



If calling, please ask for Democratic Services

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## Wairarapa Committee

Tuesday 15 September 2020, 10.00am  
Via Zoom meeting

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### Members

Councillor Staples (Chair)	Greater Wellington Regional Council
Mayor Beijen	South Wairarapa District Council
Councillor Gaylor	Greater Wellington Regional Council
Mayor Lang	Carterton District Council
Mayor Patterson	Masterton District Council
Councillor van Lier	Greater Wellington Regional Council

**Recommendations in reports are not to be construed as Council policy until adopted by Council**

# Wairarapa Committee

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Tuesday 15 September 2020 at 10.00am  
Via Zoom meeting

## Public Business

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3.	Public participation		
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Wairarapa Committee  
15 September 2020  
Report 20.329



For Decision

## WAIOHINE RIVER UPDATE REPORT

### Te take mō te pūrongo

#### Purpose

1. To inform the Wairarapa Committee (the Committee) of:
  - a The progress of the Waiohine River Plan
  - b The annual river maintenance and operations activities for the Waiohine - Mangatāre River Management Scheme
  - c The progress made with the Waiohine - Mangatāre River Management Scheme 2019/20 maintenance works programme. ([Attachment 1](#) - Waiohine-Mangatāre River Management Scheme Financial Statement 2018/19 – 2020/21).
  - d The proposed Waiohine - Mangatāre River Management Scheme 2020/21 works programme. ([Attachment 2](#) - Waiohine- Mangatāre River Management Scheme Proposed Works Programme 2020/21)

### He tūtohu

#### Recommendations

That the Wairarapa Committee:

- 1 **Agrees** that the Waiohine - Mangatāre River Management Scheme has been maintained to the satisfaction of the committee
- 2 **Accepts** the Waiohine - Mangatāre River Management Scheme 2019/20 Financial Statement ([Attachment 1](#)).
- 3 **Confirms** the Proposed 2020/21 Waiohine - Mangatāre River Management Scheme works programme ([Attachment 2](#)) at an estimated cost of \$445,800.

### Te tāhū kōrero

#### Background

2. This report covers works in the Waiohine and Mangatāre Rivers comprising information on the Waiohine & Mangatāre River Plans, Wairarapa Gravel Analysis, and the Operational Report for the last financial year.

#### *Waiohine River Plan*

3. The Greater Wellington Regional Council (Greater Wellington) Flood Protection department has been working with the Waiohine Action Group (WAG) to produce a

Waiohine River Plan. This plan is intended to provide the strategic approach to flood and erosion risk management for the Waiohine River to protect the Greytown community.

#### ***Mangatāre Catchment Plan***

4. Greater Wellington has been working with the Mangatāre Restoration Society (MRS) to produce a Mangatāre Catchment Plan. This plan is intended to provide the strategic approach to flood and erosion risk management, water quality and catchment management for the Mangatāre River.

#### ***Wairarapa Regional Gravel Status***

5. The Flood Protection Department collects and monitors topographic data of riverbeds on a regular basis. From the analysis and comparison of these historical records Greater Wellington's Flood Protection department is able to provide informed direction on future gravel management.
6. The Wairarapa rivers within the river schemes managed by Greater Wellington's Flood Protection department have historically been analysed one at a time; however, given the interconnected river systems that make up the Wairarapa, it was appropriate to analyse the rivers all at once to give an indication of trends across the whole valley. Greater Wellington recently utilised the company who had developed the analysis template to undertake this whole valley analysis.
7. A draft report has been produced and is being reviewed by officers. We propose to utilise this information to guide us on where gravel extraction can be used as a river management tool. As part of this we are engaging with the gravel extraction industry on future gravel extraction.

#### ***Waiohine - Mangatāre River Management Scheme***

8. Until the Waiohine River Plan is implemented, the Waiohine - Mangatāre River Management Scheme Operations and Maintenance annual update is being reported to the Wairarapa Committee.

### **Te tātaritanga Analysis**

#### ***Waiohine River Plan***

9. A Draft River Plan has been produced and approved by Council (April 2020 Report 20.90) for wider community engagement through a formal submissions and hearings process. This process has been delayed by the pandemic and concern over gravel management in the Waiohine River. Gravel analysis is explored in more detail in the Wairarapa Regional Gravel Status sections.
10. The Flood Protection department is working with WAG to resolve the gravel issues. This will involve a review of the analysis process as well as the data and information available for the Waiohine River. We anticipate this process taking until the end of the year.
11. We are working to reassess the programme for submissions and hearings with WAG to take into account the review of the gravel analysis process. The programme for submissions is likely to now commence in early 2021.

### ***Mangatāreere Catchment Plan***

12. Progress on this project has been delayed this year due to the COVID-19 pandemic; however, we have made progress in assessing the hydrology ahead of developing a flood hazard model for the Mangatāreere River, which will identify the flood risk to the community.
13. We are getting started again with the project meetings and are looking in the next quarter to progress the hydraulic modelling to produce draft mapping in early 2021. Alongside this we are looking to explore the use of Land Utilisation Capability Indicator (LUCI) modelling to explore more holistic catchment management and solutions for flood mitigation and water quality management.

### ***Wairarapa Regional Gravel Status***

14. The results of the analysis report indicates that much of the steep high country reaches of rivers have been consistently degrading over the past 20-30 years, while much of our lower and flatter graded reaches are accumulating gravel. In a period of relatively benign flood activity this general trend is what can be expected as natural river behaviour.
15. Moving forward the Flood Protection Department is proposing to review the analysis process and new technologies to provide a comprehensive gravel analysis process to better inform gravel management and extraction. Greater Wellington are working with WAG and will incorporate their observations in the updated process.
16. To date, two workshops have been held with the local gravel industry representatives to discuss the findings of the draft report and look at a way forward to ensure gravel is extracted where it is required and at sustainable levels. Our mana whenua partners have also been invited to join these discussions. We will continue to hold follow-up workshops as all parties have agreed they are a good forum to discuss these issues. The next workshop will be held in November 2020.
17. We are also aiming to re-establish the Gravel Guardians Group which comprises representatives of mana whenua and the gravel industry to work together on the way forward.

### ***Waiohine - Mangatāreere River Management Scheme***

#### *Operations 2019/2020 General Work Progress*

18. Rock purchase of 1000tonnes was completed at a cost of \$100,500 and put into stockpile at two locations on the river.
19. The willow planting program completed with 1252 willow poles planted.
20. Stopbank clearing was completed at six sites along the river at a cost of \$42,000.
21. Channel work for the year included rock groyne repairs at five sites, vegetation clearing from Rail Bridge to State Highway (SH) 2, beach re-contouring at three locations, gravel groyne construction at five locations, at a total cost of \$102,000.
22. Mulching and blockage removal was undertaken upstream of State Highway 2 bridge in Waiohine River, in the Mangatāreere River from the river confluence to Dalefield Road, and in Kaipatangata and Enaki Streams.

23. Further enhancement work was started on Council land at Kuratawhiti Street block to form better access and enable further willow and native plantings.
24. The volume of extracted gravel for the Waiohine River was 33,500m<sup>3</sup> taken mainly from problem beaches in the lower reach of the river, below SH2.
25. Work was completed on formation of a gravel track from the end of Tilsons Road downstream to Ruamahanga River through South Wairarapa District Council owned land to enable access to large gravel beaches for extraction next year.
26. Work in the 6km reach of the lower Mangatāre River consisted of willow planting, blockage removal and construction of boulder groynes at erosion sites at a cost of \$33,000.

*Summary Flood Damage Reserves*

27. The financial position of each scheme varies in regards to their financial capacity to fund operational maintenance and generate a surplus to contribute to scheme reserves each year. We believe it is important to continue to build and maintain scheme reserves in favourable periods to enable repairs to be made following damaging flood events.
28. The Waiohine River Scheme reserves are utilised for floods in a five to 25 year return period and the Major Flood Investment Reserve is available to respond to flood events greater than a 25 year return period. While minor damage was incurred during recent flood events, this was funded from maintenance budgets without calling on contingency funds. In the Wairarapa, flood damage reserves have not been drawn upon since the 2009/10 financial year.

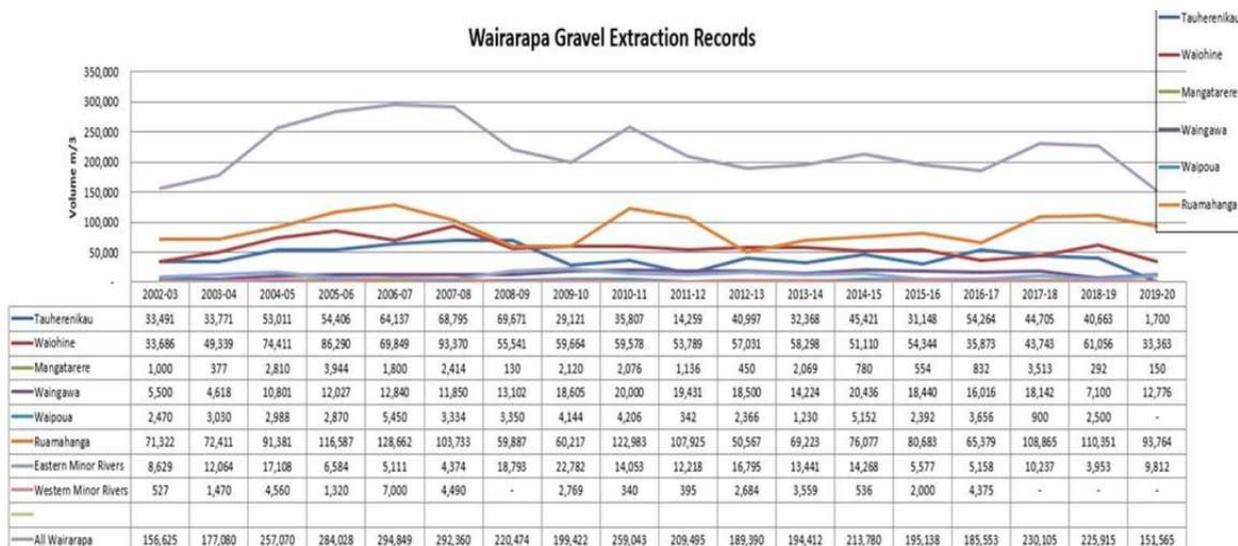
Table 1. Flood Damage Reserves as of 30 June 2019

<b>Scheme</b>	<b>Scheme Reserve</b>	<b>Major Flood Investment Reserve</b>	<b>Total Reserves</b>
Waiohine - Mangatāre	\$717,879	\$50,772	\$768,651

**Gravel Extraction**

29. Recent gravel extraction history is summarised below.

Figure 1. Extraction history for Wairarapa Rivers 2002-2020



**River Flows**

30. There has been a decrease in flood activity shown in 2019/20 compared to 2017/18 and there has been no significant flood damage.

Table 2. Brief Summary Recent Flood History Ruamahanga River flow at Wardells

Financial Year	Number of events > 180 m³/s	Number of events > 340 m³/s	Largest flood during period 1 July – 30 June
2012/13	6	0	238 m³/s
2013/14	12	6	470 m³/s
2014/15	9	2	599 m³/s
2015/16	3	0	333 m³/s
2016/17	14	2	415 m³/s
2017/18	6	2	448 m³/s
2018/19	3	0	268 m³/s
Until 20/12/2019	4	1	370 m³/s

Maximum recorded flow: 844 m³/s, October 1998: A 50 percent annual probability event (commonly referred to as an annual event) is approximately 485 m³/s.

### *Asset Management Activities*

#### **Asset condition**

31. Asset condition is a measure of the physical state of the asset and is assessed visually on an annual basis. The team have completed the asset condition assessment for the scheme and this has helped guide the work programme.
32. Asset condition does not identify the criticality of the asset or whether the asset meets a service level or design standard. Flood Protection has determined this through applying a National Code of Practice for asset performance.

#### **Waiohine summary**

33. In general, the condition of flood protection assets in the Waiohine River are being maintained even though the number of assets that are rated in Very Good (1) to Moderate (3) condition has decreased slightly as shown in Table 1 below. Table 2 shows a detailed breakdown of condition by asset type and a very small number of stopbank assets that are rated poorly. This is due to the presence of trees, the removal of which has, and will continue to be, an ongoing priority for operational staff.

Table 1. Comparison of Waiohine River Flood Protection Asset condition by year.

Year	2020		2018		2018	
Asset Condition Rating Scores	%	Count	%	Count	%	Count
1 - V. Good	92%	1	95.2%	0	93.3%	0
2 - Good		349		402		370
3 - Moderate		202		173		191
4 - Poor	6%	41	6.7%	28	6.7%	34
		7		1		6
<b>Totals</b>	<b>100%</b>	<b>600</b>	<b>100%</b>	<b>605</b>	<b>100%</b>	<b>601</b>

Table 2. Detailed breakdown of condition by asset type

Asset Type	1 - V. Good	2 - Good	3 - Moderate	4 - Poor		Totals
CHANNEL		19	36	9		64
DEBRIS ARRESTOR		1				1
DEBRIS FENCE		7	1	2		10
FENCE		1				1
FLOODGATE			2			2
GATE	1					1
GROYNE		307	37	16	7	367
RIPRAP		3	2			5
SIGN			1			1
STOPBANK		9	39	14		62
TRAINING BANK		1				1
WILLOW		1	84			85
<b>Grand Total</b>	<b>1</b>	<b>349</b>	<b>202</b>	<b>41</b>	<b>7</b>	<b>600</b>

**Ngā hua ahumoni**  
**Financial implications**

34. There are no known financial implications at this point.

**Ngā tikanga whakatau**  
**Decision-making process**

35. The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002.

**Te hiranga**  
**Significance**

36. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of the matter, taking into account Council's *Significance and Engagement Policy*. The matters for decision are consistent with Council policy and strategy and do not impact on Council's capability and capacity and Officers recommend that the matter is of low significance.

**Te whakatūtakitaki**  
**Engagement**

37. Given the low significance of this matter, no engagement has been undertaken.

**Ngā tūāoma e whai ake nei**  
**Next steps**

38. No further action is required.

**Ngā āpitihanga  
Attachments**

<b>Number</b>	<b>Title</b>
1	<a href="#">Waiohine- Mangatāre River Management Scheme Financial Summary 2018/19 – 2020/21</a>
2	<a href="#">Waiohine- Mangatāre River Management Scheme Proposed Works Programme 2020/21</a>

**Ngā kaiwaitohu  
Signatories**

Writers	<p>Andy Brown – Kaitaki-a-tīma/Team Leader Investigations, Strategy &amp; Planning Flood Protection</p> <p>Kereana Sims – Kaiwhakahaere Matua /Section Leader, Operations Delivery (Wairarapa) Flood Protection</p>
Approvers	<p>Colin Munn – Kaitaki-a-tīma/Team Leader Flood Protection Operations, Delivery &amp; Planning</p> <p>Graeme Campbell – Kaiwhakahaere Matua/Manager Flood Protection</p> <p>Wayne O’Donnell – Kaiwhakahaere Matua Whaitua/General Manager Catchment Management</p>

<b>He whakarāpopoto i ngā huritaonga</b> <b>Summary of considerations</b>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The Waiohine River Plan and the Waiohine-Mangatāre River Management Scheme are areas and matters of strategic importance to the Wairarapa. The matters for decision fit within the Wairarapa Committee's purpose and fit within their specific responsibilities which include the area of Flood Protection.</p>
<p><b><i>Implications for Māori</i></b> There are no implications to Tangata Whenua with regards to the recommendations that are required from the Wairarapa Committee.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>River matters discussed in this report supports the delivery of Flood Protection's Long Term Plan activities.</p>
<p><b><i>Internal engagement</i></b></p> <p>No internal consultation was required.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>Greater Wellington has adopted procedures and processes to minimise risks. Working with community committees/groups enables a wider understanding of the risks before adoption of work programmes.</p>

## Waiohine-Mangatarere River Management Scheme Financial Summary

**Waiohine-Mangatarere River Management Scheme  
Financial Summary  
2018/19 - 2020/21**



	ACTUAL	BUDGET	FINAL	PLAN
	2018/19	2019/20	2019/20	2020/21
<b>REVENUE</b>				
Scheme Rates <sup>(1)</sup> - Waiohine Rural	92,549	94,400	94,400	95,344
Scheme Rates - Mangatarere	9,906	10,104	10,104	10,205
Regional Rates	183,829	202,000	229,480	222,900
SWDC - Urban Greytown	92,549	94,400	94,400	95,344
Gravel Royalties	26,100	26,100	26,100	36,385
Other Revenue <sup>(2)</sup>	17,585	10,000	6,626	0
Investment Interest	2,196	2,196	1,852	600
Reserve Interest	20,012	27,468	16,413	15,579
<b>TOTAL REVENUE</b>	<b>444,726</b>	<b>466,668</b>	<b>479,375</b>	<b>476,357</b>
<b>EXPENDITURE</b>				
Programmed Works	367,658	404,000	458,959	445,800
Capital Property Purchase, 65 & 127 Matarawa Rd.	81,704	82,000	88,106	0
GWRC Adjustment for property purchase debt servicing <sup>(3)</sup>	(40,852)	(41,000)	(44,053)	0
Rebudgeted Reserves			14,745	(14,745)
	<b>408,510</b>	<b>445,000</b>	<b>517,757</b>	<b>431,055</b>
<b>RESERVES</b>				
OPERATING SURPLUS/(DEFICIT)	36,216	21,668	(38,383)	45,302
Reserve Opening Balance	685,357	717,879	717,877	676,143
Investment Interest MFDRF	(2,196)	(2,196)	(1,852)	(600)
Transfer to MFDRF	(1,500)	(1,500)	(1,500)	(1,500)
Operating Surplus	36,216	21,668	(38,383)	45,302
<b>SCHEME RESERVE <sup>(4)</sup></b>	<b>717,877</b>	<b>735,851</b>	<b>676,143</b>	<b>719,345</b>
MAJOR FLOOD DAMAGE FUND	50,772	54,468	53,555	55,655
<b>PROGRAMMED WORKS &amp; CAPITAL EXPENSES</b>				
	<b>2018/19</b>	<b>2019/20</b>	<b>2019/20</b>	<b>2020/21</b>
Pole planting	10,559	20,000	27,914	20,000
River enhancement	5,088	10,000	1,000	10,000
Edge maintenance / willow cabling / mulching	31,768	15,000	17,011	10,200
Rails		-	-	-
Channel work	62,436	65,000	101,950	55,000
Rock/boulder	94,491	145,000	100,500	187,100
Weed spraying		8,000	-	5,500
Noxious Plant Control		3,000	5,064	3,000
Stopbank maintenance/improvements	41,637	25,000	41,711	25,000
Mangatarere section	36,317	30,000	33,074	30,000
Matarawa Rd. property loan (net)	40,852	41,000	44,053	-
Management and supervision	26,818	35,000	34,969	35,000
Overhead	58,544	48,000	95,766	65,000
<b>TOTAL</b>	<b>408,510</b>	<b>445,000</b>	<b>503,012</b>	<b>445,800</b>

1. A scheme rate increase of 1% is applied

2. Scheme 50% of rental income from properties at 65 & 127 Matarawa Road

3. Scheme 50% of debt servicing on properties at 65 & 127 Matarawa Road

4. Scheme Reserve balance equals surplus/deficit minus standard transfer to MFDF and MFDF interest transfer.

Prepared by: Des Peterson  
Date: 6/07/2020

Revi Reviewed by: Kereana Sims  
Date: 2/9/2020

## Attachment 2 to Report 20.329

## Waiohine-Mangatarere river management scheme proposed works programme

WAIOHINE-MANGATARERE RIVER MANAGEMENT SCHEME PROPOSED WORKS PROGRAMME 2020/21			
Reach	Site	Work	Proposed Work (\$)
Description	Cross Section		
<b>Reach A - Waiohine Gorge to Rail Bridge 2.6km</b>			
Whole Reach	38 to 43	Beach clearing / Veg clearance / Ripping	\$4,000
Whole Reach	38 to 43	Planting to increase vegetated buffer	\$3,000
Whole Reach	38 to 43	Lopping / Layering	\$2,000
Whole Reach	38 to 43	Spraying	\$1,000
Whole Reach	38 to 43	Channel alignment work XS 41 LB gravel groynes	\$6,000
			<b>\$16,000</b>
<b>Reach B - Rail Bridge to Kuratawhiti Street 3.4km</b>			
Whole Reach	27 to 38	Beach clearing / Veg clearance / Ripping	\$4,000
Whole Reach	27 to 38	Planting	\$5,000
Whole Reach	27 to 38	Lopping / Layering	\$2,000
Whole Reach	27 to 38	Spraying - Below rail bridge, RB	\$1,000
Whole Reach	27 to 38	Channel alignment	\$7,000
Whole Reach	27 to 38	Rock purchase and placement 1000T Rock groyne maintenance upgrades to 160T standard	\$124,730
Vines	29 to 30	Channel alignment work XS 31 gravel groyne maintenance	\$4,000
			<b>\$147,730</b>
<b>Reach C - Kuratawhiti Street to State Highway 2 Bridge 4.0km</b>			
Whole Reach	17 to 27	Beach clearing / Veg clearance / Ripping	\$3,000
Whole Reach	17 to 27	Planting to increase vegetated buffer	\$6,000
Whole Reach	17 to 27	Lopping / Layering	\$2,000
Whole Reach	17 to 27	Spraying	\$1,500
Whole Reach	17 to 27	Noxious Plant Control	\$1,500
Whole Reach	17 to 27	Channel alignment	\$7,975
Whole Reach	17 to 27	Rock purchase and placement 500T Rock groyne maintenance upgrades to 160T standard	\$62,370
Clarks to Warburtons	18 to 20	Stopbank Maintenance - Vegetation Clearing	\$12,500
			<b>\$96,845</b>
<b>Reach D - State Highway 2 to Ruamahanga 6.3km</b>			
Whole Reach	0 to 17	Beach clearing / Veg clearance / Ripping	\$5,000
Whole Reach	0 to 17	Planting to increase vegetated buffer	\$6,000
Whole Reach	0 to 17	Lopping / Layering	\$2,000
Whole Reach	0 to 17	Spraying	\$2,000
Whole Reach	0 to 17	Noxious Plant Control	\$1,500
Whole Reach	0 to 17	Channel alignment	\$8,000
Whole Reach	0 to 17	Stopbank Maintenance - Vegetation Clearing Stopbank	\$12,500
Fields/Herrick	8 to 11	Mulching	\$2,200
Wongs	14	Maintenance to RB - Rock groyne	\$4,000
Herrick	2 to 3	Maintenance to sill bank at Herricks	\$2,025
			<b>\$45,225</b>
<b>Mangatarere River - Waiohine to Brooklyn Road 5.3km</b>			
Whole Reach		Channel Works	\$23,000
Kaipatanga Stream	Dalefield Road Culvert	Wet gravel extraction	\$4,000
		Channel works	\$3,000
Enaki & Beef Creeks			<b>\$30,000</b>
<b>Whole Scheme</b>			
		Provision for river enhancement opportunity : Kuratawhiti Street Clearing environmental, recreation, cultural or other	\$10,000
		Scheme Management	\$35,000
		Overhead	\$65,000
			<b>\$110,000</b>
		SCHEME OPERATIONS SUB-TOTAL	\$445,800
		<b>Total programme 2020/21</b>	<b>\$445,800</b>

**Wairarapa Committee  
15 September 2020  
Report 20.322**



**For Information**

## **WAIRARAPA FLOOD PROTECTION UPDATE REPORT**

### **Te take mō te pūrongo**

#### **Purpose**

1. To inform the Wairarapa Committee (the Committee) on:
  - a. The implementation progress for the Te Kāuru Upper Ruamāhanga Floodplain Management Plan (TKURFMP)
  - b. The progress of the Waipoua Urban Catchment Plan and flood hazard mapping
  - c. The progress to establish the Lower Ruamāhanga Valley Flood Management Advisory Committee (LRVFMAC) for the next three year term (triennium)
  - d. The recently approved funding from the Government.

### **Te tāhū kōrero**

#### **Background**

##### ***Te Kāuru Upper Ruamāhanga Floodplain Management Plan***

2. The Te Kāuru Upper Ruamāhanga Floodplain Management Plan (TKURFMP) was adopted by Council on 25 June 2019.
3. An update report on the progress of TKURFMP was given to the Wairarapa Committee at the 13 August 2019 meeting. 'Next Steps' were outlined in section 7 of that report. (Te Kāuru Upper Ruamāhanga Floodplain Management Plan update - Report 19.337).
4. A programme and action plan for the implementation of the wider TKURFMP has been developed. Within this programme it was identified that the governance structure and funding changes outlined in the TKURFMP were a priority.

##### ***Waipoua Urban Catchment Plan***

5. A Waipoua Urban Catchment Plan, which incorporates floodplain management planning, is being developed by a community led project team. The Waipoua project team was established after a community meeting where individuals with an interest in this reach spoke to a gathering of approximately 150 people. The project team consists of three community members, one riverside landowner, one engineer, three iwi representatives, one Masterton District Council officer, one Greater Wellington Regional Council (Greater Wellington) officer and a facilitator.

### ***Lower Ruamāhanga Valley Flood Management Advisory Committee***

6. The LRVFMAC reports directly to the Wairarapa Committee and was re-established for the triennium by Council in December 2019.
7. The LRVFMAC provides oversight of the development, implementation and review of the Lower Wairarapa Valley Development Scheme (LWVDS) and Floodplain Management Plans (FMPs) for the Ruamāhanga River below the Waiohine confluence.
8. The LRVFMAC is comprised of the Councillor for the Wairarapa constituency, the Chair of the Environment Committee and eleven members appointed by Council, as follows: one elected member nominated by South Wairarapa District Council, one member nominated by Ngāti Kahungunu ki Wairarapa, one member nominated by Rangitāne o Wairarapa, and eight members nominated from the eight scheme areas.

### ***Barrage Gate Consents***

9. The Geoffrey Blundell Barrage Gates (Barrage Gates) are located at the outlet of Lake Wairarapa on the Papatahi (east-west) access road. The primary purposes of the Barrage Gates is twofold, firstly, as part of the LWVDS, to reduce the flood risk to land owners within the scheme area, and secondly, to control water levels between Lake Wairarapa and Lake Onoke.
10. The Barrage Gate is comprised of six radial gates that are designed and operated to manage the water levels in Lake Wairarapa and Lake Onoke. Each gate is 12.19m long with a maximum clear opening of 4.57m. It is the largest mechanical asset of the Lower Wairarapa Valley Development Scheme (LWVDS). The LWVDS is one of the largest and most complex flood management schemes in New Zealand with the Barrage Gates being the schemes largest infrastructure asset.
11. The operation of the Barrage Gates has a suite of resource consents, which are currently in the process of being renewed.

## **Te tātaritanga Analysis**

### ***TKURFMP – Governance***

12. Governance changes have been undertaken. The Upper Ruamāhanga River Management Advisory Committee (URRMAC) was established by Council on 12 December 2019. Nominations to the URRMAC, of both elected and non-elected members, was slowed considerably due to COVID-19. Appointment of elected members was postponed awaiting the non-elected member nominations.
13. The nomination process for the non-elected members was able to occur in May 2020 with nominations closing by 14 July 2020. The process was undertaken with a mail out and email giving all scheme members the opportunity to self-nominate either online or manually.
14. There were no nominations received for the Waipoua Urban Catchment Group. A large part of the urban reach is owned by Masterton District Council and given the implementation of Te Kāuru Upper Ruamāhanga Floodplain Management Plan is at

the initial stages where governance and rating changes are yet to be aligned, officers consider that there is sufficient urban representation at present.

15. There were two nominations received for the Waingawa River Management Group, which required a further voting process. The voting process has been completed and nominee selected in time for the next Council meeting on 24 September 2020.
16. There were also no nominations received from either Ngāti Kahungunu ki Wairarapa or Rangitāne o Wairarapa. Officers are currently working through a process to obtain nominations.
17. Within the URRMAC's Terms of Reference ([Attachment 1](#) - Upper Ruamāhanga River Management Advisory Committee Terms of Reference), section 4.3 states the relevant requirements being 'Such other members, appointed by the Wairarapa Committee on the nomination of the Advisory Committee, who have the necessary skills, attributes, or knowledge...'. When the URRMAC has its inaugural meeting it is intended that the matter of other committee members will be considered then.
18. The current schemes will be disestablished and new River Advisory Groups will be established in accordance with the governance changes outlined in the TKURFMP. This change will occur during the next local government election cycle. The reason for this is that we want to align this governance change with the proposed funding change outlined in section 4.3 of the TKURFMP.

#### ***TKURFMP – Funding***

19. The process for the funding change will take time, and was programmed for inclusion in the 2021–31 Long Term Plan (LTP) following a thorough review of the Revenue and Financing Policy (RFP). However, Council has made the decision not to review the RFP during this LTP period. The next review is set for 2023. Legal advice was sought to determine if Flood Protection's funding policy within the RFP was worded to enable a change to the targeted rate. Legal advice determined that an amendment to the funding policy would be required, therefore the funding change will not be undertaken until 2023.

#### ***TKURFMP – Government Funding (Covid-19)***

20. During the Government's COVID-19 Alert Levels 4 and 3, funding applications were submitted to both the Provisional Development Unit (PDU) of Crown Infrastructure Fund (CIF) for shovel ready projects and to Ministry for the Environment (MfE) for Jobs for Nature. Flood Protection were successful in obtaining funding from both applications for the Ruamāhanga Catchment. These projects are as follows:
  - a. Buffer land establishment and stopbank reconstruction (PDU/CIF) for a total of \$2 million over a two year period, with a 64 percent (PDU/CIF) 36 percent (Greater Wellington) contribution split.
  - b. Major Rivers – Riparian Management (MfE) for a total of \$5 million over a five year period, with a 50/50 (MfE/Greater Wellington) contribution split.
21. Both of these funds are at early stage discussions with their respective funding partners. A workshop was held on 2 September 2020 with MfE to go through a draft work programme and annual plan. During this workshop it was confirmed that a stand-alone governance structure for this project would need to be established. This

will be one of the first actions once the work programme and annual plan have been finalised.

### ***Waipoua Urban Catchment Plan Incorporating Floodplain Management Planning***

22. The community-led Waipoua project team has been established to develop a catchment plan for the Waipoua River that focusses on the urban area, this will include floodplain management planning for the urban reach.
23. Together with the project team there is a steering group consisting of Greater Wellington representatives, Masterton District Council representatives, iwi, and community members that oversees the work being undertaken.
24. When the TKURFMP was adopted by Council, one of the first actions for the Waipoua River (Urban) Reach 13 was to implement the outcomes of an independent hydraulic model audit report prepared by Land River Sea Consulting Limited (LRSC). LRSC had made a number of recommendations that need to be carried out before the flood hazard maps can be finalised.
25. The Waipoua project team are currently investigating the hydrological assessment of the Waipoua River for input into flood hazard maps. The project team is also interested in wider catchment issues and responses.

### ***Lower Ruamāhanga Valley***

26. The normal process for re-electing the LRVFMAC is to hold eight area meetings, where nominations are made for committee members to represent each area for a triennium. This year, COVID-19 restrictions and Greater Wellington's protocols meant that an alternative process to public meetings was required. The LRVFMAC from the previous triennium were approached to register their interest to sit on the committee for the next triennium. There were six members, who registered their interest to be re-appointed to represent their areas. There were two new representatives, who were identified for areas, Areas 3 and 7.
  - At its meeting on 25 June 2020, Council appointed the following representatives: Neville Davies, Local Scheme Area 1 - Onoke/Kumenga;
  - Roddy Sutherland, Local Scheme Area 2 – Turanganui/Pouawaha;
  - Rupert Handyside, Local Scheme Area 3 – East Pukio/Mahaki;
  - Gerard Vollebregt, Local Scheme Area 4 – West Pukio;
  - Mike Moran, Local Scheme Area 5 – Te Hopai/Kahutara;
  - Charlie Matthews, Local Scheme Area 6 – Western Lake;
  - Hayden Thurston, Local Scheme Area 7 – Tauherenikau; and
  - Bernie George, Local Scheme Area 8 – Tawaha/Moiki to the LRVFMAC.
27. At its first meeting on 7 July 2020 the LRVFMAC nominated Bernie George as Chair.
28. At its meeting on 20 August 2020, Council appointed Bernie George as the Chair for the LRVFMAC.

### ***Barrage Gate Consents***

29. The Barrage Gates are currently going through a new resource consent application where a seven year term is being sought. This will enable it to align with the other

LWVDS consents which expires in 2027. The application is now at the stage of receiving draft conditions to be reviewed.

30. Between now and 2027 a management plan will be developed with assistance from the community, iwi and the South Wairarapa District Council. This new management plan will need to reflect a number of matters beyond the current scheme objectives of flood and erosion. The process for the development of the management plan will be reported to future meetings of this committee. The management plan will be more in line with a catchment plan rather than simply a floodplain management plan.

**Ngā āpitihanga  
Attachment**

Number	Title
1	<a href="#">Upper Ruamāhanga River Management Advisory Committee Draft Terms of Reference</a>

**Ngā kaiwaitohu  
Signatories**

Writer	Madeliene Playford – Project Manager, Implementation, Flood Protection
Approvers	Sharyn Westlake – Team Leader, FMP Implementation, Flood Protection Graeme Campbell – Manager, Flood Protection Wayne O’Donnell – General Manager, Catchment Management Group

<b>He whakarāpopoto i ngā huritaonga</b> <b>Summary of Considerations</b>
<p><b><i>Fit with Council or Committee’s Terms of Reference</i></b></p> <p>The URRMAC, LRVFMAC and Waiohine Steering Group operate under their own separate Terms of Reference which were adopted by Council on 12 December 2019. The Waipoua and Mangatāreere Steering Groups are currently informal and have been approved by Democratic Services to remain this way during the development stage.</p>
<p><b><i>Implications for Māori</i></b></p> <p>There are no implications for Māori arising from this update report.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>All river matters discussed here are included in the 2018—28 Long Term Plan.</p>
<p><b><i>Internal consultation</i></b></p> <p>There is no requirement for internal consultation at this stage for any of the rivers in Wairarapa.</p>
<p><b><i>Risks and impacts: legal / health and safety etc.</i></b></p> <p>Greater Wellington has adopted procedures and processes to minimise risks. Working with community committees enables a wider understanding of the risks before adoption of work programmes.</p>

**Attachment 1 to Report 20.322**

**Upper Ruamahanga River Management Advisory Committee**

**Upper Ruamahanga River Management Advisory Committee**

(An advisory committee of the Wairarapa Committee)

**Draft Terms of Reference**

**1 Purpose**

To oversee the implementation of the Te Kāuru Upper Ruamāhanga Floodplain Management Plan (the FMP).

**2 Specific responsibilities**

- 2.1 Review periodically the effectiveness of implementation and delivery of the FMP, and recommend any changes to the Wairarapa Committee<sup>1</sup>.
- 2.2 Oversee the public involvement process during implementation of the FMP.
- 2.3 Ensure the methods adopted through the FMP to manage the effects of flooding and erosion consider the river/stream environment, recognising the unique nature and the role that rivers/streams play in the lives of the community.

**3 Status of the Advisory Committee**

The Advisory Committee is an advisory body established by Council. The Advisory Committee is not a subordinate decision-making body of Council and is not a committee under the Local Government Act 2002.

**4 Members**

- 4.1 Two Councillors, being the Councillor elected by the Wairarapa Constituency and the Chair of the Environment Committee.
- 4.2 Fourteen members, appointed by Council as follows:
  - a Three elected members of Masterton District Council, nominated by that council.
  - b Two elected members of Carterton District Council, nominated by that council.
  - c Seven members, being members nominated by the river management groups of the Upper Ruamahanga river schemes.
  - d One member, nominated by Ngati Kahungunu ki Wairarapa.
  - e One member, nominated by Rangitāne ō Wairarapa.
- 4.3 Such other members, appointed by the Wairarapa Committee on the nomination of the Advisory Committee, who have the necessary skills, attributes, or knowledge that will assist the work of the Advisory Committee.

<sup>1</sup> Recommendations on the FMP, made by the Wairarapa Committee to Council, do not require consideration by the Environment Committee prior to the decision being made by Council. Council retains the final decision on the adoption or otherwise of the FMP.

**Attachment 1 to Report 20.322**

**Upper Ruamahanga River Management Advisory Committee**

DRAFT

**Attachment 1 to Report 20.322**

**Upper Ruamahanga River Management Advisory Committee**

**5 Chair**

Council appoints the Chair on nomination of the Advisory Committee.

**6 Quorum**

At least 50 percent of members, including one Council Advisory Committee member.

**7 Voting entitlement**

All members have equal speaking and voting rights.

**8 Reporting and servicing**

The Advisory Committee reports to the Wairarapa Committee and is serviced by Greater Wellington.

**9 Remuneration and expenses**

9.1 Elected members' remuneration and expenses are met by the council they represent.

9.2 Non-elected members (who are not otherwise remunerated) may claim Greater Wellington's standard daily meeting attendance allowances and expenses.

9.3 Provided that the Chair is not an elected member of a council, the Chair shall also be eligible to receive an annual taxable honorarium of \$5,000 (in addition to Greater Wellington's standard daily meeting attendance allowances and expenses).

**10 Meeting frequency and dissolution**

10.1 The Advisory Committee meets as required.

10.2 The Advisory Committee may recommend its dissolution to the Wairarapa Committee.

10.3 In the absence of a prior decision by Council to continue the Advisory Committee in the next triennium, the Advisory Committee will dissolve at the end of the 2019-22 triennium.

Wairarapa Committee  
15 September 2020  
Report 20.88



For Information

## PUBLIC TRANSPORT - UPDATE

### Te take mō te pūrongo

#### Purpose

1. To inform the Wairarapa Committee (the Committee) of Greater Wellington activities relating to Public Transport in the Wairarapa.

#### Update on activities

##### *Rail*

##### *Network upgrades*

2. The Trentham to Upper Hutt double tracking project is progressing well. However, delays have occurred due to COVID-19 and the Auckland Metro rolling contact fatigue issues. As a result, the opening of the double section line is likely to be pushed out to mid-2021.
3. The double tracking will increase the network capacity, and ultimately reduce delays to the Wairarapa trains as a result of congestion in this single track section.



4. The overhead line project is also progressing well with plans to completely re-wire the Wellington Station area over the Christmas 2020 network shut down. Once this project

is completed, it will eliminate the risk of life expired traction pole failures causing harm and/or significant disruption to the network.

5. Financial pressures on all of these programmes of work are increasing. Discussions are occurring with funding partners about potential scope-cost adjustments to resolve or minimise these financial pressures.

*Business case for longer distance rolling stock*

6. An interim business case was prepared and released in December 2019 which proposed the purchase of new longer distance trains to replace the current aging Wairarapa and Capital Connection fleets. Such replacement will also boost service levels by increasing the options for travel and lifting the capacity across the network.
7. Following the interim business case, Greater Wellington obtained \$5m of funding from Waka Kotahi NZ Transport Agency to undertake a detailed investigation and prepare a Detailed Business Case and Procurement Strategy to support a funding application for new rolling stock. This funding also enables the procurement processes to progress while funding certainty is obtained.
8. We are currently underway with project planning through initial stakeholder engagement and project team and governance structure establishment.
9. In February 2020 the Government announced \$211m for further KiwiRail network infrastructure upgrades, which included the elements required from Greater Wellington's new train fleet business case. The most tangible elements will see new track and a second platform at Featherston, and a new signalling system between Featherston and Masterton to provide for more frequent services.

***Bus network review***

10. In 2019 Greater Wellington commenced a post implementation review of Metlink bus transformation.
11. The primary focus of the review was to look at the network design and timetables with the community to determine if there are changes that can be made to better meet the needs of the community.
12. In December 2019 the Bus Network Review (BNR) for Wellington City was completed with a report to Council outlining findings, network recommendations and an action plan (Bus Network Review Findings – Wellington City - Report 19.501).
13. The BNR for the rest of the Wellington Region – Kāpiti, Porirua/Tawa, Hutt and Wairarapa – commenced in early 2020 and the review has now been completed. The findings were presented to the Transport Committee on 13 August 2020 (Bus Network Review – Report 20.260).
14. The review collected 800 items of customer feedback, of which 89 were from the Wairarapa.
15. Of the Wairarapa participants, 91% of the 89 people who provided feedback were happy with bus services and 61% of those people were happy that rail connections work well, indicating an area for improvement for Wairarapa customers.
16. Recommendations have been developed based on the feedback and are grouped as follows:

*Theme 1: Bus/train and bus/bus connections*

17. There are a series of recommendations to improve the experience for those customers who make connections between bus and train services and between bus services.

*Theme 2: Span and frequency of service improvements*

18. Recommendations have been developed to consider if there is sufficient demand to expand the hours/days on which services are available or to increase the frequency of peak services. These recommendations will be considered as part of the current review of the Regional Public Transport Plan.
19. There is also recognition that an alternative way of addressing service coverage may be to introduce on-demand services. Areas where it might be appropriate to introduce trials of on-demand services are yet to be identified.

*Theme 3: Minor route extensions*

20. There are a number of areas where residential growth has occurred beyond the current bus network, established areas without services, and areas where an increase in service level may be justified.
21. The recommendations identify a specific series of minor route changes for consideration by Metlink.

*Theme 4: Communicating the Regional Public Transport Plan*

22. The review identified an opportunity to help customers to understand the strategic direction, constraints and key design principles underpinning the network by continuously marketing and promoting the concept of an integrated region-wide network of bus, train and ferry services.
23. Wairarapa specific recommendations include consideration of better coverage of bus routes in the Masterton area, including connections with rail services; and the development of a plan for more frequent train services to and from Wellington in line with the availability of additional rolling stock (currently expected from 2026)

***Implementation of recommendations***

24. We are working on the implementation of the recommendations and will be actively exploring any opportunities to deliver improvements on an ongoing basis, and as quickly as possible.

***Wellington Regional Public Transport Plan***

25. Metlink has commenced the review of the Regional Public Transport Plan (the PT Plan).
26. The PT Plan is an action oriented document that sets out how the high level strategic direction for public transport in the Wellington Regional Land Transport Plan and the Greater Wellington Long-term Plan will be delivered over the next 3- 10 years.
27. The PT Plan sets out objectives, policies and actions for public transport in the region and incorporates the key elements of the Regional Rail Plan.
28. The 2021-2031 PT Plan will be developed towards the strategic priority of achieving an “efficient, accessible and low carbon public transport network” and will be organised around the focus areas of:

- a Mode Shift – 40% increase in mode shift to public transport by 2030
  - b Fleet Decarbonisation – Reduce public transport emissions by decarbonising the public transport fleet
  - c Customer Experience – Continue to improve customer experience across all aspects of the network.
29. Drafting of the PT Plan will take place through to December 2020 when a consultation draft is scheduled to be presented to the Council prior to it going to public consultation from March to April 2021.
30. The drafting process includes engagement on content development with the eight territorial authorities in the Wellington Region in one-to-one sessions and through cross agency forums. One-to-one meetings with officers from each of the Wairarapa Councils commenced on 28 August 2020 and aim at developing ‘a compelling PT Plan story’ for public transport in the Wairarapa. Regular updates on the development of the 2021-2031 PT Plan will be provided to the Transport Committee and Regional Transport Committee.

**Ngā kaiwaitohu  
Signatories**

Writers	Wayne Hastie – General Manager, Strategic Programmes Bonnie Parfitt – Manager Metlink Network and Customer Barry Fryer – Rail Assets Lead Emmet McElhatton – Principal Advisor, Policy
Approver	Scott Gallacher – General Manager, Metlink

<b>He whakarāpopoto i ngā huritaonga Summary of considerations</b>
<b><i>Fit with Council's roles or Committee's terms of reference</i></b> This is an information report on public transport matters in the Wairarapa.
<b><i>Implications for Māori</i></b> There are no implications for Māori.
<b><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></b> This report provides an update on the delivery of public transport activities in the Wairarapa. Delivering public transport is a key activity in the Long-term Plan.
<b><i>Internal consultation</i></b> No other departments were consulted in preparing this report.
<b><i>Risks and impacts: legal / health and safety etc.</i></b> There are no risks arising from this report.