

Report To: Council



Meeting Date: 29 September 2026

Subject: **Bi-Monthly Activity Report: Roding, Stormwater and Solid Waste**

Type: Information Only

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1. Purpose of Report

- 1.1 The purpose of this business paper is to update Council on the Roding, Stormwater and Solid Waste activities.

2. Suggested Resolution

- 2.1 The following is a suggested resolution only and does not represent Council policy until such time as it is adopted by formal resolution.

1 The Bi-Monthly Activity Report: Roding, Stormwater and Solid Waste be received.

3. Roads and Footpaths

- 3.1 The roads and footpaths activity provides for a safe and reliable transport infrastructure network to facilitate the movement of people and goods, which includes the provision of roads (excluding state highways), footpaths, bridges, traffic services, streetlights, carparks and traffic safety programmes.

Road Network WDC manages and maintains a network of 459km of sealed roads and 547km of unsealed roads. This includes identifying the need for and undertaking maintenance and renewals of the road network, footpaths and ancillary systems such as streetlights, signs and road markings.

Subsidised Roding NZ Transport Agency (NZTA) provides a subsidy for works that meet their criteria via Waikato Regional Council's Land Transport Programme.

Unsubsidised Roding These activities are carried out to ensure safe and efficient travel within and through the District as necessary for road or pedestrian safety and convenience but are not subsidised by NZTA.

- 3.2 Other unsubsidised services include maintaining amenity lights, street cleaning and maintenance of on-street carparks.

- 3.3 State highways are not WDC's responsibility and are managed/controlled by the New Zealand Land Transport Agency (Waka Kotahi).

- 3.4 A high-level summary of WDC's roading network assets is tabled below. (extract from 2024 Asset Management Plan)

Asset Type	Qty in Service	Units
Pavement		
Pavement Formation	7,665,721	m3
Pavement Sub-base	682,830	m3
Pavement Shoulder Unsealed	39,394	m3
Pavement Base	594,602	m3
Sealed Surface	2,857,677	m2
Metal Surface	2,175,459	m2
Bridges and Structures		
Bridges & Major Culverts	154	Number
Retaining and Other Structures	437	Number
Footpaths		
Footpaths	72,236	m2
Footpath Crossings	1,708	Number
Road Drainage		
Urban Kerb and Channel and Surface Water Channels	79,416	m
Urban Drainage	781	Number
Rural Kerb and Channel and Surface Water Channels	919,898	m
Rural Drainage	7,703	Number
Rails and Streetlights		
Guardrail & Railings	14,478	m
Streetlights	850	Number
Streetlight Poles	278	Number
Streetlight Brackets	850	Number
Traffic Islands		
Traffic Islands	100	m2
Signs		
Urban Road Signs	939	Number
Rural Road Signs	13,152	Number
Consents		
Consents	12	Number

CURRENT ACTIVITY

- 3.5 The period since the July report has been shaped by three things: the 2027–30 funding bid to NZTA, the Council workshop of 15 September 2026, and the start of the 2026/27 construction season for storm recovery and renewals.
- 3.6 The initial 2027–30 bid for maintenance, operations and renewals was lodged with NZTA on 28 August 2026 at \$54.87M over three years (2% escalation, 75% Funding Assistance Rate – NZTA about \$41.2M and Council about \$13.7M), together with the Road Safety Promotion programme (\$173,770) and the ten-year forecast. NZTA has confirmed the 2% escalation basis. The final bid and the draft Roads and Footpaths Activity Management Plan 2027–37 are due on 11 December

2026. The same programme, in today's dollars, was provided to Finance as the roading input to the Long Term Plan 2027–37 budget on 16 September 2026.

- 3.7 Six roading papers were presented at the Council workshop on 15 September 2026: Bridges and Structures (delivery, maintenance and funding 2027–30), Manganui Road (river damage and the realignment consent), Tuariri Road drainage, Forestry Harvest Traffic, No Exit Roads, and Kopaki Road RP 4.8. In summary, Council supported one structures works package a year with routine care written into the maintenance contract, and asked for the cost of bridge investigations before deciding on a bridge replacement line; supported the Manganui Road consent strategy and interim works; agreed that nothing further be done on Tuariri Road drainage in the meantime; supported advance notice and a joint condition survey for every forestry harvest, and asked for evidence of forest owners' commitments; left the no-exit roads analysis on file with no change; and asked that Inframax's price for reinstating Kopaki Road be received and tested before a recommendation is made. Council's direction is recorded in the workshop notes and in the Long Term Plan progress report on this agenda.
- 3.8 The Local Roding Professional Services contract (500-25-015) with Pinnacles Civil commenced on 1 July 2026. The first two months have been spent settling work orders and the split of responsibilities between the roading team and the consultant under the new contract, which is now supporting the storm recovery packages, the Manganui Road rehabilitation design and the Activity Management Plan.
- 3.9 The Bridge Maintenance Physical Works contract (500-25-056) was awarded to Maxbuild Ltd on 3 July 2026 (five sites, \$419,033, 44% under estimate) and is in contract start-up ahead of construction this season. The Streetlighting Maintenance contract 2026–2029 (500/25/043) has been awarded and executed. The July Storm road-retreats contract (500/25/042, Inframax) reached practical completion on Mangatōa Road and Manganui Road on 10 June 2026 and on Gribbon Road on 3 July 2026, and the performance bond was released on 19 August 2026.
- 3.10 The 2026/27 resurfacing programme approximately \$2.4M is with Inframax for seal design and validation, with pre-seal repairs and drainage fixes to be completed ahead of the sealing season. A reseal prioritisation model and a chip seal design procedure are being developed so that treatment selection is consistent from year to year.
- 3.11 The Manganui Road pavement rehabilitation RP 0.018–1.723 is in detailed design. The pavement design report has been received and a first-cut geometric design prepared on the preferred 180 mm overlay. Before the design is finalised the roading team is settling the design philosophy for lane and corridor widths – the District Plan minimum of 7.0 m plus shoulders cannot be achieved within the existing corridor, so the choice is between widening to about 6.0 m through the narrow sections and matching the existing widths, which are as narrow as 5.2 m – together with the pavement design and the available budget. Tender is programmed for October, with construction from December 2026 to March 2027.
- 3.12 Rural drainage inspections are complete and the 2024/25 road condition report and the 2025/26 roughness survey have been reviewed as inputs to the Activity Management Plan and to the dTIMS pavement analysis (Strategic Pavement Performance Analysis 2025/26, IDS, final issue June 2026) that underpins the renewals programme.
- 3.13 Implementation of the NZGTTM Transition Plan continues from 1 July 2026, with the roading team working through Council's actions in the plan alongside neighbouring road controlling authorities.

LOW-COST LOW-RISK (LCLR)

- 3.14 The Crown Resilience Programme stabilisation works (Taharoa, Speedies and Oparure Roads and the Kent Street slip) are complete, with the Taharoa Road staircase finishing works to be completed by 30 June 2027. The 2027–30 Low-Cost Low-Risk programme is bid separately from the maintenance programme. NZTA's system opens for LCLR bids in October 2026, with the final programme due in March 2027, and the roading team is compiling the candidate resilience and safety sites for that bid.

SPEED MANAGEMENT

- 3.15 The proposed permanent speed limit change on Oparure Road (80 km/h to 50 km/h outside the school and marae) was submitted to NZTA for approval as an Alternative Method Proposal, with reclassification of the road as peri-urban and the support of the principal heavy-vehicle user.

STORM RECOVERY

- 3.16 All sites from the January 2023 storm event (NIWE) are complete except the Ramaroa Road culvert lining, which is programmed with this season's structures work.
- 3.17 For the Winter 2025 (July) storm event, Phase 1 funding of \$2.81M and Phase 2 funding of \$4.665M remain approved by NZTA. The road-retreats contract is complete. The Wall Sites package (five sites, about \$2.399M, Inframax) and the Buttresses package (two sites, about \$1.214M, Nicholls & Uttinger) are completed. Category A works continue within the maintenance contract.
- 3.18 For the October 2025 storm event, NZTA's Phase 1 funding of \$5.13M is confirmed in TIO and the Phase 2 estimate is about \$10.12M. The 2026/27 construction packages are about ready to go to market. The Basic Retreats package (Mangaorongo, Mangatōa, Totoro and Te Waitere Roads) was tendered between 11 August and 7 September 2026 and is in evaluation, with award targeted for early October and construction from late October to March 2027. The Wall Sites package (Mangaotaki, Te Waitere (two sites), Totoro, Waimiha and Mangatōa Roads) was tendered between 25 August and 21 September 2026, with construction from late October. The Stream Scour package (Manganui, Mangaotaki, Mangatōa, Pomarangai (two sites) and Taharoa Roads) is being documented for tender in October, with construction from late December. The buttress designs for Mangatōa and Mokauiti Roads are complete.
- 3.19 Kopaki Road remains closed at the RP 4.8 landslide, with barriers in place and monitoring continuing on Kopaki Road and Mokauiti Road. NZTA declined in April 2026 to fund the geotechnical feasibility work that a realignment needs. On 26 August 2026 Inframax proposed a different way of building a repair through the slip debris. There is no final price yet and it has not been reviewed by HD Geo. Council's direction on 15 September was to receive Inframax's price and programme, put it to HD Geo, and bring the matter back to a Council workshop before a recommendation is made. The second slip at RP 6.8 (one lane, monitored weekly) is in design under the October 2025 Priority 1 package.
- 3.20 On Manganui Road the river continues to damage the road at the same reaches after every large flood: 153 river-caused repairs in nine years, about \$197,000 spent and a further \$386,000 of under-slip repairs still to do. The initiation brief for a Waikato Regional Council consent to realign the river's low-flow channel at the two worst reaches was sent to Te Miro Water on 11 August 2026. Council supported the consent strategy on 15 September: a planner's confirmation of the consent pathway before design money is spent, early engagement with iwi and mana whenua, the Department of Conservation and the adjoining landowners, and interim works – moving the road where there is room and clearing the under-slip backlog under the maintenance contract, with the Bridge 128 work in this season's structures package. The RP 20.477 retreat is complete under contract 500/25/042.
- 3.21 For the April 2026 storm event, NZTA approved funding for the minor works through the maintenance contract.
- 3.22 Discussions between the Mayor and the Taranaki Mayors on Taumatamairē Road as an alternative to SH3 through the Awakino Gorge are continuing, and the Mayor and Chief Executive met Inframax on 14 September 2026. The roading team has scoped a heavy-vehicle test drive assessment of the full 22.6 km – a loaded truck and trailer unit driven over the road at walking pace with the transport providers and Inframax, proposed for 24 September 2026 subject to confirmation – to record where a heavy vehicle can and cannot get through and what it would take to fix. The output is a schedule of quantities and improvements by route position, which feeds the cost bands and the risk workshop for the business case. It is an assessment of the road, not a trial of the route for operational use.

FORESTRY HARVEST TRAFFIC

- 3.23 Council's direction on Forestry Harvest Traffic from 15 September workshop supports advance notice of every harvest and a joint condition survey before carting starts, with an agreement that defines the maintenance scope, and asked for a paper on the arrangements in place and written evidence of forest owners' commitments.

MAINTENANCE CONTRACT

- 3.24 The maintenance contract continues to operate within expected parameters, with resurfacing, structural patching and pre-seal repairs moving into the new season. NZTA has recently conducted a technical audit with initial observations are positive, a final report is due in 3 weeks.

FINANCIAL OVERVIEW

- 3.25 Storm recovery funding approvals stand at \$2.81M (Winter 2025 Phase 1), \$4.665M (Winter 2025 Phase 2) and \$5.13M (October 2025 Phase 1), with an October 2025 Phase 2 estimate of about \$10.12M and the April 2026 minor works approved through the maintenance contract. Storm recovery works attract a 95% Funding Assistance Rate. The 2026/27 Annual Plan roading capital programme is \$19.58M, of which \$10.5M is the Winter Storms 2025 recovery and \$0.73M emergency reinstatement. Business-as-usual renewals and low-cost low-risk works are \$8.35M. Monthly claims for the Winter 2025, October 2025 and NIWE programmes continue to be lodged in TIO.
- 3.26 The 2027–30 bid lodged on 28 August 2026 seeks \$54.87M over three years for maintenance, operations and renewals (NZTA about \$41.2M at 75%, Council about \$13.7M). The same programme in today's dollars is \$52.74M and is the roading input to the Long Term Plan 2027–37 budget. Structures are the clearest funding gap: WSP's repair programme identifies about \$8.1M of work over three years against about \$565,000 a year funded, and the funding options put to Council on 15 September go to the October budget workshop.

RISKS AND OPPORTUNITIES

- 3.27 Key risks remain framed against the four problem statements in the draft Roads and Footpaths Activity Management Plan 2027–37.
- Resilience and extreme weather: Kopaki Road remains closed with no chosen option, the 2026/27 storm packages depend on contractor capacity and weather over the construction season, and the October 2025 Phase 2 and April 2026 funding positions are still to be confirmed.
 - Affordability and cost escalation: fuel and bitumen prices are pressuring the resurfacing and construction programmes; the Ministerial Statement on land transport of 13 August 2026 signals a focus on maintenance, renewals, resilience, safety and value for money, which suits the maintenance programme, but 'right-sizing' scrutiny of bids is expected under NZTA's draft Investment Prioritisation Method, and GPS 2027 is delayed to early 2027.
 - Sealed-road condition: Smooth Travel Exposure has declined from 97% to 90%, and forestry harvest traffic is accelerating wear on the affected roads, with community concern on Waihohonu Road.
 - Structures: scour and corroded steel culverts are the two ways the district loses a road without warning, and the funded programme covers about a quarter of the identified work. Specific current risks are the pressure for use of Taumatamare Road as an SH3 alternative without a corresponding investment commitment, and delivery capacity across the roading team and the new professional services contract with several programmes running at the same time

LOOKING FORWARD – THE NEXT 3 MONTHS

- 3.28 Award and start the Basic Retreats and Wall Sites packages, tender the Stream Scour package and the Manganui Road rehabilitation, and deliver the Maxbuild structures package and the 2026/27 resurfacing programme through the construction season.
- 3.29 Finalise the 2027–30 bid and the draft Activity Management Plan 2027–37 for lodgement by 11 December 2026, lodge the Low-Cost Low-Risk bid from October, and take the structures funding options and a Manganui Road allowance to the October budget workshop.
- 3.30 Kopaki Road: receive Inframax's price and programme, obtain HD Geo's view and bring the matter back to a Council workshop. Manganui Road: confirm Te Miro Water's fee, walk the two worst reaches and obtain the planner's advice on the consent pathway.

- 3.31 Forestry: put advance-notice and condition-survey arrangements to the operators and report back to Council on the arrangements in place.
- 3.32 Taumatamair Road: complete the test drive assessment and the input to the business case.
- 3.33 The Inframax relationship governance meeting moves to a quarterly cycle, with the next meeting in December 2026. The internal team structure – a Rooding Manager, a senior rooding engineer, two rooding engineers and the shared traffic management service with Ōtorohanga District Council – continues to bed in alongside the new professional services contract.
- 3.34 The 2025/26 resurfacing programme has been delivered. The 2026/27 resurfacing programme, approximately 48 sections and 47.5km has been issued to Inframax for review and pricing and will be delivered in the coming season.
- 3.35 The internal team restructure continues to be implemented to increase delivery capacity and strengthen procurement and contract management capability comprising a Rooding Manager, one senior rooding engineer, two Rooding Engineers and shared services agreement with Otorohanga DC to provide traffic management control services across both districts. This shift in structure ensures that WDC retains strategic planning, network oversight and contract management while specialist and operational delivery is contracted to the open market.

4. Stormwater

- 4.1 The Stormwater Activity provides for the collection, diversion, and disposal of urban surface water runoff following rainfall. Surface water flooding can occur in the absence of an effective stormwater drainage system.
- 4.2 WDC is responsible for the management, maintenance and upgrading of WDC's stormwater network comprising of a network of pipes, open drains, manholes, catchpits (sumps), and discharge mechanisms in Te Kuiti, Maniati/Benneydale, Piopio, Mokau–Awakino, Marokopa and Te Waitere.
- 4.3 The primary elements of the stormwater network consist of 9.52km open drains, around 34.82km of piping, manholes, and outflow structures, making up a total drainage network of approximately 44.34km. Secondary components involve overland flow paths, with a significant portion relying on the road network.
- 4.4 The stormwater asset components managed by WDC (extracted from 2024 Asset Management Plan) includes:

Asset Type	Quantity	Unit
Catchpit Leads	662	m
Catchpits	101	m
Channels	4.31	m
Culverts	607.19	m
Stormwater reticulation	33.82	km
Open Drains	9.52	km
Stormwater Connections	1,004.45	m
Stormwater Catchpits	1,018	Number
Flood Grates	2	Number
Gabion Baskets - Erosion Prevention Device	1	Number
Inlets & Outlets	27	Number
Manholes	555	Number
Access Point with Grated Lid	2	Number

CURRENT ACTIVITY

- 4.5 The stormwater levels of service paper went to the Long Term Plan workshop on 4 August 2026. It covered consent compliance (all of the district's comprehensive discharge consents expired on 1 July 2024, and Council's records on the renewal status are being resolved with Waikato Regional Council as the first priority), the decline in performance against the flooding and complaints targets, the unknown condition of the ageing network, and design capacity and climate change. Council was comfortable with the proposed responses and asked for further information on the ownership of, and responsibility for, open drains on private property.
- 4.6 Inspections of the critical stormwater assets – open channels, wingwalls and screens – continue before, during and after heavy rain are continuing.
- 4.7 Te Miro Water is extending the Te Kūiti stormwater model to Ward Street and the sub-catchments. Optioneering for the Brook Park, Ward Street and Centennial Park catchments have been completed and will be presented to the Council workshop on 29 September 2026. With Council retaining the stormwater function, procurement of a standalone stormwater maintenance contract is at the end of the procurement process.

STORMWATER IMPROVEMENTS

The Te Kūiti stormwater improvements contract awarded to Camex Ltd, began in May and have now been completed. This has upgraded the network and reduced flooding risk during intense or prolonged rainfall. The works included:

- wingwalls, cesspits and outlet pipes, clearing of open drains, and sandbag protection.
- New wingwalls have been installed at the corner of William and Anzac Streets and at 43 William Street;
- a pipe extension and new wingwall at the corner of Raunitogo Street and William Street;
- a new double catchpit at the corner of Corinth Street and Ngarongo Street;
- new manholes with grated lids at 5 Hikaka Street;
- sandbag protection at 71 Awakino Road;
- a scruffy dome manhole at the corner of Princess and Queen Streets;
- open drain reshaping and tidying at 14 Queen Street;
- new manholes and a 450 mm stormwater pipe at Bayne Street/South Street; and
- a replacement pipe and new manhole at 9 Butler Street.

The contract was certified as practically complete on 25 August 2026.

The work is funded through the stormwater improvements budget for 2026/27, of which some is through the Better Off Funding.

- 4.9 The 2026/27 Stormwater Improvements Project is progressing through the planning and investigation stage. A list of potential sites have been identified from previous site inspection reports, the erosion and defects observed on site, and current service requests relating to flooding. Work scopes and existing-services investigations for the identified sites are under way, with site walkovers and condition assessments to commence in early October. Tender documentation is being prepared for release in mid-November, with contract award targeted for late November and the works planned to commence in early December.

STORMWATER RENEWALS

- 4.10 The Te Kūiti stormwater renewal sites for 2026/27 have been identified in Ailsa and George Streets. Tender documents are being prepared for release in early November, with award in late December and delivery in the first quarter of 2027.

LOOKING FORWARD – THE NEXT 3 MONTHS

- 4.11 Over the next three months the stormwater levels of service and the modelling results will be brought to a Council workshop covering the Brook Park, Ward Street, Duke Street and eastern catchments with the business cases for the 2027–37 Long Term Plan stormwater projects to the October workshop. The consent renewal status will be resolved with Waikato Regional Council, the stormwater maintenance contract is expected to be awarded, and the 2026/27 improvements and renewals contracts will be tendered in November for a December start.

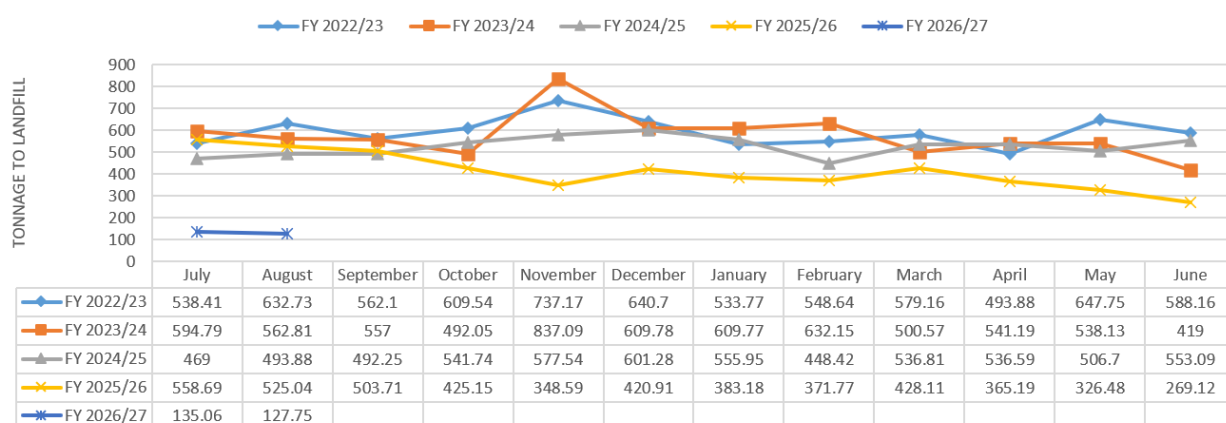
5. Waste Management

- 5.1 The Waste Management activity incorporates Landfill, Kerbside Collections and Transfer Station operations.

CURRENT ACTIVITY

- 5.2 Waste services contract is on track.
- 5.3 Piopio Transfer Station recycling bins are satisfactory.
- 5.4 Landfill Rehabilitation and Aftercare plans are under review by Waikato Regional Council (WRC).
- 5.5 Marokopa and Kinohaku transfer stations are selling Council blue bags due to residents' demand.
- 5.6 Cost-benefit assessment underway for sourcing material versus extracting it from the high wall for landfill capping.
- 5.7 All compliance reporting to WRC was submitted on time
- 5.8 Conducted inspections of the Benneydale, Te Kūiti, and Piopio closed landfills, with no physical damage of the capping identified.
- 5.9 Additional bin at Piopio Kara Park has been installed.
- 5.10 All hired compactor bins have been returned to supplier and replaced with Council bins to save cost.
- 5.11 Tonnage to landfill has significantly decreased compared to FY 2022/23 till FY 2025/26

GRAPH SHOWS TONNAGE TO WAITOMO LANDFILL FROM FY 2022 TO 2026



RISKS AND OPPORTUNITIES

- 5.12 The instability of the landfill highwall may result in minor shifts to the surrounding area, which could influence surface water movement over time.
- 5.13 There is an opportunity to use the material from the highwall as final cover for the landfill.

- 5.14 There is potential that there is an increase in customer complaints while the new contractor is settling. This would also be an opportunity to bring improvements in our current processes.

LOOKING FORWARD – THE NEXT 3 MONTHS

- 5.15 Compiling of landfill processes and procedure for the landfill closing.
- 5.16 WRC will be conducting an audit of the landfills.
- 5.17 Will be conducting inspections on Mokau and Aria closed landfills.
- 5.18 Solid Waste Minimisation Programme Plan implementation.
- 5.19 In-house training for our Transfer Station staff on Hazardous Substance Risk Management.
- 5.20 Upgrading the weighbridge software and the Dallas reader at Te Kuiti Transfer Station.