7.55 – 8.40 am 2.40 - 3.20 pm</b>
St Mary School	King St (by NZTA)	1	50/30	-	Variable	8:55-2.50
South End School	High Street ((by NZTA)) Brooklyn Road (by NZTA)	1	50/30	-	Variable	9:00 – 3:00
Dalefield School	Dalefield Rd.	2	100	100/60	Variable	9:00 – 3:00



	Waterson line Thomas Rd.					<b>8.30 – 9.10 am 2.50 - 3.30 pm</b>
Gladstone School	Te Whiti Rd.	2	100	100/60	Variable	9:00 - 3:00 <b>8.30 – 9.10 am 2.50 - 3.30 pm</b>

**10. Photos**



*High Cut*



*Sight rails*



*Potholes*

#### Unsealed Road Maintenance

#### **SWDC November, December, January 2026**

##### **1. Sealed Road Pavement Maintenance**

- Potholes 98
- Edge break repairs completed 40 m
- Shoulder maintenance 3.18 km

##### **2. Unsealed Maintenance**

- Unsealed roads graded 258.75 km

##### **3. Drainage Maintenance**

- Carried out 120.43 km of street sweeping and cleaned 7.31 km of unlined surface water channels
- Cleaned sumps & grates 70

##### **4. Structures Maintenance**

- Bridge inspection 3 bridges.

##### **5. Environmental Maintenance**

- High cut trimming - Nil
- Tree removal/trimming 14
- Chemical Control/ Noxious plants spraying 585 km

##### **6. Minor Events**

- Fallen trees Nil
- Slip clear 2



#### 7. Reseals SWDC

- This year's resealing programme commenced in September and has achieved 65% progress to date. Rest of the sites are programmed to complete in February 2026.
  - Planned resealing length – 19.157 km
  - Completed length to date – 12.512 Km
- Completed sites include:
  - Boundary Rd. Brandon St. Daniel St. Hart St. Hickson St. Humphries St. Kahutara Rd. Lake ferry Rd. Longwood Rd. East, Murphys line, No1 Line, Oakview place, Renall St. South Featherston Rd. Wallace St. Wood St. and Cape Palliser Rd.

#### 8. Area Wide Pavement Treatment (AWPT)

- This year's AWPT Programme covers pavement renewal for the following four sites:
  - Bidwells Cutting Road (600 m) - completed
  - Ponatahi Road (460 m) - In progress
  - White Rock Road (577 m) - Completed
  - Number 1 line (875 m) - In progress

#### 9. Speed Management Plan

Council's Speed Management Plan, which applies to the entire roading network, along with the Alternative Method Proposal for school zones that reduces existing speed limits during school travel times, has been approved by the Director of the Ministry of Transport. The plan has been developed in accordance with the Land Transport Rule: Setting of Speed Limits 2024 and aligns with the road safety objectives of the Government Policy Statement on Land Transport, with a particular focus on areas of higher safety risk.

The school zone speed review has now progressed to the implementation phase. The final step, certification of the new variable speed limits in the National Speed Limit Register (NSLR), is successfully completed. Installation and activation of the required signage and systems are completed to be ready to commence from School Term 1, 2026.

As part of the rollout, new variable speed limits during school operating times will be introduced at the following eight schools across the district:

- Greytown School
- Kuranui College
- St Teresa's School
- Featherston School (by NZTA)
- South Featherston School
- Martinborough School
- Pirinoa School
- Kahutara School



Location	School	Road	Variable Speed Limits (Km/h)	Operational times
Greytown	Kuranui College	Arbor Place	50/30	8.10am to 8.50am 3.00pm to 3.40pm
		Bidwills Cutting Road		
		East Street		
	Greytown School	East Street	50/30	8.20am to 9.00am 2.50pm to 3.30pm
		McMaster Street		
		Reading Street		
Featherston	St Teresa's School	Bell Street	50/30	8.20am to 9.00am 2.50pm to 3.30pm
		Birdwood Street		
	Featherston School	Lyon Street (by NZTA)	50/30	8.00am to 9.15am 2.45pm to 3.30pm
	South Featherston School	South Featherston Road	50/30	8.10am to 9.00am 2.50pm to 3.30pm
Martinborough	Martinborough School	Dublin Street	50/30	8.20am to 9.00am 2.50pm to 3.30pm
		Broadway Street		
		Roberts Street		
South Wairarapa	Pirinoa School	Lake Ferry Road	60/30	8.30am to 9.10am 2.50pm to 3.30pm
	Kahutara School	Pukio W Rd	60/30	8.30am to 9.10am 2.40pm to 3.20pm
		Kahutara Road		

The wider network-wide Speed Management Plan will be rolled out progressively over the course of the year.

#### 10. Emergency Works

##### Update on May 2025 Heavy Swell Event – Cape Palliser Road

Following the heavy swell event in May 2025, significant damage occurred along Cape Palliser Road, Ruamāhanga Roads submitted a funding claim of \$1.86 million to NZTA to cover additional costs associated with State Highway Protection Repairs (SPR) arising from the May event. Remedial works valued at \$1.55 million are currently underway and are being delivered by Fulton Hogan.

These works include:

- Rock revetment protection at Te Kopi and Mangatoetoe
- Repairs to ECO Reef damage at Whatarangi and Turners Bay

The final activity under the May Swell Recovery budget involves extending the ECO Reef retaining system at the Whatarangi site, where approximately half of the carriageway was lost due to heavy coastal swell.



This work is currently awaiting resource consent approval. Construction is programmed for **February 2026** and will commence once consent is granted.

#### Photos

##### Edge break repairs



*Edge break repairs*



**Potholes**



*Pothole repaired*

**Unsealed Road Maintenance / Drainage Maintenance**



*Unsealed road grading and metalling*



### SWDC and CDC

#### Developments

	<b>SWDC</b>	<b>CDC</b>
<b>Subdivisions</b>		
New application	5	3
Engineering approval	5	6
Pre-seal inspection	3	5
S224 sign off	7	1
<b>Vehicle crossing</b>	1	1
<b>Rapid number</b>	3	0

#### **On going Vested Road subdivisions**

##### **SWDC**

Brookside Developments Featherston

62 Woodward Street, Featherston

Shooting Butts Road, Martinborough

Orchard Retirement Village, Greytown

##### **CDC**

67 Lincoln Road, Carterton

17 Brown Ave, Carterton

Stage 3- Peaks Ave Carterton

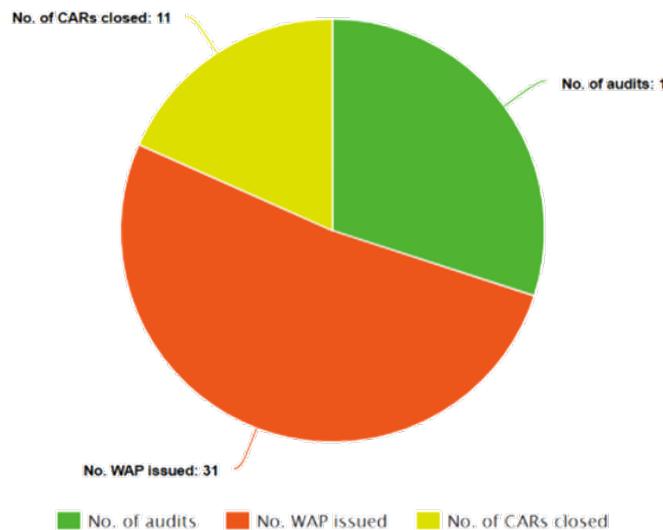


### Corridor Management

Corridor officers manage Corridor Access Requests (CARs) using the Submitica software and issue work access permits. Once the work is completed, officers carry out inspections to ensure the reinstatement meets Council standards before signing off and closing the CAR. Officers also conduct Traffic Management (TTM) audits while the work is in progress. The table below summarises the number of CARs processed during the reporting period in each of the two districts.

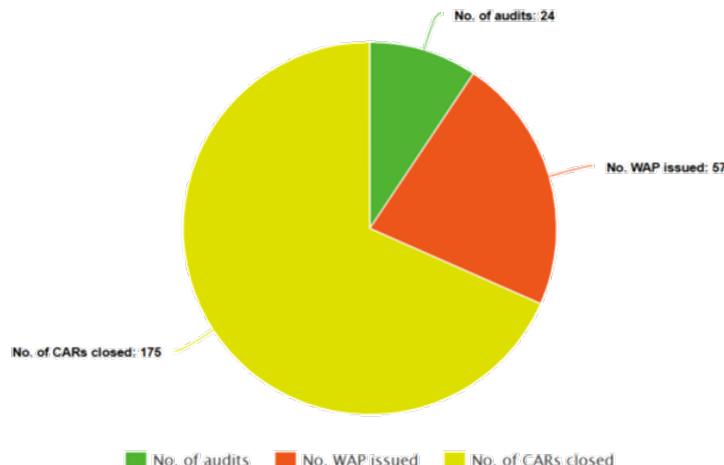
	CDC	SWDC
Number of Work Access Permits (WAPs) Issued:	31	57
Number of CARs Closed:	11	175
Number of Audits:	18	24

CDC:





SWDC:



#### Overweight and High Productivity Vehicle permits

The Corridor Access team reviewed and processed four overweight permits in Carterton during the reporting period.

#### Current ongoing works

##### 1. Structure Works (Maintenance and Renewal) – Bridges and Geotechnical Structures

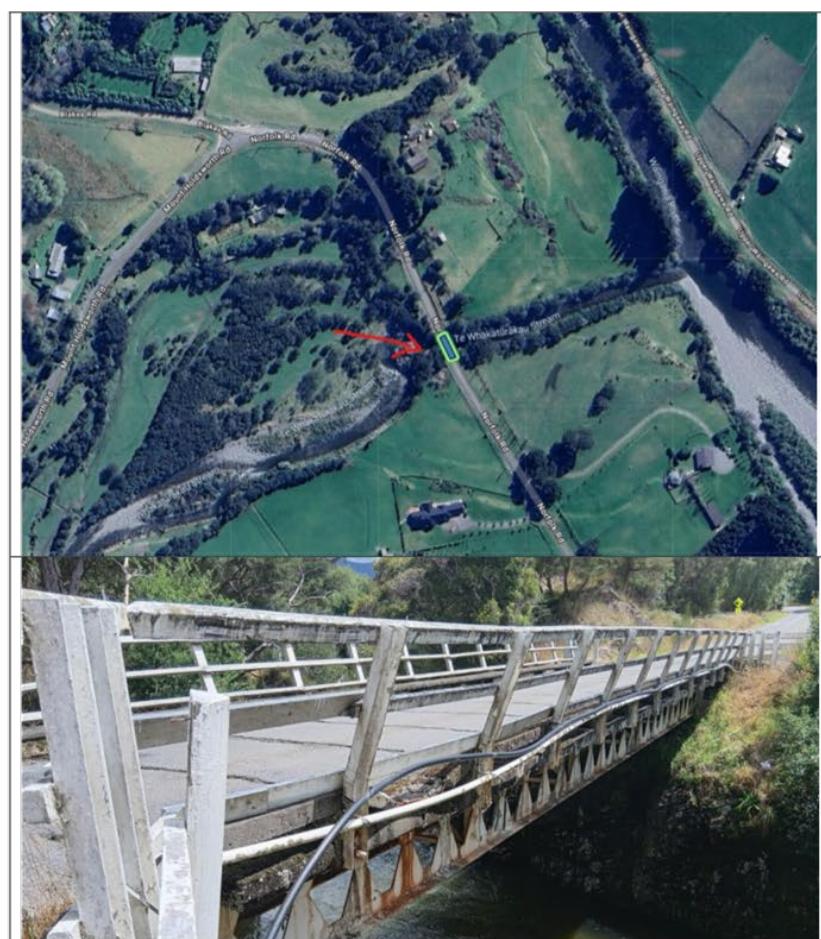
- Stantec has been appointed as the new consultant responsible for delivering these services. This appointment marks a significant step toward ensuring the continued safety and reliability of critical infrastructure across both councils.
- As part of their scope, Stantec has assumed responsibility for **routine annual inspections** of bridges and geotechnical structures. These inspections are essential for identifying potential risks, prioritizing maintenance activities, and ensuring compliance with safety standards.
- For the current year, Stantec has completed their yearly inspections and submitted a report to Ruamāhanga Roads for further action. The process includes detailed structural assessments, geotechnical evaluations, and condition rating of assets to inform future maintenance planning. The final inspection report, outlined findings, recommendations, and any urgent remedial actions.
- Reports received from Stantec are mentioned below:
  - Bridge Structure Inspection Report 2024/2025 (CDC/SWDC)
  - Geotechnical Structure inspection Report 2024/2025 (CDC/SWDC)



- **Posted Bridges: HMV Regulation 1974 Clause 11(4) and their certification**
  - The 2025 Posted Bridge Inspections, undertaken by Stantec on behalf of Ruamāhangā Roads, have been successfully completed. The findings of the inspections which relate to the live load capacity of the bridges are summarised in the report.
  - **The Inspections findings** - full inspection was undertaken for each bridge. Issues which are potentially impacting on the capacity of the bridge to carry loads are highlighted as detailed below:
    - SWDC Bridge 35 - Lower Valley Bridge
    - SWDC Bridge 77 - Lower Cape River
    - CDC Bridge 29 – Mannings Road Bridge
    - CDC Bridge 30 – Enaki
    - CDC Bridge 36 - Mangatarere Gorge 1
    - CDC Bridge 47 - Arawhakatu Bridge
  - Bridges added to the posted List
    - SWDC Bridge 26 – Tawaha
    - SWDC Bridge 69 - Birch Hill
  - Stantec has provided the updated this list across both the councils to reflect the actual status of these bridges in accordance with the Heavy Motor Vehicle Regulations 1974, specifically Regulation 11 on the 'Protection of Bridges.' This regulation covers requirements for posted bridges, including their inspection, certification, and public notification. These details will be further shared with NZTA to ensure the 50MAX Book of Maps is current for overweight permit applications.
  - **Summary of Posted Bridges - Max Gross Weight – 44,000 KG**
    - SWDC - 24 Nos. Posted Bridges out of which three are restricted further with Max Weight limit of 10,000 Kg and Max Speed Limit of 10 Km/hr namely
      - Tawaha Bridge, Upper Cape River Bridge & Lower Cape River Bridge
    - CDC - 22 Nos. Posted Bridges out of which one is restricted further with Max Weight limit of 10,000 Kg and Max Speed Limit of 10 Km/hr namely
      - Atiwhakatu Bridge
    - Stantec identified 4 CDC bridges that are further no more required to be on posted bridge list namely Te Kopi Road Bridge, Mangatarere Tea Creek Bridge, Lower and upper Clifton Grove bridges.
- **Bridge Strength Assessment - Atiwhakatu Bridge #92 (CDC):**
  - Safety concerns were identified by WSP consultant during earlier inspections of Atiwhakatu Bridge #92 on Norfolk Road. To ensure its structural integrity, we have decided to undertake a comprehensive bridge load rating assessment through Stantec. This includes a full HPMV (High Productivity Motor Vehicle) evaluation for all vehicles crossing the bridge and a detailed written HPMV report.
  - Stantec has completed the detailed HPMV evaluation of the superstructure in accordance with Section 7 of the NZTA Bridge Manual, NZS 3101.1 and AS/NZS 5100.6.



- o **Conclusions** - The substructure or foundations have not been evaluated as part of this assessment. The evaluation has concluded that for the Atawhakatu Bridge deck the HPMV loading capacity is 46% of the live load demand and the deck is unable to carry HPMV loading. The evaluation has also concluded that the castellated beams, and therefore the bridge, has a current capacity of 71% GROSS. The structure does not comply with the NZTA Bridge Manual requirements for HPMV vehicle loading and requires strengthening.
- o **Strengthening requirement**
  - Replace deck panels.
  - Provide composite action between deck and beams.
  - Provide a doubler plate to the bottom flange.
  - Provide a doubler plate to the top flange.





- **Bridge Strengthening Program SWDC:**

- LCLR SWDC funding was received to carry out this work. Our proposed **Bridge Strengthening Program (TF-LR)** aims to remove weight restrictions on collector roads by assessing and upgrading key bridges to enhance resilience and sustainability for Martinborough.
- **Strategic Importance.** These bridges form critical links in the alternative route network to and from Martinborough in the event of a State Highway 53 closure caused by flooding at the Ruamāhanga River. The alternative routes include:
- Western Lake Road, East-West Access Road, Kahutara Road, Bidwills Cutting Road, Longbush Road
- Summary of Six Bridges identified to carry out investigation and works for Bridge Strengthening works are:
  - Lower Valley Bridge
  - Wairongomai bridge
  - Tawaha Bridge
  - Taylors Bridge
  - Hikawera Bridge
  - Kaitara Culvert
- Ruamahanga Roads are follow the bridge strengthening works investigation based on priority, critical as a solution for alternative routes to approach Martinborough from other towns including Featherston, Greytown, Carterton in flood event triggering closure of The Waihenga Bridge (at SH53) over Ruamahanga River and in line with allocated funding.
- **Lower Valley Bridge – Kahutara Road**
  - We engaged Commercial Dive Engineer Ltd a specialist for diving for a under water inspections of Lower Valley Bridge. This inspection was highly recommended by **Stantec**, our bridge and geotechnical consultant.
  - This engagement aligns with our approved **Low Cost Low Risk (LCLR)** funding program for bridge strengthening works.
  - The Diving Consultant has completed its underwater inspection and submitted the report through Stantec.
  - Following Stantec interim recommendation to maintain structural integrity of the bridge, Council has further engaged another dive team to clear out the river debris which are entangled around bridge piers and updated the Max Speed Limit to 10 Km/hr as an immediate response.
  - Council has also engaged a surveying team to monitor the bridge after each flood event. Closure of SH53 will trigger the close of Lower Valley Bridge.



- Conclusion and Key findings from Stantec following Diving Inspections are mentioned below:
  - The existing concrete piles do not appear well anchored into the bridge's pile caps
  - The piles are located close to the edge of the pile caps with limited room for reinforcement provision, suggesting the pile cap may be inadequately reinforced.
  - Flood debris is trapped against and between the bridge piers in the river, both above and below water. The submerged flood debris spans between piers adding significant lateral load to the piers, particularly when the river is in flood.





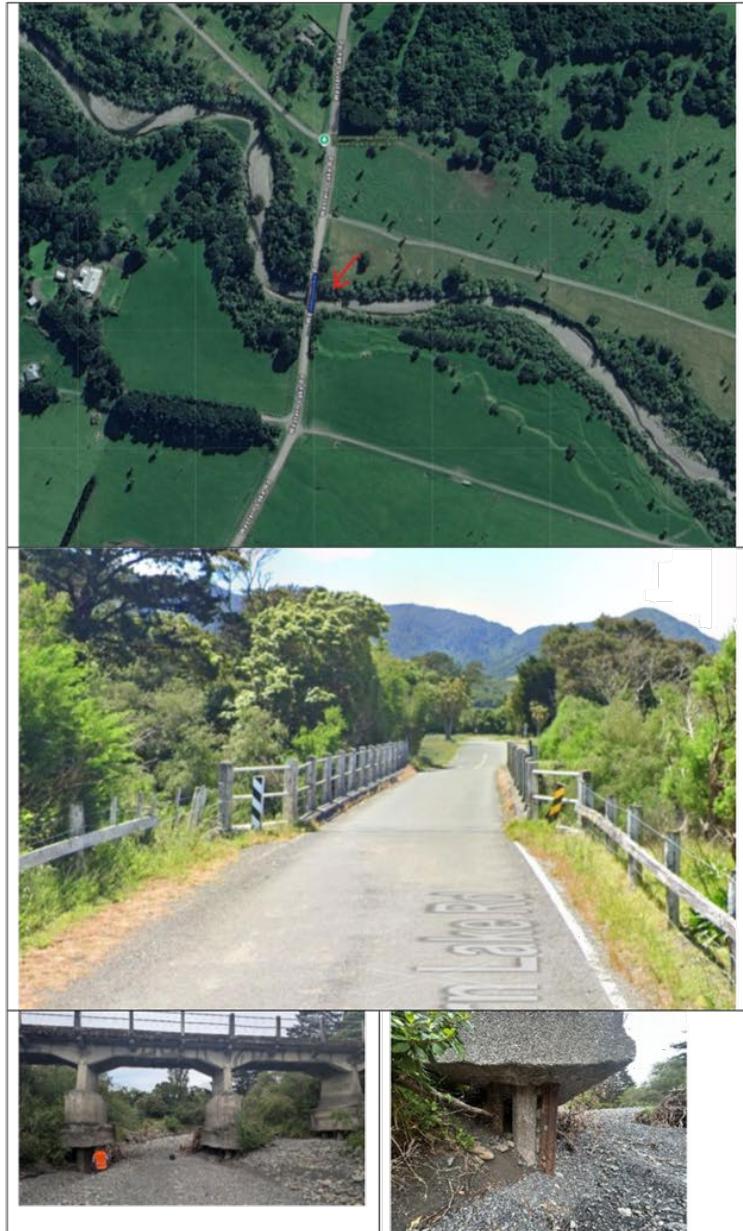
o **Wairongamai Bridge – Western Lake Road**

▪ **The key defects identified were as follows:**

- All three bridge piers have exposed piles. Pier 1 does not appear to have been underpinned with railway irons like piers 2 and 3. Its original octagonal concrete piles are exposed approximately 0.7m below the base of the pile cap. The Pier 1 pile cap has been extended downwards with concrete, presumably as a measure to protect the previously exposed octagonal piles. Piers 2 and 3 are both extended downwards (similar to Pier 1). Below this downwards extension they also have newer, larger pile caps for the underpinning works. The piles on these piers are exposed approximately 0.7m and 1.42m respectively. The historical underpinning of these piers appears to comprise welded back-to-back railway iron pairs installed on each side of the original octagonal concrete piles. To the author's knowledge there are no record drawings of the cap extension or underpinning work, nor is it known when these works were completed. The railway irons are heavily corroded.
- The riverbed is degrading, and judging by the retrofit works has been for many years. A weir has been installed downstream in an attempt to halt further lowering of the riverbed. This is likely to have helped but does not appear to have stopped further degrading of the bed. The situation is further compounded by the fact that Pier 3 is located on the outside of a bend in the river.
- The tapered end of one of the original octagonal concrete piles is visible on Pier 3 suggesting little to no support being provided by the original piles. At the time of the inspection there were large debris rafts on piers 2 and 3.

▪ **Recommendations::**

- Remove the debris rafts and vegetation on Piers 2 and 3 as a matter of urgency
- Complete a hydraulic model of the river and weir to determine if relocating the weir further upstream (nearer the bridge) or increasing its height is beneficial in halting the degradation of the riverbed.
- It is noted that Wairongamai Bridge is currently posted at 44,000kg Gross 8,200kg axles. If Council wish to remove this posting then strengthening options will need to be considered. A strengthening options report is recommended.



o **Tawaha Bridge – Te Marie Road**

- **The key defects identified were as follows:**
  - A significant crack (15mm wide at top) is visible down through the upstream headwall and the downstream true-right abutment. The upstream crack is wider at the top than the bottom. The downstream crack is wider at the bottom than the top suggesting settlement and



rotation of the true-right culvert cell foundation (measured at 20mm over 250mm). New rip-rap protection was evident on the upstream, true-right side, suggesting recent repair of scour damage. Orange-stained water was leaching through the base of the upstream crack at culvert roof level, suggesting reinforcement corrosion due to water ingress through the crack

- **Recommendations:**

- **There are four possible options:**
- 1. Monitor the culvert, particularly after flood events, for ongoing movement using permanently installed movement gauges and replace the culvert when movements exceed predetermined limits. Option 1: \$5,000 (monitor)
- 2. Underpin the right-hand culvert cell floor slab with injected polyurethane foam to fill any voids and prevent further settlement (a similar method to that used under household floor slabs following the Christchurch earthquake) and resin-inject open cracks in the headwall and abutment to prevent water ingress and reinforcement corrosion. Construct an upstream cut-off wall approximately 1m deep to prevent further undermining. Option 2: \$100,000 (do minimum)
- 3. Replace the right-hand cell of the culvert only with a precast unit. This is problematic as the culvert roof and base slabs are continuous. With no record drawings available the reinforcement details at roof and floor slab are unknown for the existing cell. This option is not preferred. Option 3: \$200,000 (part replacement - not preferred)
- 4. Replace the entire culvert with a new precast twin-cell culvert, complete with headwalls, aprons and cut-off walls.
- Considering the age of the culvert and lack of structural details available, options 1, 2 and 4 are all viable. Option 4: \$350,000

**The recommended option is Option 4, the complete replacement of the culvert, with new precast units designed to full HN-HO-72 vehicle loading and removal of the current weight restriction.**





#### Work Prioritization Summary:

##### o High Priority Bridge Inspections (Peer Review on FY 23/24 Yearly Inspections)

- Stantec has been commissioned to review all bridges previously deemed to be "high priority" during the 2023/2024 WSP bridge inspections and provide independent technical advice to Ruamāhanga Roads for budgeting and planning of future bridge maintenance, strengthening works and structure renewal works programmes.
- The 21 high priority structures inspected were located and further shortlisted across both districts as follows out of below work based on recommendations from the previous 2024 year's report, prioritizing accordingly out of original list of High and medium priority as listed below:
- **CDC: High – 38 | Medium – 49**
- **SWDC: High – 24 | Medium – 45**

Table 1: South Wairarapa District Council High Priority Structures (9 bridges, 2 culverts)

Bridge No	Bridge Name	Road Name
26	Tawaha	Te Maire Rd
31	Pahautea Culvert #1	Pahautea Rd
35	Lower Valley	Kahutara Rd
48	Kumenga	Pouawha Rd
51	Te Rata	Te Rata Rd
52	Turanganui	Lake Ferry Rd
69	Birch Hill	Birch Hill Rd
77	Lower Cape River	Cape River Rd
78	Upper Cape River	Cape River Rd
90	Tora Farm	Tora Farm Sett Rd
91	Awheati Culvert	Tora Farm Sett Rd

- Summary of Rough order Cost on above priorities

- **SWDC - \$1,240,000**
- **CDC - \$643,500**

##### o Yearly Bridge Structure Inspections – FY 25/26



- Ruamahanga Roads received yearly bridge inspection report in line with NZTA S6 Policy from Structural consultant Stantec and provided summary on key issues arising from this year inspections as detailed below:
- **Urgent Bridges Identified for Immediate Attention:**

*Table 2-1: Highlighted SWDC structures*

Bridge No	Details
8 Waihora	Scour of T/L revetment
17 Bocketts	Culvert invert scouring out
20 Wairongamai	Scour to bridge piers
25 Wharekauhau	Spalling and cracking to bridge beams
98 Haurangi No.2 Culvert	Scour undermining culvert foundations
121 Wilsons	Corrosion to beams
126 Glendryneoch	No barriers or kerbs
129 Teberuffe	Cracking in abutments
▪ <i>Table 5-1: Highlighted CDC Structures</i>	
Bridge Number	Details
13 Kourarau	Loose Deck Panels and Guardrails

Stantec also recommended a detailed assessment on below items for longevity of structures stock:

- Expansion Joint Maintenance
- Bridge Safety Barrier Assessments
- Seismic Screening
- Scour Screening
- These bridges will be addressed first. Remaining high-priority bridges will be inspected and scheduled accordingly.

#### o **Yearly Geotechnical Structure Inspections - FY 25/26**

A Geotechnical Structural inspections as per NZTA S7 policy in order to assess the asset condition and way forward to maintain these stock. Subsequently received yearly Geotechnical Structure inspection report comprising Visual and detailed inspections from Structural consultant Stantec and provided summary on key issues arising from this 25/26 inspections as detailed below:

- The 2025 inspection program consisted of 139 sites in SWDC and 42 sites in CDC, as defined in RAMM. During the visual inspection, 5 new sites were identified in SWDC, and 2 new sites were identified in CDC that are not currently recorded in RAMM.
- Visual inspections were completed for all sites (combining SWDC and CDC total of 188 sites) in 2025. Safety hazards are identified at Six Sites in SWDC and on three sites in CD for immediate actions.



- Conclusions and Recommendations

#### 4.1 South Wairarapa District Council (SWDC)

- During the 2025 programme, a total of 139 sites (as per RAMM records) were inspected. In addition to these, visual inspections led to the identification of 5 new sites that are not currently recorded in RAMM. This brought the total number of sites visually inspected in 2025 to 144.
- Following the review of the 2025 visual inspections, it has been determined that 20 of these sites will require more detailed inspections, which are scheduled to be carried out in 2026. Furthermore, there are 5 sites where further clarification and discussion with SWDC is necessary to resolve outstanding issues.
- Indicative maintenance and remedial measures, along with high-level cost estimates for structures potentially needing attention, have been included in Appendix A. In addition, a summary of the top 10 priority sites, accompanied by their respective rankings, is provided to guide future maintenance and remediation efforts.
- During the 2025 inspection programme, safety hazards were identified at six (6) specific sites. Each of these locations presented risks that warranted prompt attention in order to prevent potential incidents and ensure public safety. As a result, these sites were formally flagged to the South Wairarapa District Council (SWDC). The Council was advised to implement immediate safety measures at these sites to mitigate the identified hazards and reduce the risk to road users and the surrounding community.

#### 4.2 Carterton District Council (CDC)

- A total of 44 sites were visually inspected during the 2025 programme, including 2 newly identified sites not previously recorded in RAMM.
- Three (3) sites have been scheduled for detailed inspections in 2026 due to observed issues requiring further assessment.
- Unidentified eight (8) sites require further clarification and discussion with CDC.
- Immediate safety hazards were identified at three (3) sites. Recommendations have been provided in the Table 3-1 to address these hazards promptly and reduce risks to road users and further deterioration.
- Indicative maintenance and remedial measures, along with high-level cost estimates, have been provided in Appendix B to guide future works and resource allocation. Sites have been prioritized according to risk and urgency, with recommendations for immediate action at locations presenting safety hazards.

- Referring Appendix A and B of report, Summary of Priority, Rough order cost across both councils are mentioned below:
  - SWDC - \$2,000,000 (Urgent Priority, 8 Sites – Recommended to carry out detailed Inspection in 2026)
  - CDC - \$610,000 (Urgent Priority, 3 Sites – Recommended to carry out detailed Inspection in 2026)
  - Medium and Low Risk sites are extra from above and there would be additional cost to maintain the same.

- **Budget Constraints:**

- Ruamāhangā Roads would like to highlight that the current budget allocated by both councils is insufficient to cover all identified maintenance needs for 2024/2025. Ruamāhangā Roads will prioritize the required work and work within the available annual budget.

#### 2. Slumps, Landslides and Emergency Works

- **Current Issue (Gluepot Stability)** - A recent public complaint highlights significant slumping on Te Awaiti Road (Gluepot – RP 2.300), as shown in the attached photo. The resident



reports rapid deterioration over the past month, with steep drops forming that pose a risk to vehicles. Additionally, several dead pine trees on the high side of the road are beginning to fall, creating further safety hazards. Ground movement appears to be accelerating, with large cracks and slumps emerging in previously stable areas.



- **Immediate Actions** Stantec, has conducted a geotechnical investigation of the Gluepot site on Te Awairere Road. This section requires ongoing maintenance and significant funding to remain serviceable. Once the investigation report is received, we will develop a permanent, resilient solution to address these issues.
- **LCLR Funding** has been made available. \$500,000.00 this financial year for this project.
- **Future Works** - South Wairarapa District Council (SWDC) has identified multiple vulnerable sites requiring intervention in the short, medium, and long term. To manage these risks systematically, SWDC plans to engage a qualified geotechnical engineering firm to develop a Geotechnical Management Plan (GMP). This will include:
  - o Provide a strategic framework to enhance regional resilience.
  - o Ensure long-term stability of critical infrastructure.
  - o Inform SWDC's Long-Term Plan and NZTA funding applications with cost-effective, innovative solutions.



- **Proposed Phases:**

- **Phase 1:** Development of the GMP.
- **Phase 2:** Implementation of the GMP, which may include geotechnical design, MSQA (Management Systems Quality Assurance), site monitoring, and inclusion of additional sites.
- **Following procurement and tender process, Stantec has been nominated as desired consultant and engaged further to conduct Site investigations and preparing Geotechnical Management Plan for below sites:**
  - **Ushers Hill – White Rock Road:** RP 32.812 to 33.416
  - **Whakapuni Hill – White Rock Road:** RP 18.841 to 22.339

**3. Resource Consents:**

a. **Existing Consent:**

GWRC Consent No. WAR 170016 – Discharge and Coastal Permit for bridge beam painting. This covers the global discharge of contaminants to water and the coastal marine area during bridge cleaning, and discharge to air during spray painting of 75 bridges.

b. **Retrospective Consent:**

An retrospective consent application is in progress for work completed in previous years, in line with GWRC recommendations and reviews, this process is taking significant time and cost due to several round of back-and-forth response submissions following GWRC RFI's. Since this involves specialized works, we had further engaged Consultant CFProjects to coordinate further to prepare proper specific responses in accordance with GWRC guidelines on AEE, Ecology or Environment aspects.

c. **Additional Consent Requirements:**

GWRC has raised concerns regarding rock protection and other maintenance activities near rivers and streams. According to GW, such work is only permitted if classified as a permitted activity or within permissible limits under the Natural Resources Plan.

d. To prevent future disruptions, Ruamāhangā Roads will prepare a new resource consent application aligned with the latest consultant recommendations and forward work planning. This application for Global Consents will broadly cover:

- Rock protection works along bridge abutments and banks
- Clearance of gravel and flood debris
- River crossings
- Construction of access ramps
- Disturbance or deposition of bed material during works
- Water permits for temporary stream flow diversion during bridge and culvert maintenance
- Removal of Lead paint from Primary or Secondary elements

e. The above Resource consent application process has become a staff resource issue for Ruamāhangā Roads. The cost, time delays, and manpower required is significantly impacting the department.



- f. Ruamahanaga Roads continues to work along side and establish a better working relationship with GWRC.



#### 4. GWRC Resource Consent Status Overview

- GWRC Consent No. WAR 130295 – Land Use (Gravel Extraction)  
Status: Expired (12 September 2024)  
This consent permitted disturbance of the beds of six rivers located in the eastern hills and south coast, including the adjacent Coastal Marine Area, for gravel extraction to support roading and coastal erosion protection works.  
**A revised application is in progress** to outline additional options that will not negatively impact on the riverbeds and banks. Additional drone footage and supporting comments from adjacent landowners have been submitted, along with comments on structure integrity.
- GWRC Consent No. WAR 090322 – Coastal Permit (Cape Palliser Road)  
Status: Active (Valid until 30 September 2046)  
This consent allows for the construction of multiple boulder beaches along approximately 25 km of coastline for coastal erosion protection.  
Note: Landscape and Visual Effect Assessment completed, and a proposed amendment to this consent is currently in progress to incorporate the use of ECOREEF.

#### 5. Footpath Renewals Works (Forward Works Programming)

- Yearly Footpath Renewal works across both the Councils has been accomplished now based on the available funding for the current financial year LTP cycle.
- Based on pathway condition rating data from RAMM, the following list of footpaths has been identified for future footpath maintenance renewals.

##### o CDC

Rexwood Street - The planned work would be limited and prioritized based on available funding

**CDC Worked Completed** - Rexwood Street footpath renewal work has been accomplished now.

CARTERTON DISTRICT COUNCIL																								
Asset	Road	Start	End	Offn	Side	Lev	Wid	Arei	Pathway Survey	Path	Notes	Warnin	Priority	Externu	St	Bu	De	Cr	Sc	Pa	Pc	Ve	Tri	Pathway Condition
125 CLIFTON AVENUE	10	378	3.3 Left	368	2.7	993.6	Dec 2024	Jan 2025	Seal	Vegetation of 6m outside #1. Vegetation	0	2	0	37	5	1	21	18	0	Very Poor				
19 CLIFTON AVENUE	10	340	3.3 Right	330	2.8	924	Dec 2024	Jan 2025	Seal	Trip hazard outside #8 and #2a. Tree roo	0	5	0	17	4	2	6	0	2	Very Poor				
129 DAVY STREET	3	94	3.3 Right	91	2.8	254.8	Dec 2024	Jan 2025	Seal	Tree roots cracking and raising pathway s	0	2	1	24	2	0	10	0	2	Very Poor				
392 FEIST STREET	581	603	4.5 Left	22	1.5	33	Dec 2024	Jan 2025	Concrete	Trip hazard outside #71.	6	1	0	5	0	0	0	0	1	Very Poor				
59 REWOOD STREET	10	396	3.3 Left	386	2.5	965	Dec 2024	Jan 2025	Asphalt	Vegetation of 10m outside #19.	0	0	3	242	0	0	22	10	0	Very Poor				
205 TAYLOR STREET	7	340	3.3 Left	333	2.8	932.4	Dec 2024	Jan 2025	Seal	Tree roots cracking and raising pathway s	0	3	0	5	4	0	28	0	0	Very Poor				

##### o SWDC

Additional Funding for \$100,000 granted to lift Ratepayer Satisfaction and reflecting the outgoing council's achievements. Renewal Work is in progress with Fulton Hogan to achieve this by end of December 2025.

**SWDC Worked Completed** - Broadway Street (Martinborough), East Street (Greytown), Wood Street (Greytown) and Fox Street (Featherston)



Asset	Road	Star	En	Offs	Slide	Len	Wk	Area	Path	Pathway Surface Materi	Notes	Warrin	Extern	Se	Bu	De	Cr	Sc	Pd	Pc	Vc	Tr	Pathway Con		
97 JOHNSTON ST	231 441	Left	210	3	630	97	Asphaltic Concrete (Black)	Wooden cover causing trip hazard or	1	8												1	Very Poor		
164 STRASBOURG ST	880 993	Right	113	2.7	305.3	164	Asphaltic Concrete (Black)	Boundary trenching along fence line	2	53												2	Very Poor		
294 BELL ST	226 388	Right	154	1.4	221.2	294	Concrete															1	10	Poor	
268 FOX ST	717 728	Right	9	2	56.5	268	Seal															3	2	Poor	
304 FOX ST	763 958	Left	139	2.9	565.3	358	Asphaltic Concrete (Black)	Tree roots raising and cracking pathway surface	25												2	10	2 Poor		
417 FOX ST	973 134	Right	161	1.7	278.7	417	Asphaltic Concrete (Black)	Tree roots raising and cracking pathway	1	16											1	1	Poor		
70 WATT ST NO1	229 437	Left	208	1.4	291.2	70	Asphaltic Concrete (Black)	Trip hazard outside R3.	2	8											4	1	Poor		
324 BROADWAY ST	126 231	Right	105	3	315	324	Asphaltic Concrete (Black)	Trip hazard outside R29 Caused by tr	3	23											5	1	1 Poor		
54 JELLINE ST (MARTI)	10 95	Left	85	2.7	229.5	54	Asphaltic Concrete (Black)															53	1	Poor	
192 NEW YORK ST	7 232	Right	225	2.6	585	192	Asphaltic Concrete (Black)															48	3	Poor	
33 PRINCESS ST	389 423	Left	34	2.4	81.6	33	Seal															5	1	Poor	
9 THE SQUARE R/A	132 178	Left	46	3.5	161	9	Asphaltic Concrete (Black)	Tree roots raising and cracking pathw	2	1	8										1	1	Poor		
513 THE SQUARE R/A	10 257	Right	247	1.4	345.8	513	Asphaltic Concrete (Black)														85	4	Poor		
22 VENICE ST	242 518	Left	276	2.8	772.8	22	Asphaltic Concrete (Black)	Trip hazard outside R21 and 31	2	50											4	2	Poor		
																							7	Aware	
																								7	Aware

## 6. Ponatahi Road Safe Network Program

- a. **Delineation Improvements** – We had planned to implement safety measures in line with endorsed business case under Low-Cost Low Risk funding approved budget with a primary benefit to impact on a safe system for local road improvements.

The delineation includes:

- Curve warning and chevron upgrade signages
  - Full SWDC length EMP upgrade to standards
  - Additional no passing line set out and marking in terms TCD requirements.
  - RRPMS for entire SWDC length.
  - Edge line marking and associated markings the entire SWDC length.
- b. The design for above mentioned items has been concluded, and we are currently receiving quotation from our maintenance contractor Fulton Hogan to proceed with the works by Feb or Mar 2026.
- c. **Huangarau Bridge – Two Lane to One Lane Bridge (Safety Improvements)**

### Proposed Conversion of Huangarau Bridge

Ruamahanga Roads will be initiating a community survey to seek feedback on a proposal to convert the existing two-lane Huangarau Bridge on Ponatahi Road into a one-lane bridge. This proposal forms part of a broader programme aimed at improving road safety across the district.

#### Key Context

- Huangarau Bridge is a critical link between Martinborough and Carterton, carrying approximately 1,570 vehicles daily.
- The bridge's current width of 5.5 metres and length of 68 metres, combined with limited sight distances, create significant safety risks for two-way traffic.
- Crash data indicates a history of incidents at this location, highlighting the need for intervention.

#### Safety Challenges

- Increased risk of head-on collisions
- Difficulty for wide vehicles to pass safely
- Reduced driver confidence when crossing

#### Proposed Benefits of One-Lane Conversion

- Improved safety for all road users
- Reduced crash risk, particularly head-on collisions
- Better accommodation for wide vehicles
- Enhanced driver confidence

#### Strategic Goal

This initiative supports the district's vision of a transport system where no one is seriously injured or killed while travelling in South Wairarapa.



#### 7. Supply of Rip Rap Rock to Cape Palliser Road

- The **South Wairarapa District Council (SWDC)** is engaging a reliable supplier for the provision and delivery of materials required for programmed coastal protection works along Cape Palliser Road.
- The tender process for the supply and delivery of Rip Rap rock has been completed, and **Kieran Oliver Ltd** has been awarded the contract to supply the required stockpiles.
- SWDC requires approximately **3,000 tonnes of Rip Rap Rock** to be delivered to the following locations:
  - o **Putangirua River Site** – Cape Palliser Rd / 13.541
  - o **Turners Bay** – Cape Palliser Rd / 24.533

# Community Operations



**SOUTH WAIRARAPA  
DISTRICT COUNCIL**  
*Kia Reretahi Tātau*



# CAPEX Project Dashboard

February 2026

## Executive Summary

We currently have 33 Capex Projects on our books. One of our recent large-scale projects was the completion of Otauria Reserve, which included restoration and innovative approaches to reduce future damage to the site. This was delivered to time and significantly under budget, and has received excellent feedback from the community on social media.

The Anzac Hall ramp is to be completed early February, and works will begin in March on the Greytown Town Centre repiling and repairs, as well as the build stage of the Lake Ferry Playground refurbishment. Works are underway to gather quotes for upgrades to the Featherston Public Toilets, Card Reserve Toilets, and Martinborough Rugby Club toilets. We are packaging this work to reduce costs and the timeline for delivery. Our heritage application for Carkeek Observatory works was accepted on 19 January, and a decision is expected mid-February. There have been significant learnings from this project which can be applied across all Capex planning and delivery in the future. We were able to make inexpensive changes to the Martinborough Square uplighting, to ensure compliance with our Dark Sky status, which was jeopardised with the existing lighting. The community groups involved were incredibly grateful for and impressed with the short turnaround and easy solutions identified. We have expanded our contractor base, which has led to significantly lower quotes for works, and faster turnaround for works – we have also received excellent feedback from community members about this, which is building our reputation across the district. We have been proactive in sharing good news stories and innovations, and highlighting the local businesses we work with, as this garners good engagement from ratepayers.

We have interviewed for the Principal Asset Management, and GIS Analyst Roles – these two roles will complete the Team, and in conjunction with advancing Project Management principles will enable us to provide better financial forecasting for our works, and more detailed work programmes.

Points of Interest		Key Upcoming Activities	
Project	Commentary	Project	Activity
Carkeek Observatory	Heritage application progressing with outcome due mid-February.	Public Toilets	Upgrades to Featherston Public Toilets, Card Reserve, and Martinborough Rugby Club toilets.
ANZAC Hall Upgrades	New ramps to be completed in February.	Greytown Town Centre	Repiling and repairs scheduled for March-April, as well scheduled exterior refresh.
Greytown Rugby Grounds	New driveway access completed, works planned to upgrade bathrooms and access. New Bollards in place.	Remutaka Cycle Trails	Improved signage across trails to be installed. This is part of collaborative work with the other Councils and agencies that form the Remutaka Cycle Trail Steering Group.
Lake Ferry Playground	Demolished – build to begin in February.	Swimming Pools	Works to repair leak and repaint Greytown Pool will take place at the end of the season, as well as other remedial works across district pools.
Westhaven Upgrades	Upgrades have been completed at Westhaven housing, with flat now able to be let.	Welcome to Featherston Signs	Work underway to reinstate these – very contentious in the community when they were removed so will be very well received when installed.



# CAPEX Project Dashboard

February 2026

## Financial Summary

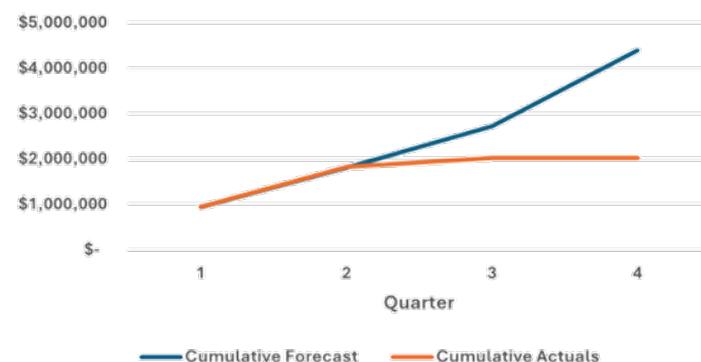
As we approach halfway of the third quarter, we have spent approximately 42% of our Capital Projects budget. Reasons for this are:

- Coming in under budget (or being quoted under budget) on several pieces of work
- Some significant spends on Greytown Town Centre being pushed back to account for office move
- Some invoices due to come in for the end of the quarter (end of March)
- Some significant pieces of work due to begin in the coming weeks, bringing us more in line with budget in Q4.

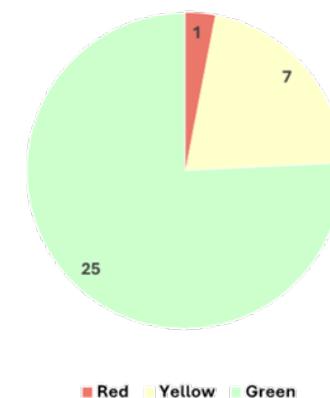
So far we have identified one project which is likely to carry over into the next financial year. We work closely with Finance to keep them informed of likely underspend, and carry-over.

The risk chart shows likelihood of spending funds in this financial year for each project. Green meaning they are on track to be spent, yellow means there could be carry over depending on timing of works, and red means they are unlikely to be spent this financial year.

Cumulative Forecast vs Actuals



Risk Summary





**SOUTH WAIRARAPA  
DISTRICT COUNCIL**  
*Kia Reretahi Tātau*

# CAPEX Project Dashboard

February 2026

**Selected Risks**

Below is a selection of notable risks which may impact the closure of a project within the current financial year, and/or the ability to spend all allocated funds within that financial year.

Project	Budget RAG	Delivery RAG	Risk	Update	Trend
Waihinga Centre Acoustic Upgrades	Yellow	Yellow	IF a suitable solution for budget available is not found THEN works are unlikely to take place WHICH may have a negative impact on staff wellbeing.	Suggest situation is revisited with staff by the library manager and determine whether it is necessary for these works to go ahead. If not, suggest money is handed back or repurposed.	New
Carkeek Observatory	Yellow	Yellow	IF delays to project continue through insufficient funding THEN the structure will remain vulnerable to inclement weather WHICH could further degrade the structure	Heritage application has been completed and received, with an outcome expected in February. Difficulties internally regarding consenting advice, but team members are working to navigate these.	=
Greytown Greenspace	Red	Red	IF no suitable space is found THEN an alternative option will need to be researched WHICH will require significant consultation with the community and sports groups to determine best use of funds. A risk optically to have funds sitting unused.	No further update at this time.	=
Greytown Town Centre Repiling	Yellow	Yellow	IF renovations to Kitchener Street offices take longer than forecast THEN works will have to be rescheduled again WHICH may result in loss of contractor availability and push the project out further.	Will keep in touch with project team for renovation and give as much notice as possible to contracting team to mitigate further delays.	=

# Water



**SOUTH WAIRARAPA  
DISTRICT COUNCIL**  
*Kia Reretahi Tātau*



## Water

We are on track for the long-term objective to complete the agreed LTP Waters capital works programme on 1 July 2027, consisting of 15 individual project lines for the FY26 and FY27 years combined.

Some project lines have been amalgamated for this reporting.

Challenges include the recruitment of enough suitably experienced staff to form the team, and accuracy of as-built information.



**SOUTH WAIRARAPA  
DISTRICT COUNCIL**  
*Kia Reretahi Tātau*

# CAPEX Project Dashboard – key projects

February 2026

Project	Commentary	Objectives	Key Risks/Opportunities
<b>Tauwharenikau River Pipeline Renewal</b> <b>\$2,147,323</b> <b>February 2026</b> <b>DELIVERY</b>	<p>Construction is 70-75% complete. All river work is done.</p> <p>An amount of re-design has been required to make the materials and structures work with the pipework depth and fittings that were found during construction.</p>	<p>Replace pipe crossing Tauwharenikau River because it is exposed to damage during wet weather event by debris or is undermined by river. Renewal proposed is 300NB PE pipeline trenched below riverbed within protective concrete pipe sections as sleeve.</p>	<p>Wellington Water has not agreed to an operational plan to connect the pipe</p> <p>Differences in actual pipework vs design based on as-built information means the pipe extent has increased, resulting in significant variations.</p>
<b>Martinborough and Greytown WWTP Plant Compliance &amp; Growth</b> <b>\$10,057,400</b> <b>June 2027</b> <b>DELIVERY</b>	<p>Martinborough WWTP ponds have had 660 tonnes of solids removed into the geobags. It will compact and dry over the next 6-12 months, then need to be removed. Greytown WWTP desludging will need to change from the plan due to neighbour concerns.</p> <p>A design and build tender is out to the contractor market, due back 12<sup>th</sup></p>	<p>Meeting resource consent obligations that have been previously committed to by SWDC in 2016 consents.</p> <p>WWTP upgrades proposed are desludging bund for geobags, inlet screen, effluent pump station, pipeline, land purchase and pivot irrigators</p>	<p>Project scope will extend over the SWDC/Wai+T handover.</p>
<b>Featherston WWTP Consent</b> <b>\$3,325,000</b> <b>August 2025</b> <b>COMPLETE</b>	<p>New 10-year consent granted 8<sup>th</sup> October, 2025.</p> <p>GWRC sent their final invoice in December.</p>	<p>A 10 year consent term has been applied for because the current consent has expired.</p> <p>WWTP upgrades proposed are riparian planting, inlet screens, clarifier (DAF), polymer dosing, geobags, dewatering bund, irrigation trial.</p>	<p>Management plans need to be written progressively.</p> <p>Riparian planting underway</p> <p>Opportunity to begin works in same contract as Martinborough and Greytown WWTPs.</p>
<b>Greytown WTP Upgrade Stage 3</b> <b>\$4,232,967</b> <b>August 2025</b> <b>PLANNING</b>	<p>Resource consent for a new bore was obtained.</p> <p>A tender for the design and construction of the bore pump, pipework, chemical delivery and storage and treatment container is being drafted.</p>	<p>Upgrade existing plant because of a very poor condition of the existing single bore pump and lack of multiple barriers for water treatment. Upgrade proposed is new bore pump, new containerised water treatment plant, chemical storage and spill containment bund.</p>	<p>SWDC has contacted the neighbouring community activity clubs to inform them of likely disruption during construction.</p> <p>This will be tendered in this financial year.</p>



**SOUTH WAIRARAPA DISTRICT COUNCIL**  
Kia Reretahi Tātau

# CAPEX Project Dashboard – key projects

February 2026

Project	Commentary	Objectives	Key Risks/Opportunities
<b>Featherston Watermain Renewals</b> <b>\$2,560,000</b> <b>March 2026</b> <b>DELIVERY</b>	<p>Elite Drainage, supervised by C&amp;F Projects, has completed 70% of the planned work.</p> <p>No clear signs of reduced water leakage from the town's water demand</p>	<p>To replace Featherston AC and RC water mains because they frequently fail and/or have high water loss. Renewal proposed is full replacement with new PE pipework</p>	<p>KiwiRail Deed of Grant may delay the Fitzherbert Street works</p>
<b>Lake Ferry WWTP Resource Consent Renewal</b> <b>\$303,152</b> <b>September 2025</b> <b>DELIVERY</b>	<p>The consent application was lodged September 2025, so operation is secured.</p> <p>CCTV inspection of the network indicates the pipework is all intact (no infiltration), and high flows likely from inflow.</p> <p>Wellington Water has been asked to investigate some leaks found on the disposal field.</p>	<p>Renew resource consent because current consent expires in 2025. Upgrades proposed are add anoxic tank, reduce inflow and infiltration, extra control valves.</p>	<p>GWRC has requested a cultural impact assessment, and SWDC are seeking an independent facilitator as agreed with iwi for this.</p>
<b>Pirinoa WTP Consent</b> <b>\$185,955</b> <b>August 2025</b> <b>COMPLETE</b>	<p>The Pirinoa WTP has been consented for a further 30 years out to 2055</p>	<p>Renew resource consent for water supply to Pirinoa because consent expires in 2025. Proposed upgrades are renewed bore casing and screen, raw water tank.</p>	<p>None</p>
<b>Brandon St Wastewater Repair</b> <b>\$450,000</b> <b>December 2025</b> <b>CONSENTING</b>	<p>The road-stopping of Brandon St and Bell St will then create the KiwiRail site works situation to be able to have them trench a replacement pipe.</p> <p>SWDC have reviewed a Deed to allow access to the land once ownership is transferred.</p>	<p>Replace the sewer that has a deformed alignment because of a boulder during installation.</p>	<p>Stopping two roads that cross railways in Featherston creates less options to get around town, which could be feedback during the road-stopping consultation.</p>



## Other Projects

Project Name	Brief summary	Project Execution Plan
Waiohine WTP Stage 2 and 3 Upgrades	A permanent, reliable and safe caustic dosing system because the existing temporary system does not have bulk storage, causes H&S hazards and significant opex costs. Upgrades proposed are road and fence upgrade, bulk caustic storage for tanker delivery and dose pumps and control.	Detailed design - COMPLETE Tender for caustic dosing and earthworks - COMPLETE Construct - contract awarded to Tarros - IN PROGRESS Handover to WWL
Reservoir Water Quality Renewals	To address drinking water contamination risks at reservoirs. H&S improvements for access. Elevated risk of drinking water contamination due to missing vermin controls, roof sealants and operator H&S risks due to poor access	Discuss with WWL contractor - COMPLETE Negotiate price based on WWL contract tendered sum - COMPLETE Obtain permission from WWL Operations to work on reservoir - IN PROGRESS Construction Hand over to WWL
Consenting of Water Races (Moroa)	To renew resource consent for 5 years because it expires in 2025. Proposed to use 5 years to gather good information ahead of next resource consent application, similarly to Longwood Water Race consent.	Obtain resource consent - IN PROGRESS. Handover to WWL Set-up monitoring programme
WTP Wellfield Security	Work to improve condition and integrity of existing bores to reduce contamination risk because of non-compliance with Taumata Arowai's drinking water assurance rules. Proposed upgrade is property easement changes, stock and public exclusion fencing, sanitary borehead requirements.	Discuss with landowner at Pirinoa - NOT STARTED Considering re-scope of this - IN PROGRESS Property arrangement Fencing and civil works
WW Pump Station Renewals	To renew sewer pump station equipment such as pumps, lifting chains, level sensors, telemetry, foot valves.	Discuss with WWL/FH - COMPLETE Assemble scope of renewal items discovered - IN PROGRESS



# Resource Recovery & Waste Update

SWDC  
Jan 2026

Key Updates	Key Upcoming Actions
Enviroschools funding contract moved from Toimata to GW	Three station overview with a key interest in the Greytown station underway.
Waste workshops led by Waste-ed with Kate have been completed.	Organics' next steps report due for completion in January 2026
E-waste free drop off weekend in October resulted in 7.1 tonnes of e-waste collected	Emergency waste management regional project underway.
New waste contract due to go out to tender end of January 2026	Focus on recycling in the landfill area- how to reduce.
The yellow council bags order system has been changed to reduce space in the garage and heavy lifting for staff.	Gold star sticker trial to start for kerbside recycling bins.
	Recycling bin clips to roll out to all households.

## Commentary

70kg of batteries were sent for recycling.  
150 large bags of soft plastic were collected.  
5,000 kg less waste to landfill this month.  
No landfill waste moved from the transfer station in Dec.

## Waste Summary





High Priority Action Update				
Action	Description	Risks/Issues	Status & Opportunities	% Completed
<b>Waste Communication Programmes Ongoing</b>	Extend existing communication programmes to focus on additional target audiences. Focus on diverting waste, alternatives to burning and embed circular economy messaging. Develop a comms and education plan.	Behind ideal timeline due to resource constraints, this action involves high levels of engagement with different groups. Currently heavily reliant on digital channels that may exclude some groups.	Engagement with community champions to boost messages. Development of educational/ comms plan to align messages.	<div style="width: 25%;">25%</div>
<b>Zero Waste Education in Schools 24-26</b>	Initiatives to provide support to schools on waste minimisation and environmental sustainability practices.	On Track Enviroschools contract continuing to engage with schools and EL centres.	Contract management for Enviroschools moved to GWRC from Toimata, business as usual. 20 years of Enviroschools in the Wairarapa	50%
<b>Circular Economy Principles 24-29</b>	Initiatives that provide education and information on circular economy principles at a community level.	Media posts are ongoing to promote waste diversion and circular economy principles.	Website updated, but due for a new layout to promote the circular economy.	20%
<b>Implement WMMP at Local Level 24-29</b>	Ensure actions on the WMMP are implemented.	Number of actions in the research stage to implement new project management	Number of actions in the research stage, working on a project plan to show tangible evidence of work completed.	40%
<b>Divert Construction and Demo waste 26-27</b>	Work with external parties to find solutions to divert C&D waste from landfill.	On Track Working alongside regional project. Lack of infrastructure limits diversion pathways. Inconsistent practices between contractors and sites. Lack of consistent local data. Further costs analysis needed	Collaboration with external parties to enhance impact and uptake. High diversion potential which can yield substantial landfill diversion.	<div style="width: 20%;">20%</div>
<b>Options for Organic Processing Facility 24-25</b>	Investigate the best options for processing organic waste, whether its local solutions or a regional facility.	On track. Working alongside regional project Can have high capital and operational costs. Low participation rates elsewhere. Geographical location may affect viability.	Feasibility study completed Regional collaboration opportunities Major waste diversion, Community empowerment.	90%
<b>Organic Food Collection Service 27-29</b>	Implement an organic kerbside collection for residents and businesses, support local community groups that are providing solutions to food waste.	As above.	As above.	<div style="width: 35%;">35%</div>
<b>Litter and Illegal Dumping 25-26</b>	Investigate ways to reduce litter and illegal dumping, and work with other councils on best solutions.	Planning phase, project not started yet, deferred until MFE update the Waste Management Act and Litter Act.	Behaviour change via education. Stronger deterrence. Community collaboration	<div style="width: 10%;">10%</div>



# WMMP Progress Update

WMMP  
Jan 2026

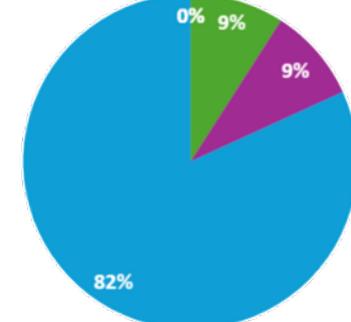
## Medium Priority Action Update

Action	% Completed
Reduced use of Hazardous Materials 25-26	10%
Waste Network Opportunities 24-29	10%
Event Waste Management Ongoing	40%
Business Waste Audits 26-27	20%
Support Groups Which Promote Diversion from Landfill Ongoing	10%
Optimal Kerbside Collections Ongoing	85%
Data Collection on Diverted Materials 26-27	40%
Diversion and Collection in Rural and Coastal Areas 2025	10%
Signage at Transfer Stations 23-24	90%
Transfer Station Management Plans 2025	0%

## Low Priority Action Update

Action	% Completed
Advocate for Product Stewardship Ongoing	20%
Targeted Waste Streams 26-27	50%
Waste Diversion at Transfer Stations 26-28	15%
Divert Biosolids from Landfill 28-29	0%

## Action Status



■ Not Started ■ Planning ■ Delivery ■ Completed ■ Delayed

## Key Upcoming Actions

Waste levy distribution changes under consideration by Central Government due to be finalized by March 2026

Review of The Litter Act 1979 and Waste Minimisation Act 2008 is ongoing.

Financial delegation form to be designed to ensure clarity around delegation at Steering Group level.

Construction and Demolition waste templates to be designed as regional project.

Solid Waste Analysis Protocol due to be carried out in March 2026- composition of waste report.

Organic Feasibility study completed, next steps report due.

Review of event waste management plans underway.

Product stewardship schemes for agricultural products paper by MFE is underway.



## Progress Update – Year 3 of the 6 Year Action Plan

We have moved into the third year of the 6-Year Action Plan.

**Site Visits:** Wairarapa waste staff have visited several Construction and Demolition processing facilities to gain a better understanding of available services and capabilities.

**Material Diversion:** Work is currently underway to explore options for polystyrene disposal and wood diversion.

**Organics Feasibility:** An organic waste feasibility study for the Wairarapa has been completed, and we are now progressing the next steps based on the report's recommendations.

**Regional Alignment:** Multiple actions are being progressed in alignment with regional initiatives. In addition, Wairarapa councils are actively involved in nine regional projects as well as several projects designed to ensure regional consistency.

Land Transport Low Cost Low Risk Projects		Status Jan 2026
Growth	Budget	
Walk way/Cycle way improvements LR	112,500	Plans and tender documents being developed for Huangarua Road
Stock underpass contribution LR	55,000	
Kerb and channel/ footpath additions LR	450,000	Tender Documents and designs being drafted works include Lyons , Watt,Harrison East Streets all in Featherston and Regent Street Martinborough
Level of Service		
RtZ-Birdwood/Fox Streets Intersection improvements	400,000	Plans approval in final stages tender documents being drafted
Collector Road widening LR	120,000	This work is programmed for 2026 and will include 700m on Western Lake Road
East Coast stability planting LR	75,000	Sites have been identified Whakapuni Hill. Discussions with GWRC and Landowners work will be programmed for 2026.
Speed review (SPR)	25,000	Work still to be programmed
RtZ-Ponatahi Road Huangarua River - kokotay Rd SNP	100,000	Safety measures have been identified and is about to start in the next two months. Still waiting on the final decision to proceed from council for the one lane bridge
Speed management plan speed signs LR	75,000	Work still to be programmed
Bridge strengthening LR	225,000	Inspection have been done. Six bridges have been identified Rumahanga Roads have started to priorities the work. First bridge Lower Valley started.
East Coast resilience study LR	85,000	Contract Awarded to Stantec NZ in the sum of \$30,004.50. 11 tenders bids received ranging from \$30,004.50 to \$85,000.00
Speed review (LR)	437,000	School and local area network has been approved and will be implemented in the next few months. The school speed review has been completed.
Glue Pot Stability LR	500,000	Investigation has been carried out by Stantec. Ruamahanga Roads are now getting quotes for monitoring of slip. The design to remedy the slip is being considered.
Guard rail installation Cape Palliser Rd and Lake Ferry Rd	165,000	Contract awarded to Precision Barriers Ltd in the sum of \$112,815.00. 5 tender bids received ranging from \$112,8015.00 to \$168,247.01
Rural Road delineation improvements LR	35,000	Programmed for the next four months.
ECOREEF extension SPR	990,000	Resource Consent has been submitted and a number of ECOREEF pods have been delivered to site
Rock supply to Cape Palliser Rd SPR	300,000	Contract awarded to Kieran Oliver Ltd in the sum of \$370,500.00 (noting a 2 year programme). 6 Tender bids received ranging from \$370,500.00 to \$610,023.46
Renewals		
Footpath renewal LR unsubsidised	100,000	

## 11.2 WAIRARAPA TARARUA WATER ESTABLISHMENT AND TRANSITION

**Author:** Katherine Meerman, Programme Director, Local Water Done Well

**Authoriser:** Janice Smith, Chief Executive Officer

**File Number:**

### PURPOSE

This report is an information update for members on the Wairarapa Tararua water establishment and transition programme.

### EXECUTIVE SUMMARY

- This is the first of a regular series of updates for the Committee on the Wairarapa Tararua water establishment and transition programme. The Committee will receive an update on the programme at each meeting through 2026.
- The establishment programme is proceeding in two major stages, with the first stage (legal establishment) well advanced and on track to be completed by the end of March 2026.
- This report provides an update on activity in each of the programme's six workstreams.

### RECOMMENDATIONS

This report is for noting.

### BACKGROUND

Following the government's approval of the four Councils' Water Service Deliver Plans (WSDPs) in October last year, the transition programme for Wairarapa Tararua water was established and an update on the programme was last provided to the Council as part of SWDC and joint Wairarapa Councils inductions.

We are now setting up regular updates for each Council over the course of the programme to ensure all elected members are kept up to date with progress. The Council will receive an update on the programme at each Infrastructure Committee meeting. We will also provide further updates at major programme milestones (e.g., the appointment of Board members).

There are two major stages to the establishment of the new company:

- **Stage 1 – legal establishment (September 2025 to March 2026):** This stage of the programme is focused on the establishment of company governance structures, preparation for Board member arrival and company incorporation. It will be complete in March 2026.
- **Stage 2 – operational transition (April 2026 to June 2027):** This stage of the programme is focused on detailed design and set up of the new organisation and transition of Council services, assets, debt, staff and operations prior to go live. It will be complete by 30 June 2027.

The Programme has been set up in six key workstreams to support delivery:

- Governance, regulatory and partnerships
- Organisation, people and change
- Finance and commercial
- Digital and systems
- Service delivery and operations
- Communications.

## DISCUSSION

### Stage 1 delivery progress

Delivery of Stage 1 of the programme is on track and will be completed by the end of March 2026.

The programme reached a major milestone prior to Christmas with the appointment of all members to the Stakeholders' Forum and the convening of the Forum for its first meeting. The Forum is a key part of the governance structure for the new water organisation and will fulfil a critical role as the committee responsible for the oversight of company performance. Table 1 below sets out the membership of the Forum.

The Forum is mid-way through the recruitment process for Board members with interviews of the confirmed shortlist taking place in the first half of February.

Table 1: Stakeholder Forum membership

Masterton	<ul style="list-style-type: none"><li>• Craig Bowyer (Chair)</li><li>• Jamie Falloon (Alternate)</li></ul>
Carterton	<ul style="list-style-type: none"><li>• Brian Deller</li><li>• Rachel Round (Alternate)</li></ul>
South Wairarapa	<ul style="list-style-type: none"><li>• Fran Wilde</li><li>• Rob Taylor (Alternate)</li></ul>
Tararua	<ul style="list-style-type: none"><li>• Scott Gilmore</li><li>• Sharon Wards (Alternate)</li></ul>
Rangitāne	<ul style="list-style-type: none"><li>• Tipene Chrissp</li><li>• Lorraine Stephenson (Alternate)</li></ul>
Ngāti Kahungunu	<ul style="list-style-type: none"><li>• Robin Potangaroa</li><li>• Ray Hall (Alternate)</li></ul>

### Programme workstream updates

Following is a summary of key progress updates in each workstream as at the end of January 2026.

#### **Governance, Regulatory and Partnerships**

- Stakeholder Forum member appointments have been completed by the four Councils and both iwi and the Forum has been stood up. The Forum held its first meeting on 19 December where it elected its chair and determined the shortlist of candidates for Board interviews.
- Twelve candidates are in the process of being interviewed by the Forum. Across the group they bring the necessary skills for high-quality governance of the water organisation as well as good regional presence.
- Planning for company incorporation, Board onboarding and induction is beginning and will remain a key focus over the remainder of the quarter.

- Following completion of the Board process, the Forum's focus will move to the development of the Statement of Expectations.

### **Organisation, People and Change**

- Development of initial advice for the Board on the company's organisational strategy and operating model is underway. These topics will form key parts of the programme of initial advice and induction for the incoming Board who will need to make early decisions in these areas in order to keep the transition on track.

### **Finance and Commercial**

- Development of initial advice for the Board on the company's financial strategy, revenue and pricing modelling and transition, and debt transfer is underway. These topics will form key parts of the programme of initial advice and induction for the incoming Board who will need to make early decisions in these areas in order to keep the transition on track.

### **Digital and Systems**

- Councils have decided on their preferred approach to the digital transition which will be tested with the incoming Board prior to moving to implementation. The preferred approach combines some of reuse of existing Council systems, reconfiguration of new instances of existing Council systems, and going to market for new systems in some cases.
- We are currently completing procurement for external support to lead the digital transition.

### **Operations, Service Delivery and Risk**

- This workstream is working closely with the organisational workstream to develop advice on service delivery models for the incoming Board.
- The workstream is also beginning substantive documentation and due diligence work on Councils' contracts, resource consents, assets, asset management approaches, capital programme, and operational processes and activities as the first step in the eventual development of the Councils' Transfer Agreements.

### **Communications**

- Communications plans for each Council are nearing completion covering internal and external communications activities.

## **APPENDICES**

### **Nil**

**11.3 IMPLEMENTATION OF ALTERNATIVE ARRANGEMENTS FOR WATER SERVICE PROVISION  
2026/2027****Author:** Paul Gardiner, Principal Advisor - Water Transition**Authoriser:** James O'Connor, Group Manager, Infrastructure and Community Operations (Acting)**File Number:** N/A**PURPOSE**

This brief is an update for Council on the implementation of alternative arrangements for water service provision for the 26/27 financial year. Following the disestablishment of Wellington Water, and prior to the establishment of Wairarapa-Tararua Water.

**EXECUTIVE SUMMARY**

- This is the first of a regular series of updates for the Committee on the transition programme.
- Some programme risk exists with a delay in the expected date for finalising an operations and maintenance contract with the new preferred supplier.
- Risks are being mitigated with transition pathways being established in parallel with contract discussions.
- This report provides an update on activity in each of the programme's six workstreams.

**RECOMMENDATIONS**

1. To receive the report.
2. To note the information included in the report.

**BACKGROUND**

Wellington Water Ltd (WWL) is the current operator of three waters services on behalf of SWDC.

As part of the transition towards a Water Services Council Controlled Organisation (now Wairarapa-Tararua Water), Council decided to take the water capital works programme management back in-house from WWL from 1 July 2025.

Council voted to keep operational expenditure with WWL for another year (25/26FY).

WWL will cease to operate from the end of the 25/26FY. Wairarapa-Tararua Water is being established and will be operational from the 27/28FY. This leaves a gap for water service provision for the 26/27FY. SWDC is required to find alternative suppliers for the continued operation, maintenance and management of three waters services to its communities over this period.

The purpose of this Project is to consider alternative options, resolve and implement arrangements for water service operations and management for the 26/27 financial year, including the transfer of SWDC data, systems and assets from WWL.

Council will transfer responsibility for three waters services to Wairarapa-Tararua Water on or before 1 July 2027.

For consistency with the programme for the establishment of the Wairarapa-Tararua Water entity this report follows the six key workstream set by Programme:

- Governance, regulatory and partnerships
- Organisation, people and change
- Finance and commercial
- Digital and systems
- Service delivery and operations
- Communications.

## **DISCUSSION**

WWL/SWDC have developed a programme for the transfer of existing data, systems and assets to SWDC. The organisations are working well together and there are no current milestone risks or programme slippage anticipated.

However, there has been a delay in finalising the contract for the new preferred supplier for operations and management of water services. Officers are focussing on resolving issues and expect a final contract to be signed by mid-February.

To mitigate risk, officers have agreed to develop a programme for the early transition of data and systems to the preferred supplier. This is being advanced in parallel with contract discussions.

### **Programme workstream updates**

The following is a summary of key progress updates in each workstream as at the end of January 2026.

#### ***Governance, Regulatory and Partnerships***

- WWL governance will cease to operate from June 30, 2026. Full governance oversight of operations and management of three waters service provision is expected to revert to the infrastructure committee for the 26/27FY.
- Ongoing compliance monitoring and reporting will be the responsibility of the new three waters service delivery partner.
- There are a few areas where regulatory reporting is required for time periods where WWL hold responsibility but are due after the disestablishment of WWL. Officers are working together to develop pragmatic solutions to ensure ongoing reporting compliance.

#### ***Organisation, People and Change***

- WWL have provided retention payments to existing three waters staff working on SWDC assets to ensure ongoing provision of services to the end of the financial year.
- SWDC are seeking to employ existing three waters delivery staff directly (those currently employed by WWL and those employed by Fulton Hogan).

- Officers have made verbal assurances to existing staff that their employment conditions will remain unchanged through this initial transition.
- New SWDC employment contracts are in the process of being completed and are expected to be provided to staff in early February.

***Finance and Commercial***

- WWL have programmed transfer of assets, payments for work in progress, budget spend and variances for the third and fourth quarters 25/26FY.

***Digital and Systems***

- Operational Technology systems (SCADA) are in the process of being transferred back to SWDC in readiness for full transition after June 26.
- Blue Beacon have been engaged to provide digital and data systems workstream analysis, oversight and advice. Final advice is expected in early February.
- Initial compilation of relevant data assets has been completed by WWL, and is in the process of being prioritised for transfer to the preferred new water services provider.

***Operations, Service Delivery and Risk***

- A procurement process was run over the second quarter for an alternative three waters operations and maintenance provider.
- The preferred supplier has been selected by Council and contractual negotiations are underway.
- The final contract is expected to be completed in mid-later February.

***Communications***

- Communications plans for the announcement of the new three waters services provider have been developed and are awaiting final contract signing.

**APPENDICES**

Nil

## 12 KARAKIA WHAKAMUTUNGA – CLOSING

Kua mutu ā mātou mahi  
Mō tēnei wā  
Manaakitia mai mātou katoa  
O mātou hoa  
O mātou whānau  
Aio ki te Aorangi

Our work is finished  
For the moment  
Blessing upon us all  
Our friends  
Our families  
Peace to the Universe