

Council

Meeting of 22 July 2026

Business Unit: Infrastructure

Date Created: 07 July 2026

Roading Emergency Works Claim February 2026

Purpose Te Aronga o te Pūrongo

To seek Council's approval to fund the local share of the response and recovery phase following a severe weather event which occurred in February 2026. Noting that the New Zealand Transport Agency (NZTA) subsidy is 51%.

Recommendations Ngā Tūtohunga

1. That Council approves an increase in Roding operational budget for the 2026/27 financial year by \$3,135,281 noting that \$1,598,993 will be funded by NZTA and the balance of \$1,536,288 will be funded by Council. This amount is made up of \$2,966,189 of Opex works and \$169,092 of Capex works.
2. Council fund the local share of Opex works through a combination of use of the Reliance Reserve (\$1,231,035) and the draw down of new debt (\$222,398) and the local share of Capex works through draw down of new debt (\$82,855). Noting this will exhaust the balance of the Resilience Reserve.

Report prepared by:

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Approved for submission by:

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1 Background Ngā Kōrero o Muri

1.1 In the 2025/26 Financial Year Council's roading network was impacted by a severe weather event. Claims amounting to \$3,135,281 were approved by the NZTA Emergency Works fund to cover the cost of the response and recovery for these events.

1.1.1 The initial response valued at \$537,000 has been completed to re-open roads and unblock critical bridges and drainage assets.

1.1.2 The remaining works require investigations, design and construction works across more than 500 recorded defective items valued at \$2,598,281. This work will commence in the 2026/27 financial year. This amount includes \$169,092 of new capex work.

2 Strategic Fit Te Tautika ki te Rautaki

2.1 Not applicable as this is a legislative / operational item.

3 Discussion and Options Considered Ngā Matapakinga me ngā Kōwhiringa i Wānangahia

3.1 Discussion and options are considered within the financial implications section of this report.

4 Risk Assessment Te Arotake Tūraru

4.1 Not applicable.

5 Engagement Te Whakapānga

Significance of Decision

5.1 The Council's Significance and Engagement Policy is not triggered by matters discussed in this report. No stakeholder engagement is required.

Māori and Cultural Engagement

5.2 There are no known cultural considerations associated with the matters addressed in this report. No specific engagement with Māori or other ethnicity groups is necessary.

Community Engagement

5.3 Community engagement is not required.

6 Operational Implications Ngā Pānga Whakahaere

6.1 The NZTA process for assessing and approving the Emergency Works Claims has taken some time. In the interim. The initial response has been completed while continuing where possible with the ongoing maintenance and renewal programme.

7 Financial Implications Ngā Pānga Ahumoni

- 7.1 The table below shows the Emergency Works funding currently approved by NZTA for the 2026/27 Financial year.

Event	NZTA Approved Funding	FAR %	NZTA Share	MDC Share
Feb 2026 Recovery Phase Opex	\$2,429,189	51	\$1,238,886	\$1,190,303
Feb 2026 Recovery Phase - Capex	\$169,092	51	\$86,237	\$82,855
Feb 2026 Response Phase	\$537,000	51	\$273,870	\$263,130
Total	\$3,135,281		1,598,993	\$1,536,288

- 7.2 The usual method to fund unbudgeted operational costs for roading is via the roading targeted rate reserve, however this reserve is in deficit. It is recommended that Council fund the local share of Opex works through a combination of use of the Reliance Reserve (\$1,231,035) and the draw down of new debt (\$222,398) and the local share of Capex works through draw down of new debt (\$82,855).
- 7.3 The event caused widespread damage and resulted in the identification of 551 faults and defeats, ongoing from bridge scour, bridge over-topping, dropouts, overslips blocked drains and culverts, unsealed road, metal loss, trees down and river alignment issues.

8 Statutory Requirements Ngā Here ā-Ture

- 8.1 Council has the statutory responsible to provide a safe and efficient roading network (Land Transport Management Act 2003).

9 Next Steps Te Kokenga

- 9.1 For the 2026/27 Financial Year the roading operational budget needs to be increased by \$2,966,189 and Capital budget needs to be increased by \$169,092. Noting that \$1,1598,933 will be funded by NZTA and the balance of \$1,536,288 will be funded by the Council.

10 Attachments Ngā Āpitihanga

- Not applicable