



**Far North
District Council**



Te Kaunihera o Tai Tokerau ki te Raki

AGENDA

Ordinary Te Koukou - Transport Committee Meeting

Monday, 11 September 2023

Time: 10:00 am
Location: Council Chamber
Kaikohe

Membership:

Kahika - Mayor Moko Tepania
Kōwhai - Deputy Mayor Kelly Stratford
Cr Felicity Foy
Cr Ann Court
Cr Steve McNally
Cr Hilda Halkyard-Harawira
Cr Babe Kapa
Cr Penetaui Kleskovic
Cr Tāmati Rākena
Cr Mate Radich
Cr John Vujcich

 <p>Far North District Council Te Kaunihera o Tai Tokerau ki te Raki</p>	Authorising Body	Mayor/Council
	Status	Standing Committee
COUNCIL COMMITTEE	Title	Te Koukou - Transport Committee Terms of Reference
	Approval Date	14 August 2023
	Responsible Officer	Northland Transport Alliance General Manager

Kaupapa / Purpose

The purpose of Te Koukou - Transport Committee is to increase governance oversight over Council's Transport activities.

To perform his or her role effectively, each member must develop and maintain his or her skills and knowledge, including an understanding of the Committees' responsibilities, and of the Council's business, operations and risks.

Ngā Huānga / Membership

The Committee will comprise of all Mayor and Councillors.

Mayor Tepania
Deputy Mayor Kelly Stratford
John Vujcich
Ann Court
Babe Kapa
Felicity Foy
Hilda Halkyard-Harawira
Mate Radich
Penetaui Kleskovic
Steve McNally
Tāmati Rākena

Kōrama / Quorum

The quorum at a meeting of the Committee is 6 members

Ngā Hui / Frequency of Meetings

The Committee shall meet 4 weekly.

Ngā Apatono / Power to Delegate

The Committee may not delegate any of its responsibilities, duties or powers.

Ngā Herenga Paetae / Responsibilities

The Committees responsibilities are described below:

- Consideration of temporary road closures for events (subject to legal advice)
- Monitoring road maintenance schedule
- Monitoring road upgrade priority
- Monitoring contractor performance
- Monitoring of roading condition
- Approval of roading contracts beyond CE delegation up to \$3 million
- Approval of award of budgeted planned works – already approved under the Long-Term Plan up to \$3 million
- Receive and consider any consultation document and/or any proposed amended or new legislative instrument that may have a transport related outcomes and where appropriate make submissions and enable political advocacy at a Mayoral Forum Level if required
- Receive and adopt the Asset Management Plan for Transport
- Receive the draft Regional Land Transport Plan and if appropriate make submissions to the Regional Land Transport Plan
- Receive the draft Regional Public Transport Plan and if appropriate make submissions to the Regional Land Transport Plan
- Receive and adopt Far North District Council's walking and cycling strategies
- Receive and support the community boards footpath and streetlight programmes and monitor delivery
- Receive and consider any road safety strategies
- Receive and consider any speed management petitions
- Receive and consider any placemaking projects that have a transport related component so the committee can ensure the projects are captured (where appropriate) in our funding and planning instruments
- Receive invitations to apply for external funding opportunities in a timely manner so that the committee may advocate for community-initiated infrastructure projects.
(Examples PGF, TIF)

Ngā Ture / Rules and Procedures

Council's Standing Orders and Code of Conduct apply to all meetings.

Far North District Council
Ordinary Te Koukou - Transport Committee Meeting
will be held in the Council Chamber, Kaikohe on:
Monday 11 September 2023 at 10:00 am

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1 KARAKIA TIMATANGA / OPENING PRAYER**2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST**

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

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the meeting or of the relevant item of business and refrain from participating in the discussion or voting on that item. If a Member thinks they may have a conflict of interest, they can seek advice from the Chief Executive Officer or the Manager - Democracy Services (preferably before the meeting).

It is noted that while members can seek advice the final decision as to whether a conflict exists rests with the member.

3 NGĀ TONO KŌRERO / DEPUTATION

No requests for deputations were received at the time of the Agenda going to print.

4 NGĀ PŪRONGO / REPORTS

4.1 APPOINTMENT OF TE KOUKOU - TRANSPORT COMMITTEE CHAIRPERSON / DEPUTY CHAIRPERSON

File Number: A4359303

Author: Casey Gannon, Manager - Democracy Services

Authoriser: Jacine Warmington, Group Manager - Strategic Relationships

TAKE PŪRONGO / PURPOSE OF THE REPORT

To confirm the appointment of an independent Chairperson to Te Koukou – Transport Committee.

WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY

- Te Koukou – Transport Committee was set up as a standing committee at the Council meeting dated 29 June 2023.
- Council resolved to adopt proposed Terms of Reference for Te Koukou – Transport Committee at the Extraordinary Council meeting dated 14 August 2023.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou – Transport Committee:

- a) use System B as the preferred voting system to appoint a Chairperson.**
- b) appoint xxx as Chairperson of Te Koukou – Transport Committee.**
- c) appoint xxx as Deputy Chairperson of Te Koukou – Transport Committee.**

1) TĀHUHU KŌRERO / BACKGROUND

Schedule 7, 21(5)(b) of the Local Government Act 2002 provides for the appointment of a Chairperson. When appointing a Chairperson to a committee the committee must resolve to use one of two voting systems as set out in Standing Orders 5.6.

The first meeting of the committee will be presided over by the Chief Executive until the Chairperson is appointed.

The role of Chairperson and Deputy Chairperson for Te Koukou - Transport Committee needs to be decided by Committee members at the 11 September 2023 meeting.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The committee will be comprised of Mayor and all Councillors.

The voting system options are as follows:

Option 1

System A -

The candidate will be appointed if he or she receives more votes than any other candidate.

This system has the following characteristics:

- (a) there is only one round of voting; and
- (b) if two or more candidates tie for the most votes, the tie is resolved by lot.

Option 2

System B -

- (a) requires that a person is appointed or appointed if he or she receives more votes than any

other candidate; and

(b) has the following characteristics:

(i) there is only one round of voting; and

(ii) if 2 or more candidates tie for the most votes, the tie is resolved by lot.

Option 2 is the recommended option. This is the system used by Council and Committees as per their Standing Orders.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION.

To make appointments to the positions of Chairperson and Deputy Chairperson to Te Koukou – Transport Committee.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provision.

ĀPITI HANGA / ATTACHMENTS

Nil

Hōtaka Take Ōkawa / Compliance Schedule:

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

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

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	This report is of low significance.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Appointment and Remuneration of Directors for Council Organisations Policy #2117
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	The Community Board views have not been sought as this is a Council governance decision.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	This report does not have any specific implications for Māori.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	This report does not affect any persons identified by legislation.
State the financial implications and where budgetary provisions have been made to support this decision.	No specific financial implications.
Chief Financial Officer review.	The Acting Chief Financial Officer has prepared this report.

4.2 PETITION FROM FAR NORTH DISTRICT COUNCIL FOR CENTRAL GOVERNMENT TO ADDRESS FUNDING SHORTFALLS FOR STATE HIGHWAY MAINTENANCE

File Number: A4365241

Author: Casey Gannon, Manager - Democracy Services

Authoriser: Jacine Warmington, Group Manager - Strategic Relationships

TAKE PŪRONGO / PURPOSE OF THE REPORT

The matter for consideration by the Council is whether to allow the Far North District Council's petition calling for a Citizens Initiated Referenda relating to the maintenance of state highways in the district to be made available at appropriate Council facilities and online on Council's social media and website.

WHAKARĀPOPO MATUA / EXECUTIVE SUMMARY

The report seeks Council's approval for the Far North District Council's petition calling for a Citizens Initiated Referenda relating to the maintenance of state highways to be made available at appropriate Council facilities and online on Council's social media and website.

This is important to action prior to the general election in October 2023 in order to encourage political parties to outline their policies relating to the maintenance of our national state highway network.

TŪTOHUNGA / RECOMMENDATION

That Council authorise the CEO and Council staff to make of the Far North District Council's petition calling for a Citizens Initiated Referenda available for members of the public to sign at appropriate Council facilities and online on Council's social media and website.

1) TĀHUHU KŌRERO / BACKGROUND

The idea for the petition was discussed and agreed on by the Mayors at SuperLocal 2023 - National LGNZ Conference held in Christchurch 26-28 July 2023 – as a effective national initiative to give collective feedback to Central Government about the poor state of New Zealand Highways and road network and poor capital and maintenance funding that led to that.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

This report identifies and assesses the following reasonably practicable options for addressing the matter:

OPTION 1

Authorise the CEO and Council staff to make Far North District Council's petition calling for a Citizens Initiated Referenda available for members of the public online via Council's social media and website and/or in hard copy at appropriate Council facilities to sign or provide feedback.

OPTION 2

Do not Authorise the CEO and Council staff to make Far North District Council's petition calling for a Citizens Initiated Referenda available for members of the public online via Council's social media and website and/or in hard copy at appropriate Council facilities to sign or provide feedback.

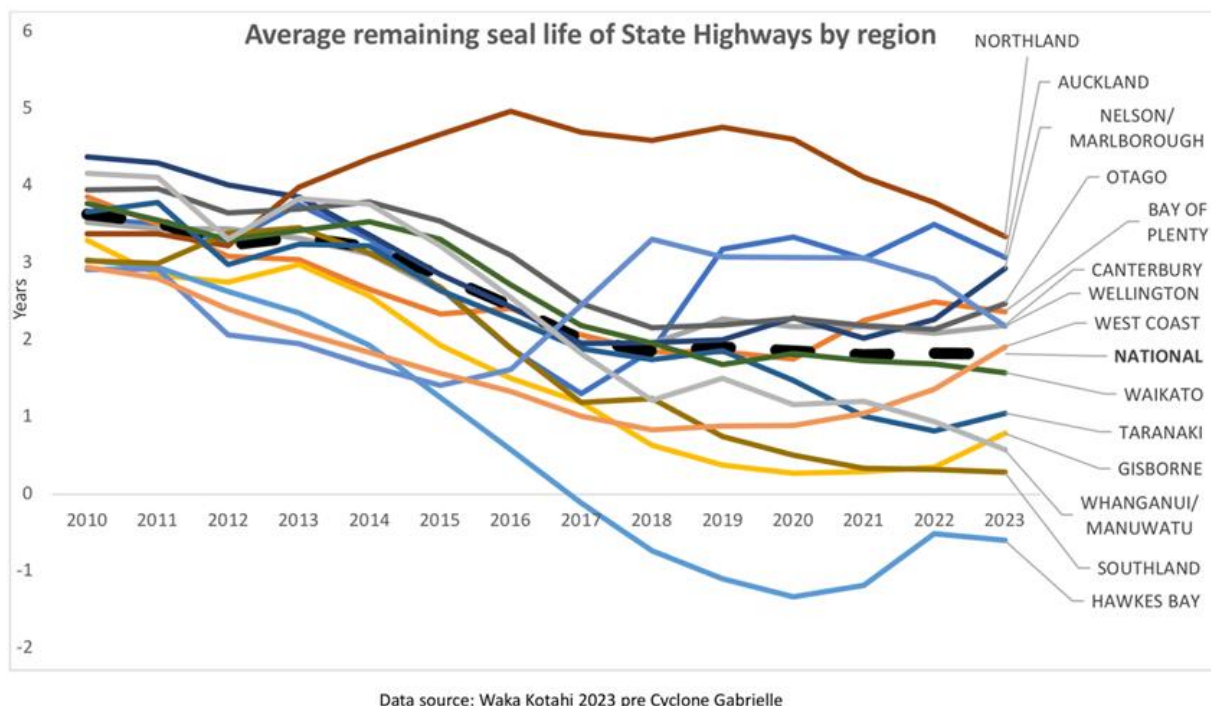
OPTION 1 is recommended.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

LGNZ members recently agreed to support the following remit with around 98% of the membership in agreement:

- That LGNZ publicly lobby all political parties to increase Crown funding for state highway and local road maintenance budgets.
- Consider and pursue other avenues including the Office of the Auditor General to seek resolution of the issues facing the country in relation to the systemic rundown of our national roading infrastructure.

Waka Kotahi's maintenance and renewal programme has clearly been insufficient to maintain asset health measured via the average remaining seal life. There are numerous media reports about the issues being faced across New Zealand.



Graph 1 (above) shows the average remaining seal life of state highways by region.

This information was obtained under the Official Information Act 1982 from Waka Kotahi.

It shows the significant decline in the average seal life of state highways.

Nationally, the average remaining life in 2010 was 3.6 years. In 2018 this declined to around 1.8 years and remains steady. However, at a regional level there are large discrepancies.

In 2010 every region had an average remaining life of between 2.9 and 4.4 years (a range of 1.5 years difference). By 2023 the range was from -0.6 to 3.3 years (a range of 3.9 years) with four regions having a seal age of less than one year, including Hawke's Bay which recorded its seventh year with an average of less than zero.

The issue nationally is predominantly with chipseal roads rather than asphalt mix, with some exceptions. In 2023, across chipseal roads, five regions have an average remaining life of less than one year, with Hawke's Bay's roads again below zero.

Within asphalt roads, Southland set an unfortunate record with an average remaining life of -2.5 years. Graph 2 (attached) shows the average remaining life of different surface types by region today.

Last year LGNZ commissioned Infometrics to undertake a report into trends in road transport funding. That report noted that funding for roads per kilometre travelled only increased by 0.8% p/a in the five years to 2021, whilst construction costs increased 1.1% p/a in the same five years. That report ended its analysis in 2021.

With considerable cost inflation over the past two years and decreased land transport revenue due to Covid, it is almost certain that the funding gap has grown even further. Inflation for Heavy and Civil Engineering Construction peaked at 15.1% pa in the September 2022 quarter.

That increased funding gap to roads is likely to result in even further pressure on state highway maintenance and lifespans.

The national stabilisation of the average remaining life of state highways may falter in the coming years, seeing further downward movement. Such a decrease will see more parts of the state highway network fail.

This year the Government is developing its next Government Policy Statement on Land Transport (the GPS). The GPS sets the funding buckets for Waka Kotahi.

Influencing the development of the next GPS is one keyway in which to ensure regional state highways do not continue to deteriorate. The Land Transport Management Act specifically states the Minister must regard the views of LGNZ.

An important step in resolving the current state highway pavement crisis is engagement with the public to clarify expectations.

Members of our community deserve an opportunity to communicate their views on the maintenance of our roading infrastructure.

To accelerate and facilitate this discussion, Far North District Council has agreed at the SuperLocal 2023 Conference to initiate the process to trigger a Citizens Initiated Referenda, focused on New Zealand's state highway network maintenance.

The wording, as approved by the Clerk of the House of Parliament, is as follows:

"Should the New Zealand government fund road maintenance at levels sufficient to reverse the current decline in the average age and condition of our national state highway network?"

The goal of the petition is to ask the question and let New Zealanders and the political parties who wish to lead the country through the next term of parliament answer it.

FNDC is seeking to collaborate with councils across the country. Asking Councils to discuss and debate whether they wish to make the petition accessible in council service centres and other facilities throughout Aotearoa.

The objective is to provide as many Kiwis as possible with the opportunity to express their views and send a clear message to all members of parliament about their stance on this crucial aspect of our daily lives.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

No financial impact resulting from providing feedback.

ĀPITI HANGA / ATTACHMENTS

1. Mayor Neil Holdom Letter from Clerk of the House of Representatives - A4365255  
2. State Highway Maintenance Funding from Central Government Petition Form 2023 - A4365257  

Hōtaka Take Ōkawa / Compliance Schedule:

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

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

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	High
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	In alignment with Significance and Engagement Policy
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	District Wide – Community Board Chairs are invited to participate with speaking rights at Te Koukou Transport Committee Workshops and Meetings with an expectation that the Chairs will share the information with their respective community board members.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	There has been no participation by Māori in the development of this report, however a more sustainable funding and financing model for transport infrastructure would enable Council to meet other obligations and aspirations relating to Māori. Provides an opportunity for Māori to express their views on maintenance of the state highway network.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	The persons who are affected by or interested in this matter are the current and future ratepayers and residents of Te Tai Tokerau – the Far North.
State the financial implications and where budgetary provisions have been made to support this decision.	No financial implications.
Chief Financial Officer review.	CFO has not reviewed this report



**Office of the Clerk of the
House of Representatives**
Te Tari o te Manahautū o te Whare Māngai

Bowen House, Parliament House,
Private Bag 18041, Wellington 6160
+64 4 817 9475
parliament.nz

13 July 2023

Mayor Neil Holdom
New Plymouth District Council
84 Liardet Street
New Plymouth 4310

Dear Mayor Holdom

Final determination of question wording and form approval for indicative referendum petition

This letter is to confirm the wording determined by me as required by section 11 of the Citizens Initiated Referenda Act 1993. This wording is as follows:

“Should the New Zealand government fund road maintenance at levels sufficient to reverse the current decline in the average age and condition of our national state highway network?”

The notice will be published in the *New Zealand Gazette* on Wednesday, 19 July 2023. It will also be published in *The New Zealand Herald*, *The Post*, *The Press*, and *The Otago Daily Times*.

I have approved the attached form for use in gathering signatures. All signatures must be on this form. It is your responsibility to print and distribute the forms.

You have 12 months from the date of publication of the *Gazette* notice in which to deliver the signed petition to me. Otherwise, the proposal will lapse. The proposal will also lapse if you do not collect signatures amounting to 10 percent of eligible electors.

I have enclosed a copy of *Notes for the Guidance of Persons Collecting Signatures to an Indicative Referendum Petition*.

You need to be aware of statutory provisions relating to advertising your petition and filing returns. These are set out in sections 41 to 45 of the Citizens Initiated Referenda Act 1993. If you have any queries about this, you should contact the Chief Electoral Officer, PO Box 3220, Wellington.

If you have any other queries, please address them in the first instance to Bevan Rogers, Parliamentary Office (Parliamentary Law and Practice) on Bevan.Rogers@parliament.govt.nz or 04 817 9475.

Yours sincerely

David Wilson
Clerk of the House of Representatives

**Petition by Far North District Council
for a
Citizens Initiated Referendum**



**Far North
District Council**



Te Kaunihera o Tai Tokerau ki te Raki

To the House of Representatives, we, the undersigned, pursuant to the Citizens Initiated Referenda Act 1993, ask that an indicative referendum be held on the following question;

Should the New Zealand government fund road maintenance at levels sufficient to reverse the current decline in the average age and condition of our national state highway network?

	(Print clearly in BLOCK letters)				(Print clearly in BLOCK letters)
	Signature	Surname or Family Name	Given or First Names	Date of Birth (Optional)	Residential Address
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

Name and address for correspondence with promoter of this petition:

Mayor Moko Tepania - moko.tepania@fndc.govt.nz

The wording of the question printed above, and this form, have been approved under the Citizens Initiated Referenda Act 1993.

4.3 SH11 SHARED USE PATH FROM PAIHIA TO WAITANGI

File Number: A4359297

Author: Cushla Jordan, Asset Manager

Authoriser: Andy Finch, District Engineer

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this report is to seek Te Koukou - Transport Committee recommendation to Council, regarding the Council's implementation of the proposed Waka Kotahi's Shared Use Path project along State Highway 11 (SH11) from Paihia to Waitangi.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Outlines the background for the proposed Shared Use Path along SH11 from Paihia to Waitangi which has been socialised with the Bay of Islands-Whangaroa Community Board and local community.
- The Bay of Islands - Whangaroa Community Board (BOI-W CB) received this report at the 6 July BOI-W CB meeting. The original recommendation was:

TŪTOHUNGA / RECOMMENDATION

That Bay of Islands-Whangaroa Community board recommend Council:

- decline to undertake the final design and implementation of the draft design undertaken by Waka Kotahi NZ Transport Agency for the proposed Shared Use Path along SH11 from Paihia to Waitangi, and**
- declare a surplus subsidy of \$1.38M to Waka Kotahi NZ Transport Agency for their allocation to this project, and**
- reallocate the local share portion of the Long-Term Plan amounting to \$0.62M to other prioritised projects previously unfunded.**

- The Bay of Islands - Whangaroa Community Board (BOI-W CB) resolved:

8.3 SH11 SHARED USE PATH FROM PAIHIA TO WAITANGI

Agenda item 8.3 document number A4238581, pages 53 - 58 refers.

RESOLUTION 2023/65

Moved: Member Ann Court

Seconded: Member Belinda Ward

That Bay of Islands-Whangaroa Community Board, in recognition of the importance of the Twin Coast Discovery route, recommend that Council:

- does not decline the funding for the proposed shared path along SH11 from Paihia to Waitangi; and that,**
- the Community Board work with Northland Transport Alliance, the local community, including iwi/hapu, to redefine the scope of the project to enable the delivery of an affordable, fit-for purpose solution for the community.**

[CARRIED]

- Council has requested that this report visit the Te Koukou Transport Committee before coming to Council.

TŪTOHUNGA / RECOMMENDATION

That the Te Koukou – Transport Committee, in recognition of the importance of the Twin Coast Discovery route, recommend that Council:

- a) does not decline the funding for the proposed shared path along SH11 from Paihia to Waitangi; and that,
- b) the Community Board work with Northland Transport Alliance, the local community, including iwi/hapu, to redefine the scope of the project to enable the delivery of an affordable, fit-for purpose solution for the community.

1) TĀHUHU KŌRERO / BACKGROUND

Highlights all the considerations of the preliminary design. Identifies risk to the Council in accepting this project from Waka Kotahi; and the original recommendation from staff to decline this project design and implementation at this time and reallocate the local share funds to further support the bridge renewals programme under work category 215 Structures Component Replacements.

Waka Kotahi NZ Transport Agency (Waka Kotahi) are seeking to investigate a range of options to confirm the preferred design features as part of a wider programme of work that will achieve key investment objectives along State Highway 11 (Marsden Road). This work will form part of the wider Twin Coast Discovery Route (TCDR) programme, which aims to upgrade sections of the route to support local communities, to accommodate the increasing number of people visiting the area, and to encourage others to do the same.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The Discussion and Options are provided in detail in the attached report entitled “SH11 Shared Path Paihia to Waitangi”

Attachment 2 entitled: SH11 Paihia to Waitangi Shared use Path Preliminary Design Report – is available at <https://www.fndc.govt.nz/Your-council/Governance#section-5>

NOTE: This attachment is embedded as a hyperlink due to the size of the document

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The supporting reasoning is provided in detail in the attached report entitled “SH11 Shared Path Paihia to Waitangi”.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The Financial Implications and Budgetary Provision is provided in detail in the attached report entitled “SH11 Shared Path Paihia to Waitangi”.

ĀPITIHINGA / ATTACHMENTS

1. NTA Agenda report FNDC SH11 Shared Path Paihia to Waitangi - A4206133 
2. SH11 Paihia to Waitangi Shared use Path Preliminary Design Report – is available at <https://www.fndc.govt.nz/Your-council/Governance#section-5>

NOTE: This attachment is embedded as a hyperlink due to the size of the document

Hōtaka Take Ōkawa / Compliance Schedule:

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

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

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	The matter has 'low significance' in the context of the policy.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Regional Land Transport Plan (RLTP) Council Long Term Plan (LTP)
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	"...the roading network..." is a specific exclusion to the delegations to community boards. Specific community board views on this issue have not been sought.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	The decision is of low significance, and the decision relates solely to funding of a new shared use path. Specific advice has not been sought regarding implications for Māori, for further detail refer to Discussion and Options section of the report.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Should the project proceed the principal affected parties are Local Iwi, residents who reside in Paihia and Waitangi and Business Owners. For further detail refer to Discussion and Options section of the report.
State the financial implications and where budgetary provisions have been made to support this decision.	Refer to financial implications section of the report.
Chief Financial Officer review.	The CFO has reviewed this report



Meeting: Council Meeting – 1st June 2023
Name of Item: SH11 Shared Use Path from Paihia to Waitangi
Author: Cushla Jordan – NTA Asset Manager
Date of Report: 16th February 2023

TAKE PŪRONGO / PURPOSE OF THE REPORT

To seek Council approval, regarding the Council's implementation of the proposed Waka Kotahi's Shared Use Path project along SH11 from Paihia to Waitangi.

WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY

That this report:

- outlines the background for the proposed Shared Use Path along SH11 from Paihia to Waitangi.
- highlights all the considerations of the preliminary design.
- identifies risk to the Council in accepting this project from Waka Kotahi; and
- makes recommendation to decline this project design and implementation at this time and reallocate the local share funds to further support the bridge renewals programme under work category 215 Structures Component Replacements.

TŪTOHUNGA / RECOMMENDATION

That Council:

- a) **Declines to undertake the final design and implementation of the draft design undertaken by Waka Kotahi NZTA for the proposed Shared Use Path along SH11 from Paihia to Waitangi.**
- b) **And That Council declares a surplus subsidy of \$1.38M to Waka Kotahi NZTA for their allocation to this project.**
- c) **And That Council reallocates the local share portion of the LTP amounting to \$0.62M to other prioritised projects previously unfunded.**

TĀHUHU KŌRERO / BACKGROUND

Waka Kotahi NZ Transport Agency (Waka Kotahi) are seeking to investigate a range of options to confirm the preferred design features as part of a wider programme of work that will achieve key investment objectives along State Highway 11 (Marsden Road). This work will form part of the wider Twin Coast Discovery Route (TCDR) programme, which aims to upgrade sections of the route to support local communities, to accommodate the increasing number of people visiting the area, and to encourage others to do the same.

Waka Kotahi have prepared a preliminary design report for a Shared Use Path from Paihia Town Centre to Waitangi along the coastal edge of SH11 Marsden Road, connecting from the north of Nihonui Point to south of the roundabout with Te Karuwha Parade. Refer to the extent of work shown in Figure 1.



Figure 1 - Proposed Project Extent of Paihia to Waitangi Shared Use Path

Waka Kotahi have approached the Far North District Council to undertake the final design and implementation of this project.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSIONS AND OPTIONS

The preliminary design report and drawings have been considered and the following considerations identified, which will have an impact for the Council. The major considerations are:

- Community engagement has not been undertaken prior to the preliminary design.
- Of the current eighty-nine parking spaces, the preliminary design reduces the quantity to thirty-one parking spaces - a reduction of fifty-eight spaces.
- The project does not connect to other shared use paths and will therefore be a standalone section.
- All 21 Pohutukawa trees within the project extent will remain.

Other considerations regarding the proposed project not covered by the initial design report are:

- Local Iwi are unwilling to permit any improvement works on the Nihonui Point – this will limit any connection of a shared use path and limits the scope of works.
- From initial feedback from the Paihia Business Owners, they are not in favour of this project.
- Funding allocated for this project under the Long-Term Plan (LTP) could be reallocated to new Footpaths across the district.

Option A – Find other Walking and Cycling projects.

There were no other projects identified under Walking and Cycling that met the requirements for funding to replace SH11 Shared Path Paihia to Waitangi.

Option A is not the preferred option.

Option B – Declare the surplus funds and redistribute local share to bridge renewals.

Declare the surplus funds under the LTP and under Waka Kotahi subsidy and use the local share funds to further support the bridge renewals programme under work category 215 Structures Component Replacements.

Option B is the preferred option.

From the above considerations, there is a risk that the community will not support this project. As this project was initiated by Waka Kotahi, and is a standalone project, it does not clearly align with the strategies of the Activity Management Plan (AMP) which is the justification for the LTP funding of transport activities throughout the district.

The recommendation therefore is that this project be declined or not be taken to implementation stage and the proposed local share funding available under the LTP, be reallocated to further support the bridge renewals programme under work category 215 Structures Component Replacements.

PĀNGA PŪTEA ME NGĀ WŪHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Application was made under the Walking and Cycling activity class for Low-Cost Low-Risk projects and approved by Waka Kotahi. Table 1 provides the local share portion and subsidy portion broken down by funding year.

Table 1 - Breakdown of SH11 Shared Use Path approved funds.

Year	Local share	Subsidy share	Total
2022/23	\$310,000	\$690,000	\$1,000,000
2023/24	\$310,000	\$690,000	\$1,000,000
TOTAL	\$620,000	\$1,380,000	\$2,000,000

ĀPITI HANGA / ATTACHMENTS

1. SH11_Paihia_to_Waitangi-Shared_Use_Path-Preliminary_Design_Report

Approved by:



Calvin Thomas - NTA General Manager
9th May 2023

4.4 TRANSPORT CHOICES PROGRAMME – IMPLEMENTATION FUNDING AGREEMENT

File Number: A4359295

Author: Elizabeth Stacey, NTA Road Safety and Traffic Engineer

Authoriser: Calvin Thomas, General Manager - Northland Transportation Alliance

TAKE PŪRONGO / PURPOSE OF THE REPORT

To seek approval from the Te Koukou-Transport Committee to proceed with the FNDC Transport Choices programme of work including approving the delegation to Chief Executive to sign the related funding agreement and procurement for physical works within approved project budgets.

WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY

The Far North Transport Choices Package consists of:

- Improvements to bus stop locations in the Far North
<https://www.google.com/maps/d/viewer?amp%3Busp=sharing&mid=1hofwZ8R8p8z6O7c1GLACmXJeyG7JOZ4&ll=-35.25653762826999%2C173.68726450000003&z=10>, and
- A package of works creating walking and cycling connections to Kerikeri schools and the town centre.

The deadline for completion of work under the Transport Choices programme is June 30, 2024. In order to proceed to procurement and construction, signature of a funding implementation agreement with Waka Kotahi is required as well as considerations for an accelerated procurement process.

TŪTOHUNGA / RECOMMENDATION

That the Te Koukou – Transport Committee:

- a) approve implementation of the Far North Transport Choices Programme which includes the following works
 - i) Program 1 – FNDC01 Kerikeri Active Mode Network Connections
 - ii) Program 2 – FNDC02 Far North Bus Improvements
- b) delegate the CE authority to sign the Transport Choices Implementation Funding Agreement from Waka Kotahi
- c) delegate the CE financial authority to award Transport Choices work packages up to a total value of \$3 million; and,
- d) approve a variation to the procurement policy allowing a closed tender process seeking quotes from a minimum of four separate contractors for the Transport Choices Programme.

1) TĀHUHU KŌRERO / BACKGROUND

In December 2022 Waka Kotahi informed Council that we were successful in receiving \$3.23 million at 100% subsidy, for the following two programs.

Program 1 – FNDC01 Kerikeri Active Mode Network Connections

Program 2 – FNDC02 Far North Bus Improvements

<https://www.google.com/maps/d/viewer?amp%3Busp=sharing&mid=1hofwZ8R8p8z6O7c1GLACmXJeyG7JOZ4&ll=-35.25653762826999%2C173.68726450000003&z=10>

All projects within the two programs align with the LTP, Kerikeri-Waipapa Structure Plan, address public requests, and enable staged projects to be completed. A pre-implementation agreement was approved and concept design for both programs have been completed. An extensive consultation

and engagement effort was undertaken for the Kerikeri Active Mode Network Connections project and community feedback incorporated into the design.

Based on public consultation and feedback from key stakeholders, work has begun on the detailed design effort for both work packages. The next project milestone is submission of detailed design and project safety audits. All project work, including construction, must be completed no later than 30 June, 2024.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Consultation

Consultation with community and identified stakeholders for the Kerikeri Active Modes project took place over several weeks between May and July. Activities included engagement with students at Kerikeri Primary and High School, a drop-in session attended by over 70 participants and partnership with Healthy Families. This partnership gave opportunity for rangitahi to engage with the wider community over the school holiday period as well as support the team at the drop-in session. Feedback was received both digitally, via social pinpoint, and in written submissions. Overall, community support has been high for the proposed project. During the detail design phase, the project team will work closely with Ngāti Rēhia to design wayfinding signage and include cultural stories, as appropriate, at locations throughout the project.

We have worked in partnership with CBEC, the service provider for the Far North bus services, to identify locations for needed improvements as part of the Far North Bus Improvements project. A final list of proposed stops and improvements will be socialised with community over the coming weeks. All shelter improvements will include improvements to associated footpaths and ramps as needed to provide access for all users.

Transport Choices Program Timelines

Waka Kotahi has a series of program milestones that all projects utilising Transport Choices funding must meet as outlined below:

Deadline	Deliverable	Status/Comment
1 May 2023	Council Funding Agreement for Pre-Implementation	All funding agreements submitted and approved.
30 June 2023	Communications & Engagement Plans Monitoring and Evaluation Plans Scheme/Concept Design	All plans submitted and approved
15 September 2023	Detailed design Safe System Audit	In process – on target
20 October 2023	Council Funding Agreement for Implementation signed	Based on successful submittal of detailed design package.
4 March 2024	Construction started	All projects must start construction by this date.
30 June 2024	Project evaluation and close	The Transport Choices programme finishes on 30 June 2024. All claims must be submitted by this date.

In order to meet the accelerated program timeline, staff have identified opportunities in the design and procurement strategy to mitigate risks to the program funding. The proposed procurement methods will encourage the use of local contractors, sub-contractors and suppliers.

Proposed Procurement Method

Market Approach	Closed (Minimum 4 Quotes)
<p>Seek quotes from a minimum of four separate contractors including the following:</p> <ul style="list-style-type: none"> • Ventia, • Fulton Hogan • WM Construction • Far North Roading <p>These four contractors are consistently competitively pricing and completing these types of works for the Far North District Council and have indicated availability.</p>	
Evaluation Method	Lowest Price Conforming, within set Transport Choices budget

Variation from Policies/Rules

The contract(s) sum would normally require procurement via an open tender process. In this case a closed competition approach is preferred for the following reasons:

Program Constraints and Reduced Timeframes

All projects within the Transport Choices programme must be completed no later than 30 June, 2024. Ideally, work along Hone Heke Road, particularly outside the school would take place in the January/February school holiday period. An open tender process would take anywhere from two to three months, depending on council meeting schedules, and would not allow the works to be completed in the program timelines. A closed competition approach would reduce this to less than one month, reducing the risk of missing the June deadline and allowing us to prioritise the work outside schools.

Competition for Resources

Inclement weather led to a shortened construction season last year, resulting in work that should have been completed being carried over into this year. This delayed work, combined with the large volume of emergency work being undertaken both here and in Auckland, is limiting the availability of contractors.

The longer it takes to complete the procurement process and award the contract, the greater the risk that the preferred contractor becomes over-committed and therefore provides a reduced performance.

The four Contractors listed above were selected as they have a proven track record of completing similar works to a high standard. Within the last two years they have all won competitive open tenders for similar work, demonstrating that they are best value for money.

All four have confirmed their ability to resource and complete this work within the timeframes required.

Budget Risks

The current economic climate has recently resulted in the received tender prices often being much higher than the Engineers Estimates. While all attempts are made to develop these estimates using the latest rates, changes to materials costs and regulatory requirements are resulting in cost increases on an almost monthly basis. This means that there is a risk that any tenders will come in higher than the estimates and more than is available within the budgets. A closed competition approach provides more flexibility in negotiating with the contractors and adjusting the scope and pricing pre-award to match the available budget.

Transport Choices Program Procurement Expectations

Waka Kotahi has acknowledged the short time frames associated with successfully completing projects under the Transport Choices funding. As the funding agency, Waka Kotahi have encouraged the use of alternative or accelerated procurement methods.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The Transport Choices Programme offers an opportunity to improve services for public transport, walking and cycling within areas in the Far North District. The funding is offered at 100% government funding, with no local share component required. It is unlikely that Council will have the opportunity to access similar funding for these projects in future years.

All recommendations are made to mitigate the risk of the missing Waka Kōwhiri's project deadlines and losing funding for these projects. A summary of those risks and a mitigation strategy is below:

Issue / Risk	Mitigation Strategy
Council funding agreement for implementation will require a short turnaround for signature.	Delegation to CE for signature of the funding agreement will allow signatures to be obtained outside of normally scheduled council meetings
Transport Choices construction is not completed before June 2024, making remaining work ineligible for central government funding for completion.	A closed competition approach will reduce procurement time. Additionally, delegation to the CE for procurement will result in the ability to package work for construction as design is completed.
Flooded market results in limited interest, high prices or over committed contractors that cannot complete the works in a timely manner.	Closed competition approach involving contractors with proven track record of timely completion, reasonable pricing and whom are already aware of the works and currently have capacity to achieve them.
Tenders received are more than the allocated budgets.	Closed competition approach provides flexibility to re-scope and re-price the works to attempt to remain within budget while still achieving the desired outcomes.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

As this programme is 100% central government funding, there are no financial implications to Council.

ĀPITIHINGA / ATTACHMENTS

- Kerikeri Active Mode Concept Plans - A4356887** [↓](#) 

Hōtaka Take Ōkawa / Compliance Schedule:

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

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

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	As part of the Communications and Engagement strategy for this project it was determined that Transport Choices level of significance was "Consult" for Kerikeri Active Modes and "inform" for FNDC Bus Improvements
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Sustainable Procurement Plan 2020
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	The Far North Bus Service Improvements have District wide relevance. The Kerikeri Active Modes project is relevant to the Kerikeri/Waipapa community and an information paper has been presented to the BOI/Whangaroa Community Board.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	Consultation has occurred with Ngāti Rēhia and they will continue to be involved in wayfinding and storytelling opportunities as the project develops.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Consideration given to input from schools and other stakeholders as well as general public through consultation
State the financial implications and where budgetary provisions have been made to support this decision.	None, the program is 100% central government funded with \$0 local share required
Chief Financial Officer review.	NA



TRANSPORT CHOICES IN KERIKERI
FAR NORTH DISTRICT COUNCIL

29 JUNE 2023
PROJECT NO. 2023_104
REVISION C



TRANSPORT CHOICES IN KERIKERI

Project no: 2023_104
Document title: VISUALISATION OF TRANSPORT CHOICES IN KERIKERI
Revision: C
Date: 29 JUNE 2023
Client name: FAR NORTH DISTRICT COUNCIL

Author: Zoe Hughes
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DOCUMENT HISTORY AND STATUS

REVISION	DATE	DESCRIPTION	BY	REVIEW	APPROVED
A	23/06/2023	DRAFT FOR COMMENT	ZH	JL	
B	26/06/2023	RFI	ZH	JL	
C	29/06/2023	CHANGES POST CLIENT FEEDBACK	ZH	JL	



DCM URBAN DESIGN LIMITED

10/245 St Asaph Street
Christchurch, 8011

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WHAT IS TRANSPORT CHOICES IN KERIKERI?

PROJECT SCOPE

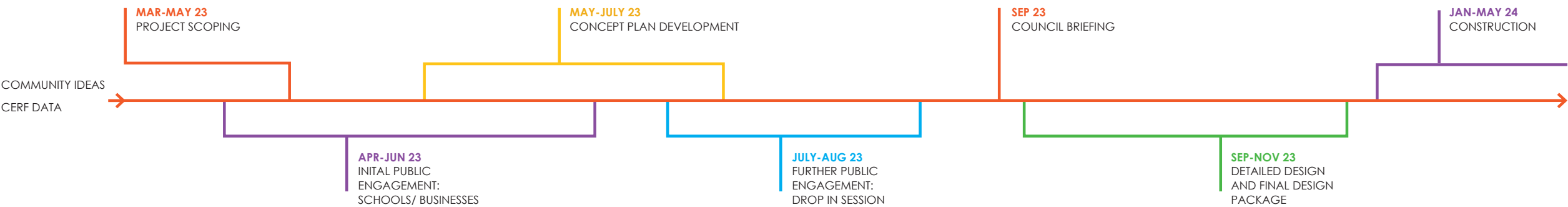
Waka Kotahi is supporting councils to progress strategic cycle networks, create walkable neighbourhoods and safer, greener, and healthier school travel.

Our aim is to provide safe, walkable and bikeable routes in Kerikeri and in doing so, help to reduce emissions locally.

We want to understand how we can better enable and encourage active modes (like walking, cycling or scootering) within the Kerikeri urban area.

- We are proposing the following four focus areas:
- Hone Heke Road Slow Street Improvements
 - Kerikeri Road Cycleway Connections (between Hone Heke Road and the Stone Store)
 - Neighbourhood Greenways (connections, signage and wayfinding across several central Kerikeri Streets)
 - Neighbourhood Cycling Connections (adjacent to the existing Wairoa Stream walking path)

PROJECT TIMELINE



FREQUENTLY ASKED QUESTIONS

- Why have we chosen these routes?**
- Council retains community requests for walking, cycling and road safety improvements
 - When the Government issued a call for funding applications, Council staff filtered the list of needs for those which would comply with the specific funding criteria (mainly regarding active transport to school). The proposed projects will be familiar to many locals as a result of this.
 - There are only a limited number of route options in our town. These are the most direct routes between places where people live and want to go.
 - Some of the routes will connect to new urban growth areas, bridges and streets that are being developed through other projects.

- When does this project have to be completed?**
- Kerikeri will receive \$1.3M in Government funds (no local ratepayer funding required) as long as construction is complete by June 2024.
- Who have we consulted with so far, and who is it for?**
- We have engaged with a few of the immediately affected residents & businesses, Friends of Wairoa Stream, Our Kerikeri, KKPS (including the design jam with one of the classes), and a site visit with the KKHS facilities manager
 - Most of the proposed improvements benefit school children, people with disabilities and parents with prams.

- How far along is this design?**
- The 10% concept plan is the starting point for comment – none of the proposals are set in stone and elements may be added or removed
 - 90% of the design work remains to be done, so that is why we are consulting with the community now.

WAKA KOTAHI FUND

TRANSPORT CHOICES IN KERIKERI

FOCUS AREAS AND SUPPORTING PROJECTS

HONE HEKE ROAD SLOW STREET IMPROVEMENTS

We are proposing to widen footpaths, create on road cycle lanes and safe intersection crossings, and introduce traffic calming measures on Hone Heke Road. This is proposed to include a new roundabout with zebra crossings at the intersection with Cobham Road. We want to support safe and healthy travel to and from schools on Hone Heke Road.

KERIKERI ROAD CYCLEWAY CONNECTIONS

We are proposing the construction of protected cycle lanes (uphill) and shared lanes markings (downhill) on Kerikeri Road between Hone Heke Road and the Stone Store.

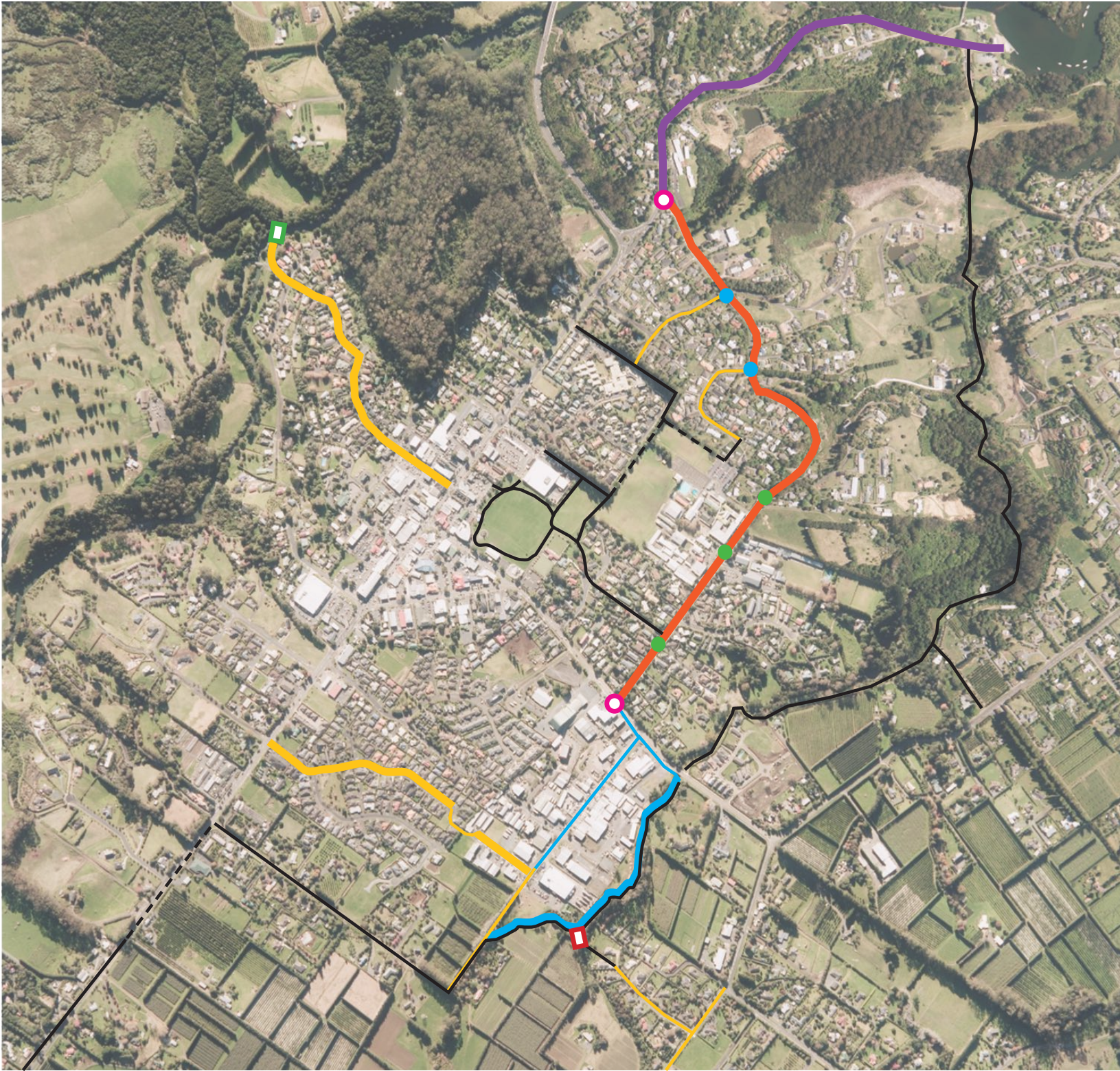
NEIGHBOURHOOD GREENWAYS

We are proposing to provide wayfinding signage and improved connections for several streets including Charlotte Kemp Avenue, General Gates Avenue, Hall Road, Ranui Ave, Cannon Drive, Campbell Lane, Limelight Lane and Shepherd Road as well as improving wayfinding for the Wairoa Stream Track. We are also proposing shared lane markings and traffic calming measures for Fairway Drive and Golfview Road.

NEIGHBOURHOOD CYCLING CONNECTIONS

We are proposing to link the schools on Hone Heke Road to residential areas around Hall Road and Charlotte Kemp Avenue. This would include path improvements on Cobham Road and a cycle trail adjacent to the existing Wairoa Stream walking trail. An alternative is a shared path on Mill Lane.

- EXISTING PATHS/ TRAILS
- FUTURE SHARED PATH
- PROPOSED CROSSINGS/ RAISED SAFETY PLATFORMS (SUPPORTING)
- PROPOSED CROSSINGS/ RAISED SAFETY PLATFORMS (FUNDED)
- PROPOSED INTERSECTION IMPROVEMENTS
- PROPOSED BRIDGE
- EXISTING BRIDGE



A. KERIKERI OVERVIEW PLAN (SCALE 1:10,000 @A3)



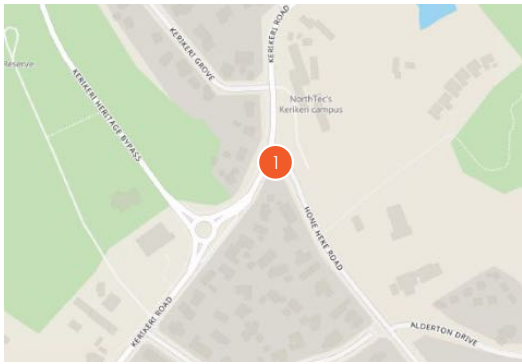
A. KERIKERI MASTERPLAN SCALE: 1:5000 @A3

TRANSPORT CHOICES IN KERIKERI

HONE HEKE ROAD AND IMMEDIATE AREA OVERVIEW PLAN

2023_104 FAR NORTH DISTRICT COUNCIL





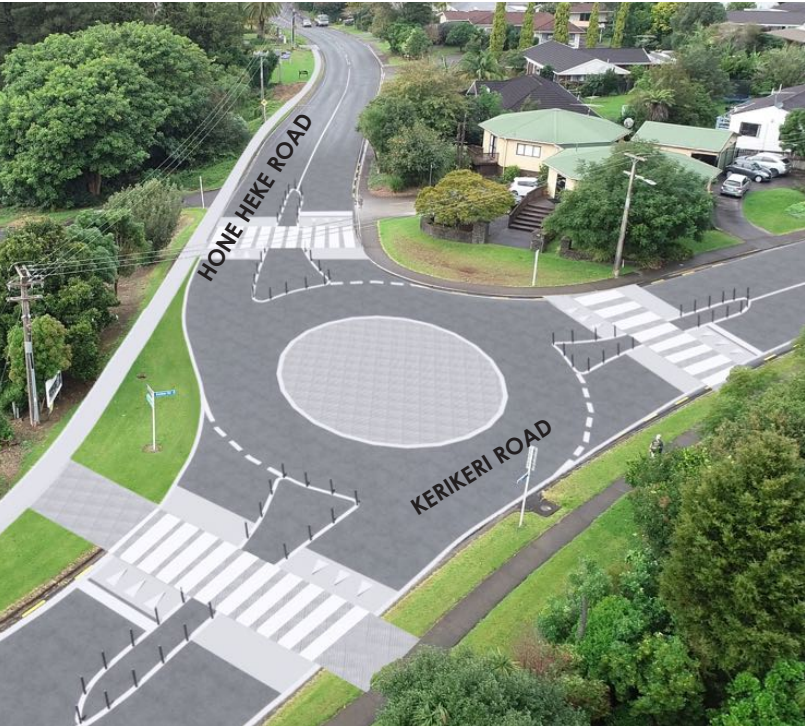
A. LOCATION MAP



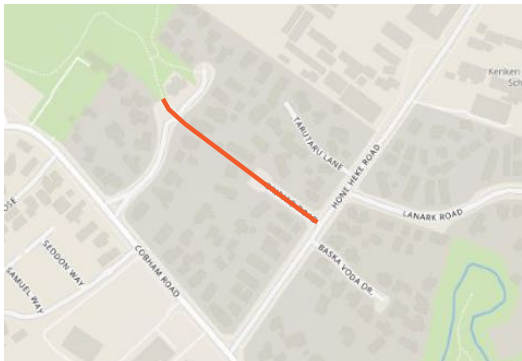
B. INTERSECTION EXISTING



C. INTERSECTION OPTION 1
INTERSECTION IMPROVEMENTS PROPOSED WITH NARROWER TRAFFIC CORRIDOR, PEDESTRIAN CROSSINGS AND NEW SHARED PATH



D. INTERSECTION OPTION 2
INTERSECTION IMPROVEMENTS PROPOSED WITH RUBBER SURFACED ROUNDABOUT, PEDESTRIAN CROSSINGS AND NEW SHARED PATH. WITH LOW COST TRIAL ROUNDABOUT (MOUNTABLE BY TRUCKS AND BUSES ONLY)



A. LOCATION MAP

LEGEND

- TRAIL
- WAYFINDING SIGNS (PRESENT AT INTERSECTIONS AND TRAIL CONNECTIONS)

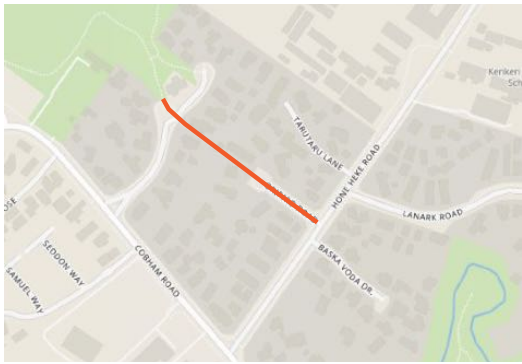
The current condition of the pedestrian accessway between Cobham Court and Oriprio Road features a single street light, planting of mixed quality and an overall lacklustre appearance. The proposed concept plan seeks to improve lighting, quality and overall safety of the path by creating an environment the public will want to use.



B. COBHAM COURT TO ORIPRIO ROAD CONCEPT PLAN (NTS)

TRANSPORT CHOICES IN KERIKERI
COBHAM COURT TO ORIPRIO ROAD CONCEPT PLAN
2023_104 FAR NORTH DISTRICT COUNCIL





A. LOCATION MAP



B. SCHOOL WALKING ROUTE PERSPECTIVE A (OPTION WITH PERMEABLE FENCING)



C. SCHOOL WALKING ROUTE PERSPECTIVE B (OPTION WITH PERMEABLE FENCING)

Perspectives A&B show an artists impression of how road art could be created to connect the two cul-de-sacs in an inviting and colourful way. The intention is to visually lead the pedestrian down the accessway and serve as a form of wayfinding.

Two options for fencing bordering the accessway:

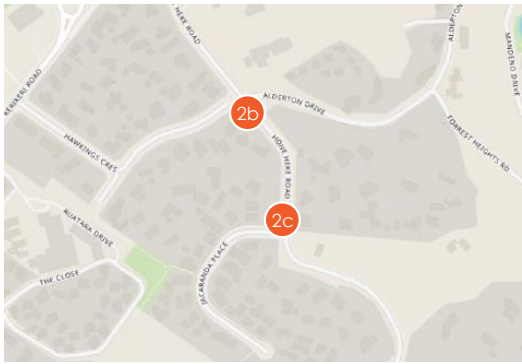
- Closeboard fencing. Ideal for privacy and is similar to the existing fencing. However will limit light and visibility.
- Open style fencing. Not as private, but allows for better visibility and light through the accessway.



D. EXISTING FENCING



D. PROPOSED MURAL ON EXISTING FENCES



A. LOCATION MAP

A new 2.5 m shared path is proposed on the east side of Hone Heke Road between Kerikeri Road and Alderton Drive. This will replace the deceleration lane leading into Alderton Drive, which will no longer be needed with the proposed lower speed limit and environment. With these changes, it is proposed the shared path will have priority to further promote slower traffic speeds.

Proposed raised safety platforms will be designed with ramp grades that make it relatively comfortable to drive over at 25 - 30 km/h - a "safe system" speed for an environment with people of all ages and abilities walking, scooting and cycling.

The platforms can be designed as "courtesy" crossings or zebra pedestrian crossings. This will be determined in consultation with the public and safe system engineering design in the next stage of project development.

The platforms provide safe places to cross for residents of Jacaranda Place and Alderton Drive and link through to the trails at the end of each of these streets.



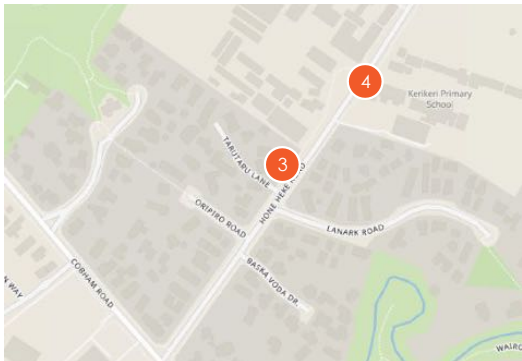
B. PROPOSED RAISED SAFETY PLATFORM NEAR 114 HONE HEKE ROAD, NEW SHARED PATH



D. PROPOSED RAISED SAFETY PLATFORM NEAR 103 HONE HEKE ROAD, WITH IMPROVED PATHS



C. INTERSECTION THRESHOLD CONCEPT



A. LOCATION MAP



B. KINGDERGARTEN DRIVEWAY EXISTING



C. PROPOSED RED SURFACING IMPROVING PATH VISIBILITY FOR DRIVERS



D. EXISTING ROAD NEAR 46 HONE HEKE ROAD



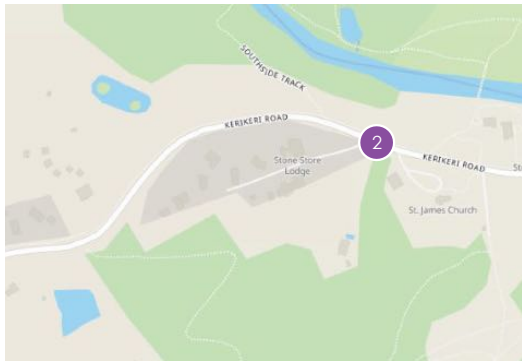
E. PROPOSED, ADDING PLANTERS IN UNUSED SPACE AND NARROWING EXISTING DRIVEWAY

Further measures to improve safety within the school zone on Hone Heke Road include (C) red pavers along the kindergarten driveway (to help delineate the footpath), (E) landscaping and a wider path to replace now obsolete road space. Beautifying the school frontage and improving safety near the primary school driveway.



A. KERIKERI ROAD CYCLEWAY SCALE: 1:2000 @A3

TRANSPORT CHOICES IN KERIKERI
KERIKERI ROAD CYCLE WAY PLAN
2023_104 FAR NORTH DISTRICT COUNCIL



A. LOCATION MAP



B. EXISTING ROAD NEAR 193 KERIKERI ROAD

Proposed cycleway with 1.0 - 3.0 m long kerb separators and flexible bollards on the first separator after each driveway on the uphill.

On the downhill, people on bikes are able to travel at speeds of 30 km/h fairly easily. This will be compatible with a reduced traffic speed environment where the road “feels” slower due to narrower traffic lanes and removal of the centreline. This layout has been proven to work in Wellington with much higher traffic volumes.

Sharrows (shared lane markings) every 75 m reinforce a safe and legal lane position for people on bikes.

High traction green surfacing is proposed at driveways to improve bike lane visibility for drivers.

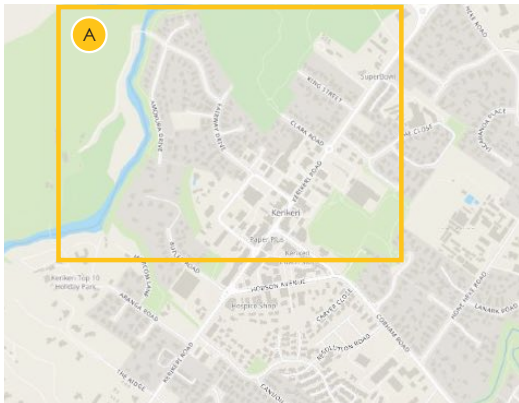


C. PROPOSED CYCLEWAY NEAR 193 KERIKERI ROAD

TRANSPORT CHOICES IN KERIKERI

KERIKERI ROAD CYCLE WAY PERSPECTIVE

2023_104 FAR NORTH DISTRICT COUNCIL



A. LOCATION MAP

LEGEND

- PROPOSED BRIDGE
- NEIGHBOURHOOD GREENWAY (CONNECTION TO LOCAL TRAILS)
- PROPOSED SHARED PATH
- EXISTING PATHS/ TRAILS
- WAYFINDING SIGN



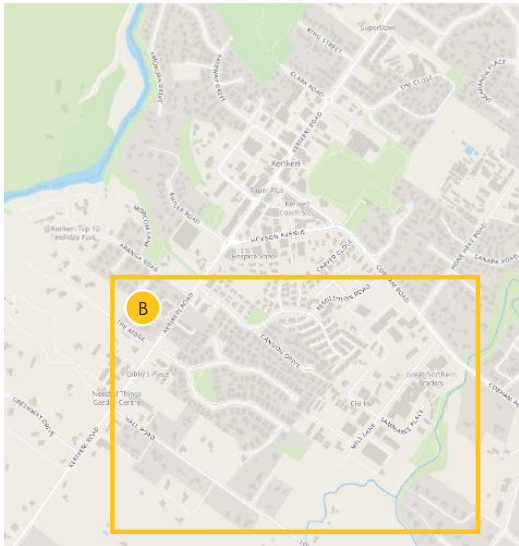
C. INTERSECTION THRESHOLD



D. KERB EXTENSIONS, RAISED COURTESY CORSSING/ SPEED PLATFORM - SPECIFIC TREATMENT OPION TO BE DETERMINED IN CONSULTATION WITH RESIDENTS



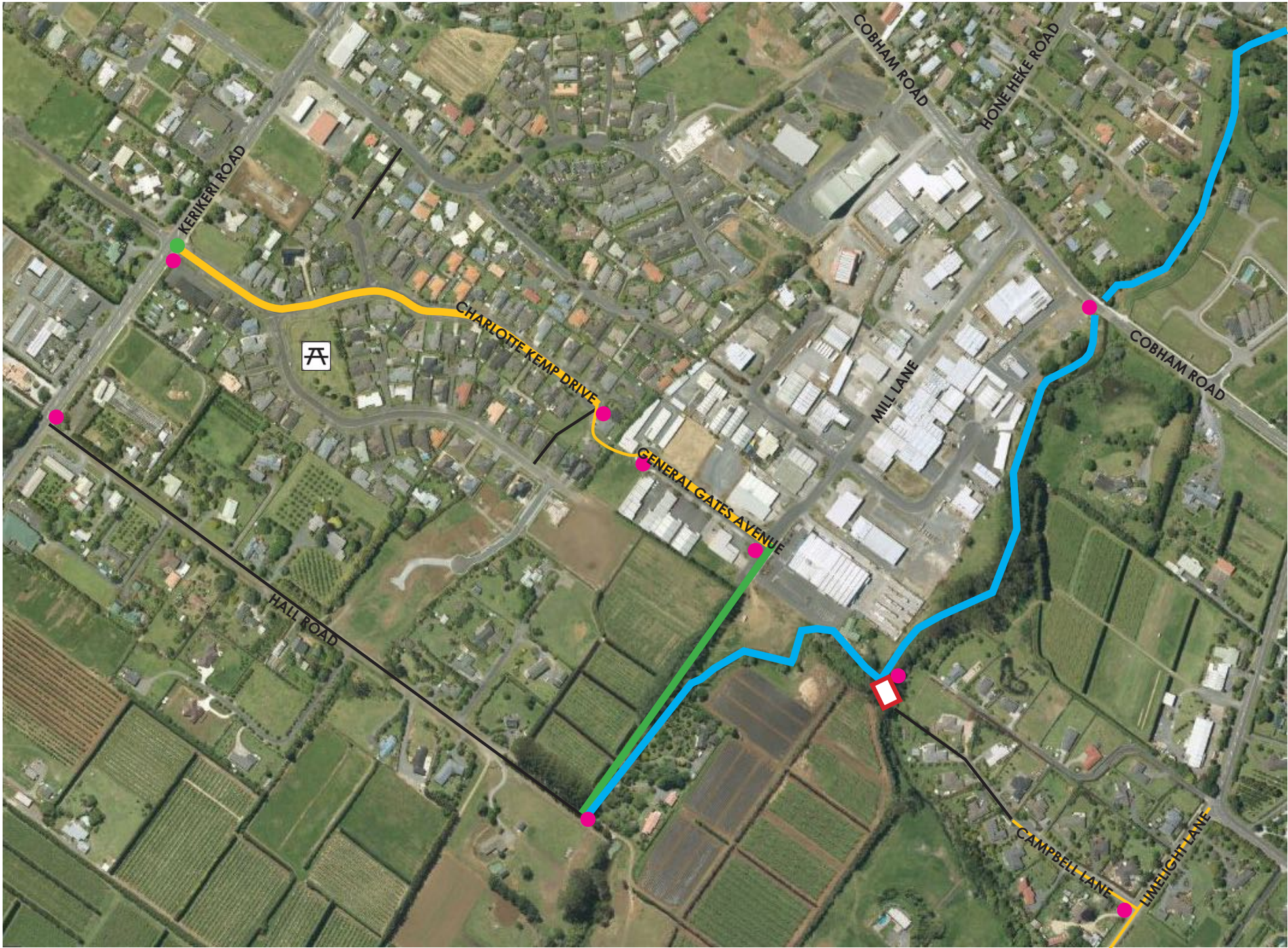
B. NEIGHBOURHOOD GREENWAY PLAN A (NTS)



A. LOCATION MAP

LEGEND

- EXISTING BRIDGE
- PRIMARY NEIGHBOURHOOD GREENWAY
- SECONDARY NEIGHBOURHOOD GREENWAY
- EXISTING TRAIL/ PATH
- EXISTING WAIROA TRAIL
- WAYFINDING SIGN
- POSSIBLE FUTURE SHARED PATH ON MILL LANE EXTENTION (SOUTH SIDE), NOT TRANSPORT CHOICES FUNDED
- PROPOSED CROSSING, NOT TRANSPORT CHOICES FUNDED
- NEIGHBOURHOOD PARK



B. NEIGHBOURHOOD GREENWAY PLAN B (NTS)

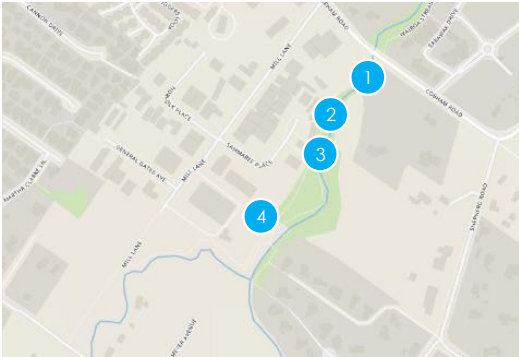


A. WAIROA STREAM SHARED TRAIL CONNECTION PLAN (NTS)

TRANSPORT CHOICES IN KERIKERI

WAIROA STREAM TRAIL SHARED CONNECTION PLAN

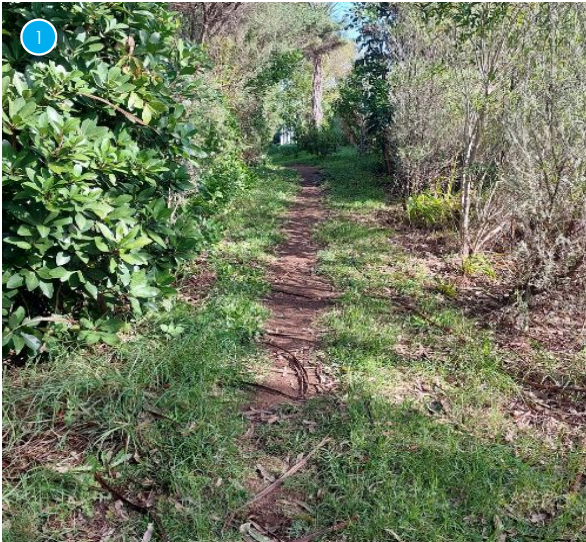
2023_104 FAR NORTH DISTRICT COUNCIL



PROPOSAL

The proposal for the Wairoa stream walking trail centres around accessibility. We are proposing a new shared trail for cycling, scooting, prams, wheelchairs and mobility scooters that the current trail doesn't have the capacity for. While the existing trail will still be available for walking, the new proposed trail will give more people access to the Wairoa stream landscape. In several places the new trail will overlap the old, in these cases the existing trail will be widened and re-surfaced as needed.

A. LOCATION MAP



B. EXISTING SITE (EXISTING TRAIL)



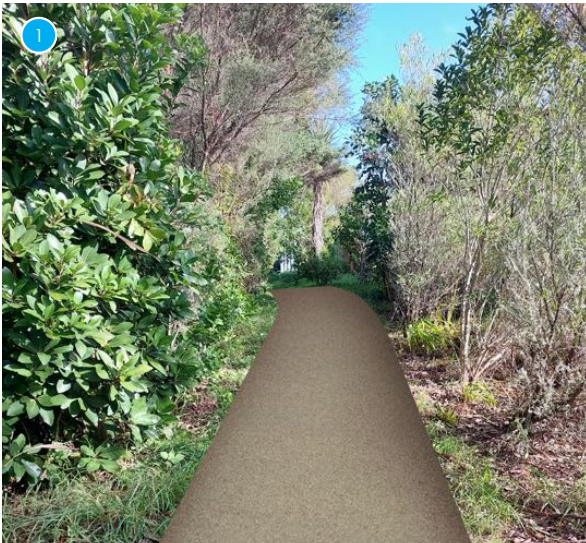
D. WHERE TWO EXISTING TRAILS MEET



F. EXISTING SITE (NO TRAIL CURRENTLY)



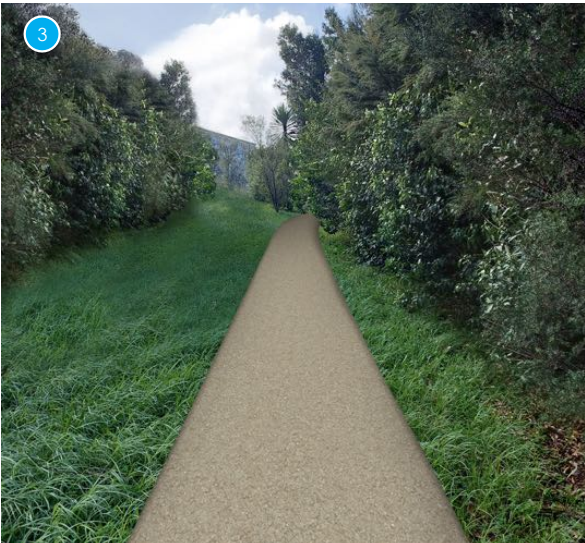
H. EXISTING SITE (EXISTING TRAIL)



C. PROPOSED SHARED TRAIL



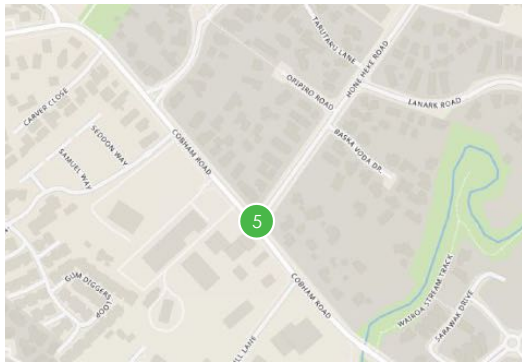
E. PROPOSED SHARED TRAIL MEETING THE WALKING TRAIL WITH WAYFINDING SIGN



G. PROPOSED SHARED TRAIL



I. PROPOSED SHARED TRAIL



A. LOCATION MAP

CONTEXT

Our town is growing rapidly, and transport network modelling conducted in 2020 shows that we will be facing increasing delay at the intersection of Cobham Road and Hone Heke Road, particularly for those making right turns. The modelling recommended a roundabout.

There are a number of conflicts and space constraints, but we have developed a roundabout design using current best-practice to maximise safety for people in cars, trucks, buses, pedestrians and people on bicycles. It features raised safety platforms and zebra crossings, and does not require any land acquisition.



B. INTERSECTION EXISTING

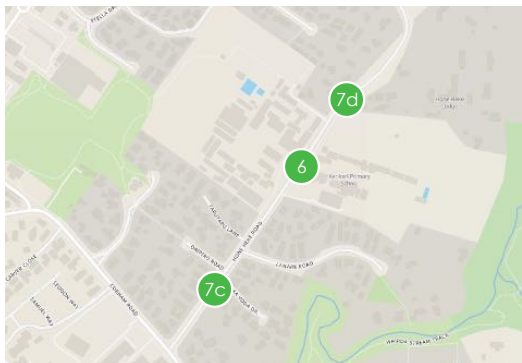


C. INTERSECTION IMPROVEMENTS PROPOSED WITH ROUNDABOUT AND RAISED ZEBRA CROSSINGS

SUPPORTING PROJECTS IN KERIKERI

COBHAM AND HONE HEKE ROAD INTERSECTION PERSPECTIVE

2023_104 FAR NORTH DISTRICT COUNCIL



A. LOCATION MAP



B. PROPOSED UPGRADED SCHOOL ZEBRA CROSSING



C. PROPOSED RAISED SAFETY PLATFORM NEAR 56 HONE HEKE ROAD



D. PROPOSED RAISED SAFETY PLATFORM NEAR 24 HONE HEKE ROAD

SUPPORTING PROJECTS IN KERIKERI

HONE HEKE ROAD ZEBRA CROSSING AND RAISED SAFETY PLATFORMS

2023_104 FAR NORTH DISTRICT COUNCIL

5 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

5.1 NORTHLAND TRANSPORT ALLIANCE - 2022/23 YEAR END REGIONAL TRANSPORTATION ACTIVITY SUMMARY REPORT.

File Number: A4359299

Author: Calvin Thomas, General Manager - Northland Transportation Alliance

Authoriser: Andy Finch, District Engineer

TAKE PŪRONGO / PURPOSE OF THE REPORT

The attached report provides a summary of Northland Transportation Alliance (NTA) operations and managed transportation activities for the 2022/23 financial year.

These reports are compiled annually for the presentation to the Alliance Leadership Group (made up of the four Council Chief Executives plus a senior manager from Waka Kotahi) and respective partner Councils.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

The 2022/23 financial year has been one of challenge and change in the transportation space. Coinciding with an almost 50% change in Elected Members across Northland in October 2022, the local roading network has suffered the effects of regional rainfall exceeding the highest ever recorded hydrological annual totals, spread across 12 discrete significant events. Cumulative damage assessments are currently estimated at approximately \$90m, with \$20m of response and recovery works completed by the end of June 2023. Due to the sheer volume of damage full repairs are anticipated to take several years to fully complete.

Key highlights of the report specifically related to Far North District include:

- Development of the Transport Activity Plan (AMP) and associated RLTP funding request is well underway, based on 'back to basics' approach, with increased focus on drainage maintenance, renewals and resilience, further roll out of the unsealed network rehabilitation programme, addressing the backlog of renewal works in the sealed network, bridges and major drainage works.
- Despite the negative weather event impacts, \$58.4M of FNDC's transportation programme works were delivered, with it still planned for the majority of works associated with approved 2021/24 NLTP funding to be completed within the current 3-year period
- A total of 36,307 staff hours were utilised to deliver FNDC's 2022/23 programme, with 8,665 hours of this work (24%) undertaken by NTA seconded staff not employed by FNDC.
- Current total FNDC 2022/23 Emergency works repair estimate of \$43.58M, with \$7.16M (26%) of this work completed by June 2023, of which \$5.63M was funded via the increased Financial Assistance Rate subsidy.
- FNDC received just under 7,000 individual Customer requests related to roading and transport across the 2022/23 financial year, with these volumes up significantly from previous years as a result of multiple weather events and the subsequent damage incurred.

TŪTOHUNGA / RECOMMENDATION

That the Te Koukou - Transport Committee receive the report Northland Transport Alliance - 2022/23 Year End Regional Transportation Activity Summary Report..

TĀHUHU KŌRERO / BACKGROUND

The Northland Transportation Alliance (NTA) was established in 2016 and is a partnering of the four Northland Council's 'roading and transport departments' combining and co-locating the individual council staff and resources, through a shared services model.

In addition to providing monthly operational reporting to each partner Council's, annually the NTA provides a year-end report summarising, at a Regional level, the key activities, challenges, and achievements from the previous financial year.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

As a joined-up transportation department, designed and tasked with utilising the combined Council resource capabilities to deliver aligned and improved roading and transportation solutions and outcomes in Northland. the NTA fulfils the role of Council's traditional Roding department.

The attached report provides a summary of the 2022/23 Transportation activities and NTA operations to provide Elected members with an overview of activities completed across the Region throughout the year.

Far North District Council will continue to receive regular operational reporting for the 2023/24 programmes through the newly established Te Koukou – Transport Committee.

PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Nil - Reported activities have been completed within existing approved Council budgets (including Emergency Works reserves)

ĀPITI HANGA / ATTACHMENTS

1. **2022-2023 Year End Regional Transportation Activity Summary Report - A4356795** [↓](#) 

**FNDC TRANSPORTATION ACTIVITY UPDATE – 2022/23 YEAR END REGIONAL
TRANSPORTATION ACTIVITY SUMMARY REPORT****FILE NUMBER:****Author: Calvin Thomas, General Manager - Northland Transportation Alliance****Authoriser: Guy Holroyd, Chief Executive Officer****TAKE PŪRONGO / Purpose of the Report**

The attached report provides a summary of Northland Transportation Alliance (NTA) operations and managed transportation activities for the 2022/23 financial year.

These reports are compiled annually for the presentation to the Alliance Leadership Group (made up of the four Council Chief Executives plus a senior manager from Waka Kotahi) and respective partner Councils.

WHAKARĀPOPOTO MATUA / Executive Summary

The 2022/23 financial year has been one of challenge and change in the transportation space. Coinciding with an almost 50% change in Elected Members across Northland in October 2022, the local roading network has suffered the effects of regional rainfall exceeding the highest ever recorded hydrological annual totals, spread across 12 discrete significant events. Cumulative damage assessments are currently estimated at approximately \$90m, with \$20m of response and recovery works completed by the end of June 2023. Due to the sheer volume of damage full repairs are anticipated to take several years to fully complete.

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- FNDC received just under 7,000 individual Customer requests related to roading and transport across the 2022/23 financial year, with these volumes up significantly from previous years as a result of multiple weather events and the subsequent damage incurred

TŪTOHUNGA / RECOMMENDATION

That the Te Koukou Transport Committee receive the 2022/23 Year End regional transportation activity summary report.

TĀHUHU KŌRERO / BACKGROUND

The Northland Transportation Alliance (NTA) was established in 2016 and is a partnering of the four Northland Council's 'roading and transport departments' combining and co-locating the individual council staff and resources, through a shared services model.

In addition to providing monthly operational reporting to each partner Council's, annually the NTA provides a year-end report summarising, at a Regional level, the key activities, challenges, and achievements from the previous financial year.

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As a joined-up transportation department, designed and tasked with utilising the combined Council resource capabilities to deliver aligned and improved roading and transportation solutions and outcomes in Northland. the NTA fulfils the role of Council's traditional Roding department.

The attached report provides a summary of the 2022/23 Transportation activities and NTA operations to provide Elected members with an overview of activities completed across the Region throughout the year.

Far North District Council will continue to receive regular operational reporting for the 2023/24 programmes through the newly established Te Koukou – Transport Committee.

PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Nil - Reported activities have been completed within existing approved Council budgets (including Emergency Works reserves)

ĀPITI HANGA / ATTACHMENTS

Attachment 1 - 2022_23 Year End Regional Transportation activity summary report

5.2 TRANSPORTATION ACTIVITY UPDATE - JULY 2023 NORTHLAND TRANSPORT ALLIANCE OPERATIONS REPORT

File Number: A4359301

Author: Calvin Thomas, General Manager - Northland Transportation Alliance

Authoriser: Andy Finch, District Engineer

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this briefing is to present the July 2023 Transportation Activity monthly operations report, as an update on progress with approved transportation programmes and activities, for Committee review, discussion, and questions.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

Key highlights of transport activities completed in July 2023 are summarised below, with further detail provided within the Agenda item attachments:

- Far North REAP continued their work delivering For North's Road Safety Education Programme, with an update on the past month provided in this month's reporting.
- The Recommendations Report and Interim Speed Management Plan for the Kerikeri-Bay of Islands speed catchment will be presented for consideration at the October Te Koukou Transport Committee meeting.
- Following completion of the Public consultation process for the Kerikeri Active Modes Transport Choices Programme staff are now working on finalising the concept plans and kicking off the detailed design phase of the project.
- Consent application numbers remain lower than historic averages, with 27 new resource consent applications received in the month of July (vs. 12 month rolling average of 36). 15 applications were processed in the month with the balance being assessed.
- A total of approximately 1,800km of network was inspected in July. Routine maintenance activities completed in July focused on pothole repairs (unsealed and sealed) road, grading and roadside mowing. Programmed works included footpath works (Puia Street and Ohara Street, Ngawha and Kellet Street, Opua) watertabling works, culvert replacement and new, cesspit clearing, sign replacement.
- Maintenance activities programmed for August 2023 relate to routine unsealed activities, drainage works, unsealed rehabilitation, and continuation of Cyclone Gabrielle and May Rain Phase 2 reinstatement works. Excellent progress was made with network wide maintenance grading in July, with 31% (502.5km) of the unsealed network length completed.
- Finalisation of this years unsealed rehabilitation list is in progress, with the current list of sites identified for the Spring 2023 season included Appendix 1.
- A detailed update on 2022/23 Emergency works progress is included within this month's report, with further progress updates to be provided each month.
- The Hokianga Ferry service carried a daily average of 451 passengers and 228 vehicles for the month of July 23, with revenue for the month comparable to the same period last year. The schedule departures were 98.0% on time for the month of July with 55 shuttling's and two after hours callouts.
- 83 new Corridor Access Requests were received for works in the road reserve across Far North District in July.
- The continuing effects of the 2022/23 compounding still significantly impacting the number of customer requests, with 853 new requests raised in July, being approximately twice the pre- July

2022 average monthly volume, with the continuing volume of requests received being more than our teams are presently able to close out.

TŪTOHUNGA / RECOMMENDATION

That the Te Koukou - Transport Committee receive the report Transportation Activity Update - July 2023 Northland Transport Alliance Operations Report.

TĀHUHU KŌRERO / BACKGROUND

Each month the Northland Transportation Alliance (NTA), in the capacity of Far North District Council's roading and transport department, will report to Te Koutou – Transport Committee on operational activities from the previous month by way of an operations report (attached) presented to the Committee meeting.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

The monthly operations report is provided to inform Council of completed and planned Transportation activities across the Kaipara District.

Key NTA staff will attend each briefing to respond to any specific questions that arise from the report contents along with providing a verbal update on Emergency Works repair progress.

Monthly Transport Activity Operational reports will continue to be provided for each Te Koutou – Transport Committee meeting.

PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Nil - Reported activities have been completed within existing approved Council budgets

ĀPITIHINGA / ATTACHMENTS

1. Far North District Council Transportation Activity update - July 2023 - A4356826  
2. Far North District Council North Monthly Contract Report - July 2023 - A4356830  
3. Far North District Council South Monthly Contract Report - July 2023 - A4356825  

TRANSPORTATION UPDATE – July 2023

In a partnership of the four Northland Council's 'roading and transport departments', combining and co-locating the individual council staff and resources, the NTA works as part of Council to collectively create better, safer, and more accessible journeys across the district (and region) through structured maintenance and improvements in accordance with national safety and engineering standards, policies and guidelines.

EXECUTIVE SUMMARY

Far North REAP continued their work delivering For North's Road Safety Education Programme, with an update on the past month provided in this month's reporting.

Staff have prepared a Recommendations Report and Interim Speed Management Plan for the Kerikeri-Bay of Islands speed catchment, presently scheduled for consideration at the October Te Koukou Transport Committee meeting.

Following completion of the Public consultation process for the Kerikeri Active Modes Transport Choices Programme staff are now working on finalising the concept plans and kicking off the detailed design phase of the project.

Consent application numbers remain lower than historic averages, with 27 new resource consent applications received in the month of July (vs. 12 month rolling average of 36). 15 applications were processed in the month with the balance being assessed.

A total of approximately 1,800km of network was inspected in July. Routine maintenance activities completed in July focused on pothole repairs (unsealed and sealed) road, grading and roadside mowing. Programmed works included footpath works (Puia Street and Ohara Street, Ngawha and Kellet Street, Opua) watertabling works, culvert replacement and new, cesspit clearing, sign replacement.

Maintenance activities programmed for August 2023 relate to routine unsealed activities, drainage works, unsealed rehabilitation, and continuation of Cyclone Gabrielle and May Rain Phase 2 reinstatement works. Excellent progress was made with network wide maintenance grading in July, with 31% (502.5km) of the unsealed network length completed.

Finalisation of this years unsealed rehabilitation list is in progress, with the current list of sites identified for the Spring 2023 season included Appendix 1.

A detailed update on 2022/23 Emergency works progress is included within this month's report, with further progress updates to be provided each month.

The Hokianga Ferry service carried a daily average of 451 passengers and 228 vehicles for the month of July 23, with revenue for the month comparable to the same period last year. The schedule departures were 98.0% on time for the month of July with 55 shuttling's and two after hours callouts.

83 new Corridor Access Requests were received for works in the road reserve across Far North District in July. There were two temporary traffic management safety audits completed in July, with one site scored as "acceptable" and one site was a result of a complaint from a member of the public (This site will be reviewed as part of the monthly TTM Review Panel for consideration of follow up and corrective action plans to be implemented).

The continuing effects of the 2022/23 compounding still significantly impacting the number of customer requests, with 853 new requests raised in July, being approximately twice the pre- July 2022 average monthly volume, with the continuing volume of requests received being more than our teams are presently able to close out.

ROAD SAFETY EDUCATION PROGRAM

[Far North REAP](#) (Rural Education Activities Programme) are contracted to deliver Council's Road Safety Education programmes across the Far North District. Key activities undertaken in July included:

- Attendance at the Northland regional Road Safety Billboard hui, a forum to discuss local and national campaign promotion on Northland State Highway network
- Far North Police Highway Patrol interview panel member
- Team attendance at the Waka Kotahi Road Safety Foundation Knowledge workshop held in Auckland
- Learners, Restricted/Full Driver Licence courses (5 Far North RS Community Groups)
- Community Driver Testing Officer trial testing days (Kaitaia and Kerikeri)
- Far North Road Safety Matariki Remembrance Ceremony (Kaitaia) – attended by community organisations, members of the public, Kaitaia Police officers and Police Maori Liaison Officer. Footage and interviews on Te Karere News.
- Far North Matariki Road Safety Public Expo (Kaitaia) where a range of community, health, and education organisations participated
- Far North Driver Licence Improvement Programme (CDTO) governance hui (online)
- Green Seats Child Restraint Reuse/Recycle programme – car seats redistributed to working families in need
- Hapu Mama's (Health Provider's group) child restraint installs, education and driver licence support
- 'Be A Bro – Be A Sober Bro' campaign in conjunction with local licensee national fishing competition



SPEED LIMIT REVIEW PROGRAM

The speed limit reviews are part of a nationwide programme under the Government's Road to Zero Road Safety Strategy. The new Setting of Speed Limits Rule came into effect on 19th May 2022. The new Rule creates a focus on speed management and promotes a region wide approach to setting safe and appropriate speeds on both the local and State Highway network.

Consultation on the Kerikeri-Bay of Islands speed catchment has been completed and council hearings were held on 21st March 2023. Staff have prepared a Recommendations Report and Interim Speed Management Plan for council approval, now re-scheduled for the Transport Committee in October.

Work continues on our Regional Speed Management Plan, and we are on track for consultation in the last quarter of 2023. Staff will look to brief the Transport Committee on the draft policies and objectives for the Regional plan at the September meeting.

TRANSPORT CHOICES FUNDING PACKAGE (CERF)

Far North District Council has received positive news on our application for funding under the Transport Choices, Climate Emergency Response Funding (CERF). We have received confirmation for funding of \$3.23 million for the following two programs

- Program 1 – FNDC01 Kerikeri Active Modes Network Connections
- Program 2 – FNDC02 Far North Bus Improvements

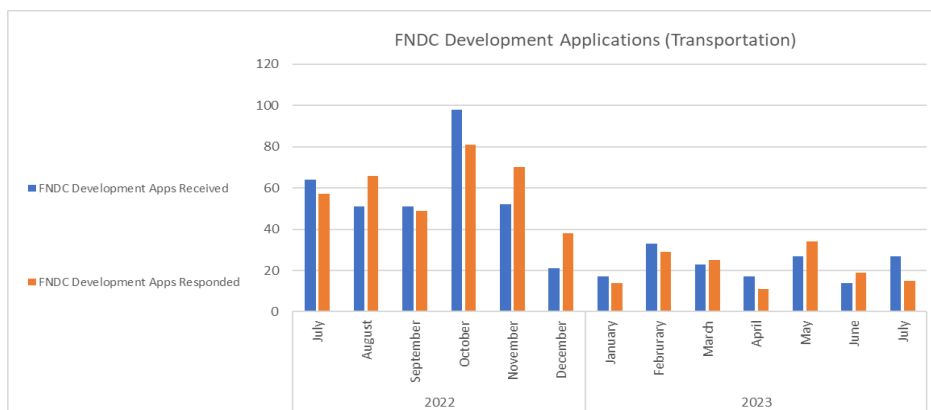
Public consultation for the Kerikeri Active Modes is has concluded. The drop-in session held on 18 July, was attended by over 60 people. We were able to partner with Healthy Families Far North during the engagement period and had ten rangatahi working over the school holiday period gathering information from community and feedback around the proposed design. They gathered insight from a mix of young people, Kura leaders, business owners, parents and wider community.

Work now is on finalising the concept plans and kicking off the detailed design phase of the project.

DEVELOPMENT APPLICATIONS (Transportation)

The following table and graph below provide information on the volume of development applications received for transportation assessment over the past 12 months. A total of 27 applications were received in the month of July (vs. 12 month rolling average of 36) and a total of 15 were processed.

Year	Month	FNDC			
		Development Apps		Alfresco	
		Received	Responded	Receive	Respon
2022	July	64	57		
	August	51	66		
	September	51	49		
	October	98	81		
	November	52	70	2	2
	December	21	38	3	3
2023	January	17	14	1	0
	February	33	29	1	2
	March	23	25	2	2
	April	17	11	1	1
	May	27	34	0	0
	June	14	19	2	2
	July	27	15	1	1

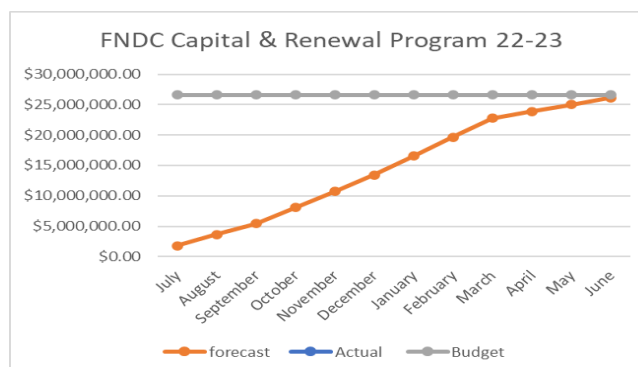


FNDC TRANSPORT CAPITAL PROGRAMME DELIVERY

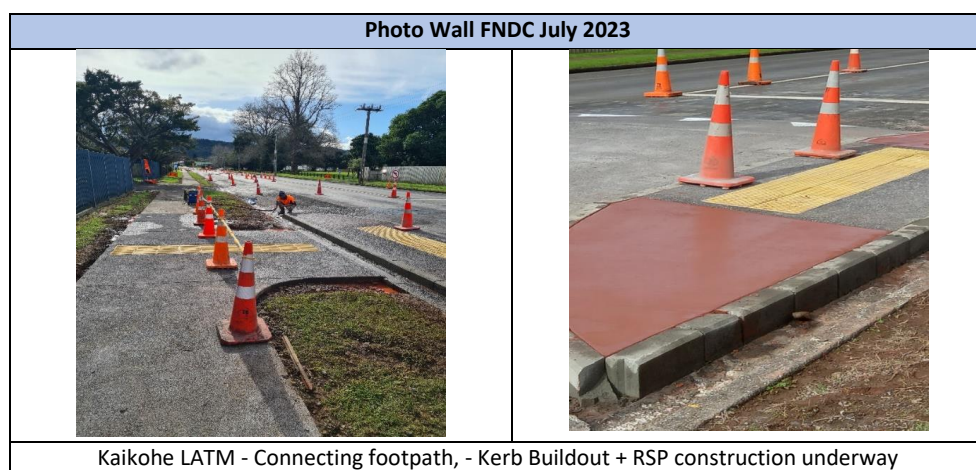
Actual expenditure information for July was not available at the time of finalising reports with 2023/24 Budgets in the process of being finalised.

Risk Table

Note: The project risk rating below is preliminary and will be refined further for a more accurate picture next month.



FNDC	No. of Projects	Description	Budget	% of Total Budget
🟢	21	Will be fully delivered this year	\$ 10,214,184.00	38%
🟡	28	Risk of partial delivery	\$ 14,326,450.39	54%
🔴	7	Risk of non delivery	\$2,026,500.00	8%
		Total	\$26,567,134.39	100%



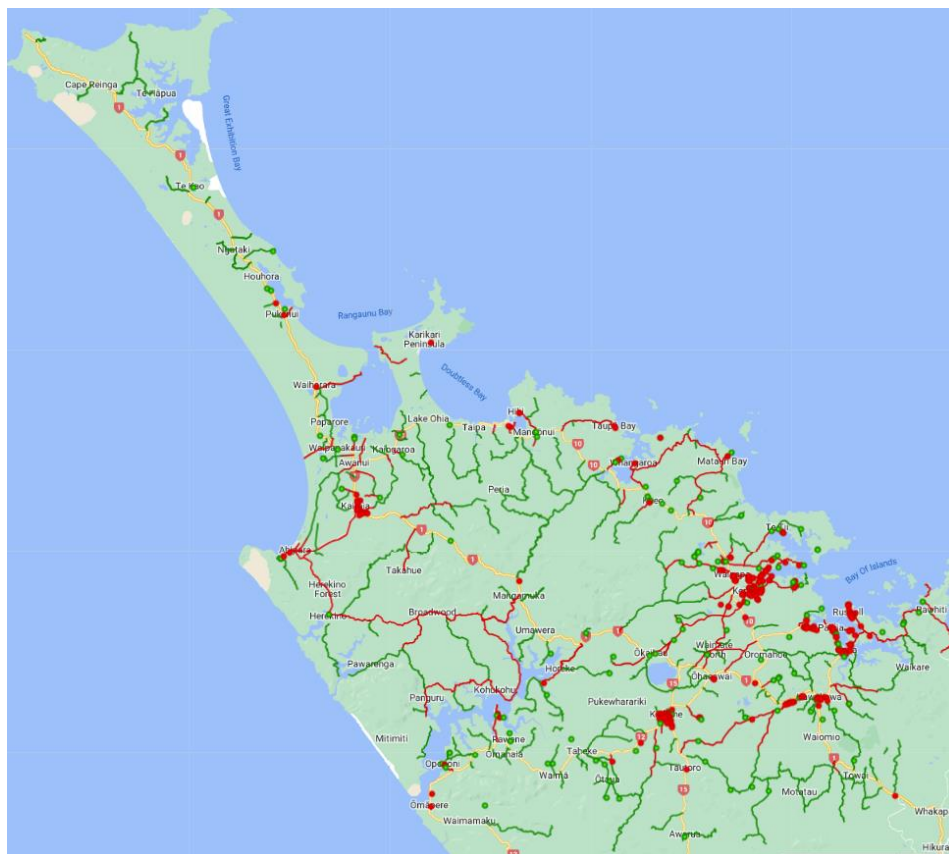
	
<p>Kaitaia-Awaroa D41 Culvert Replacement</p>	<p>Churtons Road Bridge C13 Replacement – ongoing construction of temporary crossing</p>
	
<p>Ararua Bridge No. 168 – structural beam painting works</p>	
	
<p>Grigg Street / Pukepoto Rd / Commerce Street Intersection - Kaitaia</p>	<p>Grigg Street / Pukepoto Rd / Commerce Street Intersection - Kaitaia</p>
	
<p>Pukepoto Rd/Lake Rd Intersection</p>	<p>Pukepoto Rd/Lake Rd</p>

Key points of note for the month as the first month into the new budget year includes:

- Maintenance activities programmed for August 2023 relate to routine unsealed activities, drainage works, unsealed rehabilitation, and continuation of Cyclone Gabrielle and May Rain Phase 2 reinstatement works.

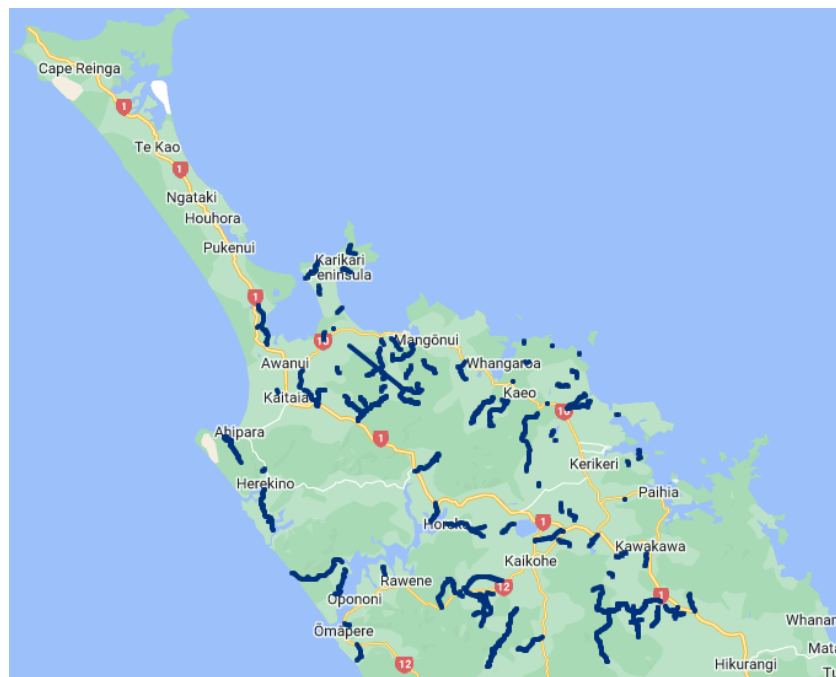
Finalisation of this years unsealed rehabilitation list is in progress, with the current list of sites identified for the Spring 2023 season included Appendix 1.

The map below provides a visual representation of all completed inspections carried out by the contractors for the month of July, with the unsealed roads shown as green, and sealed roads in red.



Completed Grading

Excellent progress was made with network wide maintenance grading in July, with 31% (or 502.5km) of the unsealed network length completed. The July completed grading coverage is represented in the map below.



EMERGENCY WORKS RECOVERY PROGRAMME

Table: Summary of Current Cost Estimates of Emergency Events for FNDC

FNDC – Phase / Cost in M \$	Expected Cost obo RAMM	FAR+ (%)	Claimed to Date
Rain Event Aug 2022 - Initial Response	0.18	69	0.18
Rain Event Aug 2022 - Initial Response + 20%	5.08	89	1.43
Rain Event Aug 2022 - Phase 2	0.40	89	0.20
Rain Event Aug 2022 - Phase 3	8.40	69	0.00
Rain Event July 2022	4.00	69	1.05
Rain Event November 2022	0.19	89	0.12
Post-Gabrielle:	0.00	0	0.00
Storm Events Jan/Feb - Phase 1	3.99	100	0.88
Storm Events Jan/Feb - Phase 2	3.35	100	1.62
Storm Events Jan/Feb - Phase 3	1.59	69	0.24
Storm Event 9/05/2023 - Phase 1	1.33	var	1.32
Storm Event 9/05/2023 - Phase 2	3.95	var	0.00
Storm Event 9/05/2023 - Phase 3	14.45	69	0.00
Storm Event June 2023	3.60		0.36
Total	50.53		7.41

PHASE 2 DELIVERY PROGRESS

Phase 2 works cover minor works, less than \$100k (generally), per site, low risk, reinstatement of roads to pre-event condition (may require geo-tech assessment to support outcomes). Waka Kotahi funding approval through report applications.

Works completed in July:

Road	RP Start	Fault
AWAROA ROAD	4544	Tree removal - Dangerous trees (ea)
KOHUMARU ROAD	16127	Culvert renewal - Inadequate/damaged (m)
KOHUMARU ROAD	17602	Culvert renewal - Inadequate/damaged (m)
KOHUMARU ROAD	19689	Culvert renewal - Inadequate/damaged (m)
PUHATA ROAD	255	Culvert renewal - Inadequate/damaged (m)
TRACEY ROAD	10	New construction - Drop out (m)
WARNER ROAD	240	New construction - Drop out (m)
TE RORE ROAD	4960	WT Heavy mtce / reform - Inadequate (m)
CREAMERY ROAD	1964	Make sites safe - Incident (ea)
TE RORE ROAD	2248	Clean fill site mgmt (ea)
LARMER ROAD	2109	Make sites safe - Incident (ea)
BROADWOOD ROAD	285	Make sites safe - Incident (ea)
KAUAPEPE ROAD	730	Make sites safe - Incident (ea)
WAIMATENUI / MATARAU ROAD	13956	Tree removal - Dangerous trees (ea)
WAIMATENUI / MATARAU ROAD	13836	Remove material - Overslip (>1m3)
TAITA ROAD	5696	New construction - Drop out (m)
SMOOTHY ROAD	178	New construction - Drop out (m)
DOEL ROAD (KAWAKAWA)	216	Renew whole structure - Damaged wall (m)

Works planned for August:

Road	RP Start	Fault
WAIMATENUI / MATARAU ROAD	13704	Tree removal - Dangerous trees (ea)
WAIMATENUI / MATARAU ROAD	14044	Remove material - Overslip (>1m3)
TOKAWHERO ROAD	4350	New construction - Drop out (m)
PIPIWAI ROAD	8480	New construction - Drop out (m)
WAIMATENUI / MATARAU ROAD	13890	New construction - Drop out (m)
TE OHU ROAD	946	New construction - Drop out (m)
TOKAWHERO ROAD	5638	New construction - Drop out (m)
MARLOW ROAD	4717	New construction - Drop out (m)
MARLOW ROAD	4658	New construction - Drop out (m)
WAIKARE ROAD	10600	Renew whole structure - Damaged wall (m)
OKAKA ROAD	293	Rail barrier renewal - Damaged (m)
DAVIS ROAD	619	Culvert renewal - Inadequate/damaged (m)
TOKAWHERO ROAD	4627	Culvert renewal - Inadequate/damaged (m)
TOKAWHERO ROAD	5681	Culvert renewal - Inadequate/damaged (m)
WARNER ROAD	240	New construction - Drop out (m)
TE RORE ROAD	2314	New construction - Drop out (m)
TE RORE ROAD	2476	New construction - Drop out (m)
PAWARENGA ROAD	8151	New construction - Drop out (m)

PHASE 3 DELIVERY

Phase 3 works cover major works, greater than \$100k (generally), per site, higher risk and require geo-tech assessment and detailed design. Requires application to Waka Kotahi, funding approvals and agreement of recommended repair options, supported through Emergency Works Assessment (EWA) process.

A regional EWA process is underway, which provides initial geotechnical risk and option assessments to confirm **Phase 3** funding qualification. A panel established within the NTA, which includes Waka Kotahi, have been meeting on a weekly basis to progressively work through a review of each site-specific EWA, as they are completed. Good progress is being made with 62 of 94 reviewed to date. Of the total EWA's completed and reviewed, 38 of these have been found to have an acceptable lower cost/risk-based option, suitable to the road level of service, and will default back into the **Phase 2** funding category for direct delivery through the Maintenance Contracts.

All confirmed **Phase 3** sites will require detailed geotechnical investigation and design aspects, procurement consideration and project management oversight. As a way of accelerating the process of engagement with geotechnical consultants, in June an Expression of Interest (EOI) was put out to both local and non-local engineering consultancies, seeking confirmation of available resources, expertise and appetite to support our local roads emergency works recovery programme. Through this process, **nine** responses were received from viable consultancies, with representatives of each attending an introductory meeting.

We are currently facing two to three financial years of **Phase 3** recovery work scheduled ahead, across the wider **Far North** network and region. The application process for **Phase 3** funding approvals can take several months to complete and to achieve Waka Kotahi funding approvals, with EWAs and procurement confirming cost estimates. As the EWA process continues, and we gain a better understanding of the works requirements, we are in a better position to agree procurement options, and delivery project management requirements.

Due to community access and slip vulnerability risk, EWA's were prioritised at locations on both Wainui Road and West Coast Road in the **Far North**. EWA's completed for these locations have been reviewed, with recommended repair options agreed with Waka Kotahi to proceed with detailed geotechnical investigation and design. Investigations are still underway on Wainui Road but have now been completed on West Coast Road with designs expected for review mid-August.

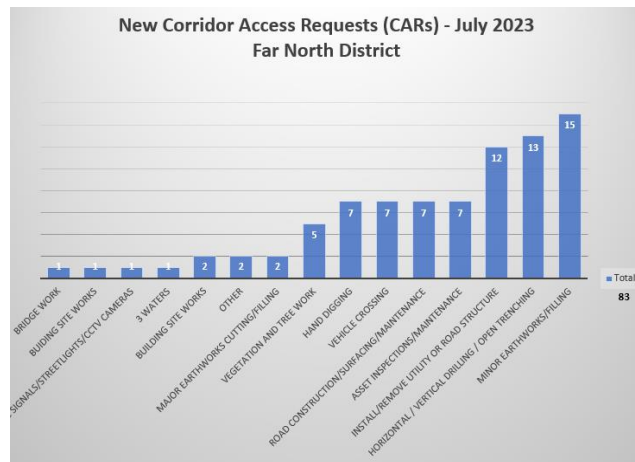
The photos below and on the following page provide a selection of the June Rain event resulting damages, and some of the reinstatement progress being completed for the Gabrielle and May Rain Phase 2 programme.





Corridor Access Requests (CARs) and Temporary Traffic Management

CAR and Temporary Traffic Management (TTM) Applications



83 new Corridor Access Requests were received for works in the road reserve across Far North district in July. For this time of the year, these numbers are high. Contractor works in the road reserve have not slowed down across the network despite being in the middle of Winter. This is in line with what we are hearing from contractors who are continuing to recruit traffic management staff in what is usually their down time.

A breakdown of the activities in the graph below shows excavation works and utilities are the top application type received for working in the road reserve.

There were 47 applications approved this month in Far North.

Works Completion, Reinstatement Inspections and Traffic Management Audits

This month there were 55 Corridor Access Request (CAR) completion status updates. 20 excavation sites were set into a two-year warranty period.

There were two temporary traffic management safety audits completed in July. One site scored acceptable and one site was a result of a complaint from a member of the public. The site will be reviewed as part of the monthly TTM Review Panel for consideration of follow up and corrective action plans to be implemented.

CAR Status	Count of CAR Type
Far North District Council	74
Cancelled	35
Completion Notified	4
Completion of Maintenance Notified	2
Work Completion Notified	13
Work in Warranty	20
Grand Total	74

Other TTM Updates:

An Organisational Strike One Notice of Non-Conformance was issued to a lead Northland traffic management company in response to consistent non-compliant and unsafe TTM practices in the past 12 months. A corrective action plan to improve systemic failings across the business has been requested.

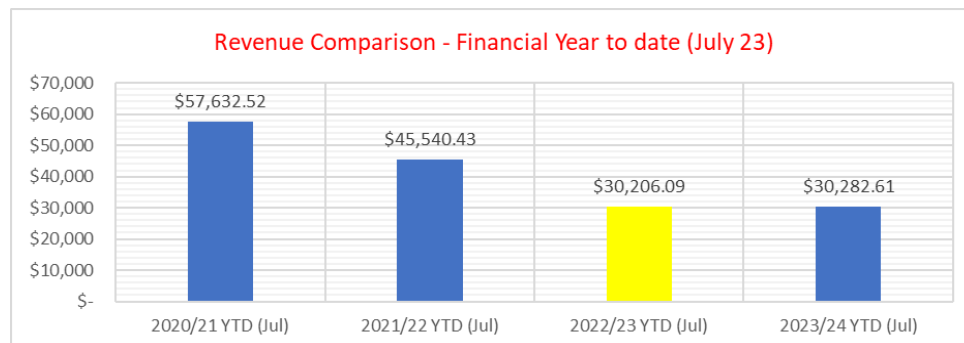
HOKIANGA FERRY (KOHU RA TUARUA)

Revenue

July 2023 revenue was 0.3% higher when compared to last year for the same period. Tabulated below is the revenue comparison for the same period last year:

July 2023	July 2022	Difference
\$30,282.61	\$30,206.09	\$76.52

The graph below provides a comparison of the revenue collected compared to previous years for the same period (31 July).



The Government's 50% Public Transport discount scheme that was initially implemented on the 1st April 2022 ceased on the 30th of June 2023 for passengers only (excludes vehicles). Effective 1 July 2023, Community Services Card holders travelling on Public Transport will be permanently eligible for this 50% discount which includes the Hokianga Ferry Service.

Patronage & Service Information

The Ferry service carried a daily average of 451 passengers and 228 vehicles for the month of July 23. The schedule departures were 98.0% on time for the month of July with 55 shuttling's and two after hours callouts.

Unique visit to the Hokianga pages within Northland Ferries website were up by 42% this month when compared to July 22. Northland Ferries & Hokianga Tourism are in ongoing discussions around onboard display opportunities to market and promote the Hokianga region.

There were no complaints or service requests for the month. Also, there were no mechanical or weather-related interruption to the service.

Planned, Routine & Preventive Maintenance

The following routine and preventive maintenance were carried out on the vessel this month which included Engine oil change, grease ramps. removed and checked all belts & pulleys, replaced #3 stop solenoid, replaced 1 x stern light, modify drive shaft covers and refit, replaced 3 x cabin seats and sealed engine soft hatches

Health & Safety, Risks

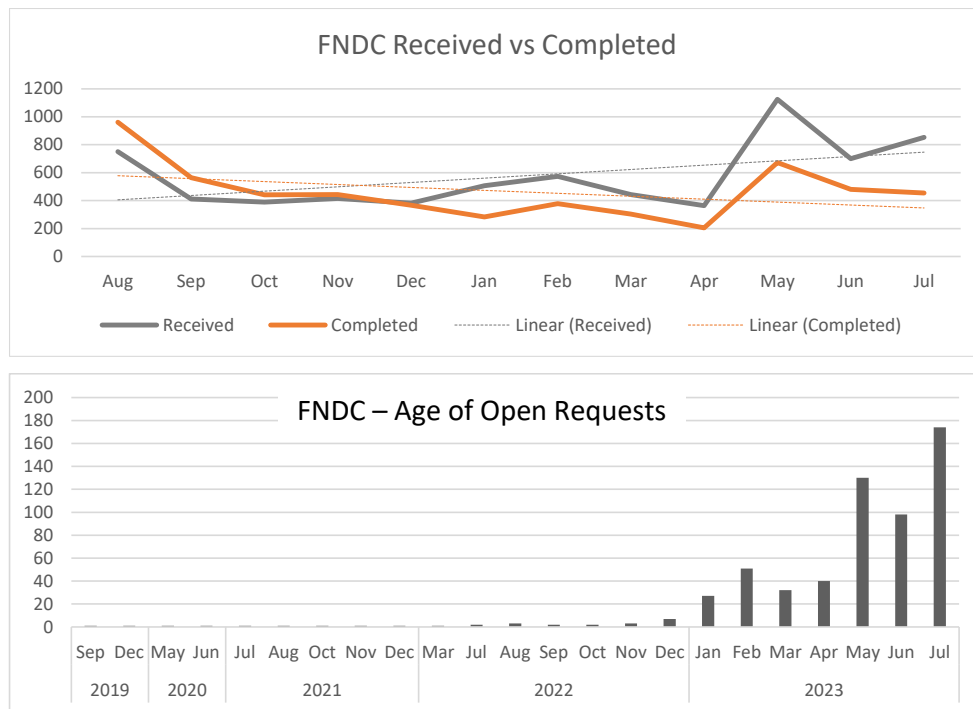
There was one incident reported where a passenger refused to pay and became angry and then reversed into the car behind him. The incident is being investigated by Northland Ferries.

The monthly vessel HSE audit was carried in accordance with the vessel's operating procedure.

An audit of ticket sales was also carried out using CCTV footage and Northland Ferries have confirmed that correct number of sales and concession clicks were made.

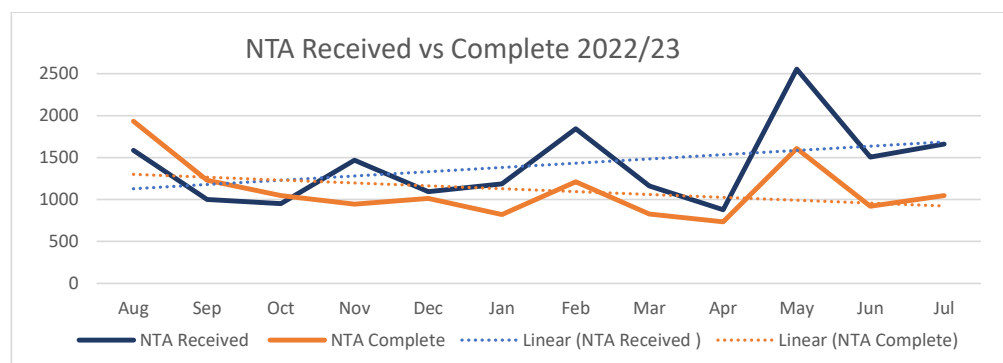
CUSTOMER REQUESTS

The continuing effects of the 2022/23 compounding still significantly impacting the number of customer requests, with 853 new requests raised in July, being approximately twice the pre- July 2022 average monthly volume. Combining this volume and outstanding damage requests means that we have 581 open roading requests, with this volume of open requests approximately twice the FNDC normal volume. The below charts highlight we continue to receive more requests than our teams can close out.



Northland Region Customer Requests

The following graphs demonstrates the peaks of customer requests across the region associated with the significant weather events since July 2022.



APPENDIX 1:

FNDC CAPITAL WORKS RENEWALS AND UNSEALED ROADS REHABILITATION
FORWARD WORK PROGRAMME***Sealed Roads Renewals – planned site locations –2023/24 Summer Construction Season***

Project Title	Location
SUMMERVILLE AVENUE (KAITAIA)	SUMMERVILLE AVENUE (KAITAIA) RP 10 to RP 184 = 174m
NGAPIPITO ROAD	NGAPIPITO ROAD RP 1850 to RP 3000 = 1150m
CUMBER RD	CUMBER ROAD RP 0 TO RP 421 = 421m
ORAKAU RD	ORAKAU RD RP 14822 TO RP 15050 = 228m
PIPIWAI RD	PIPIWAI RD RP 12274 TO RP 12610 = 336m
GILL RD	GILL RD RP 470 TO RP 1390 = 920m
GILL RD	GILL RD RP 1423 TO RP 2180 = 757m
MIDGLEY RD	MIDGLEY RD RP 600 TO RP 1900 = 1300m
KAITAIA-AWAROA RD	KAITAIA-AWAROA RD RP 28540 TO 30140 = 1690m
PAWARENGA RD	PAWARENGA RD RP 2306 TO 2956 = 650m

Note: Pending final costs and available budgets it is likely a site will be pushed out to next financial year

Unsealed Road Rehabilitation – planned site locations – Spring 2023 Season

Road	Start	End	Length (m)
DUDDY ROAD	880	3200	2320
JAMIESON ROAD (RAWENE)	0	393	393
KUPA ROAD	222	1631	1409
MANGAPUPU ROAD	0	2029	2029
NGAWHITU ROAD	365	2900	2535
OKAKA ROAD	0	2014	2014
ORIRA ROAD	1191	3800	2609
REMUERA SETTLEMENT ROAD	470	3870	3400
SETTLEMENT ROAD	519	1850	1331
TAITA ROAD	52	3065	3013
TAPUHI ROAD	10058	10650	592
TOKAWHERO ROAD	2200	7000	4800
WHARAU ROAD	2133	4684	2551
DIGGERS VLEY ROAD	3996	9000	5004
DUTTON ROAD	0	420	420
GUMFIELDS ROAD	13	5513	5500
HONEYMOON VALLEY ROAD	930	4034	3104

Note: Further site sites may be added as budgets and costs are confirmed



Contract 7/18/100 FNDC North Road Maintenance & Renewals

July 2023

Summary

July has been another busy month with good progress made on completing storm damage dispatches, along with routine maintenance activities such as unsealed maintenance metalling, grading, culvert replacements, water tabling and culvert end clearing.

August will continue on with a similar program, making the most of any fine weather that comes our way. Preparations for the pavement renewals program that will get underway in September, will also be a focus this month.



Mangamuka Road Guardrail Installation

Contract 7/18/100 FNDC North Road Maintenance & Renewals

July 2023

Works Programme

A total of 1,305 work items were completed this month. This included 1,085 routine jobs with the remainder being cyclic, emergency works or call outs and ordered works or programmed jobs.

Routine Works Completed

The routine works completed included the following:

- Grading was completed on 50 out of 343, or 15%, of unsealed roads
- Routine metalling was completed on 17 out of 343, or 5% of unsealed roads
- Potholing was completed on 91 roads, with 561 jobs completed
- Roadside mowing was completed on 10 roads
- Emergency works were completed for 22 jobs, for falling trees, and roads blocked due to over slips and under slips.

Aggregate Usage

The following aggregate was used during January, the equivalent of 612 truck loads of metal:

- GAP 30 – 4,287m³
- GAP 40 – 0 m³

Cyclic Works Completed

- Remarking of road centerlines and edges lines is in progress.

Drainage Maintenance and Renewals

- 302 cesspit grates were cleared
- 5 culvert markers were replaced
- 6 culvert ends were cleared
- 0 culverts were flushed
- 3 culverts were replaced

Road Furniture Activities

- 1 signs posts were replaced
- 0 posts were painted
- 15 signs were replaced
- 11 signs were straightened
- 7 signs were cleaned
- 6 bridge edge markers were cleaned and 6 were replaced
- 54 edge markers were replaced and 0 were straightened

Structures Maintenance

- 6 bridge deck/drain holes were cleared

Road Accident Response

- No accidents occurred in June.

Environmental Management

- No non-compliance incidents occurred under the maintenance and renewals contract for the month.

Community Issues / Complaints

- The Requests for Service (FNDC) summary is attached separately.

Positive Feedback

1 unsolicited positive feedback was received this month.

To: WEST, Gavin <Gavin.West@fultonhogan.com>
Subject: Re: Duncan Hill ..hill by slump moving

This Message Is From an External Sender

CAUTION: This email is from outside our organisation. Do not click links or attachments unless you recognise the sender email address and know the

Thank you so much!!

The guys that live up there are scared they won't have a road to get home or to work soon.
No one from FNDC or NTA has told them what they intend to do.
They really appreciate everything you do.

We drove over Duncan this afternoon and there's a blocked culvert that's causing another slip on the Fairburn side.
I'll try to get the culvert number..

Mate Radich rang me a few days ago..
He's a doer that guy and rapt you get the jobs done as are we.

Whanau from Parapara-Toatoa I met up with at a Taipa Waste Water meeting were buzzing that shingle was put down on their road.
They asked me to Thank you heaps!

Larmer Road slip.
What's happening with fixing that?

Hope you saw Mayor Moko Tepania's post about forming a Roothing committee and that FNDC need \$180M to fix the roads here.
I've commented.

So good to have those potholes on Fairburn Road filled!

Have a good weekend and May the sun shine!

Contract 7/18/100 FNDC North Road Maintenance & Renewals

July 2023

Maintenance Programme August 2023

- Grading, metalling and pothole repairs will continue to be completed when weather allows.
- Storm Damage dispatches will continue to be completed, with daily site checks continuing on all warning signage for repairs that are yet to be completed.
- Unsealed overlays will commence this month if weather allows.

Inspection Activities

The following sealed and unsealed network inspection lengths were completed during July.

Details for the inspections completed and the inspections due next month are attached separately.

North Area – July 2023	
Week 1	395.356 km
Week 2	198. 087km
Week 3	97. 248km
Week 4	62. 334km
TOTAL	753.025km

Sealed Pavement Rehabilitations & Seal Extensions

Project	Completed This month	Programmed Next Month
2022/23 Seal Extensions:		
Peria Rd RP 0-6500		Awaiting confirmation of funding for guardrails and further slip repairs.
Pawarenga Rd RP 12170-13475	Prep for seal.	Seal after winter.
2023/24 Pavement Rehabilitations:		
Gills Rd RP 1423-2180	Pavement design complete. Site visit completed.	
Sommerville Rd RP 0-184	Pavement design complete.	
Midgeley Rd RP 600-1900	Site visit completed. Awaiting pavement testing information.	
Pawarenga Road RP 2306-2956	Awaiting pavement investigation information.	
Kaitaia Awaroa Road RP 28450 - 30140	Awaiting pavement investigation information.	
2023/24 Seal Extensions:		
Ruaroa Rd RP3008-5681.	Site visit completed. Awaiting pavement investigation information.	

Reseals

<u>Length Completed July 2023</u>	<u>Length Outstanding FY 2023/24</u>
Nil	Nil
<u>Sites Completed July 2023:</u>	
<ul style="list-style-type: none"> Nil 	

Footpath Renewals & New

<u>Length Completed July 2023</u>	<u>Length Outstanding FY 2023/24</u>
<ul style="list-style-type: none"> 	
<u>Sites Completed July 2023:</u>	
<ul style="list-style-type: none"> Korora St Footpath completed Oruru Rd Footpath currently in progress 	

Contract 7/18/100 FNDC North Road Maintenance & Renewals

July 2023

Health and Safety

- 38 Leadership safety actions were completed, documenting safety conversations between our leadership team and crews.
- Safety improvements suggestions were documented, including providing a quick reference booklet for our maintenance crews.
- H&S Training completed this month included Permit Issuer and Receiver, Driver Training, Bitumen Basics, Hazardous Substances,.
- No first aid, medical treatment or lost time injuries occurred this month.

<u>Type</u>	<u>Number during period</u>	<u>Number to date</u>	<u>Days since last incident</u>
LTI	0	2	983
MTI	0	2	593
FAI	0	0	1793

Contract Notices July 2023

Notice to Engineer - Nil

Notice to Contractor - Nil

Regards,

Warren Gore
Kaitaia Branch Manager

Freya Coppins
Kaitaia Construction Manager

Contract 7/18/100 FNDC North Road Maintenance & Renewals

July 2023

FAR NORTH DISTRICT COUNCIL
CONTRACT 7/18/101

Road Maintenance and Renewals Contract

MONTHLY REPORT – JULY 2023

*Puia St, Ngawha Springs –
Footpath Replacement*



1. SUMMARY

July was a fairly standard July for us. A little bit of rain and cold conditions making the roads on our unsealed network a bit harder to traverse, water tabling and culvert clearing, culvert replacements and designing/planning for summer works about to commence. Speaking of designs the sealed rehabilitation designs are coming along well and the chip sealing designs for both FNDC South and Kaipara as we look to seal two NTA contracts this season. George and Kurt have been out scoping out the pre-seal repairs with the re-sealing programme with an aim to have the hoe in the ground at the start of September.

Routine works continue to hit targets with another month of good KPM results. The RFS system had a small reprieve at ONLY 250 (funny how you get used to unmanageable numbers so now 250 feels like a walk in the park).

Gabrielle Phase 2 works continue as we had it confirmed that the May rain event was to be funded to Phase 2 levels also. This has meant that a lot of the teams currently working on Gabrielle moved straight into May works. This is significant as May had a lot of nasty under slips that need urgent repair. Signs can only do so much under Phase 1 initial response.

In the unsealed pavement land the 4 graders have been busy right across the network with a 5th grader also included within the unsealed pavement overlay team. Roads completed this month include Mill Rd and Range Rd in Kawakawa plus Curtis and Tokawhero Rds. Maintenance metalling has been applied where required.

We are now starting work on the programmed works for cyclic rounds, booking in the spraying, sump clearing, channel sweeps and line marking programmes.

The drainage team carried out culvert replacements out West of Kaikohe with the footpath team also ending up out near the West in Ngawha Springs moving further West in August. We also managed to squeeze in a minor safety improvement project on Kellet St, Opuia during the School Holidays to reduce the risk of having kids around the worksite while active.

This month we said goodbye to two long time stalwarts of Ventia. Neil Cates (23 years) and Chris Pratt (19 years) - both semi retiring and moving into different roles elsewhere. We wish the old fellas all the best.



Lastly Ventia's Northland Community Grant Scheme closed off at 42 applicants which is a number far and above all other regions (mainly Australia) that applied. Over the next month or so each application is viewed and discussed with the successful charities/sports teams advised, we cant wait to support the local community groups.

Enjoy the read.

Nga Mihi

Jamie Kitzen

2. WORK PROGRAMME

A total of 2,619 individual work items were completed throughout the month of July, of which 2,532 were routine find and fix issues, 3 cyclic or annual rounds, 24 were programmed works, 7 renewal / capital project, and 53 were callouts or emergency response works.

August 2023 forward works programme has been submitted in RAMM.

Task Name	RP Start	RP Finish	Priority	Dispatch	Type of repair	Est Value	Duration	Start
May Event							58 days	Tue 18/07/23
JR Hack							52 days	Wed 26/07/23
MOTUKIORE ROAD	12705	12805	1	154101	Refer to dispatch 154058.	\$14,944.32	0 days	Wed 26/07/23
MOTUKIORE ROAD	12765	12769	1	154058	Exc 10m part, Geogrid + Overlay 500mm, W/T	\$95,000.00	4 days	Wed 26/07/23
MOTUKIORE ROAD	13419	13439	1	154056	Rock Spalls + W/T	\$85,000.00	5 days	Tue 1/08/23
MOTUKIORE ROAD	13419	13439	1	154103	Make safe prior to 154056	\$4,500.00	0 days	Mon 7/08/23
MOTUKIORE ROAD	13419	13439	1	154104	Make safe prior to 154056	\$3,874.84	0 days	Mon 7/08/23
MOTUKIORE ROAD	13419	13439	1	154105	Link to 154058	\$18,428.84	0 days	Mon 7/08/23
MOTUKIORE ROAD	9526	9606	1	154107	Link to 154051 (Phase 3) but could do for under \$10K	\$54,698.96	4 days	Tue 8/08/23
MOTUKIORE ROAD	13543	13583	1	154053	Rock Spalls + W/T	\$98,500.00	10 days	Mon 14/08/23
MOTUKIORE ROAD	13866	13866	1	154103	Make safe prior to 154052	\$4,500.00	0 days	Mon 14/08/23
MOTUKIORE ROAD	12866	12891	1	154057	Rock Spalls + W/T	\$95,000.00	5 days	Mon 28/08/23

Sample of our May rain event planning above through Microsoft Project.

3. ROUTINE INSPECTION REPORT

Our 3 inspectors have been working through routinely programmed inspections, review of the due dates for these modules was completed last month for NTA review.

Sealed:

There are currently 0 sealed inspections running overdue, 362 completed.

Unsealed:

There are currently 0 un-sealed inspections running overdue, 208 completed.

Drainage

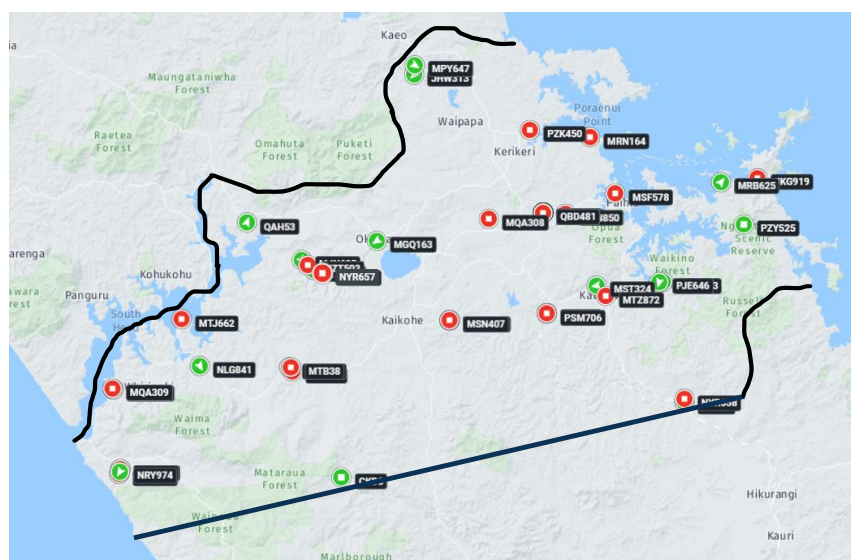
There are currently 0 drainage inspections running overdue, 13 completed.

Network Area Inspection	
South Area – July 23	
Week 1	327.4 km
Week 2	320.3 km
Week 3	257.1 km
Week 4	150.6 km
Total KM	1,055.6 km

4. ROUTINE WORKS COMPLETED

Routine maintenance activities completed in July:

- 497 sealed potholes repaired.
- 1,878 unsealed potholes repaired.
- 175.5km of unsealed roads graded equating to 22.5% of the total unsealed network.



I was scrolling through our online vehicle system (E Road) on 31st July and was blown away by the spread of vehicles across the network.

5. DRAINAGE MAINTENANCE & RENEWALS

Drainage maintenance activities completed in July:

- 80m of heavy water tabling (Storm recovery package & scheduled work)
- 430m of water table reconstruct/scouring. (Storm recovery package & scheduled work)
- 77.5m of Culvert pipes replaced/new. (Renewals Programme)
- 0 Culverts flushed.



Ray's crew have managed to tick off a few more urgent culvert replacements and have made some good drainage improvements in historic flood prone areas. Installing larger diameter culverts, heavy water tabling and opening land drains will help with access for residents in the Otua/Mataraua areas after Heavy Rain events.



6. EMERGENCY WORKS

Other than the continuation works from previous weather events there were no major new emergencies this month. One large tree down across Parnell St in Rawene (below left) and one on Renwick Rd.





7. PHASE 2 – RECOVERY WORKS – GABRIELLE & MAY RAIN EVENTS

During July FNDC was given approval by Waka Kotahi to commence phase 2 works following the May rain event. The timing of this lined up well with Gabrielle Phase 2 works nearing full completion. We are continuing with the focus on utilising small to medium local businesses to grow their capabilities and creating a stronger local economy. We have brought on Far North Roding for the Northwestern area also.

Pavement Team

Started out on Rawhiti North Rd then had a call out while up there to attend to a new over slip on Rawhiti South Rd. Once they finished out East, they came into Doel Rd (see pictures below) and then onto Ngapipito Rd again for final slip tidy up and finished up the month on the other Coast on Waimamaku Beach Rd with an overlay of a storm scouring/drainage issue. They will continue through August with Ramsey Rd, Classen Rd 2.0 slip, then onto Taheke for more under slip repairs.



Water tabling team

They have been all over the place with too many roads to name, clearing up blocked culverts and water tables from the recent events. Notably one road that needed to be done was Old Bay Rd with a localised 200mm down pour in one of the weather events it meant a lot of rip rap was pushed into the carriageway and paddocks further down the hill.

Northland Treeworks

Last remaining major Gabrielle Job completed on Waimatenui Rd. This was a massive job that required some discussions with local residents on the disposal of green waste to save on costs carting away to a location a long way from site.



DCL

Attended under slips on Newton Rd along with full water tabling, a slip repair on Waiotemarama Gorge Rd and Vujcich Rd and rounded out the month with water tabling along Te Waiaroha Rd.



JR Hack

With the ongoing Cyclone Gabrielle damage our team from Hack have been kept busy on Taheke, Te Tio and cleaning up a small over slip on Opara Road.

Taheke Road has several slips to repair in phase 2 and 3 works after our recent storm events. Hack has done an outstanding job with this phase 2 repair below. Everything from blocked side drains to creating positive water flow and clearing the over slips. They have also cleared the under slip and installed a rock spall retaining structure from the river's edge to road level. Great work in protecting the back from future flood waters.





Moving onto Te Tio Road, the shoulder had given away, taking the chorus with it, as picked up later was damaged as well. Working with Chorus to restore connection to the communities and constructing the services within another retaining structure.



Tarmac

Tokawhero Road has been a mountain of work we laid on Tarmac. They have been doing a great job with the large under slips to stabilise the bank by retaining with rock walls and clear drains and culverts around the area. Although a small back road and mostly used by forestry, we aim to make it driveable and user friendly for the upcoming logging seasons. Aligning SME subbies and Ventia heavy metal team to follow with an overlay on some much needed road will help our network in the long run.



Before and after



Pristine Projects

Our subcontractor team from Pristine Projects have showed their worth by delivering big and small jobs. They are also keeping truckies and plant hire services in the area busy by involving them with ongoing SME projects for Ventia. What more to say from the team clearing slips and side drains, relaying damaged culverts, and building rock spill retaining structures. All this work done on Pukewhao and Wharengaere Road.



We have already moved them onto our May 2023 events to assist with the damages on our network. Waikuku Rd, Hooks & Falls and Equestrian Dr Road have been getting attention and looking great. See below in that order.





Far North Roothing

Commenced with us on Happy Valley Rd in late July. Carrying out a large full width road drop and dealing to significant shoulder scouring and the deposit of aggregate at the bottom of the hill in paddocks.

8. ORDERED WORKS

As per last month most of the ordered works this month were phase 2 of the cyclone Gabrielle response, and Phase 2 of the May Rain event.

Some smaller ordered works were carried out:

- Crack sealing
- Fairly Crescent Rock Placement to stop 4x4 accessing >>



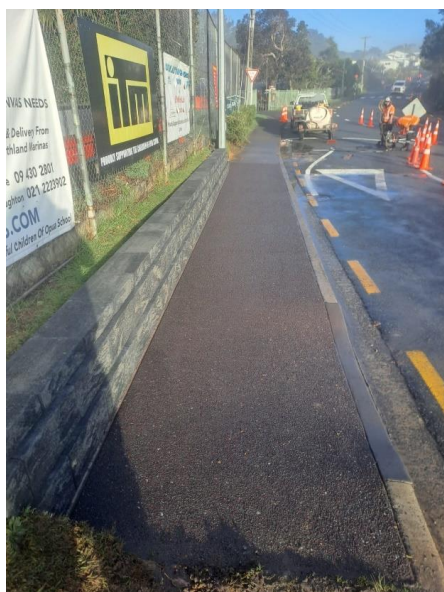
9. FOOTPATH MAINTENANCE/RENEWALS

The concrete crew have almost finished footpath renewals on Puia St and Ohara St in Ngawha Springs. They've had some big days and will pour close to 50m³ of concrete in Ngawha by the end of the week and then head back to finish off Clifford St in Kaikohe. Note the taper on the paths is to fit old narrow paths into the new 1.8m wide spec.





Also, earlier in the month they knocked off this little safety project on Kellet St, Opuia. The job involved extending the footpath by installing a new Keystone wall and kerb drop down. All down during the School Holidays.



10. ROAD FURNITURE ACTIVITY

- 34 new signs installed or replaced (damaged or missing)
- 10 signposts replaced/new.
- 51 signs re-erected or straightened.
- 44 signs/posts cleaned.
- 243 posts painted.
- 14 metres of railing replaced.

11. UNSEALED NETWORK

The weather slightly improved for us in July with only 102mm of rain. We put running course on 21 different roads across the network and carried out pavement strengthening on Mill Rd, Range Rd, Curtis Rd and Tokawhero Rd.



Punakitere Loop Rd – Wash out repairs completed by the pavement team. Recently damaged in the June event (a localised bit of flooding washed the road shoulder away and blocked all drainage)



12. PAVEMENT REHABILITATIONS

A reminder that the confirmed sites for this coming season are as follows:

1. Ngapipito Rd 1850-3000m – Carry over – will commence early to mid-September depending on the ground conditions. At present there is a lot of water coming off the hills surrounding the pavement.
2. Cumber Rd 0-421m
3. Orakau Rd 14822-15050
4. Pipiwai Rd 12274-12610m

This month the test pits were completed, and beam testing carried out. This data will then be handed over to Ventia for us to complete the pavement design using Austroads.

13. RESURFACING

Although it's Winter our Sealing Team here at Ventia have still been a hive of activity completing Training, Plant Certification, Winter Maintenance, Pre-seal Site Assessments and Collecting Texture Data to prepare ourselves for the approaching Sealing Season in September 2023.

Sprayer E2

This month we delivered our bitumen sprayer to Specialised Roding Equipment (SRE) in Hamilton to complete its annual E/2 Certification (SRE manufactured our Bitumen Sprayer).

An E/2 Certification is a "Bitumen Distributor Certification of Compliance" which covers legal. Safety and performance requirement and includes a rigorous annual safety inspection and performance test.

As part of the performance tests, the Bitumen Sprayer is checked to ensure that the "Spray bar" is set at the correct height (above the ground) and a Spray Test is completed to ensure that a Triple, Double and Single overlap are achieved across the bar when spraying. As per figure 10-4 below.

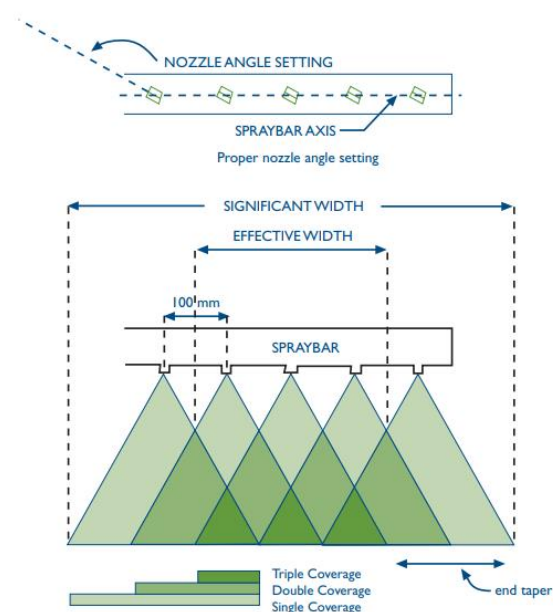


Figure 10-4 Spray fans overlap to give triple coverage of binder on the road.



This photo below also shows a “Spray Test” being undertaken. This is generally completed inside a large shed, where the floor is covered in craft paper and a set of carpet mats are set in place across the top of the craft paper in a tee configuration. A predetermined spray rate is entered into the Bitumen Sprayer and the Sprayer completes a spray run over the paper. After the spray test has been completed, the carpet mats are weighed, based on the predetermined spray rate the mats should now weigh a specific weight. By weighing the mats the accuracy of the Spraybar can now be determined.



Winter Maintenance

As part of our winter maintenance our bulk bitumen trailers have undergone internal tank cleaning, and our Bitumen Sprayer is having a ring-feeder fitted so it can now tow our 4-axle Bitumen Trailer.



Site Assessments

All 69km's (135 Sites) of the FNDC 2023/2024 Reseal list have had their Pre-seal Site Assessments completed, and we currently working out way through 45kms (93 Sites) of the KDC 2023/2024 Reseal list.

A Pre-Seal Site Assessment includes:

- Marking the site
- Site measure
- Assessment of current seal type
- Determining the site priority, treatment selection and alternative treatment selection.
- Determining the site stress factors and existing distress factors.

PRE-SEAL - SITE ASSESSMENT											
Client	FNDC		Job Number	123974908		Contract	Reseals 2023/2024				
Road Name	BISSET ROAD		Location	KAIKŌHE URBAN		ventia					
Site #	156107	RP Start	14	RP End	470	Site Length	470 456				
Existing Surface	3/5	Stress Factors	Intersections	<input checked="" type="checkbox"/>	Qty	Other Factors	Overhead Lines	<input checked="" type="checkbox"/>	Existing Distress Factors		
Proposed Treatment	3/5	State Highway	<input checked="" type="checkbox"/>			Overhead Trees	<input checked="" type="checkbox"/>	Cracks	<input checked="" type="checkbox"/>		
Alternative Treatment		High Stress Cnrs	<input checked="" type="checkbox"/>			Texture Changes	<input checked="" type="checkbox"/>	Flushing	<input checked="" type="checkbox"/>		
Stockpile		Steep Grade	<input checked="" type="checkbox"/>			Shade	<input checked="" type="checkbox"/>	Rutting	<input checked="" type="checkbox"/>		
Photo Taken	Yes / No	Turning Heavies	<input checked="" type="checkbox"/>			Lichen / Moss	<input checked="" type="checkbox"/>	Stripping / Scabbing	<input checked="" type="checkbox"/>		
Early Start	Yes / No	Industrial Area	<input checked="" type="checkbox"/>			Road Marking	<input checked="" type="checkbox"/>		MINOR		
Mail Drop	Yes / No	Bus Route	<input checked="" type="checkbox"/>			Special Location	<input checked="" type="checkbox"/>		MINOR		
Vacuum Truck	Yes / No	Railway Crossings	<input checked="" type="checkbox"/>			Coloured Surfaces	<input checked="" type="checkbox"/>				
Papering Required	Yes / No	Stock Crossings	<input checked="" type="checkbox"/>			No. Driveways	<input checked="" type="checkbox"/>				
Driveway Area calc's on page 2											
SAND CIRCLE DATA											
RP	Displacement	Width	Area	OWT	BWT	IWT	C	IWT	BWT	OWT	Comments
14		10.7	457.6								HILLCREST RD
60		10.5	418								RP 7 - RP 17
100		10.4	560								HAROLD AVE
150		12.0	264								RP 10 - RP 22
170		14.4	432								
200		14.5	722.5								
250		14.6	730								TAWANUI RD
300		14.6	720								RP 922 - RP 942
350		11.2	570								END JOIN @ CULDES
400		11.6									
420											
470											
Carriageway Area			5855.6							Average Sand Circles	
Driveway Area			169.145							Average's for Seal Design	
Widening Area											
Total Area			6024.745								

Hawkeye Texture Data

We have engaged Road Science to collect texture data across both the FNDC and KDC Reseal sites, and they have been working their way across both networks with their Hawkeye survey vehicles in July.

The Hawkeye survey vehicles use the latest in laser profiler technology to accurately and continuously record road and pavement information. This data is then related back to GPS or distance-based instruments. The laser profilers are Class 1 instruments (the most accurate type) and are able to measure texture in accordance with AG:AM/T013 and roughness in accordance with AG:AM/T001.



14. ROAD ACCIDENT REPORT

No accidents to report this month.

15. RAMM ISSUES



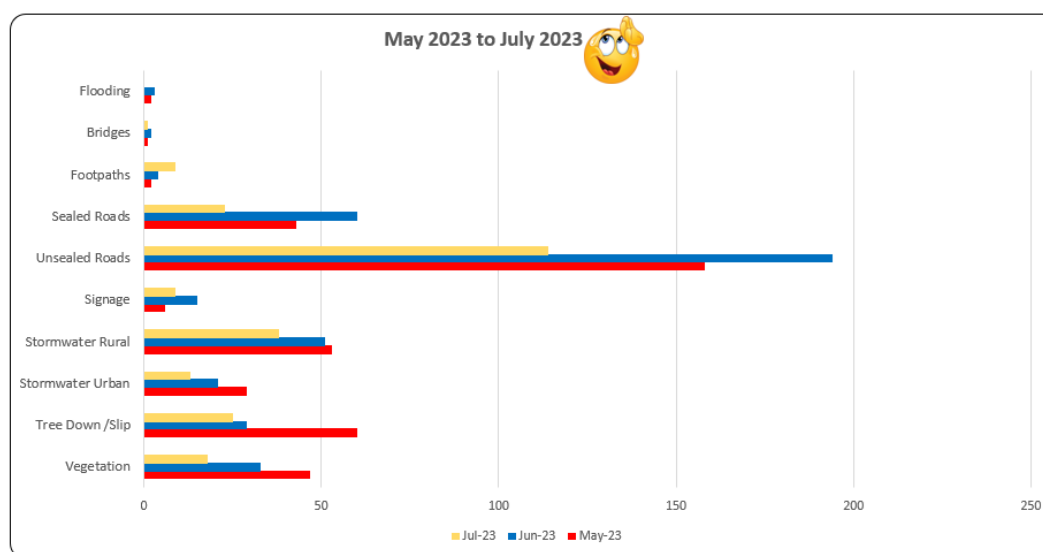
No issues this month – Any development & minor operational issues encountered in the system are being recorded to provide feedback to Think project each month.



16. CUSTOMER SERVICE ISSUES / COMPLAINTS

A welcome reduction in the number of requests received during July following two heavy months previously. Emergency RFS's remain a noteworthy component, the remainder of categories returning to "near normal" percentages.

Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total
May-23	47	60	29	53	6	158	43	2	1	2	401
Jun-23	33	29	21	51	15	194	60	4	2	3	412
Jul-23	18	25	13	38	9	114	23	9	1	0	250



17. COMPLIMENTS

Just the one RFS compliment this month. Received on our RFS phone number on 6/7/23.

Good morning, Ventia have received your RFS regarding Pokapu Road. Confirming works were undertaken yesterday (interim emergency dispatch 156976), in addition restoring the carriageway structure itself, and associated drainage remedial works were completed. Your RFS will be updated with this response, if you require additional information please do not respond to this message, rather respond via the FNDC RFS system.

Incredible work
thank you!



18. HEALTH & SAFETY & WELLBEING

We had a minor motor vehicle accident this month when a tail pilot vehicle backed up on our unsealed network while a car was driving through site. No injury and minor damage to the Ute and car.

See attached to this report email for the SHEQ stats for the month.

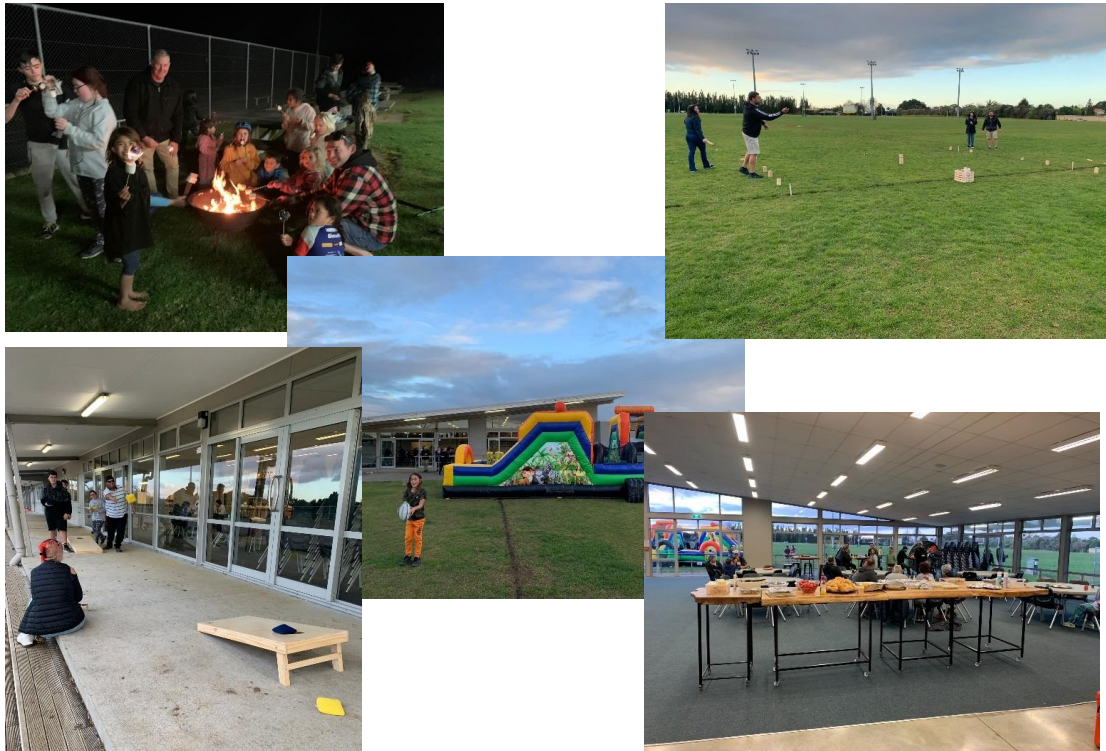
The themes from our Branch Toolbox held on 11th July at the Kerikeri Sports Complex were:

- Service locates and the need to keep accurate as built on site after excavating and locating the assets.
- Our 4 x safety reps had a chance to say things. One of them mentioned about the need to discuss medications that you are on that may inhibit your driving or ability to work around hazards. This will allow management to work around things with you.
- 3 of our 4 RAV 4s have arrived. Looking spick!
- Check your load after being loaded at a Quarry. Loaders have a habit of tipping onto one side making the load uneven. The Police are checking loads a lot at present.
- Social Media – Do not engage online with the public please. It only causes stress when you know you guys do an awesome job. The minority always complain, and we can't change that.
- Minor muscles sprain reported. Tinopai! Employee thanked and given a block of chocolate to promote this good behaviour. If sore let us know so we can help you.
- **Breakfast bar has started to promote healthy eating and hopefully will replace some of the energy drink habits first thing in the day. Please use and look after it. Fruit still being work on with local Organic orchard.**





We held our first Whanau Matariki Event this year and it was a great success. We even had our client turn up 😊 the bouncy castle was a hit but the marshmallows on the fire stole the show for all the kids. A nice potluck dinner rounded out the night and it was great to meet some of our teams Whanau that we don't get to see day to day at work.



19. TRAINING

It was a month of first aid and safety training in July. 30 staff put through Level 2 (2-day course) First Aid training including myself. It was a great course run by St Johns. A lot of our staff didn't realise we have a defib on the outside of our office. Whoops from me on this! But now they do.





At our toolbox certificates were handed out to this lovely bunch for completing the Bitumen Safe Handling Course. A vital course for anyone wanting to get within 5m of a bitumen machine. Apologies for the lighting it was a red in the morning Shepards warning kind of day. Yes, it did rain, so the legend is true.



20. ENVIRONMENT

In June we had no notifiable incidents to report.

As mentioned last month we have 4 x RAV4 **Hybrid** arriving this month replacing 4 of our diesel Utes. While Utes are still a necessary machine for some applications where possible we are trying to reduce our emissions as much as possible. These Hybrids are being given to our 3 highest Km employees. A supervisor and both the sealed and unsealed inspectors.



21. SMALL TO MEDIUM ENTERPRISE (SME) BUSINESS ENGAGEMENT

Sorry I still haven't got to reviewing the figures from 22/23 season. Promise it will be in the August report.

Measurement	Qty
Local Contractor component of work	49%
Internal salaries and wages (Generally invested back to local communities)	\$3,122,576.79
Local labour hire wages	\$ 387,528.53
Other internal local market expenditure e.g., local supplier purchases etc. Includes local Ventia Quarry purchases	\$ 6,839,454.22

22. ANNUAL ROUTINE ACTIVITY ACHIEVEMENT

Routine and cyclic rounds start at the financial year (July 2023/24):

Biennial Painting of All Rails	0% completed - on hold due to funding.
Biennial Parapet Painting of Bridges	0% completed - on hold due to funding.
Annual Cleaning of EMP's	0% complete
Annual Sucking of All Sumps	0% complete
Biannual sweeping	0% completed.
Urban Vegetation Spraying	0% complete.
Rural Vegetation Spraying	0% complete.
Line marking Network Remark	0% complete.



23. OTHER WORK IN PROGRESS

The Construction team stayed on course with the delivery of our projects as per below:

Pokapu Road Bridge Construction – And just like that, we have a bridge!!! Or at the least the majority of one. It's fitting that we just had Matariki. You can use a multitude of references here: A new year, a new bridge, it was written in the stars, the stars aligned, maybe even thank your lucky stars. However you want to say it, all beams have been successfully placed.

The process was not without its own set of trials and testing moments, but in the end, with some good problem solving, some hard work put in by the crews and a small amount extra grey hair for Jaco, the goal was achieved. A big milestone to get through so well done to everyone.

Over the next couple of weeks, work on the bridge will involve getting the infills completed and the settlement slabs boxed and poured, and more steelwork. Pavement construction on the bridge approaches and then the opening of the new Bridge in October.





24. AROUND VENTIA

A bit of a teaser - A new section from next month showing what is happening around other parts of Ventia from a technical point of view or maybe storm response or Asset management. Watch this space.

Nga Mihi

Jamie Kitzen

Contract Manager – FNDC South Maintenance Ventia (NZ) Ltd

6 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

7 TE KAPINGA HUI / MEETING CLOSE