
Monday, 4 September 2023

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

Hastings District Rural Community Board Meeting

Kaupapataka

Agenda

Te Rā Hui:
Meeting date: **Monday, 4 September 2023**

Te Wā:
Time: **2.00pm**

Te Wāhi:
Venue: **Council Chamber
Ground Floor
Civic Administration Building
Lyndon Road East
Hastings**

Te Hoapā:
Contact: **Democracy and Governance Services
P: 06 871 5000 | E: democracy@hdc.govt.nz**

Te Āpiha Matua:
Responsible
Officer: **Transportation Manager - Jag Pannu**

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Hastings District Rural Community Board – Terms of Reference

The Community Board is a separate entity to the Council. The role of the Community Board is set out in Section 52 of the Local Government Act 2002. The Council is authorised to delegate powers to the Community Board.

Membership (7 members)

- Chair (elected by the Board).
- Deputy Chair (elected by the Board).
- 4 Elected Community Board Members.
- 1 Mōhaka Ward Councillor.
- 1 Kahuranaki Ward Councillor.
- 1 Takitimu Ward Councillor.
- 1 non-voting Youth Council appointee.

Quorum – 4 members

DELEGATED POWERS

General

- 1) To maintain an overview of services provided by Council within the Community Board's area.
- 2) To represent, and act as an advocate for, the interests of the community represented.
- 3) To consider and report on all matters referred to the Board by Council, or any matter of interest or concern to the Community Board.
- 4) To communicate with community organisations and special interest groups within the community.
- 5) To undertake any other responsibilities that are delegated to it by Council.
- 6) To appoint a member of the Community Board to organisations approved by the Council from time to time.

Long Term Plan/Annual Plan/Policy Issues

Authority to make a submission to the Long Term Plan/Annual Plan process on activities, service levels and expenditure (including capital works priorities) within the Board's area or to make a submission in relation to any policy matter which may have an effect within the Board's area.

Roading and Traffic

Authority to exercise the Council's powers and functions in relation to roads within the Board's area under the following sections of the Local Government Act 1974:

- Section 335 (vehicle crossings);
- Section 344 (gates and cattle stops);
- Section 355 (overhanding trees).

Authority to exercise the Council's statutory powers in accordance with Council policy (including any relevant powers conferred by bylaw) over roads within the Board's area in respect of;

- Road user behaviour at intersections.
- Controls on stopping or overtaking.
- Controls on turning.

- Pedestrian safety.
- Footpath maintenance and improvements.
- Accident investigation studies, lighting and other safety works.

For the avoidance of doubt, nothing in this delegation authorises a Community Board to deal with a matter, in the exercise of delegated authority, in a manner which is in conflict with any policy or decision of Council or any standing committee of Council in relation to the same matter.

Monday, 4 September 2023

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Hastings District Council

Hastings District Rural Community Board Meeting

Kaupapataka

Agenda

Heamana

Chair: Jonathan Stockley

Deputy Chair: Isabelle Crawshaw

Vicki Scoular and Abby Morley

Mematanga:

Committee Members:

Ngā KaiKaunihera

Councillors: Ana Apatu, Marcus Buddo and Tania Kerr

Youth Council appointee: - Leo Guo

Tokamatua:

Quorum:

4 members

Apiha Matua:

Officer Responsible:

Kaiwhakahaere Rōpū

Transportation Manager: Jag Pannu

Te Rōpū Manapori me te

Kāwanatanga:

Democracy & Governance

Services:

Louise Stettner (Ext 5543)

Te Rārangi Take

Order of Business

Apologies – Ngā Whakapāhatanga

- 1.0** At the close of the agenda no apologies had been received.
 At the close of the agenda no requests for leave of absence had been received.
-

2.0 Conflict of Interest – He Ngākau Kōnatunatu

Members need to be vigilant to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to scan the agenda and assess their own private interests and identify where they may have a pecuniary or other conflict of interest, or where there may be perceptions of conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the relevant item of business and withdraw from participating in the meeting. If a Member thinks they may have a conflict of interest, they can seek advice from the General Counsel or the Manager: Democracy and Governance (preferably before the meeting).

It is noted that while Members can seek advice and discuss these matters, the final decision as to whether a conflict exists rests with the member.

Confirmation of Minutes – Te Whakamana i Ngā Minitī

- 3.0** Minutes of the Hastings District Rural Community Board held Monday 29 May 2023.
(Previously circulated)
-

- 4.0** **Updates from Rural Community Board members appointed to Council Committees and Subcommittees** **9**
-

- 5.0** **Rating Area 2 Financial Result for the Year Ending 30 June 2023** **11**
-

- 6.0** **Cyclone Gabrielle - Recovery Update** **17**
-

- 7.0** **Update on Rural Community Resilience planning** **19**
-

8.0 Rural Transportation Activity Report **23**

9.0 Bridge Strengthening Programme update **81**

10.0 Minor Items – *Ngā Take Iti*

11.0 Urgent Items – *Ngā Take Whakahihiri*

Monday, 4 September 2023

Item 4

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council: Hastings District Rural Community Board

Te Rārangi Take

Report to Hastings District Rural Community Board

Nā:
From: **Jag Pannu, Transportation Manager**

Te Take:
Subject: **Updates from Rural Community Board members appointed to Council Committees and Subcommittees**

1.0 Purpose and summary - Te Kaupapa Me Te Whakarāpopototanga

- 1.1 The purpose of this report is to provide an opportunity for members of the Rural Community Board who have been appointed to council committees and subcommittees to update the Board on activities of these committees and/or subcommittees they consider may be of interest to the Board.
- 1.2 This is also an opportunity for updates to be provided by RCB members that sit on external groups such as the Rural Advisory Group.
- 1.3 The following members have been appointed to Council Committees and Subcommittees for the 2022-2025 triennium:
 - Jonathan Stockley – Strategy and Policy Committee; Performance and Monitoring Committee and the District Planning and Bylaws Subcommittee.
 - Vicki Scoular – District Development Subcommittee.
 - Isabelle Crawshaw – Environmental Resilience and Community Wellbeing Subcommittees.

2.0 Recommendations - Ngā Tūhonga

That the Hastings District Rural Community Board receive the report titled Updates from Rural Community Board members appointed to Council Committees and Subcommittees dated 4 September 2023.

Attachments:

There are no attachments for this report.

Monday, 4 September 2023

Item 5

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council: Hastings District Rural Community Board

Te Rārangi Take

Report to Hastings District Rural Community Board

Nā:
From: Aaron Wilson, Financial Controller

Te Take:
Subject: Rating Area 2 Financial Result for the Year Ending 30 June 2023

1.0 Purpose and summary - *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to inform the Hastings District Rural Community Board (RCB) of the indicative rating result for the year ended 30 June 2023.
- 1.2 The indicative result for Rating Area 2 (RA2) for the 2022/23 year is unfavourable to budget and is a \$5.31m rating deficit. The results are unaudited and indicative at this stage and consequently there may be some variation to the figures in the result. This RA2 rating deficit is in the context of an overall rating deficit for Council.
- 1.3 Officers will be recommending to Council that there will be no rate funded carry forwards into the 2023/24 financial year as there is no rating surplus from which to allocate funding for those projects. This will impact on rates funded projects that were not delivered in 2022/23 but are still required and will require officers to manage their 2023/24 work programme with this in mind.
- 1.4 This result for the purpose of clarity has been split out to show the impact of Cyclone Gabrielle separately from BAU (Business as usual) and Targeted rates.
- 1.5 This report concludes by recommending that the Hastings Rural Community Board recommend to the Performance and Monitoring Committee that given the large size of 2022/23 RA2 deficit that any available reserve should be allocated to fund that deficit. That could see the following allocations made:
 - 1) Release the balance of the RA2 Rural Flood and Emergency Reserve (\$1.2m)
 - 2) Release the balance of the RA2 General Purpose Reserve (\$628k)
 - 3) Release the balance of the NZTA Transport Reserve (\$1.2m)

4) Release the balance of the capital Reserve. (\$1.9m)

5) Contingency fund release (\$0.4m)

- 1.6 The release of the reserves detailed above would see the RA2 rating deficit fully funded from reserves. The alternative to using the available reserves is to use debt to fund the deficit. This is not a recommended approach of Officers as it will be effectively pushing the decision of reserve allocation further down the line with anticipated deficits forecast for 2023/24 as well and Council responds to the massive rebuild of the rural roads.
- 1.7 The unaudited result for the year ended 30 June 2023 will be presented to the Operations and Monitoring Committee on 21 September 2023.
- 1.8 This report sets out the indicative rating result for the year ended 30 June 2023 for Rating Area 2.

2.0 Summary – headlines

- 2.1 Underlying surplus on business as usual (BAU) activities of \$0.3m
- 2.2 Deficit from cyclone Gabrielle response of (\$5.6m)
- 2.3 General rate deficit of (\$5.33m)
- 2.4 Likelihood that there will be a BAU shortfall for 2023-24

3.0 Summary – discussion

- 3.1 Council has an overall rating deficit for the year, with a substantial rating deficit for both rating areas.
- 3.2 The audited annual report will also record a significant deficit as many assets, destroyed by the cyclone, will need to be written off and others impaired to reflect the damage caused by the event.
- 3.3 The overall, RA2, rating deficit for 2022-23 is \$5.3m. This excludes \$5m of insurance proceeds for damaged bridges as most of the expenditure to replace those bridges will occur in future years. The insurance funds will be used to reduce any cyclone related borrowings and the offset is included in our debt of \$292m as at 30 June 2023.
- 3.4 While the impact of Cyclone Gabrielle has had a detrimental effect on Council’s financial performance the result for Business as Usual (BAU) operations has delivered a small surplus of \$0.3m surplus for the year. Due to the unusual nature of the year, with the impacts from the cyclone the end year result has been split between BAU and cyclone impacts to enable the committee to understand what is driving the rating deficit.
- 3.5 Part of the end year RA2 rating report usually includes requests to carry forward funding for projects not completed during the financial year. These budgets and the associated funding is then added to the next year’s (2023-24) work programme. The requests usually include a mix of projects funded from rates, reserves, external and loan funding.
- 3.6 This year Officers will be recommending to Council that there will be no rate funded carry forwards into the 2023/24 financial year as there is no rating surplus from which to allocate funding for those projects. This will impact on rates funded projects that were not delivered in 2022/23 but are still required and will require officers to manage their 2023/24 work programme with this in mind. The reason for this advice is that:
1. There is no surplus from which funds can be allocated to fund additional works in 2023-24.
 2. Council already has a large, \$150m, capital programme in 2023-24 and modelling to support deliberations on the impacts of the cyclone recovery were premised on the fact that the base capital programme would be trimmed back to \$130m, inclusive of any carry

forward projects. Managing the size of the capital programme is one of the key levers Council has in order to contain the level of future rate increases for the community.

3.7 The following table shows the rating result for 2022-23

Description	Rating Area Two
Business as Usual Result – surplus(deficit)	\$0.3m
Cyclone Gabrielle recovery Impact	(\$5.6m)
Overall Result for 2022-23	(\$5.31m)
Surplus (Deficit) on Targeted Rate Activities	\$0.02m
General Rate Surplus (deficit) for 2022-23 Against rating budgets	(\$5.33m)

Note: Excludes \$5m of insurance proceeds received for bridges

A more detailed breakdown of this result is available in **Attachment 1**. The net rating result is shown in the attached schedule “Analysis of Year End Result for 2022/23 for Rating Area 2”. This shows the budgeted and actual cost for the various activities with the final column showing the rating surplus or deficit (negative) for the activities.

Insurance Proceeds: Council held insurance cover for its bridges and as noted above, \$5m has been received from insurance proceeds. (a further \$5m is expected resulting in the full settlement of the sum insured of \$10m). These funds have been deliberately excluded from the rating surplus calculations. While considerable funds will have been spent on bridges these funds were on the initial response on temporary repairs to get bridges operational again. A number of replacement bridges are being rented and longer-term permanent replacement structures need to be funded. The \$5m in cash has reduced our borrowings however total insurance proceeds are only expected to fund a small proportion of future recovery expenditure. The approach to immediately apply the proceeds to reduce debt reflects the prudent approach Council will need to take going forward to contain debt levels and the flow on effect this has on rates and community affordability.

3.8 Business as usual

3.9 A small \$0.3m BAU surplus has resulted due to lower than budgeted transport spend of \$1m. The massive impact on the roads network meant resources (both physical and financial) were diverted into cyclone response\recovery works. Normally the local share funding (ex rates) would be carried forward so the projects can be completed in the following year (2023-24), however Council cannot carry forward money that is not there. The local share of projects not completed is required to fund the local share of road response\recovery works and to reduce the size of the overall deficit for the year.

3.10 Without the transport underspend BAU would have been in deficit due to lower revenues to budget in the regulatory space, higher interest, and insurance costs across Council along with a challenging year for Splash, Pools and Toitoti.

3.11 Cyclone Gabrielle – The impacts of Cyclone Gabrielle and Councils response to it has resulted in a \$5.6m shortfall. The primary driver for the RA2 Rating deficit relating to Cyclone Gabrielle has been the local share of the Transport costs mainly relating to emergency reinstatement. Total spend on RA2 roads from February 2023 to end of June was \$58.6m for which Council received \$54.5m in Waka Kotahi funding which left \$4.1m to be funded by Council for which there was obviously no budget.

3.12 The remaining \$1.5m was incurred in the response phase of the cyclone and covered a wide range of contracted services, fuel, welfare costs and support. While much of the costs in responding to the

event will be funded by NEMA, there is still a reasonable sum of costs incurred that are not claimable. There are however approximately \$300k of claims yet to be made and if successful will be received in the 2023/24 financial year. \$9.7m of claims with NEMA and other funding partners (excluding Waka Kotahi) has been received to-date.

- 3.13 It is recommended that the 2022/23 Rating Area 2 deficit is funded from reserves allocated as follows and subject to the Performance and Monitoring Committee resolution:

	\$
RA2 deficit General Rate	(\$5.33m)
<i>Allocation to fund deficit:</i>	
Council General Purpose Reserve RA2	\$0.6m
RA2 Rural Flood and Emergency Reserve	\$1.2m
RA2 NZTA Transport Reserve	\$1.2m
RA2 Capital Reserve.	\$1.9m
Contingency Reserve	\$0.4m
Funded allocation total	\$5.33m
Remaining Deficit	\$0m

- 3.14 There is still a great deal of uncertainty with regards the long term effects of the cyclone with financial modelling indicating significant funding challenges ahead. With much of the costs incurred in the rural community, serious consideration will need to be given to how the rural rating areas are funded.

3.15 Transport Reserve

- 3.16 As stated in paragraph 3.8 the local share funding (ex rates) would normally be carried forward and transferred to a reserve so the projects can be completed in the following year (2023-24), however with the overall RA2 deficit Council cannot carry forward money that is not there. The local share of projects not completed is required to fund the local share of road response\recovery works and to reduce the size of the overall deficit for the year.

3.17 Rural Flood and Emergency Reserve Update

- 3.18 The Rural Flood and Emergency Event Reserve has a balance of \$1,245,454 as at 30 June 2023. The balance as at 30 June 2022 was \$1,202,555.

3.19 Rating Area 2 Reserve Balances

- 3.20 The Rating Area 2 reserve balances as at 30 June 2023 are as follows:

Reserve Description	Balance (\$)
Rural Flood and Emergency Event Reserve	\$1,202,555
Rural Fire Contingency Fund	\$6,457
General Purpose Reserve - Rating Area 2	\$628,617
Capital Reserve - Rating Area 2	\$1,903,967
Transportation NZTA Fund Reserve Rating Area 2	1,217,401

4.0 Allocation of Rating Result

- 4.1 The allocation of the 2022/23 Rating Area 2 Deficit is recommended to be dependent on the Operations and Monitoring Committee resolution and could be the following:

	\$
RA2 deficit General Rate	(\$5.33m)
<i>Allocation to fund deficit:</i>	
Council General Purpose Reserve RA2	\$0.6m
RA2 Rural Flood and Emergency Reserve	\$1.2m

RA2 NZTA Transport Reserve	\$1.2m
RA2 Capital Reserve.	\$1.9m
Contingency Reserve	\$0.4m
Funded allocation total	\$5.33m
Remaining Deficit	\$0m

5.0 Recommendations - Ngā Tūtohunga

- A) That the Hastings District Rural Community Board receive the report titled Rating Area 2 Financial Result for the Year Ending 30 June 2023 dated 4 September 2023.
- B) That the Board recommends to the Performance and Monitoring Committee that the Rating Area 2 Rating deficit of \$5.33m be funded from RA2 reserves, noting that the value of the deficit available may change due to this being an unaudited result.

	\$
RA2 deficit General Rate	(\$5.33m)
<i>Allocation to fund deficit:</i>	
Council General Purpose Reserve RA2	\$0.6m
RA2 Rural Flood and Emergency Reserve	\$1.2m
RA2 NZTA Transport Reserve	\$1.2m
RA2 Capital Reserve.	\$1.9m
Contingency Reserve	\$0.4m
Funded allocation total	\$5.33m
Remaining Deficit	\$0m

Attachments:

[1](#) RA2 Rating Result 2022 23

FIN-09-3-23-352

**ANALYSIS OF 2022/23 YEAR END RESULT
RESULT TO COUNCIL**

SUMMARY OF END YEAR RESULT	RATING AREA 2			
	Budgeted Net Cost	Actual Net Cost	C/Forwards to 23/24	22/23 Result Surplus(deficit)
Corporate Services	274,678	301,628	0.00	(26,950)
People & Capability	13,600	0	0.00	13,600
Finance Services	142,357	188,996	0.00	(46,640)
Chief Executives Office	451,448	457,441	0.00	(5,993)
Marketing & Communications	434,797	510,157	0.00	(75,360)
Community Wellbeing & Services	1,518,927	1,764,845	0.00	(245,918)
Planning & Regulatory Services	1,183,471	1,436,099	0.00	(252,628)
Strategy & Development	851,714	802,677	0.00	49,037
Asset Management (excl Transport & Water services)	1,146,311	1,261,449	0.00	(115,138)
Transportation	7,262,687	10,271,275	0.00	(3,008,588)
Water Services	151,254	109,373	0.00	41,881
Contingency Fund	10,000	1,563,211	0.00	(1,553,211)
	13,441,244	18,667,152	0.00	(5,225,908)
Plus Other Revenue & Expenditure Adjustments				
Other Expenditure	0	0	0.00	0
General Purpose Reserve (Surplus Allocation)	0	0	0.00	0
Petrol Tax	-75,984	-76,876	0.00	892
2021/22 Brought Forwards	-141,747	-141,747		0
	13,223,513	18,448,529	0.00	(5,225,017)
Rates Revenue Surplus				
Provn for Doubtful Debts	35,000	2,754		32,246
Rates Penalties	-36,720	-105,498		68,778
Rate Remissions	49,350	4,074		45,276
Rates Revenue (after Remissions)	-13,123,462	-13,175,138		51,676
Less extra rates levied for Separate Rates & UAC's	0	0		(287,700)
Rates Revenue Surplus	-13,075,832	-13,273,808	0.00	(89,724)
Total Overall Rating Result Surplus/(Deficit)				(5,314,741)
Breakdown of rate types:				
General Rate Result				(5,337,224)
Targeted Rate Result				22,484

Monday, 4 September 2023

Item 6

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council: Hastings District Rural Community Board

Te Rārangi Take

Report to Hastings District Rural Community Board

Nā:
From: **Annette Hilton, Strategy, Policy, Project and Evaluation Advisor**

Te Take:
Subject: **Cyclone Gabrielle - Recovery Update**

1.0 Purpose and summary - *Te Kaupapa Me Te Whakarāpopototanga*

1.1 Officers will provide a presentation to update the board on Cyclone Recovery matters.

2.0 Recommendations - *Ngā Tūtohunga*

That the Hastings District Rural Community Board receive the report titled Cyclone Gabrielle - Recovery Update dated 4 September 2023.

Attachments:

There are no attachments for this report.

Monday, 4 September 2023

Item 7

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council: Hastings District Rural Community Board

Te Rārangi Take

Report to Hastings District Rural Community Board

Nā:
From: **Regan Smith, Chief Risk Officer**

Te Take:
Subject: **Update on Rural Community Resilience planning**

1.0 Purpose and summary - *Te Kaupapa Me Te Whakarāpopototanga*

1.1 The purpose of this report is to provide the Board with an update on winter contingency planning and the intentions for future community resilience plans.

2.0 Background

- 2.1 Cyclone Gabrielle had wide ranging impacts across Heretaunga Hastings District that has left the rural infrastructure in a very vulnerable state and prone to failure without warning. As a result, a project was initiated to provide rural communities with immediate support to better cope with possible rain events over the 2023 winter period.
- 2.2 The purpose of the Winter Contingency project was to provide communities within Heretaunga Hastings with a satisfactory level of confidence that rural communities and Council are both as prepared as they can be for possible re-isolation. This project has been largely operationally focused and has been undertaken by Woodland Fire Advisors.
- 2.3 The Winter Contingency project has been divided into two sections. The first being a Hastings District Council (HDC) overarching Winter Contingency Plan, which is accompanied by 20 individual Community Winter Contingency Plans.
- 2.4 The community winter contingency plans were based on an adapted version of the Hawkes Bay Group Civil Defence Emergency Management (CDEM) Community Resilience Plan template. Therefore, these plans will provide the basis to for longer term Community Resilience Plans.

3.0 Winter Contingency Planning Status

3.1 Community engagement work to complete the 20 community contingency plans has been completed. Based on this work the key findings are:

- Almost without fail, community priorities were: Access (opening Roads), Communications (telephone or radio links) and fuel (Petrol for generators and cars, later diesel for farm operations).
- The more rural an area is, the more resilient the community tends to be (e.g. They shop weekly or monthly and are used to periods without services).
- Peri-urban areas and Small Block Holders tended to be less resilient. People in these communities tend to work in villages or the cities, and shop several times a week. Often their children also attend school in the cities.
- Where there are Rural Halls or Community Centres, these formed the Community Hubs where people could go for comfort, information, and provisions. It should be noted that not a single person was accommodated overnight in a Hall or Community Centre in the rural areas. Anyone who was displaced was taken in by neighbours or friends.
- People were often expected to travel long distances for supplies without fuel for their vehicles.
- The resupply of medication was a re-occurring concern as this was continually problematic.
- The resupply of food was a long way down the list as communities pooled their resources.
- The whole logistical supply chain was broken and only improved when a single point of contact was established between the community and CDEM.

3.2 Work is underway to complete a few remaining preparation tasks such as positioning small generators and starlink units, and providing VHF radio training. This work will be completed by the end of August for the following communities: Pūtōrino; Tūtira; Waikoau; Kaiwaka; Waipātiki; Te Hāroto; Te Pōhue; Puketītiri; Patoka; Rissington; RD9 – Waiwhare, Sherenden, Matapiro; Mareakakaho; Kererū; Lower SH2 Middle Rd to Raukawa; Maraetotara; Waimārama.

3.3 Completion of this work represents the end of the current engagement for Woodland Fire Advisors.

4.0 Future Resilience Planning

4.1 The ongoing work to build the current winter contingency plans in to long term resilience plans will be integrated into Council's community planning process. The objective is to connect the subject matter expertise held within the HDC Risk team and HB Group CDEM office with communities through relationships established by the Council Community Connectors.

4.2 A range of activities have commenced that will be progressed over the next 6 months. These activities include a resilience workshop run by the Group CDEM office to coordinate resilience planning across Territorial Authorities and other agencies in the Hawkes Bay.

4.3 Profiles will be developed for a range of community centres that could be used during emergency events by HDC and Group CDEM. These centres include Civil Defence Centres run by HDC, Community Lead Centres run by community groups, and Community Hubs run by communities. The range of services available at each centre will vary to suit the needs of the local community. It is envisioned that Community Hubs, operated in much the same way as the supply hubs worked during cyclone Gabrielle, will be the main form of support for rural communities.

4.4 Collaboratively, the HDC Community and Risk teams will identify 10 priority communities to start working with to develop long term resilience plans. This will be the start of the joint community planning approach, with an initial focus on resilience.

- 4.5 Resilience plans will be community led, and facilitated by HDC. The scale of the support provided will be based on the readiness of the community, with greater levels of support and community engagement applied to communities that are just starting to develop their resilience practices.
- 4.6 In order to facilitate wider collaboration between communities, a joint planning meeting consisting of representatives from key communities across the district will be organised. This meeting was proposed by Richard Gaddum as a means for sharing good ideas between communities. We will work to develop this approach to support the regional coordination provided by Group CDEM.

5.0 Recommendations - *Ngā Tūtohunga*

That the Hastings District Rural Community Board receive the report titled Update on Rural Community Resilience planning dated 4 September 2023.

Attachments:

There are no attachments for this report.

Monday, 4 September 2023

Item 8

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council: Hastings District Rural Community Board

Te Rārangi Take

Report to Hastings District Rural Community Board

Nā:
From: **Adam Jackson, Transportation Operations Manager**

Te Take:
Subject: **Rural Transportation Activity Report**

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 This report is to update the Rural Community Board with the Rural Transportation Programmed Project Status and Activities Report.
- 1.2 This report concludes by recommending that the report be received.

2.0 Recommendations - *Ngā Tūtohunga*

That the Hastings District Rural Community Board receives the report titled Rural Transportation Activity Report dated 4 September 2023.

3.0 2023/2024 Major Works Programme

- 3.1 The 2023/24 financial year is the third and final portion of the 2021-24 Long Term Plan programme.
- 3.2 The following is the status of the final Area Wide Pavement Treatment programme for the 2023/24 financial year and beyond.

Road	Section	Status/Impact
Kererū Road	Kererū Road – Section 3	Large section of this affected by TC Gabrielle. Once the new bridge is built, section will be reassessed.
Kahurānaki Road	Km7 to km9	AWPT project. This section of road has been several affected by TC Gabrielle. Design is on hold pending the slips being repaired.
Waimārama Road	Before quarry hill	AWPT project. Tender has been let. Build to be in summer of 23/24.

3.3 The following is the status of the low cost/low risk (old minor safety), and Road to Zero programme for the 2023/24 financial year.

Road	Section	Status/Impact
Taihape Road	Guardrail on bridges	Price has been approved. Works to be done in summer 23/24 - Carry forwards not confirmed yet. This may not go ahead yet
Rural Schools		Speed limit review and implementation, following an update to the speed limit rule which requires a maximum speed limit of 60km/h outside rural schools.
Various Rural Settlements		Minor safety improvements, including pedestrian access. Designs underway and quick wins to be implemented this financial year.

4.0 Bridge Update

- 4.1 Lambs Hill substantially completed
- 4.2 Waikoau Gorge design to strengthen to HPMV progressing
- 4.3 Kaiwaka construction to commence in November,
- 4.4 Seafeld No. 1, Mokamoka and Awanui designs are underway with a view to construct next financial year (2024/25) pending confirmation of available budget.
- 4.5 A separate report to Council will be presented to reconsider the budget allocations to complete the bridge strengthening programme.

5.0 Ex TC Gabrielle Update

- 5.1 Information in this report is an update on previously reported information to the Rural Community Board.
- 5.2 The current estimates of damage costs for Hastings District Councils total roading infrastructure is over \$800M.
- 5.3 To the end of July 2023, \$73.3M has been spent as part of the cyclone response and recovery phases. Of this, \$69.9M is on the rural road element. A separate report will be written by the Finance team once more information is available regarding the levels of funding assistance available to Council, and will detail how the known shortfall can be funded.
- 5.4 Prominent updates and achievements to date are:

- Seven major temporary bridges have been built so far. Completed major bridge structures are Rissington, Whanawhana, Ellis Wallace, Dartmoor, Waihau, Moeangiangi, and Redclyffe (Waiohiki).
- All communities have been reconnected with road access.
- 65 work crews are still working on the road network daily.

5.5 Bridge repairs

- Over 30 bridges have significant structural defects caused as a result of the storm. These have been prioritised, designs are either complete, or being done on the high priority bridges, and the construction of the highest priority bridges is under way.

5.6 Bridge replacements

- The 16 destroyed bridges are in various stages of design. Community consultation is underway. A separate report will be issued to the Rural Community Board with detailed updates on each of the bridges.

5.7 Slips

- Over 1000 slips remain on the road network, with most of the overslips repaired (material fallen onto the road), but the vast majority of underslips are yet to be fixed. Some require advanced engineering design solutions implemented costing many millions of dollars each.
- A design philosophy has been adopted to manage the underslips.
- The criteria and tier structure adopted ensures that an appropriate level of geotechnical investigation and design is carried out based on assessment of geotechnical risk, traffic volumes and the importance of the route to local communities across the network. It also informs HDC of the risk and resilience expectations associated with the approach.
- We have adopted approximately 20 roads as our high priority routes to get slips designed/repared which are ones that connect to the majority of our communities, are interregional connecting roads, or are detour routes for State Highway traffic.

5.8 Culverts

- A large number of culverts were destroyed, blocked or broken during the storm. In many instances temporary culverts have been installed to create access to the communities.
- All culverts have now been inspected, and the damage has been assessed. This work assist us to prioritise works, and also to justify the costs for the recovery works

5.9 Long Term Detours – There are still a number of detours in place where roads have been closed for some time, and are still a long way from being completed. These are:

- Kereru Gorge 3 – initial programme was for a new bridge/culvert to be installed by end of December 2023. Ground conditions and design issues are pushing this programme out. Once a new date is known, this will be advised to the community. The effect is significant with Salisbury Road the only road in/out, is very narrow and not built for this level of traffic.
- Matahōrua Road at Crystals Twin Culvert. This culvert is expected to be completed by December 2023.
- Darky Spur Bridge. This may never be reopened. There is a 12 minute detour in place due to this closure.

6.0 Effect on Pavements - TC Gabrielle Update

- 6.1 The effects of TC Gabrielle on the rural roads and in particular the sealed road network are being seen district wide. There is a significant increase in activity on both State Highways and local roads necessitating an increase in vehicles, cartage of aggregates, earthworks, and materials on the road network.
- 6.2 The increases in aggregate extraction from Matapiro Road (ACM), Ōkaihau Quarry on Ōkaihau Road, and Whittles Road Quarry in Puketitiri are known. Other known increases are due to the silt extraction activity managed by the HBRC/HDC silt team. To date over 635,000m³ of silt has been carted over local roads with over 1,000,000 expected to be carted as part of the overall programme.
- 6.3 The effects of detours on both State Highways and local roads have also impacted many of our low volume roads. Examples are:
- Raukawa Road when State Highway 50 was closed at boundary
 - Salisbury Road
 - Pakowhai Road and Farndon Rd when Redclyffe Bridge was broken
 - Glengarry Road when State Highway 5 was closed at Esk Valley
 - Ōtamauri Road when Matapiro and Crownthorpe Roads were closed.
- 6.4 The overall impact of these are being assessed by our asset management team, and will form part of our story to Waka Kotahi for funding the repairs on the road network driven by the increased activity due to TC Gabrielle.

7.0 Waka Kotahi Update

- 7.1 Verbal update provided by Waka Kotahi staff.

8.0 Works Update

- 8.1 **Attachment 1** will provide the Board with a photographic snapshot of activities undertaken between May and August 2023.

Attachments:

- 1 [↓](#) Transport - Roads General (See notes) - 20_RCB TR-8-23-10123
Photos - June 2023 to August 2023

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-Rohe*

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by

(and on behalf of) communities, and to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

[Link to the Council's Community Outcomes – Ngā Hononga ki Ngā Putanga ā-Hapori](#)

This report promotes the performance of regulatory functions for the purpose of providing safe, reliable and efficient transport networks.

Māori Impact Statement - Te Tauākī Kaupapa Māori

No known impacts for tangata whenua over and above the impact on the rural district as a whole.

Sustainability - Te Toitūtanga

This is a progress report and sustainability issues are not addressed.

Financial considerations - Ngā Whakaarohanga Ahumoni

The works identified within this report are within existing budgets.

Significance and Engagement - Te Hiranga me te Tūhonotanga

This report has been assessed under the Council's Significance and Engagement Policy as being of minor significance. Individual projects will have been addressed under the significance and engagement policy during the planning and decision making phase of those projects.

Consultation – internal and/or external - Whakawhiti Whakaaro-ā-roto / ā-waho

No consultation is required as part of this report.

Risks

Risk management and mitigation issues have been addressed in project planning and organisational health and safety policies. The major risk noted in this report is the potential for increase in tender costs in the maintenance contract rewrite. There are many ways to manage this risk such as decreased level of service, increased funding (and rate take), loan funding projects and negotiations with successful tenderer.

Rural Community Board – Te Poari Tuawhenua-ā-Hapori

The Rural Community Board will have an interest in the operations and transportation activities within the DRA2 rating area.

RCB Report – September 2023. Photos June-September 2023

Aorangi Rd: Slips Removal



Aorangi Rd: Aorangi Bridge: Sight Rail Installation



Aorangi Rd: Aorangi Bridge: Sight Rail Installation



Aropaoanui Rd: Aropaoanui Low Level Bridge



Aropaoanui Rd: Aropaoanui Low Level Bridge



Beach Rd: Watertabling



Monday, 4 September 2023

Item 9

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council: Hastings District Rural Community Board

Te Rārangi Take

Report to Hastings District Rural Community Board

Nā:
From: **Marius van Niekerk, Transportation Asset Manager**

Te Take:
Subject: **Bridge Strengthening Programme update**

1.0 Executive Summary – Te Kaupapa Me Te Whakarāpopototanga

1.1 The purpose of this report is for the RCB to

- endorse the Bridge strengthening programme update and,
- recommend to Council to adopt the recommended option contained in the report, subject to available funding.

1.2 This report contributes to the purpose of local government by promoting Council’s strategic objective of improving the transport network linking people, opportunities and enabling growth.

1.3 The bridge strengthening programme was initially adopted in the 2018-28 long term plan and was carried through to the current long-term plan as the programme spanned seven years.

1.4 The original program expenditure was estimated at \$10.5 million dollars with most of the funding allocated to the rural area.

1.5 The programme is Waka Kotahi NZTA subsidised with its local share being loan funded.

1.6 The current estimates to complete the programme exceeds the previously approved total loan amount and additional funding is required to complete the programme.

1.7 Key reasons for cost increases and changes to programme are:

- Strengthening work identified in urban area.
- Scope increases in construction work required in rural area.
- Cost escalation across labour, plant and materials driving increased costs to complete the works.

- 1.8 The report concludes by recommending adopting Option 2, which balances the targets of the bridge strengthening programme against costs and risks required to be undertaken to complete the programme.

2.0 Recommendations - Ngā Tūtohunga

- A) That the Rural Community Board receive the report titled Bridge Strengthening Programme update, dated 4 September 2023.
- B) That the Rural Community Board endorse the report and recommend to Council to adopt the recommended option, subject to available funding.

With the reasons for this decision being that the objective of the decision will contribute Council's strategic objectives.

3.0 Background – Te Horopaki

- 3.1 The bridge strengthening programme was established to increase resilience and accessibility of the road network for freight. Bridges with restricted capacity for either general access (Class 1) or high productivity motor vehicle (HPMV) will be strengthened across the network to meet demand. This work will support the economic growth of the region by improved freight access and reduced overall truck movements as more freight can be transported per load.
- 3.2 The programme commenced as part of the 2018/28 Long term plan (LTP) and with an estimated duration of seven years, will span the 2021/31 LTP and part of the 2024/34 LTP.
- 3.3 The original plan was phased over seven years with an estimated investment of \$10.5 million dollars. As the bridge assets have a design life of 100 years, and to make the investment affordable to the community, the local share funding (47% of the cost) of the programme was loan funded with Waka Kotahi subsidising the remaining 53% of the work.
- 3.4 The priority order of the bridges selected for strengthening is based on a value approach and the work completed to date made significant improvements to the network's capacity for general access and HPMV freight.
- 3.5 The outcomes of the bridge strengthening programme over the last five years to date is:
- Restrictions on 13 bridges were removed due to the strengthening work. This increase in bridge capacity have improved access to 192 kms of previously inaccessible roads to Class 1 vehicles.
 - Increased the accessibility to HPMV vehicles in our network by 300kms. The key "unlocked" HPMV routes have already been utilised by the industry and the freight uptake of HPMV vehicles on these routes are approximately 30%.
- 3.6 The initial cost estimate for each bridge was based on the deficiency identified in the initial investigations and the strengthening costs based on the work undertaken over the past years in Hastings District Council and other Councils prior to 2017.
- 3.7 Cyclone Gabrielle caused significant damage to Council bridges and two bridges identified for strengthening were destroyed. The programme was adjusted to reflect these impacts.
- 3.8 The estimated budget (without escalation adjustment) and project spend to date is shown in Table 1.

Financial Year	Budget	Actuals YTD	Carry fwd
2018-19	\$ 1,010,000	\$ 1,091,542	\$ -
2019-20	\$ 1,774,800	\$ 1,851,756	\$ 220,000
2020-21	\$ 2,570,879	\$ 1,868,000	\$ -
2021-22	\$ 1,864,800	\$ 1,204,839	\$ 596,800
2022-23	\$ 1,773,320	\$ 830,216	\$ -
2023-24	\$ 1,680,000		
Total	\$ 10,673,799	\$ 6,846,352	

Table 1 -Bridge strengthening working budget to date

- 3.9 Due to wider economic impacts driven by local and global events, the cost escalation on labour, plant and materials have increased significantly (up to +20% for some items). Some projects also had scope increases over and above initial estimates due to unforeseen issues uncovered during detail design.
- 3.10 Note that as the strengthening work is progressing, the programme is being affected by the principle of diminishing returns - essentially work proposed on some structures will be very expensive without adding significant value to the network outcomes. The initial programme focussed predominantly on the rural areas of the transportation network as this was where most of the gains could be made.
- 3.11 The details of the options presented below is covered in section 4.

Financial year	Option 1 costs	Option 2 costs	Option 3 costs	Option 4 costs
Year 18_19	\$1,010,000	\$1,010,000	\$1,010,000	\$1,010,000
Year 19_20	\$1,774,800	\$1,774,800	\$1,774,800	\$1,774,800
Year 20_21	\$2,570,879	\$2,570,879	\$2,570,879	\$2,570,879
Year 21_22	\$1,139,549	\$1,139,549	\$1,139,549	\$1,139,549
Year 22_23	\$2,539,305	\$2,539,305	\$2,539,305	\$2,539,305
Year 23_24	\$8,944,620	\$3,648,620	\$6,539,620	\$1,226,820
Year 24_25	\$50,600	\$17,800	\$41,800	\$0
Total Option Cost	\$18,029,753	\$12,700,953	\$15,615,953	\$10,261,353
Original approved programme cost	\$10,472,097	\$10,472,097	\$10,472,097	\$10,472,097
Additional cost(Option less original programme cost)	\$7,557,656	\$2,228,856	\$5,143,856	-\$210,744
Waka Kotahi funded(53%)	\$4,005,558	\$1,181,294	\$2,726,244	No additional funding required
HDC funded (47%)	\$3,552,099	\$1,047,563	\$2,417,613	
DRA1 portion	\$863,079	\$238,272	\$429,012	
DRA2 portion	\$2,689,019	\$809,290	\$1,988,601	

Table 2 - Bridge strengthening – Cost of options

4.0 Discussion – *Te Matapakitanga*

- 4.1 There are options that will reduce the programme cost by reducing the proposed strengthening work, accepting some risks and put monitoring of affected structures in place. There are four options that is worthwhile to discuss.
- 4.2 The estimated programme costs shown in Table 2 is reflecting the latest cost and scope increases on rural bridge strengthening work and the work identified on urban HPMV bridges. Note that at the start of the project it was assumed that most of the urban HPMV bridges would meet the requirements and that significant strengthening is not required. In a few instances this is not the case, and this adds significant cost to deliver the full programme.

- 4.3 **Option 1** – This option includes all possible strengthening with total additional cost of \$7,557,656 million. The local share portion of the additional funding is \$3,552,099 million. This option includes completion of all identified strengthening work and carries minimum risk. This option fully meets the targets set at the start of the project.
- 4.4 **Option 2** – This option requires total additional costs \$2,228,856 million. The local share portion of the additional funding is \$1,047,563. The programme will meet the original targets with a few exceptions. This option has some level of long-term risk as 4 under capacity bridges will need to be monitored.
- 4.5 There is no immediate risk identified for these bridges and the monitoring is not onerous. This option provides the most cost-effective option out of the three options being presented. This option does not meet the originally set HPMV and VDAM targets. However, this gap to meet target is very small (0.03% VDAM and 0.55% HPMV).
- 4.6 Refer table 3 below for bridges to be monitored under option 2:

Bridge	Current classification	Target classification	Defect	Monitoring regime
Havelock culvert	General access	HPMV	The assessment shows that the bridge is under capacity for general access. However, there are no signs of distress	The monitoring will be done through normal bridge inspection cycle.
Strachans	General access	HPMV	The bridge requires strengthening to HPMV however, this is the last bridge at Ohurakura Road which does not serve forestry but general farm freight.	None required.
Taylor's	Restricted(44T gross 4T axle limit)	HPMV	This bridge is weight restricted. However it only serves one farm and the cost required to strengthen this bridge outweighs the benefit	Inspected annually to check for deterioration/signs of stress
Grants Overhead	General access	HPMV	This bridge requires strengthening to accommodate HPMVs. It is on the State Highway Detour route. Strengthening for this structure is complex and expensive	Monitor every two years as part of normal bridge inspections

Table 3 – Option 2 - Proposed monitoring of bridges removed from strengthening programme

Bridge	Current classification	Assumption	Monitoring regime
Black bridge	Conditional HPMV	Strengthening work not required	Monitor every two years as part of normal bridge inspections
Beach	Conditional HPMV	Strengthening work not required	Monitor every two years as part of normal bridge inspections
Haumoana	50 Max	Strengthening work not required	Monitor every two years as part of normal bridge inspections

Table 4 – Option 2 – Bridges not requiring strengthening work

- 4.7 **Option 3** – This option requires \$5,143,856 additional funding, accepts an optimal amount of risk and most bridges in the programme is completed to the original targets. The local share portion of the additional funding is \$2,726,244 million.
- 4.8 The programme will meet the original targets with a few exceptions. This option has some level of long-term risk as 2 under capacity bridges will need to be monitored.
- 4.9 There is no immediate risk identified for these bridges and the monitoring is not onerous. This option does not meet the originally set HPMV and VDAM targets. However, this gap to meet target is very small (0.03% VDAM and 0.55% HPMV).
- 4.10 Refer table 4 below for bridges to be monitored under option 3:

Bridge	Current classification	Assumption	Monitoring regime
Black bridge	Conditional HPMV	Strengthening work not required	Monitor every two years as part of normal bridge inspections
Beach	Conditional HPMV	Strengthening work not required	Monitor every two years as part of normal bridge inspections
Haumoana	50 Max	Strengthening work not required	Monitor every two years as part of normal bridge inspections

Table 5 – Option 3 - Proposed monitoring of bridges removed from strengthening programme

Bridge	Current classification	Assumption	Monitoring regime
Black bridge	Conditional HPMV	Strengthening work not required	Monitor every two years as part of normal bridge inspections
Haumoana	50 Max		Monitor every two years as part of normal bridge inspections

Table 6 – Option 3 – Bridges not requiring strengthening work

- 4.11 **Option 4** –This option concludes the bridge strengthening programme at the completion of strengthening works currently being designed for Waikoau Gorge bridge. IT is estimated that the work can be completed by end of June 2023/24 The total programme costs are limited to approximately\$10.26 million. This option has some level of long-term risk as six under capacity bridges will require monitoring. These bridges are shown in table 7.

4.12

Bridge	Current classification	Target classification	Defect	Monitoring regime
Havelock culvert	General access	HPMV	The assessment shows that the bridge is under capacity for general access. However, there are no signs of distress	The monitoring will be done through normal bridge inspection cycle.
Strachans	General access	HPMV	The bridge requires strengthening to HPMV however, this is the last bridge at Ohurakura Road which does not serve forestry but general farm freight.	None required.
Taylor's	Restricted(44T gross 4T axle l	HPMV	This bridge is weight restricted. However it only serves one farm and the cost required to strengthen this bridge outweighs the benefit	Inspected annually to check for deterioration/signs of stress
Grants Overhead	General access	HPMV	This bridge requires strengthening to accommodate HPMVs. It is on the State Highway Detour route. Strengthening for this structure is complex and expensive	Monitor every two years as part of normal bridge inspections
Havelock culvert	General access	HPMV	The assessment shows that the bridge is under capacity for general access. However, there are no signs of distress	The monitoring will be done through normal bridge inspection cycle.
Taylor's	Restricted(44T gross 4T axle l	HPMV	This bridge is weight restricted. However it only serves one farm and the cost required to strengthen this bridge outweighs the benefit	Inspected annually to check for deterioration/signs of stress
Moka Moka	80% class 1	N/A	Slab has capacity of only 2500 kg deficient in shear and hogging	The monitoring will be done through normal bridge inspection cycle.
Seafield No 1	General access	N/A	Beams have Rating "CLASS" of 87%, HPMV "GROSS" of 122% and Posting/50MAX "GROSS" of 129% governed by flexure.	The monitoring will be done through normal bridge inspection cycle.
Service	General access	N/A	the superstructure cannot carry HPMV loading at 70% HPMV loading. Deck has an Allowable Axle Load (AAL) limit of 7500 kg and cannot carry HPMV loading.	The monitoring will be done through normal bridge inspection cycle.

Table 7 – Option 4 Proposed monitoring of bridges removed from strengthening programme

5.0 Options – Ngā Kōwhiringa

5.1 There are several options that will reduce the programme cost by reducing the proposed strengthening work and accepting some risks.

5.2 Option one

This option demonstrates a scenario where minimum amount of risk is accepted and all bridges within the programme is completed to the original targets.

Advantages:

- Minimum asset risk accepted, hence minimum monitoring and public safety risk accepted.
- Meet the original targets which were communicated with the public and industry.

Disadvantages:

- Significant cost increase.

5.3 **Option two - Recommended Option - Te Kōwhiringa Tuatahi – Te Kōwhiringa Tūtohunga**

This option demonstrates a scenario where some asset risk is accepted and some bridges within the programme will not be completed to the standard originally set.

Advantages:

- This option requires the least increase to the funding required to complete the programme.
- The programme will mostly be able to meet the original targets with few exceptions.

Disadvantages:

- The programme will not be able to meet the full original targets set which were communicated with the public and industry.
- There will be several structures within the network that require ongoing monitoring to maintain service levels and any risk to public safety. The monitoring is not onerous and will be completed as part of normal scheduled bridge inspections.
- This case assumes certain construction methodologies for expected future work. If they cannot be met, there is a risk further funding may be required to complete the works or further monitoring might be required.

5.4 **Option Three**

5.5 This option accepts an optimal amount of risk and most bridges within the programme is completed to the original targets.

Advantages:

- Moderate asset risk accepted, hence moderate monitoring and public safety risk accepted.
- Meet most of the original targets which were communicated with the public and industry.

Disadvantages:

- The programme will not be able to meet the full original targets set which were communicated with the public and industry.
- There will be several structures within the network that require ongoing monitoring to maintain service levels and any risk to public safety. The monitoring is not onerous and will be completed as part of normal scheduled bridge inspections.

5.6 **Option Four – Status Quo - Te Kōwhiringa Tuarua – Te Āhuetanga o nāianeī**

This funding case completes current projects and stops the strengthening programme as the original set budget target has been reached.

Advantages:

- No additional funding required. The total cost of the programme ends at approximately \$10.26 million (originally agreed amount \$10.5 million).
- Will have some designs ready if/when funding becomes available in future.

Disadvantages:

- The programme will not be able to meet the full original targets set which were communicated with the public and industry.
- There will be several structures within the network that require ongoing monitoring to maintain service levels and any risk to public safety. The monitoring is not onerous and will be completed as part of normal scheduled bridge inspections.

6.0 Next steps – Te Anga Whakamua

6.1 Funding requests to Waka Kotahi have been submitted under the Low-cost-low-risk category. This request will cover all four proposed options put forward to Council.

Attachments:

[1↓](#) Bridge strengthening report progress to June 2023 prj14-87-0114

Summary of Considerations - He Whakarāpopoto Whakaarohanga

Fit with purpose of Local Government - E noho hāngai pū ai ki te Rangatōpū-ā-Rohe

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

Link to the Council's Community Outcomes – Ngā Hononga ki Ngā Putanga ā-Hapori

This proposal promotes the Council's strategic priority area "Getting Around" and advances the Council's strategic objectives in economic wellbeing by improving the transport network linking people, opportunities and enabling growth through getting goods to market, improving rural community accessibility and resilience. This proposal promotes the <Enter text> wellbeing of communities in the present and for the future.

Māori Impact Statement - Te Tauākī Kaupapa Māori

N/A

Sustainability - Te Toitūtanga

The recommendation improves sustainability by improving the level of service and the remaining useful life of existing assets through improving or replacing components of the structure.

Financial considerations - Ngā Whakaarohanga Ahumoni

The recommendation has moderate financial affect as the rates required to fund the loan increase is \$60,000 DRA 1 and \$ 49,000 of DRA 2 rates over three years.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision/report has been assessed under the Council's Significance and Engagement Policy as being of low significance.

Consultation – internal and/or external - *Whakawhiti Whakaaro-ā-roto / ā-waho*

The Bridge Strengthening Programme was thoroughly consulted with the community and industry at the time of establishment in 2018.

Rural Community Board – *Te Poari Tuawhenua-ā-Hapori*

N/A
