



**Far North
District Council**



Te Kaunihera o Tai Tokerau ki te Raki

AGENDA

Ordinary Te Koukou - Transport Committee Meeting

Monday, 9 October 2023

Time: 2:00 pm

Location: Council Chamber, Kaikohe

Membership:

Kahika - Mayor Moko Tepania - Chairperson
Kōwhai - Deputy Mayor Kelly Stratford
Cr Steve McNally
Cr Ann Court
Cr Felicity Foy
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 9 October 2023 at 2:00 pm

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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 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES

4.1 CONFIRMATION OF PREVIOUS MINUTES

File Number: A4416985

Author: Casey Gannon, Manager - Democracy Services

Authoriser: Jacine Warmington, Group Manager - Strategic Relationships

PURPOSE OF THE REPORT

The minutes are attached to allow the Committee to confirm that the minutes are a true and correct record of previous meetings.

RECOMMENDATION

That Te Koukou – Transport Committee confirm the minutes of the meeting held 11 September 2023 are true and correct.

1) BACKGROUND

Local Government Act 2002 Schedule 7 Section 28 states that a local authority must keep minutes of its proceedings. The minutes of these proceedings duly entered and authenticated as prescribed by a local authority are prima facie evidence of those meetings.

2) DISCUSSION AND OPTIONS

The minutes of the meetings are attached.

Far North District Council Standing Orders Section 27.3 states that no discussion shall arise on the substance of the minutes in any succeeding meeting, except as to their correctness.

Reason for the recommendation

The reason for the recommendation is to confirm the minutes are a true and correct record of the previous meetings.

3) FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provision as a result of this report.

ATTACHMENTS

1. TK-TC_20230911_MIN_2706_SAVED - A4416993 [↓](#) 

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.

Compliance requirement	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 is a matter 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.	This report complies with the Local Government Act 2002 Schedule 7 Section 28.
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.	It is the responsibility of each meeting to confirm their minutes therefore the views of another meeting are not relevant.
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.	There are no implications for Māori in confirming minutes from a previous meeting. Any implications on Māori arising from matters included in meeting minutes should be considered as part of the relevant 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).	This report is asking for minutes to be confirmed as true and correct record, any interests that affect other people should be considered as part of the individual reports.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no financial implications or the need for budgetary provision arising from this report.
Chief Financial Officer review.	The Chief Financial Officer has not reviewed this report.

Ordinary Te Koukou - Transport Committee Meeting Minutes - **Unconfirmed** 11 September 2023

**MINUTES OF FAR NORTH DISTRICT COUNCIL
ORDINARY TE KOUKOU - TRANSPORT COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBER, KAIKOHE
ON MONDAY, 11 SEPTEMBER 2023 AT 10:00 AM**

PRESENT: Kahika - Mayor Moko Tepania, Kōwhai - Deputy Mayor Kelly Stratford, Cr Felicity Foy (virtual), Cr Ann Court, Cr Steve McNally, Cr Babe Kapa (virtual), Cr Mate Radich (virtual), Cr John Vujcich

STAFF PRESENT: **NTA STAFF** Calvin Thomas, Cara Downie, Kevin Devine, Bernard Petersen, Dawn Spence, Keith Kent, Elizabeth Stacey **FNDC STAFF** Ruben Garcia, Roger Ackers, Janice Smith, Casey Gannon

1 KARAKIA TIMATANGA / OPENING PRAYER

Kahika/Mayor Moko Tepania commenced the meeting with a prayer.

2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST

APOLOGY

RESOLUTION 2023/1

Moved: Kahika - Mayor Moko Tepania

Seconded: Cr John Vujcich

That the apology received from Cr Penetaui Kleskovic, Cr Hilda Halkyard-Harawira and Cr Tāmāti Rākena be accepted and leave of absence granted.

CARRIED

3 NGĀ TONO KŌRERO / DEPUTATION

Rachel Smith and Tawhi Tua speaking on behalf of Healthy Families Far North in regard to item 4.4 Transport Choices Programme – Implementation Funding Agreement.

4 NGĀ PŪRONGO / REPORTS

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

Agenda item 4.1 document number A4359303, pages 8 - 10 refers

RESOLUTION 2023/2

Moved: Kahika - Mayor Moko Tepania

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That Te Koukou – Transport Committee:

- a) use System B as the preferred voting system to appoint a Chairperson.
- b) appoint Moko Tepania as Chairperson of Te Koukou – Transport Committee.

CARRIED

Ordinary Te Koukou - Transport Committee Meeting Minutes - **Unconfirmed** 11 September 2023

4.4 TRANSPORT CHOICES PROGRAMME – IMPLEMENTATION FUNDING AGREEMENT

Agenda item 4.4 document number A4359295, pages 23 - 45 refers.

RESOLUTION 2023/3

Moved: Cr Ann Court

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

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 Chief Executive Officer authority to sign the Transport Choices Implementation Funding Agreement from Waka Kotahi**
- c) **delegate the Chief Executive Officer 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.**

CARRIED

Letter of Support received from Our Kerikeri Objective ID: A4381915 refers

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

Agenda item 4.2 document number A4365241, pages 11 - 16 refers.

RESOLUTION 2023/4

Moved: Kahika - Mayor Moko Tepania

Seconded: Cr John Vujcich

That Council authorise the Chief Executive Officer and Council staff to make the New Plymouth 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.

CARRIED

Kōwhai - Deputy Mayor Kelly Stratford left the meeting at 10:50 am.

Kōwhai - Deputy Mayor Kelly Stratford returned to the meeting at 10:54 am.

4.3 SH11 SHARED USE PATH FROM PAIHIA TO WAITANGI

Agenda item 4.3 document number A4359297, pages 17 - 23 refers.

RESOLUTION 2023/5

Moved: Cr Ann Court

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

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**

Page 2

Ordinary Te Koukou - Transport Committee Meeting Minutes - **Unconfirmed** 11 September 2023

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.

CARRIED

5 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

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

Agenda item 5.1 document number A4359299, pages 46 - 49 refers.

RESOLUTION 2023/6

Moved: Cr Steve McNally

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That the Te Koukou - Transport Committee leave the Northland Transport Alliance - 2022/23 Year End Regional Transportation Activity Summary Report to **lie on the table.**

CARRIED

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

Agenda item 5.2 document number A4359301, pages 50 - 96 refers.

RESOLUTION 2023/7

Moved: Cr John Vujcich

Seconded: Cr Steve McNally

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

CARRIED

6 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

Chair Moko Tepania closed the meeting with a karakia.

7 MEETING CLOSE

The meeting closed at 11:35 am.

The minutes of this meeting will be confirmed at the Ordinary Te Koukou - Transport Committee Meeting held on 9 October 2023.

.....
CHAIRPERSON

5 NGĀ PŪRONGO / REPORTS

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

File Number: A4418734

Author: Casey Gannon, Manager - Democracy Services

Authoriser: Jacine Warmington, Group Manager - Strategic Relationships

TAKE PŪRONGO / PURPOSE OF THE REPORT

To confirm the appointment of a Deputy 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.
- Te Koukou - Transport Committee appointed Kahika – Mayor Moko Tepania as Chair at the 11 September Committee meeting.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou – Transport Committee:

- a) use System B as the preferred voting system to appoint a Chairperson.**
- b) 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 role of the Deputy Chairperson for Te Koukou - Transport Committee needs to be decided by Committee members at the 9 October 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.

ĀPITIHINGA / 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.
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6 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

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

File Number: A4378948

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:

- a) uplift the Northland Transport Alliance - 2022/23 Year End Regional Transportation Activity Summary Report; and,**

- b) 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_23 Year End Regional Transportation Activity Summary Report - A4392442** [↓](#) 

NORTHLAND TRANSPORTATION ALLIANCE



2022-23 Year-end Transportation Activity Summary Report

Prepared in August 2023 for the

**Alliance Leadership Group (NTALG)
&
Northland District and Regional Councils**



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NORTHLAND TRANSPORTATION ALLIANCE



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.

In addition to the damage incurred, the wet weather and multiple events resulted in major disruption to both the summer construction period, with only 5 weeks of construction suitable weather available, the Autumn 2023 unsealed roads rehabilitation programme, and general maintenance activities throughout the year (with resources diverted to Emergency Response activities following each of the 12 individual events).

Despite the weather disruptions, approximately \$151M of work was completed across the region's transport network (against an original budget of \$185M, noting the final budgets incorporating a portion of the Emergency Works totaled \$207M). While there was already anticipated to be a level of carryforward into 2023/24 (due to the previous delays in confirming the 3-year budgets in 2021) the impacts of the weather disruption resulted in the final carryforward totals being greater than originally forecast. Despite this, provided that we have some more settled weather ahead of us, staff remain confident in delivering the majority of the funded 2021/24 programme, with procurement and planning activities well progressed for commencement of a significant Autumn 2023 Unsealed Road rehabilitation programme and a full and productive summer construction season.

Systems and processes are now in place to ensure incidents are reported both in the NTA and home Councils, with this resulting in a lift in the number of reported incidents to 40 over the past year (28% internal / 72% Contractors). There were two Loss of Time Injuries (LTI's) reported through the year, both involving NTA staff. The dominant reported incident type related to reports of abusive customers.

Staff turnover at June 2023 sits at 18.42% (vs. 12-month average of 13.77%), with 14 staff leaving over the 2022-23 year. 42 discrete recruitment activities were completed across the year through combination of resignations, new roles and internal promotions (11), with 12 roles vacant as at the end of June 2023.

The Annual NTA Staff Engagement survey (June 2023) achieved a response rate of 91% (61 of 67), consistent with previous years, with a decline across 13 of the 15 survey areas. Analysis of results show the period of temporary accommodation, the workload strain and impact of the repeated storm events, and frustrations with accessing multiple council systems, have had a significant impact on overall scores when compared to the previous (2022) survey.

NTA staff continue to be utilised as intended to complete tasks across the three District Councils, with approximately 21% of total District Council works across the region completed by specialist NTA employees from other Councils. Resource allocation is evenly and proportionally spread across the three district Councils when compared with respective expenditure.

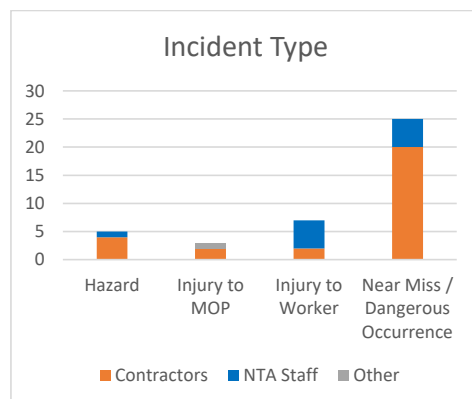
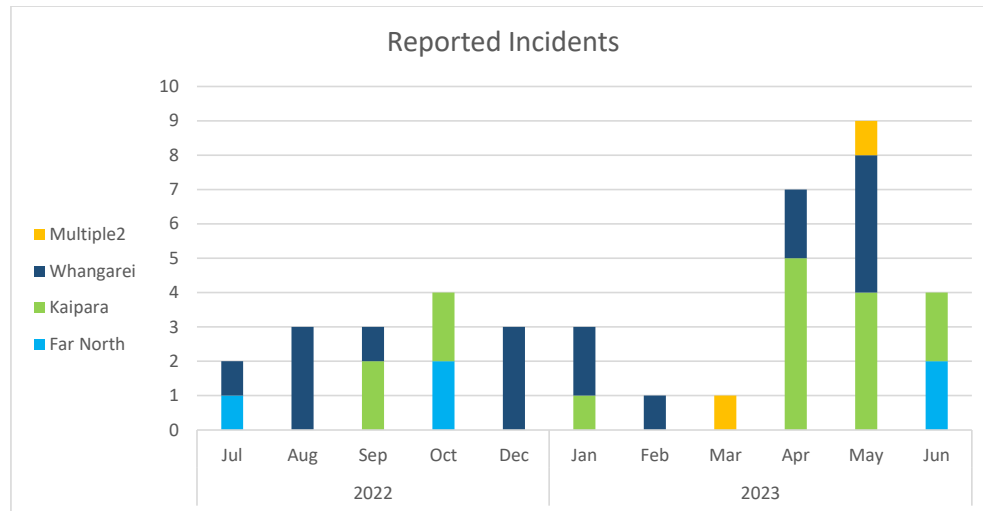
Further detail on specific Department and Team delivery and operational highlights for the 2022/23 year are included from Page 8 of this year-end report with a selection of completed works photos included as an Appendix.

NORTHLAND TRANSPORTATION ALLIANCE



Health, Safety & Wellbeing

We have had 40 incidents reported over the year. Pleasingly we have seen a lift in the number of incidents reported over the year (only 26 in the prior year).



28% of the reported incidents involved NTA staff and the remaining involved contractors. Two of these incidents were Loss of Time Injuries (LTI's) - concussion from a vehicle accident (WDC) and a rolled ankle (KDC). The other staff incidents were mostly abusive customers.

Near miss/dangerous occurrences have been the most common reported.

Kaipara have had the most incidents reported per staff count.

Systems are now in place to ensure incidents are reported both in the NTA and home Councils.

The NTA has reinstated our Health Safety and Wellbeing Committee, made up of Health & Safety Representatives (HSR's) from respective Councils. Our Business Support group is also regularly meeting with all the Council Health, Safety and Wellness teams, improving information sharing and alignment of communications and improvement initiatives.

We have had a focus on bring staff up to date with Code of practice for temporary traffic management (CoPTTM) training.

NORTHLAND TRANSPORTATION ALLIANCE



People & Capability

2022/23 Headcount changes

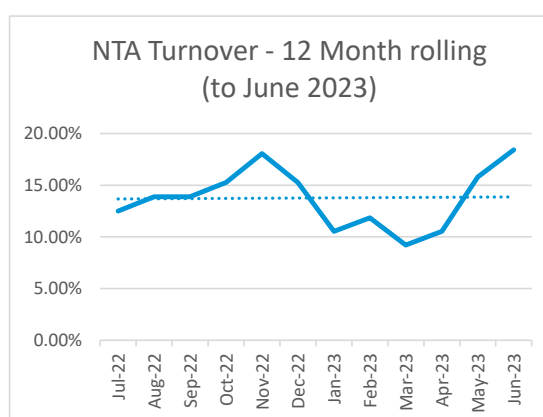
- Total FTE positions – 1st July 2022 72
- Total FTE positions – 30th June 2023 80

The change in total headcount related to two key areas of:

- December 2022
 - Following provision of Business Case NTALG approved Asset Management and Safety resources (+ 5 FTE roles) including:
 - Road Safety & Traffic Engineer (WDC employed)
 - DATA Asset Manager (FNDC Employed)
 - Intermediate Asset Engineer (WDC Employed)
 - Intermediate Asset Engineer (FNDC Employed)
 - Graduate Transportation Engineer (WDC Employed)
 - All above roles attract FAR subsidy with costs recovered through the existing transportation budgets via NTA timesheeting and recovery process.
- Commenced August 2022 (recruitment continuing)
 - Shared Services Business Unit (SSBU) resourcing change (+ 3 FTE roles)
 - Change in resource distribution and type within the SSBU
 - Through utilisation of disestablished role salary allocation and reallocation of external contractor budgets (by bringing duties “in house”) the resource increase has been completed with no increase to SSBU budgets
 - Removed / Disestablished:
 - 2 x Fixed Term Business Performance Manager roles
 - Established roles
 - 1 x Business Performance Manager
 - 1 x P&C Coordinator
 - 1 x Business Analyst
 - 1 x Finance Coordinator

Staff Turnover and current vacancies

- Turnover at end June 2023 = 18.42% vs. 12-month average of 13.77%.
- 14 staff have left over the 2022-23 year
 - 7 took up opportunities within Northland
 - 7 staff took up opportunities outside of Northland.
- As at the end of June 2023 there were 12 vacancies
- 42 discrete recruitment activities completed across the year through combination of resignations, new roles, and internal promotions (11).

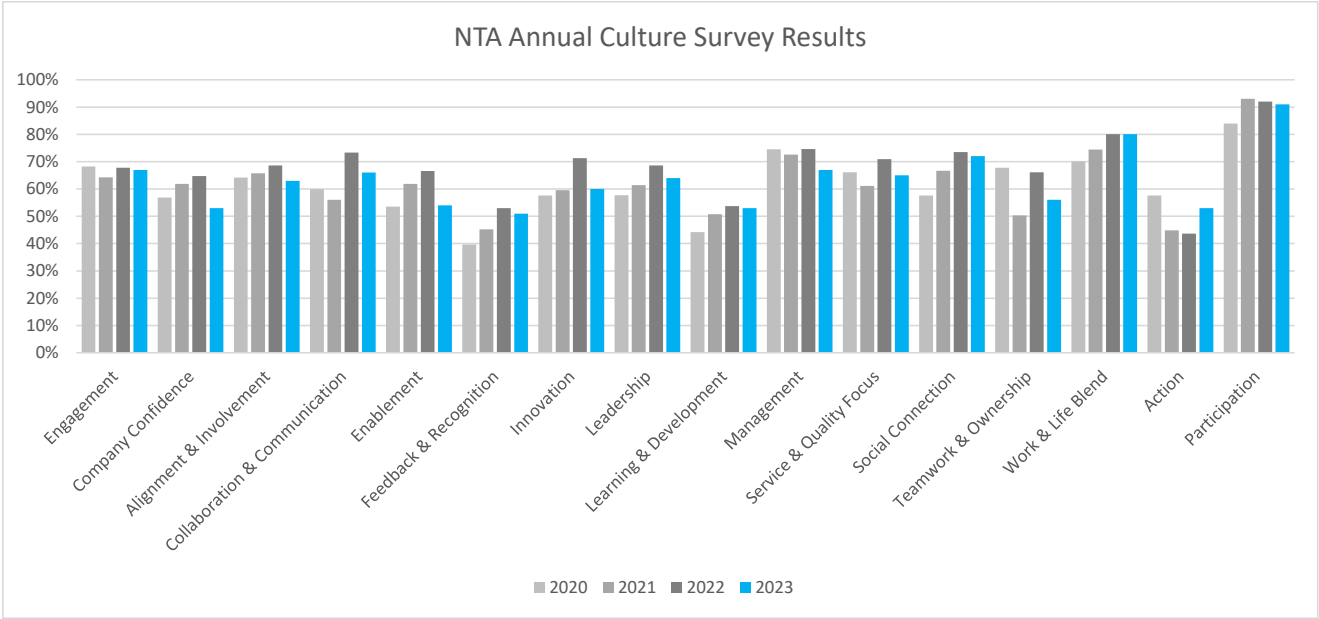


NORTHLAND TRANSPORTATION ALLIANCE



NTA Staff Engagement Survey 2023

The Annual NTA Staff Engagement survey was undertaken in late May / early June 2023, with a response rate of 91% (61 of 67). This year we saw a decline across the measurements scores. From analysing the results our temporary accommodation, the strain of the storm events and frustrations with accessing multiple council systems have had a significant impact on overall scores when compared to the previous (2022) survey). The largest drop in satisfaction was recorded across those teams required to complete higher levels of “cross council activities”, with this primarily related to on-going frustrations resulting from continued use of disparate systems and processes.



NORTHLAND TRANSPORTATION ALLIANCE



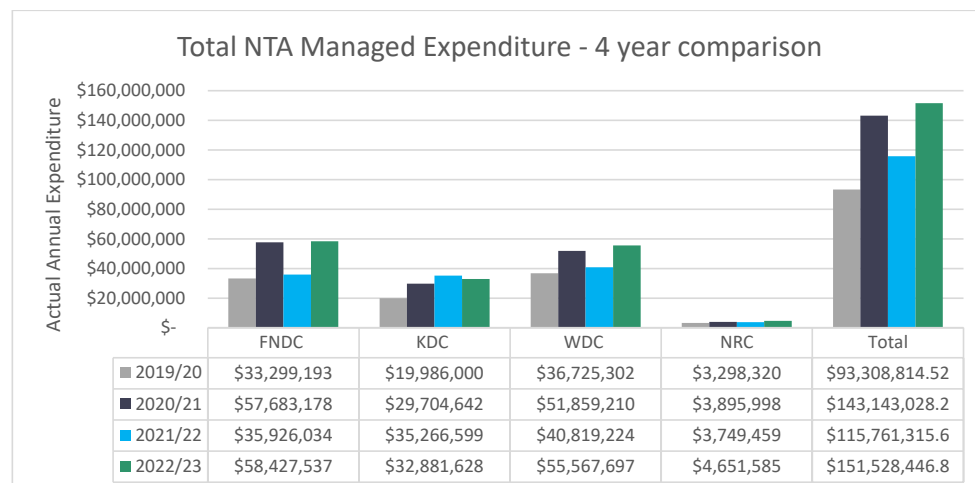
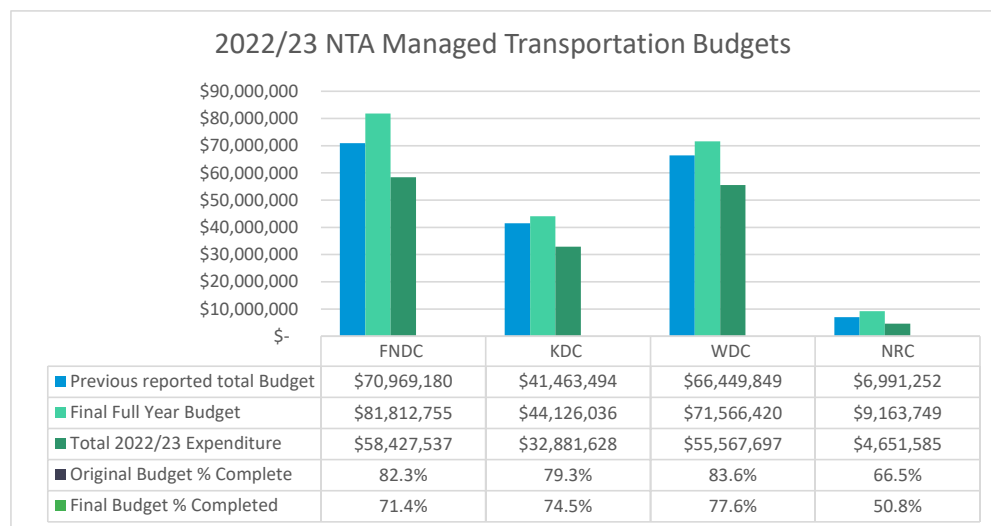
Financials

Regional Budgets

As previously reported, there were negative delivery impacts through 2022/23 as a result of the compounding significant weather events and continued unfavourable weather conditions preventing works from getting started / completed, combined with contractor resourcing being diverted to deal with immediate and continued storm response.

Despite these negative impacts, **a record \$150M of transportation works was delivered regionally through 2022/23**, with it still planned for the majority of works associated with approved 2021/24 NLTP funding will be completed within the 3-year period.

Detailed individual Council expenditure and carry forward information has been provided to each Council in accordance with their respective year end processes.



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NORTHLAND TRANSPORTATION ALLIANCE

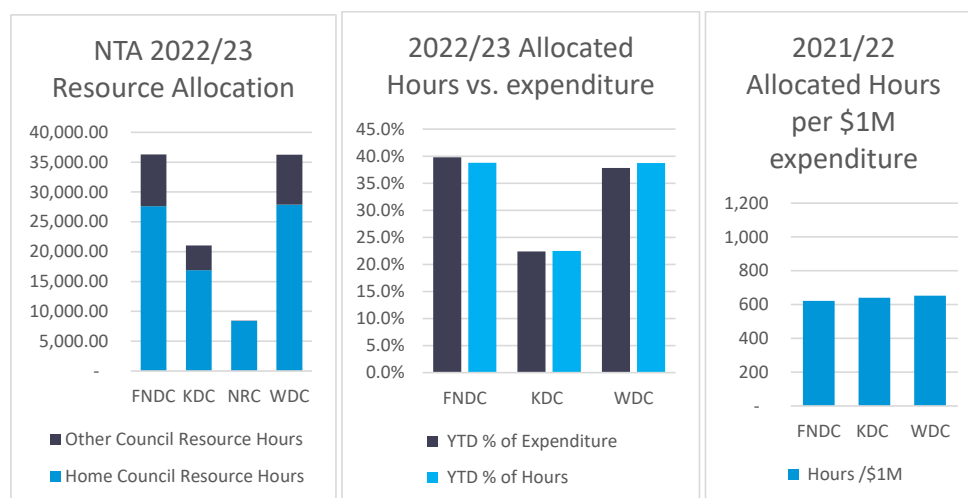


Shared Services Business Unit (SSBU)

The 2022/23 SSBU expenditure ended approximately \$100k lower than budget. Most of this underspend resulted from a four-month period of no office rent charges incurred (March to June 2022).

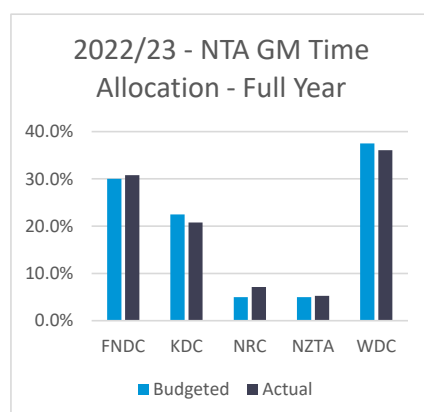
Inter-Council charging

NTA staff continue to be utilised as intended to complete tasks across the three District Councils, with approximately 21% of total District Council works across the region completed by specialist NTA employees from other Councils.



As demonstrated in the graphs above, resource allocation is evenly and proportionally spread across the three district Councils when compared with respective expenditure.

NTA General Manager – Cross Council cost allocations



GM time allocation for 2022/23 aligned with budgeted apportioning noting the following:

- Budgeted hours allow for 5% commitment to WDC SLT related activities.
- Increase in WDC time reflective of duty Controller Commitments during Cyclone Gabrielle
- Increase in NRC time reflective of increase in required time commitment for Regional Transport Committee related activities in first half of 2023.
- Small increase for FNDC result of more recent commitment to FNDC SLT

NORTHLAND TRANSPORTATION ALLIANCE



Delivery & Operations

Strategy and Planning

Asset Management Plans (AMP)

The Strategy & Planning Team have been developing Council's Asset Management Plans (AMP) to inform Council 2024-27 LTP programmes and as a basis for each Council's RLTP funding request to Waka Kotahi, NZTA.

The theme for the next AMP and associated RLTP funding request is based on **'back to basics'**, with increased focus on drainage maintenance, renewals and resilience, further roll out of the unsealed CoE programme addressing the backlog of renewal works in the sealed network, bridges and major drainage works.

Under the current Waka Kotahi timeframes, Councils are required to submit first drafts of programme requests as follows:

- Continuous Programme Requests, (Maintenance and Renewals programs)
 - First drafts to be submitted by 31st August 2023.
- Improvement Programmes (Capital works programs)
 - First drafts to be submitted by 29th September 2023.

The first draft of the AMP document, being the Business Case or evidence for the program funding requests, is due to be submitted also on the 31st August 2023.

The AMP and all funding requests are due to be finalised by 1st December 2023 for final submission to Waka Kotahi NZTA for the 2024-27 financial period. Waka Kotahi will then undertake a national moderation review of the submitted funding requests for all programs and discuss with each Council.

At a high level, the "back to basics" approach has been summarised as follows:

Drainage	Targeted Network Wide Drainage (multiyear) maintenance, renewals & improvements programme
<ul style="list-style-type: none"> • Restoration of drainage assets to be effective and resilient • Ensure appropriate funding is available to ensure drainage improvements are always undertaken with Sealed and Unsealed Road Rehabs & Reseals (not just when funding available) 	
Unsealed Roads	Accelerated roll out of full CoE unsealed network
<ul style="list-style-type: none"> • Structured and appropriately funded prioritised 10-year programme • Full implementation of targeted CoE Maintenance Grading practices • Where able to be implemented post rehabilitation provides stepped improvements while rehabilitation programme progresses 	
Recovery Programme	
<ul style="list-style-type: none"> • Full completion of the multi-year 2022/23 Emergency Works recovery programme • Ringfenced team to focus on the delivery of this outside of routine maintenance 	
Routine Maintenance	
<ul style="list-style-type: none"> • Continuation of approved and funded routine maintenance & capital works activities @ current (or even agreed reduced) levels on all other asset classes to ensure appropriate funding and resources is allocated to the prioritised activities above 	
Targeted M&O Contracts	
<ul style="list-style-type: none"> • Future-proofed contract developed and tendered based on learnings oof the past targeted to ensure achievement of value for money and long term best for asset approach 	

NORTHLAND TRANSPORTATION ALLIANCE



Government Policy Statement on Land Transport (GPS).

The Ministry of Transport produces the Government Policy on Land Transport sets out how money from the National Land Transport Fund (NLTF) is allocated towards achieving the Government's transport priorities. The GPS sets out ranges for funding for activities classes such as public transport, state highway improvements, local and regional roads and road safety. Once the GPS is confirmed, Waka Kotahi NZTA is required to take into account the directions given in the GPS when allocating the funding for each Council's requested programs.

The Draft GPS was originally scheduled for release for consultation in March 2023 with the final released in November 2023 and taking effect on 1st July 2024.

- Due to the impact of Cyclone Gabrielle the release of the draft was again delayed to the end of May 2023.
- This date was again moved to mid/late June 2023.

At the time of compiling this report, no formal date on the release of the Draft GPS for consultation had been provide by the Ministry of Transport.

The impact of the final release of the Draft GPS on the timelines for the AMPs and RLTP completion and approvals is not known at this time.

Road Safety

Transport Choices program

Under the Government's emissions reduction plan (May 2022), a \$350 million Transport Choices package was made available from the Climate Emergency Response Fund (CERF). As part of this package, Government committed to support local councils to:

- deliver strategic cycling/micro mobility networks
- create walkable neighbourhoods
- support safe, green, and healthy school travel
- make public transport more reliable and easier to use.

Northland Transportation Alliance (NTA) staff, on behalf of the three councils of Northland, had six (6) packages approved by Waka Kotahi Transport Choices team for 100% government funding, with a total value of \$25 million. All projects in the funding package are included within the respective Council's adopted Long-Term Plans, with this Government funding enabling Council to accelerate delivery of these approved projects.

All six programs are currently in the pre-implementation phase, with some sub-projects in the Whangarei program moving into delivery phase. The summarised list of programmes is provided below, with current funding conditions requiring completion of delivery by June 2024

- Kaipara (\$8 million)
 1. Program 1 – Dargaville Cycle Network Connections \$8m
- Far North (\$3.23 million)
 1. Program 1 – Kerikeri Active Mode Network Connections
 2. Program 2 – Far North Bus Improvements
- Whangarei (\$14 million)
 1. Schedule 1 WDC01 – Whangārei Bus Priority and Facility Improvements
 2. Schedule 1 WDC02 – Kamo shared path connections
 3. Schedule 1 WDC03 – Raumanga shared path extension and CBD cycle parking

NORTHLAND TRANSPORTATION ALLIANCE



Road Safety Education activities

Road Safety Week was celebrated in May 2023, which included schools, organisations, and community groups celebrating road safety heroes in their own way.

The week culminated in the successful hero walk around the loop to celebrate our road safety heroes in our community.



- The 'Patience to Paradise' campaign was established due to numerous road closures in Northland, particularly the Far North with the closure of the Mangamuka Gorge and the campaign focused on slowing down and driving calmly, knowing that there will be delays, to get to your destination in paradise safely.
- Two successful fatigue stops were run at Uretiti, with the remainder of planned stops called off due to weather and road closures. One truck education and fatigue stop was successful coordinated between all road safety partners.
- The Driver Licence Improvement Programme trial was successfully established in the Far North to improve access for licencing for everyone by using community testing officers and a wraparound education programme.
- Two new driver licencing providers were brought on board, Howard League and Blue Light – achieving further reach with our safety programmes during licencing.
- The Green Seats programme was established in the Far North which looked at the potential of re-using second-hand child car seats when appropriate and ensuring that unsuitable child car seats were recycled and disposed of appropriately.
- Motorcycle Awareness Month was a success with a popular trade-in programme for replacing old helmets with new ones.
- The motorcycle Ride Forever programme continued to see good participation rates with the good course attendance across all categories (Bronze [76], Silver [51] and Gold [53]).
- A new Drug Impaired Driving Programme was established for Whangarei and Kaipara with a combination of NZ Police referrals and self-referrals entering the programme.
- Our Road Safety team had a presence at the Kamo Touch a Truck event this year where we got to do a share the road demonstration between trucks, bike riders and pedestrians with over 300 people attending our site.
- Bike Northland delivered bike skills to over 3400 students and adults across the entire Northland Region.

NORTHLAND TRANSPORTATION ALLIANCE



Northland Road Toll – 2022/23

Disappointingly 2022/23 saw a significant (59%) increase in fatalities across all Northland Roding Networks compared with the previous year, with a 100% increase in local roads and 35% increase on State Highways. By far the largest increase was seen in the Whangarei District (up 90% from 10 to 19), with 12 of these recorded on the local road network (vs. 2 the previous year).

Fatalities (Previous Year) July 2021 – June 2022	Far North	Whangārei	Kaipara	Northland	National
Local roads	6	2	2	10	178
State highways	6	8	3	17	148
TOTAL	12	10	5	27	326
Fatalities (Current Year) July 2022 – June 2023*	Far North	Whangārei	Kaipara	Northland	National
Local roads	6	12	2	20	177
State highways	11	7	5	23	180
TOTAL	17	19	7	43	357

*2022/23 - Provisional data only.

Corridor Access Requests & Temporary Traffic Management (TTM)

The number of CAR applications received for work in the road reserve has remained steady with 5,653 applications received for review by the CAR team, compared to 5,629 last year.

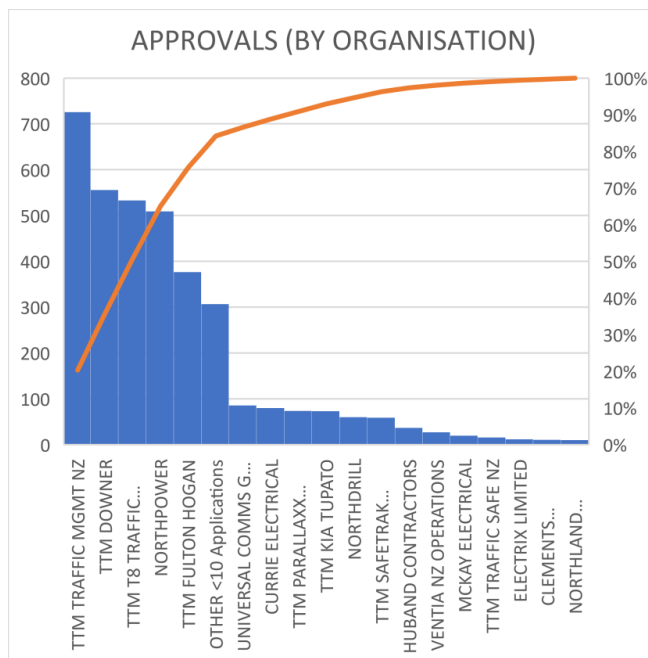
The number of CARs approved for working in the road was up on last year with an additional 500 applications approved. This increase is reflected through a reduction in the number of cancelled CARs because of improvements made to management of CARs in the system.

Jul 2022 to Jun 2023 – CAR/TTM Report					
Applications		Applications Processed		Pending / On-Hold	Closed (End of warranty)
Type	Received	Approved	Cancelled		
EVENT	101	86	15	1	76
EXCAVATION	3419	1897	1484	15	40
NON-EXCAVATION	1798	1590	261	1	1706
EMERGENCY	334	331	3	0	4
Totals	5653	3573	1763	17	1826

A total of 1,836 reinstatement inspections were completed in the corridor management system in relation to Work Access Permits (WAP) issued for excavations in the road, berm and footpaths across the three Districts.

After two years of recruiting to fill the CAR team, we now have a full complement of staff with each of the Northland districts employing a dedicated Traffic Management Coordinator (TMC). The NTA structure has been critical to the CAR team being able to continue processing applications across all districts within timeframes despite these staffing challenges.

NORTHLAND TRANSPORTATION ALLIANCE



As demonstrated in the graph to the left over 70% of all applications to work in the road reserve are submitted by just five organisations representing local Northland traffic management companies, Tier 1 roading contractors and the power company as follows:

- Traffic Management NZ
- Downer
- T8 Traffic Control
- Northpower
- Fulton Hogan

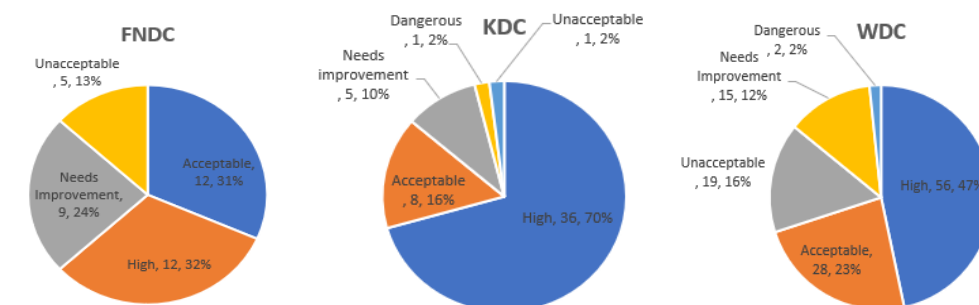
Over the past 12 months the CAR team have focussed on educating contractors in relation to Council requirements to work in the road which has resulted in a higher number of approvals being processed.

Temporary Traffic Management Audits

201 temporary traffic management (TTM) sites across the Northland districts were audited. There were five Stop Work Orders issued to contractors due to unsafe or non-compliant worksites.

Regular TTM Review Panel meetings were held throughout the year with 27 non-compliant traffic management work sites reviewed for further action. Investigations and corrective action plans were discussed and agreed with contractors and TTM companies.

Over the past 12 months there were five Stop Work Orders, eight Advisory Notes, and eleven 11 Notices of Non-conformance issued to contractors, TTM Planners and/or Site Traffic Management Supervisors (STMS). A Strike One Notice of Non-Conformance was issued to a local traffic company to change consistent, non-compliant and unsafe behaviour at TTM worksites across Northland



NORTHLAND TRANSPORTATION ALLIANCE



Public Transport

Passenger and Revenue Statistics for all Link Services for 2022/2023 Financial Year

Bus Link stats for 2022/2023	Passengers			Revenue (ex GST)		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
CityLink	349,755	324,208	25,527	\$452,776	\$418,228	\$33,421
Mid North Link	3,296	2,080	1,216	\$8,751	\$9,222	-\$471
Hokianga Link	511	624	-113	\$4,149	\$4,341	-\$192
Far North Link	4,604	4,374	230	\$11,498	\$12,247	-\$729
Bream Bay Link	679	312	367	\$4,757	\$2,246	\$2,510
Hikurangi Link	205	312	-107	\$507	\$813	-\$306

Passenger Trends

CityLink – Whangarei

Passenger numbers have continued an upward trend this year, predominantly the result of more school children using the service. This figure could have been higher but for antisocial behaviour on the buses and at the Rose Street Bus Terminus have continued dissuading other passengers from utilising the service.

In an effort to improve communications CityLink passengers around service delays, changes and events, a CityLink Facebook page was launched in mid-2022. The page has well exceeded the "first year" target set by NRC and now has 842 followers, with the aim now to have 1,200 followers by the end of the year, being 75% of the 1,600 daily CityLink passengers.

Staff are continuing to work with the operator to secure sufficient bus drivers to cover proposed additional trips for the conveyance of school children only. The operator has signalled that this will be completed during the 3rd term of school.

Mid North Link – Kaikohe/Kerikeri/Waipapa/Waitangi

These services operate one outward and one inward trip each on a Tuesday, Thursday, and Saturday only. These services are operated by 2 vans and one bus. Whilst passenger numbers remain low, this is a lifeline for those who use it. Normal operations were adversely affected by the storms and resultant road damage experienced over the past year.

Hokianga Link – Omapere/Opononi/Kaikohu

This service operates one outward and one inward trip each on a Tuesday, Thursday, and Saturday only. This service is operated by 1 van. Again, this is a social service and a lifeline for those who use it.

Far North Link – Kaitia/Ahipara/Manganui/Pukenui

Passenger numbers on these services is showing a very slow but gradual increase. It is hoped that with increasing number of backpackers returning to Northland, these numbers will increase to pre-Covid numbers. As with the other services operated in the Far North, normal operations were adversely impacted by the storms and resultant road damage experienced over the past year.

NORTHLAND TRANSPORTATION ALLIANCE



Bream Bay Link – Kaiwaka/Mangawhai/Waipu/Ruakaka/Whangarei

The Bream Bay Link operates one outward and one inward trip each Thursday. This service continued to show growth during the financial year. Staff are investigating the feasibility and viability of introducing another trip on a Tuesday and including One Tree Point into the route.

Hikurangi Link – Hikurangi/Whangarei

This service operates one outward and one inward trip each Thursday. At the request of the community and the Hikurangi Business Association, an additional trip every Tuesday will be trailed.

Impact of increase in Fuel Prices.

At this point, the impact in passenger numbers due to the removal of reduced fuel tax concessions and subsequent fuel price increases on 1 July 2023 is unknown. Historically, such increases have led to increase in boardings, predominantly in the urban areas. It is noted however that this fuel increase will have an impact on the cost of providing the services.

Government National Public Transport Concessions Scheme

Staff worked closely with the transport operators and Waka Kotahi on the implementation of the new fare concessions scheme which went live Saturday 1st July 2023, with these changes focussed on: -

- Community Service Card holders
 - Community Connect is a central government funded concession that provides discounted fares on public transport for Community Services Card (CSC) holders.
- For more information on CC: <https://citylinkwhangarei.co.nz/community-connect/>
- Half Price Fares and Free Travel
 - These concessions will make public transport cheaper for families with children and young people and are consist of: -
 - Free travel for 5 – 12-year-olds
 - Half price fares for 13 – 24-year olds.
 - Continuation of 75% subsidy of Total Mobility fares

For more information: <https://citylinkwhangarei.co.nz/children-and-young-people/>

Total Mobility Scheme (TM)

2022/23	Total Clients	Year / Date Budgeted Expend	Year / Date Actual Expend	Annual Variance
Whangarei	1368	\$275,000	\$347,270	\$72,270
Far North	189	\$63,800	\$13,974	\$49,826

Total Mobility growth in Whangārei

The Total Mobility Scheme continues to grow in Whangarei with an average of 10 to 15 clients being signed up every week. This has placed pressure on the available funding; staff are working closely with the Whangarei District Council and Waka Kotahi to ensure sufficient funding assistance to provide an uninterrupted service in the 2023/2024 financial year.

Total Mobility Far North

There has been positive uptake of this service since being implemented in mid-2022 with staff continue to investigate suitable providers to enable further growth of the service.

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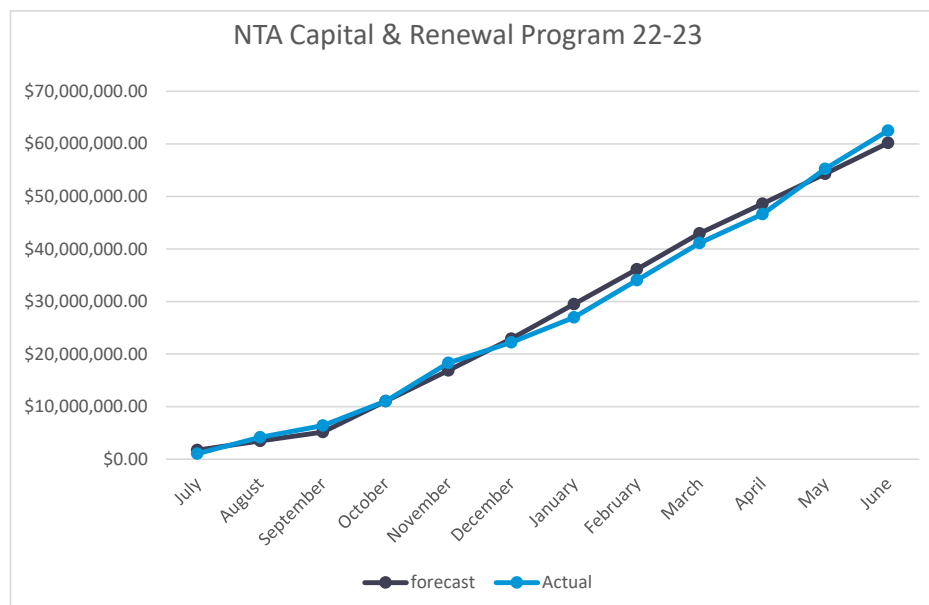


Capital Works and Procurement

68% of the originally planned Regional 22/23 Capital works programme budget was delivered, with the underspend a result of:

- 1) Approximately \$21m of carry overs from the 21/22 financial year (resulting from delayed NLTP, supply chain issues and Covid related staff shortages through Delta and Omicron outbreaks). adding to delivery programme
- 2) Significant weather events and continued unfavourable weather conditions significantly reducing available Construction timeframes and preventing works from getting started / completed.
- 3) Contractor resourcing being diverted to deal with immediate and continued storm response.
- 4) Managing disruption to public following storm events, i.e. delaying works on detours routes.
- 5) Securing consulting resources to undertake detailed designs.

2022/23	Budget	Forecast	Actuals	% Complete	Carry Overs
Region	\$92,036,648	\$60,158,908	\$62,512,122	68%	\$29,359,593



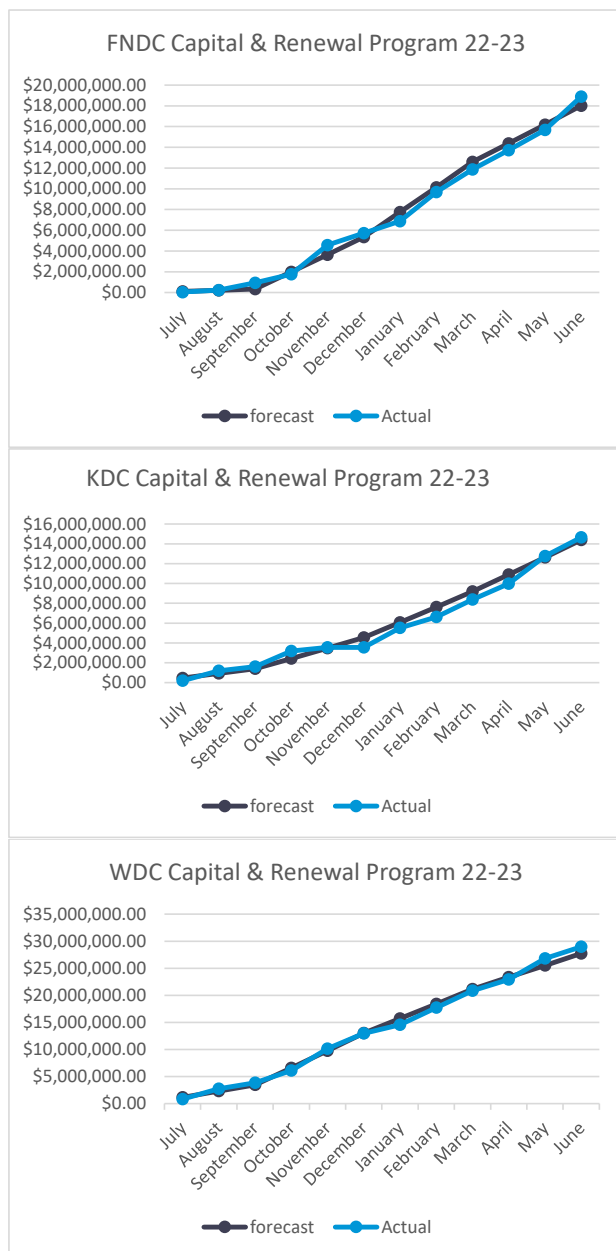
Provided we have some more settled weather ahead of us, staff remain confident in delivering the majority of the funded 2021/24 programme, with procurement and planning activities well progressed for commencement of a significant and productive summer construction season.

NORTHLAND TRANSPORTATION ALLIANCE



District Council Summaries – Delivery Achievement against revised forecasts

The graphs below provide a summary of the Capital Works delivery through the NTA Capital Works and Renewals department (noting this excludes additional Capital Works activities delivered through the Maintenance Contracts)



70% planned programme completed

69% planned programme completed

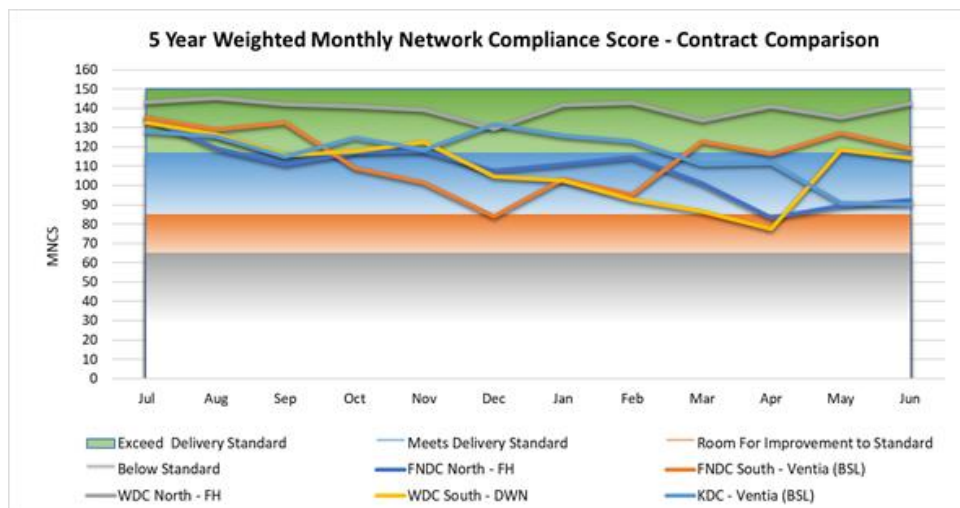
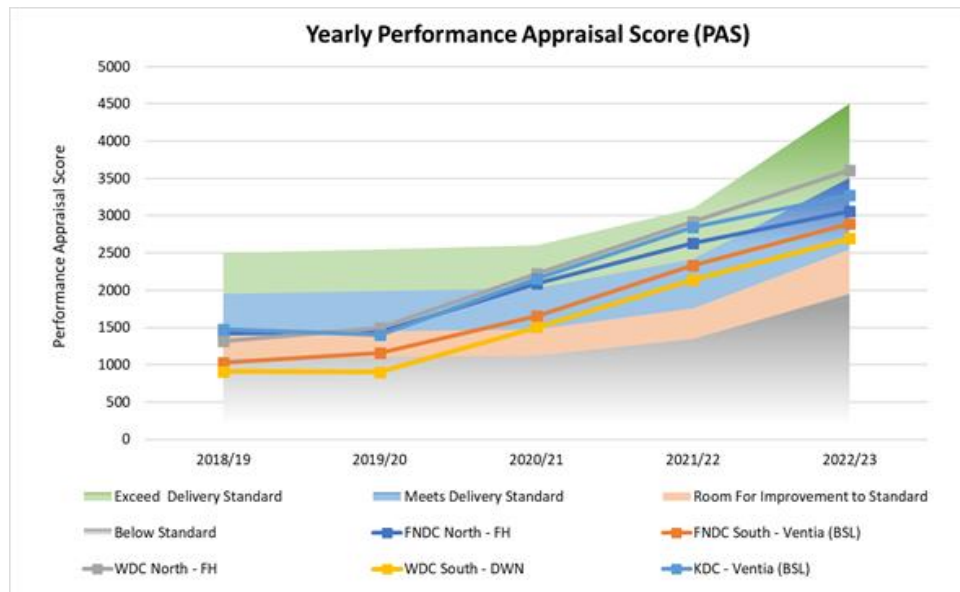
67% planned programme completed

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Maintenance

Maintenance KPM Scores



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Maintenance Achievement

Previous Year – Areas of Focus

- Activity specific grading alignment sessions completed with both Far North contractors in late 2022. Whangarei and Kaipara sessions are planned for completion prior to the coming Autumn 2023 season.
- Maintenance Inspections and Quality alignment sessions were completed across both Far North contracts in June 2023
- Small to Medium Enterprise (SME) figures were reported across all five contracts, at the end of the Financial Year, with all contractors exceeding the 30% target requirement.
- Continued compounding weather events through the year resulted in ongoing focus on immediate response activities and coordination on initial geotechnical assessment options reporting, for Emergency Works funding applications.
- Maintenance Team internal alignment process continued, with position titles and job descriptions amended to better emphasize core responsibilities, resulting in the new position titles of:
 - Contract Supervisor
 - Contract Quality Supervisor and
 - Area Auditors.
- Continuing contractor staffing changes are resulting in diverging contract focus and outputs addressed through proactive management, contract governance and realignment conversations. Governance meetings have recently been held with Contractor Senior Management representatives seeking assurance that appropriate actions are being taken to address.
- Work undertaken on the refinement of the 23/24 Unsealed rehabilitation programme driven by the Unsealed Roads Centre of Excellence (COE) model – extends into first iteration of a 20-year programme, which will be further refined throughout the next two seasons (Spring 2023 and Autumn 2024).

Coming Quarter (July 2023 to September 2023) – Areas of Focus

- Facilitate completion of the external Maintenance Contract review to be undertaken by FieldForce4
- Continue work associated with the short term contract amendments to facilitate Council approvals of Separable Portion 3 (1 year extension, 1st July 2024 to 30th June 2025) to enable completion of the more significant longer term contract changes and associated procurement activities.
- Balancing level of service delivery resourcing across regular maintenance activities, against completion of Phase 2 Emergency Works activities.
- Completion of Maintenance Team internal alignment process including recruitment of remaining (2) vacancies.
- Commencement of seasonal unsealed maintenance activities, including commencement of COE unsealed rehabilitation programme and associated activities.
- Proactive management and engagement to address expected continuation of contractor staff turnover, with a focus for the team on continuing proactive management of risk areas, increased auditing, alignment support and monitoring of performance trends.
- Refinement of contractor / customer communication / feedback processes to provide improved customer service levels of service, improving customer outcomes.
- Development of pre-seal re-surfacing repairs and sealed pavement repairs programmes for delivery in conjunction with wider capital renewals programmes.

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Maintenance Contract reviews and procurement timetable

The high-level timetable below provides a summary of activities required to be undertaken to enable the tender and award of revised Maintenance Contracts, with a planned commencement date of 1st July 2025.

FieldForce4 have been engaged on behalf of the three District Councils to undertake a full review of the current Maintenance Contracts. The 3-4 week review commences on Tuesday 8th August and covers both internal (Council/NTA) and external (Contractor) components of the contracts, with the methodology including a combination of document & process reviews, stakeholder interviews and on-site Contractor reviews.

July – Sept 2023	Oct – Nov 2023	Dec 2023	Feb – June 2024	July – Sept 2024
<ul style="list-style-type: none"> Complete external review of current contracts Undertake Council Workshops to determine desired future state 	<ul style="list-style-type: none"> Report back on external review findings Consolidate and negotiate key contract condition changes associated with proposed award of Separable Portion 3 	<ul style="list-style-type: none"> Seek Council(s) approval for award of Separable Portion 3 (with agreed amendments) for 1-year term of July 2024 to June 2025) 	<ul style="list-style-type: none"> Further series of workshops to clearly identify both what is working and what is not working within the current contractual framework from the perspective of Elected Members, Contractor Market, Council/NTA Asset Management and Maintenance staff and alignment with Government Policy Statement objectives and associated funding 	<ul style="list-style-type: none"> Final drafting of new contracts and supporting tender documentation
Oct 2024	Nov 24 – Feb 25	March 2025	April – June 2025	July 2025
<ul style="list-style-type: none"> Council(s) approval of new Contracts and commencement of Tender process 	<ul style="list-style-type: none"> Contract Tender and negotiation period 	<ul style="list-style-type: none"> Tender outcomes and Recommendations to Award presented to Council(s) 	<ul style="list-style-type: none"> Contract pre-implementation activities 	<ul style="list-style-type: none"> Commencement of new Contracts

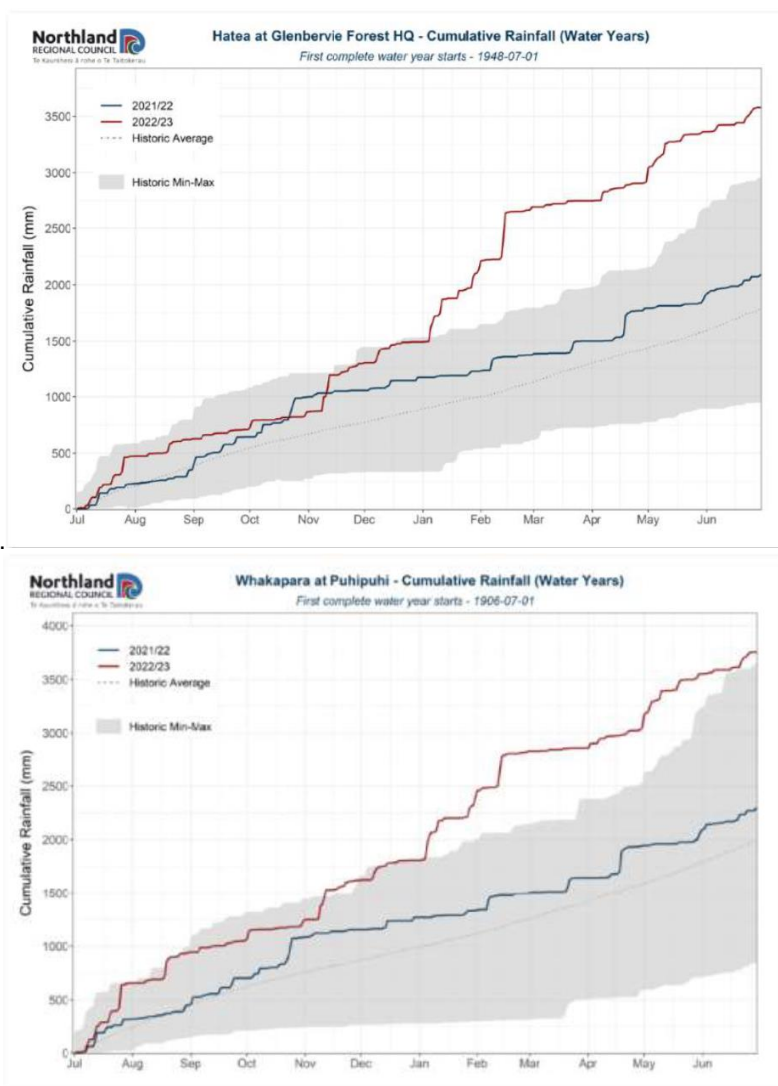
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2022/23 Emergency Works

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.

The two rainfall accumulation graphs below show both the Hatea at Glenbervie HQ station (75 year recorded) and Whakapara at Puhipuhi station (117 years recorded) have exceed the highest ever recorded annual hydrological year totals. In addition to the values for these two sites, Northland Regional Council have also reported that all Northland recorder sites indicated the 12 months of July 2022 to June 2023 to be the wettest, or close to wettest, in their respective records.



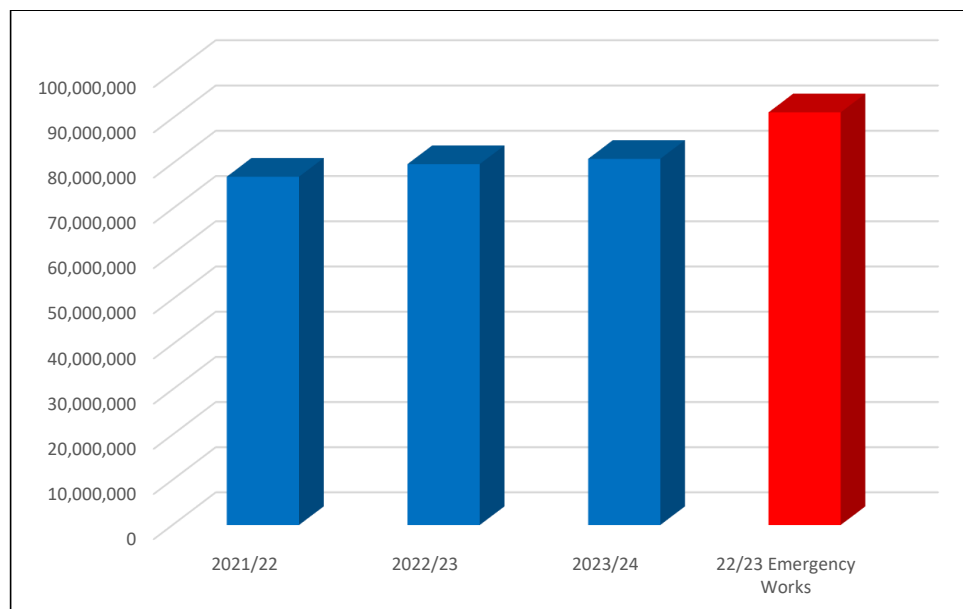
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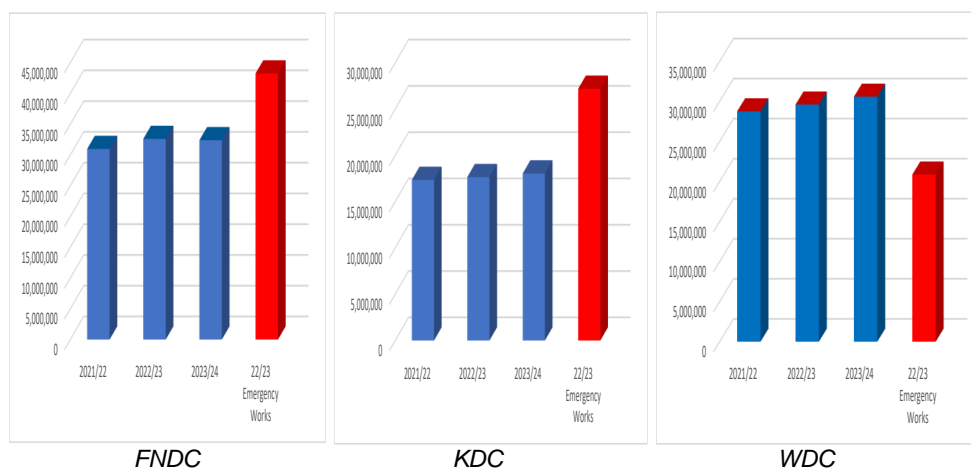


The graphs below provide a representation of the current 2022/23 network damage estimates when compared to annual Maintenance, Operations and Renewals budgets.



3-year Maintenance Operations & Renewals (MO&R) Budgets vs 2022/23 Emergency Works Estimate

3-year MO&R Budgets vs. Emergency Works – by Council



NORTHLAND TRANSPORTATION ALLIANCE



The estimated cost impact of combined 2022/23 Emergency Works damage across Northland's local road networks is currently estimated at **\$89.23M**, made up as follows:

- Far North **\$43.58M**
- Kaipara **\$25.99M**
- Whangarei **\$19.99M**

Approximately **\$20.09M** of completed works has been claimed to date across completed initial response and Phase 2 activities (based on June claim), of which \$17.33M has been funded via increased Financial Assistance Rates (FAR).

Completed works and FAR components:

- Far North **\$7.16M** / \$5.63M FAR component
 - pre-Gabrielle events did not attract + 40% FAR
- Kaipara **\$5.94M** / \$5.90M FAR component
 - minimal event damage pre-Gabrielle
- Whangarei **\$6.99M** / \$5.80M FAR component

The remaining balance of Phase 2 (non-complex repair works) is presently scheduled to be completed by September 2023.

Coming Quarter (July 2023 to September 2023) – Areas of Focus

Due to the sheer volume of damage full repairs are anticipated to take several years to fully complete with teams presently working through detailed assessment and prioritisation of the most significant sites. To further inform the site prioritisation and programme schedule, the following activities are to be undertaken:

Formal Emergency Work Assessments (EWA) are underway across all Phase 2 (complex) and Phase 3 work sites, covering:

- Far North 104 sites identified as requiring EWA
- Kaipara 73 sites identified as requiring EWA
- Whangarei 24 sites identified as requiring EWA

The outcome of EWA's includes provision of a minimum of three separate strategies:

- **Do Minimum** – almost always a maintenance contract fix, sometimes involving additional monitoring or investigations
- **Heavy Maintenance** - involves works such as pavement rehabilitation, re-levelling, culvert renewal, road retreat, etc. Generally, is a maintenance fix with an element of design requirements.
- **Renewal Option** - Higher cost and more complex solution requiring full geotechnical assessment and design pursued when option 1 or 2 are not considered feasible or economical in longer term

On assessment of the EWA outcomes, associated Funding requirements and requests are confirmed with Waka Kotahi and site prioritised to progress through either Maintenance fix, Maintenance Fix with Engineering Oversight or a full Design/Procure/Build process.

Other Emergency Works programme activities underway include:

- Commencement of consultant support panel, to progress retaining structure designs.
- Development and implementation of targeted Regional Emergency Works Communications plan (in conjunction with respective Council Communications teams).

NORTHLAND TRANSPORTATION ALLIANCE



Regional Operations

Streetlighting

- Approved streetlight asset renewals work approved for funding within the current contract experienced weather-related delays. Works are currently 80% complete, with full completion expected in August 2023.
- WDC streetlight Central Management System (CMS) contract, awarded to Schreder Australia PTY Ltd, is set to commence in August. This contract is planned to take nine months, with an estimated value of \$1.05M.
- Redundant overhead lane directional signage are being progressively decommissioned and removed. This work is being completed with Northpower's assistance, with full completion expected in August, dependent on Northpower resource availability.



Overhead redundant lane directional signage, currently being decommissioned from all remaining intersection locations.

Traffic Signals

- Relocation of the Sydney Coordinated Adaptive Traffic System (SCATS) communication gear out of the Forum North server room is on-going and expected to be completed by the end of August. All the ITS communications links to the Forum North old server room has been diverted to the new Civic centre by Northpower fibre and is now operational.
- A full 4G communications roll-out for the 22 traffic signal sites has been completed. NorthCloud has provided this "Network as a Service" (NaaS). The stability of the network is being monitored by the team.

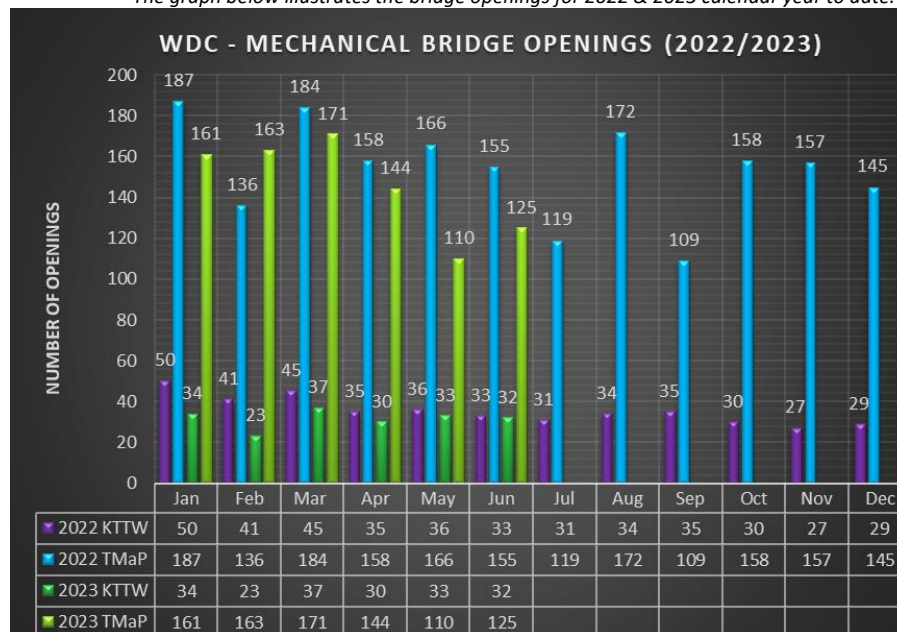
Mechanical Bridges

- The ingress of storm water into the W1 sump at Te Matau a Pohe continues to be a challenge during periods of heavy rain. Pumps are in place and operational to remove water out of the sump should the water level alarm trigger.
 - Works are in progress to resolve confined space entry challenges into W1 sump, by our electrics contractor, supported by "safety in design" specialists.
- The bespoke LED lighting for the Kotuitui Whitianga bridge handrail that has failed requires some retrofitting and modifications. This work has now been picked up under the electrics contract for completion.
- A detailed design for CCTV upgrades on both mechanical bridges is underway, for installing additional cameras and speakers in the bridge totems. This is to enable improved operator visibility, under varying environmental conditions.
- Since its operation in 2013 the TMAP bridge has done 20,800 lifts whilst the KTTW bridge has done 7,000 openings. ***This year marks the 10th year of the bridge operations.***

NORTHLAND TRANSPORTATION ALLIANCE



The graph below illustrates the bridge openings for 2022 & 2023 calendar year to date.



Hokianga Ferry

- Revenue for the 2022/23 financial year was up on the previous financial year, however, remained well short of 2020/21. Whilst passenger numbers remain low, vehicle usage has increased.
- Revenue trends show that over the last 6 years, to June 23, the average monthly fare revenue is approximately \$47k,
- The Ferry service continued to carry a daily average of 540 passengers and 267 vehicles for the 2022/2023 period. The schedule departures for this period have been around 95.6% which is an acceptable service performance, as the ferry also had to do additional trips during periods of peak demand.
- The ferry was hauled out of the water on 3rd May 2023 for a period of 4 weeks to undergo major maintenance work. During this year's out of water major maintenance works several repairs were carried out on the hull, bulwarks, tanks, deck, ramps, and vessel's void space. This work was successfully completed within agreed time limits, with no delays or extensions.
 - The Ferry was launched back into the water on 30th May 23 and after sea trial was put back into service from 1st June 23.
 - Monthly vessel HSE audits and weekly emergency response training continues to be carried out in accordance with the vessel's operating procedures. An audit of ticket sales has also been done using CCTV footage by Northland Ferries to confirm that correct number of sales and concession clicks are being made.

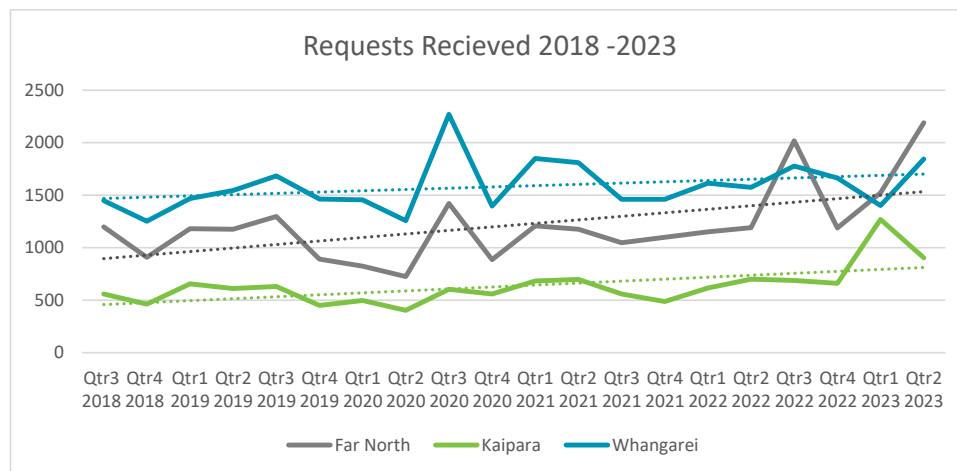
NORTHLAND TRANSPORTATION ALLIANCE



Performance & Customer Interactions

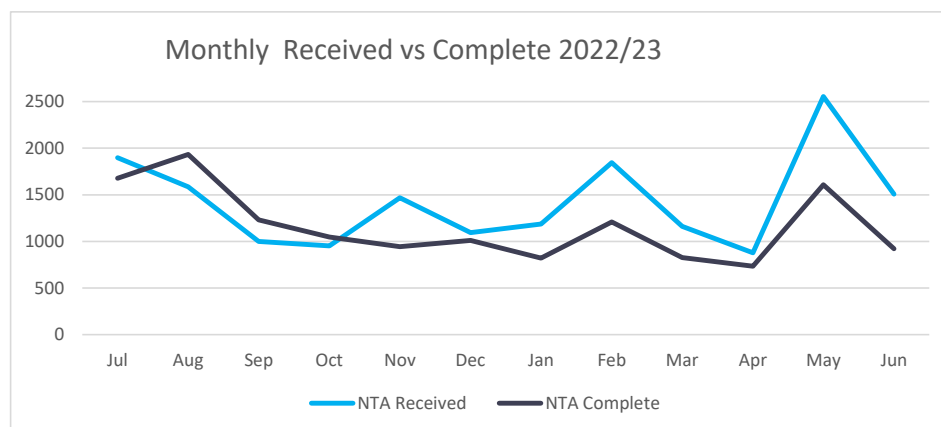
Customer Interactions – 2022-23

There has been a total of **68,688** customer request since 1st July 2018 across the Northland Region. The unrepresented storm events over the past year have resulted in significant spikes in customer requests that have varied across the region. This has changed in the normal distribution of these requests.



17,125 requests have been received this year. It has been the busiest year on record since the beginning of the current maintenance contracts, with a **4,161 (32%)** increase on the prior year (previous average of 12,891 requests per annum).

Unlike prior weather events our assets have been significantly impacted and we have not returned to normal request levels. We continue to receive a high number as frustrated customers report faults and deteriorating conditions, noting with some sites anticipated to take several years to be fully repaired, this is expected to continue.



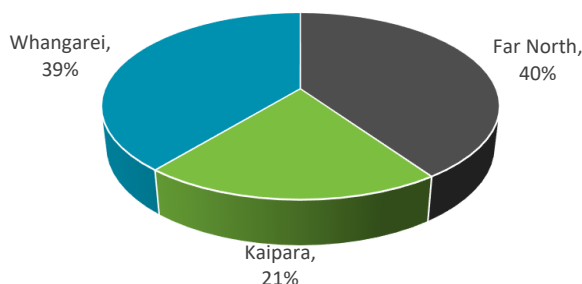
NORTHLAND TRANSPORTATION ALLIANCE



District Distribution

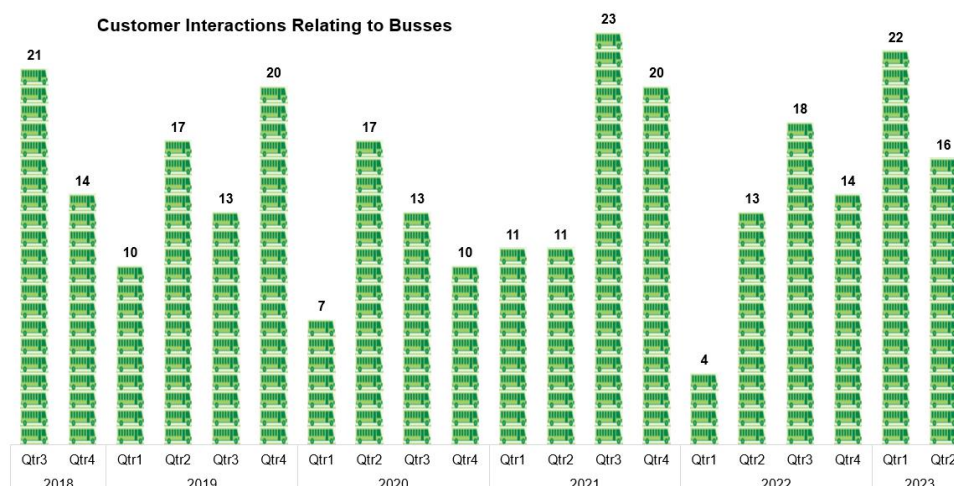
The local effects of weather events over the year have changed the District distribution of the region's Customer Interactions, reflective of the distribution of the weather event damages incurred.

- Far North – up 6%
- Kaipara – up 1%
- Whangarei – down 7%



Public Transport

The majority of request received this year relate to timetable issues, customer service and poor passenger behaviour (largely beyond the control of staff and contractors).



NORTHLAND TRANSPORTATION ALLIANCE



Appendix 1 – Completed works photos

Capital Works & Renewals

Far North District	
	
Fairburn Rd Slip repair	FNDC Contract 7/21/216 - HRRR Corridor Safety
	
Aucks Road – Slip Repair	Waimate North Road Rehab completed
	
Dominion Rd Bank Street (Kaitaia) narrowing of Bell mouth and new footpath	Kakapo St – Ahipara Raised Traffic Platform

NORTHLAND TRANSPORTATION ALLIANCE



Te Hiku - Te Ahu Loop Running Track & Boardwalk - NuBrick extension to the Te Ahu Entrance



Pawarenga Road Seal Extension



Kaitaia Awaroa Road Slip Repair



Kohukohu Road Rehab



Ngawha Springs Road Rehab



Gill Road Slip Repair

NORTHLAND TRANSPORTATION ALLIANCE



Kaipara District



Mangawhai Share path – new bridge, shared path and boardwalk



Mangawhai share path – new board walk



2nd coat reseals on Pouto seal extension



Kaihu Valley Trail – completed section of trail



Kaihu Valley Trail – Ahikiwi bridge opening

NORTHLAND TRANSPORTATION ALLIANCE



Whangarei District



Ngunguru Pedestrian Crossing



Whau Valley Road raised crossing



Whangarei Head Rd Safety Improvement



Gabion Wall (Cove Rd RP16,000)



Raumanga Shared Path



Murphys Bend Safety Improvement

NORTHLAND TRANSPORTATION ALLIANCE



Port Road Bridge



Vinegar Hill Road – New Footpath



Rose Street Bus Terminal upgrade

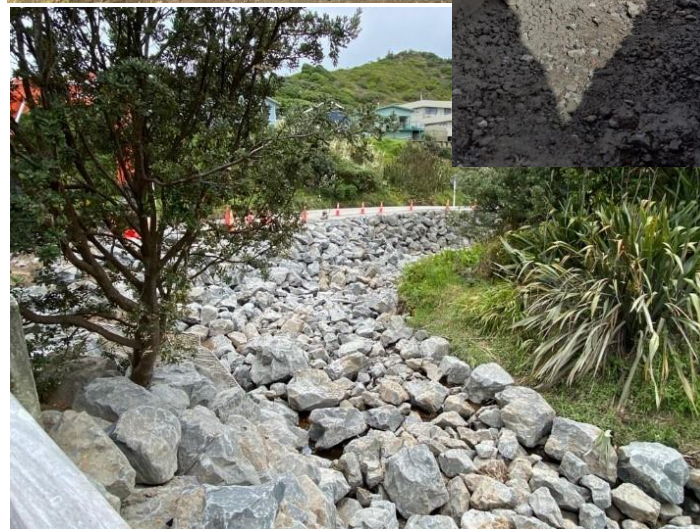
NORTHLAND TRANSPORTATION ALLIANCE



Maintenance and Emergency Works



NORTHLAND TRANSPORTATION ALLIANCE



NORTHLAND TRANSPORTATION ALLIANCE



Hokianga Ferry – Out of Water Maintenance Works



The Hokianga Ferry 'out of water' works underway on the dry dock



Re-installation of the ramps after relaunch.

6.2 TRANSPORTATION ACTIVITY UPDATE - AUGUST 2023 NORTHLAND TRANSPORT ALLIANCE OPERATIONS REPORT

File Number: A4418455

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 August 2023 Transportation Activity monthly operations report, as an update on progress with approved transportation programmes and activities, for Committee review, discussion, and questions.

WHAKARĀPOOTO 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 ((Rural Education Activities Programme) continued their work delivering Kaipara's Road Safety Education Programme, with an update on the past month's activities and initiatives focussing on restraints, driver licencing, and driver impairment 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, with a briefing scheduled for the October Te Koukou Transport Committee workshop and the decision paper scheduled to be presented at the October Council meeting. Staff will also brief the Te Koukou Transport Committee on the draft policies and objectives for the 2024/27 Regional Speed Management Plan, along with the proposed three-year implementation programme, at the October meeting.
- In September the Te Koukou Transport Committee approved staff to move forward with submittal of the Transport Choices programme detail design package for Waka Kotahi approval, with the next step being execution of the implementation funding agreement.
- Twenty-three new resource consent applications were received in the month of August (vs. 12 month rolling average of 35), with nineteen applications processed.
- Work continued on the continuous Capital Works programme including slip repair, footpath and bridge replacement project works. Preparation of projects for the upcoming summer construction season is progressing well.
- A total of 2199.6km of network inspections was completed district wide. Excellent progress was made with network wide maintenance grading in August, with 39% (or 630.5km) of the unsealed network length completed, along with a focus on pothole repairs, roadside mowing, watertabling works, culvert replacement and sign/edge marker post replacement.
- Works continued with the 2022/23 Emergency event(s) recovery activities, with a further \$0.93M of repair and clean-up works completed in August, bringing the total of completed works to date to approximately \$8.34M. A full progress update on the 2022/23 Emergency works programme is included within this report. Works complete in August included 10 dropout/retaining wall repairs.
- 73 new Corridor Access Requests were received for works in the road reserve across Far North District in August. six temporary traffic management audits were completed during the month, with five sites scored 'High' and one rated as 'Needs Improvement'.
- The Hokianga Ferry service carried a daily average of 428 passengers and 220 vehicles for the month of August 23, with revenue for the month 10% lower when compared to the same period last year. The schedule departures were 97.0% on time for the month, with 53 shuttling's and 4 after hours callouts.

- Pleasingly the volume of customer requests has reduced from recent months (431 requests received during August) but is still higher than pre-2022/23 historic average of 360 requests per month. Further work continued on the closure of aged requests and at the end of August there were 471 open requests, being a 23.3% reduction from the prior month.

TŪTOHUNGA / RECOMMENDATION

That the Te Koukou - Transport Committee receive the report Transportation Activity Update - August 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.

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

ĀPITI HANGA / ATTACHMENTS

1. FNDC North Monthly Contract Report - August 2023 - A4418501 [!\[\]\(a724a4a68298d6dff85fe378e838a60a_img.jpg\) !\[\]\(e45f0f4def98e1246d9487bb157beff5_img.jpg\)](#)
2. FNDC South Monthly Contract Report - August 2023 - A4418500 [!\[\]\(88bfc90d98dd4d34739a3a724db7c68c_img.jpg\) !\[\]\(ccf2eae7cfca7109675c84141018761f_img.jpg\)](#)
3. FNDC Transportation Activity update - August 2023 - A4418495 [!\[\]\(c754dde1406843441f6c0eea512a4955_img.jpg\) !\[\]\(746b51a62470ff8a7f2e88408510e052_img.jpg\)](#)



**North Area Maintenance Network Contract
Monthly Report
August 2023**

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

August 2023

Summary

August has been a busy month with most of the programmed storm damage dispatches now complete. Routine maintenance activities such as unsealed maintenance metalling, grading, culvert replacements, water tabling, roadside mowing and edge marker post replacements were also completed. A heavy metal overlay was completed on Diggers Valley Road, and water tabling was completed on Gills Road and Kohumaru Road.

September will continue on with a similar program, making the most of any fine weather that comes our way. Our 2023/24 pavement renewal program will get underway in September, including the start of the Sommerville Ave Stormwater Upgrade and Pavement Rehab and the Gills Road Pavement Rehabilitation.



Oruru Road New Footpath Construction

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

August 2023

Works Programme

A total of **1,231** work items were completed this month. This included **1,090** 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 14 out of 343, or 4%, of unsealed roads
- Routine metalling was completed on 16 out of 343, or 5% of unsealed roads
- Potholing was completed on 83 roads, with 582 jobs completed
- Roadside mowing was completed on 20 roads
- Emergency works were completed for 4 jobs, for falling trees, and roads blocked due to over slips and under slips.

Aggregate Usage

The following aggregate was used during August, the equivalent of 420 truck loads of metal:

- GAP 30 – 2,943 m3
- GAP 40 – 0 m3

Cyclic Works Completed

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

Drainage Maintenance and Renewals

- 226 cesspit grates were cleared
- 1 culvert marker was replaced
- 0 culvert ends were cleared
- 0 culverts were flushed
- 1 culverts were replaced

Road Furniture Activities

- 1 signs posts were replaced
- 9 posts were painted
- 12 signs were replaced
- 13 signs were straightened
- 4 signs were cleaned
- 0 bridge edge markers were cleaned and 0 were replaced
- 169 edge markers were replaced and 0 were straightened

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

August 2023

Structures Maintenance

- 15 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

2 unsolicited positive feedbacks were received this month.

1. Thank you very much to everyone involved in fixing the big deep mud hole on Rakautapu Rd, Kohukohu. We really appreciate your work.
2. I am the Rural Post Contract for RD2 including Honeymoon Valley Road. I come across many terrible roads and poor maintenance and repair jobs on our roads however a contractor has recently done such a good job on clearing up Honeymoon Valley Road I wanted to let you know, much appreciated.

Maintenance Programme September 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 continue this month if weather allows.

Inspection Activities

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

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

North Area – August 2023	
Week 1	204.176 km
Week 2	272.330 km
Week 3	224.575 km
Week 4	170.210 km
Week 5	152.362 km
TOTAL	1,023.653 km

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

August 2023

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		Commence drainage works.
Sommerville Rd RP 0-184		Commence drainage works.
Midgeley Rd RP 600-1900	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.	Awaiting pavement investigation information.	

Reseals

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

Footpath Renewals & New

<u>Length Completed August 2023</u>	<u>Length Outstanding FY 2023/24</u>
<ul style="list-style-type: none"> 35m 	
<u>Sites Completed August 2023:</u>	
<ul style="list-style-type: none"> Oruru Rd Footpath 	

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

August 2023



Waikarere Gregory, installing tiles hand painted by iwi representatives, the final stage of the Te Hiku Shared path, Kaitaia.

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

August 2023



Franz Wagner, FNDC Project Manager, helping with the final tile installations on the Te Hiku Shared Path project.

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

August 2023

Health and Safety

- 36 Leadership safety actions were completed, documenting safety conversations between our leadership team and crews.
- Safety improvements suggestions were documented, including use of carbon fibre trench shields that are significantly lighter than traditional trench shields.
- H&S Training completed this month included Hazardous Substance and QualityWorks, Driver Training, Confined Spaces and Working at Heights.
- 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	1014
MTI	0	2	624
FAI	0	0	1824

Contract Notices August 2023

Notice to Engineer -

NTE 090 Sommerville Ave SW Upgrade and Pavement Rehabilitation Price

NTE 091 Cost Fluctuation Recovery

Notice to Contractor - Nil

Regards,

Warren Gore
Kaitaia Branch Manager

Freya Coppins
Kaitaia Construction Manager

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

August 2023

FAR NORTH DISTRICT COUNCIL
CONTRACT 7/18/101

Road Maintenance and Renewals Contract

MONTHLY REPORT – AUGUST 2023

*Waimatenui Rd – Tree Removal
(NTW) and Slip Repair (DCL) –
2 of our awesome SME partners*



1. SUMMARY

August felt a bit slow paced and when it came to the claim being submitted and approved it still was over \$2mil. Looking back through what was completed it dawned on me that because there hadn't been any weather events the team were able to plan and action as per the plan for once. This created a much less stressful situation for all for a change.

Early in the month we had the Ventia Steerco team visit – a team run by Ventia NZ General Manager with various other team members from across many other Ventia operations (water, telco, power to name a few) it was great to have them up for two days and show them what we do up in Northland. Along a similar line to this the NTA had an external audit done this month which involved staff from Fieldforce4 coming to our offices and talking with most of our team and observing for 3 days. We really enjoyed the challenge as they had lots of good questions you could see their brains working overtime.

Gabrielle and May weather event Phase 2 works continued with mainly sub-contractors on the role – Motukiore Rd, Taita Rd, Waiotemarama Gorge Rd, Puketi Rd, Hooks and Hall Rd plus many more as you will see further down in section 8. Some awesome progress has been made and we had some great feedback from the residents of Ngawha Springs for the footpath renewal works completed and backing this up immediately with full town water tabling.

Hihitahi Rise in Te Haumi was levelled out with AC14 asphalt as the slip/area is still on the move this will allow it to be safe for both motorists and pedestrians for a lot longer hopefully.

Heavy metalling continued - Ngawhitu Rd, Kupa Rd, Matawaia Maromaku Rd, and Martin Rd. All these roads needed some serious attention. Some sitting in the flood plains had unfortunately given up providing strength above 100% saturated clays.

In the next lot of summary words the 11th of September pops up alot. It's a significant date for summer season works commencing 😊

In the renewals space - Seal Treatment Workshops were completed for both FNDC and KDC Contracts. The list for both networks have been effectively approved and we will be commencing in the FNDC network with our bitumen sprayer from next week (11th Sept), with over 100km of seal programmed we are very confident of finishing both contracts along with preseals and first coats before 31st March 24.



Jash's team starts on Ngapipito Rd sealed pavement rehab next week (if the subgrade continues to dry out) and will be in there for a month before moving onto Cumber Rd, Kaikohe. You guessed it 11th Sept.

The stabilising machine is due to arrive on 11th for the pre-seal repairs programme, designed to repair pavements before they get a re-seal.

Unfortunately, the signs crew have been busy on activities that are purely caused by vandalism. A lot of signs damaged around Kaikohe this month; someone has had a bit too much spare time on their hands.

Routine response dropped below 95% due to a few system glitches but we are back on track this month. Patrols have been doing amazing work with the 4 graders keeping the network in top shape.

Nga mihi

Jamie



Where's Wally (Yellow hi viz) Ventia styles – Photo from the Steerco visit in August

2. WORK PROGRAMME

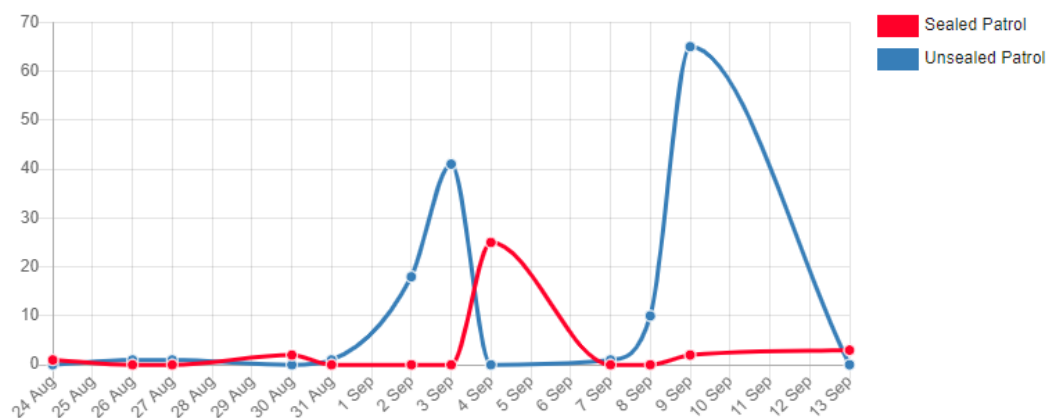
A total of 2,801 individual work items were completed throughout the month of June, of which 2,689 were routine find and fix issues, 1 cyclic or annual rounds, 46 were programmed works, 11 renewal / capital project, and 54 were callouts or emergency response works.

September 2023 forward works programme has been submitted in RAMM.

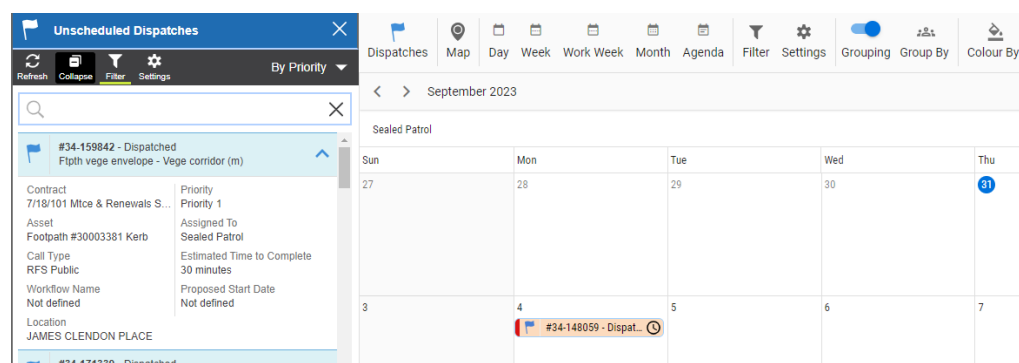
Some additional work is being done to make use of "RAMM Insights" in tracking our Routine response efforts. A snip below indicating the expected completion of some dispatches allocated to the Patrol teams. Routine response is currently tracking around 93% - *this report was run 30/08/23 and will be subject to change over the next few days.*

In addition to this working RAMM scheduling into future works to generate more accurate programmes.

Dispatches expected completion Date:



RAMM scheduled dispatches, intended use to allocate and programme ordered works.



3. ROUTINE INSPECTION REPORT

Our 3 inspectors have been working through routinely programmed inspections.

Sealed:

There are currently 0 sealed inspections running overdue, 388 completed.

Unsealed:

There are currently 0 un-sealed inspections running overdue, 235 completed.

Drainage

There are currently 0 drainage inspections running overdue, 25 completed.



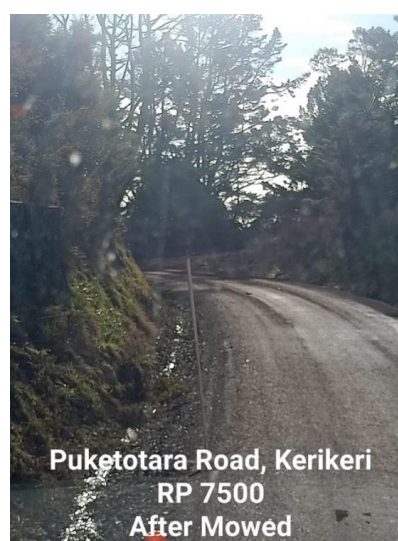
Network Area Inspection	
South Area – August 23	
Week 1	378 km
Week 2	297 km
Week 3	286 km
Week 4	215 km
Total KM	1,176 km

4. ROUTINE WORKS COMPLETED

Routine maintenance activities completed in August:

- 460 sealed potholes repaired.
- 2,101 unsealed potholes repaired.
- 286.8km of unsealed roads graded equating to 36.7% of the total unsealed network. Matene Rd Grading to the right >>>





5. EMERGENCY WORKS

Other than the continuation works from previous weather events there were no major new emergencies this month.



6. DRAINAGE MAINTENANCE & RENEWALS

Drainage maintenance activities completed in August:

- 400m of heavy water tabling (Storm recovery package & scheduled work)
- 1,005m of water table reconstruct/scouring. (Storm recovery package & scheduled work)
- 18.5m of Culvert pipes replaced/new. (Renewals Programme)
- 0 Culverts flushed.

The crew have taken a break from culvert renewals this month with just a handful of emergency lines replaced. They have focussed on heavy water tabling and slip clearing in the Russell/Rawhiti areas with a bit of storm work in between. The photos below show a repair carried out on a retaining structure on Manawaora Rd.





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

Works on Gabrielle and May rain events have continued through August with a large amount of work ticked off. A summary on the next 4 pages with pictures shows just how much is being done across the network generally away from most of the public eyes as these roads are mainly back roads.

Pavement Team

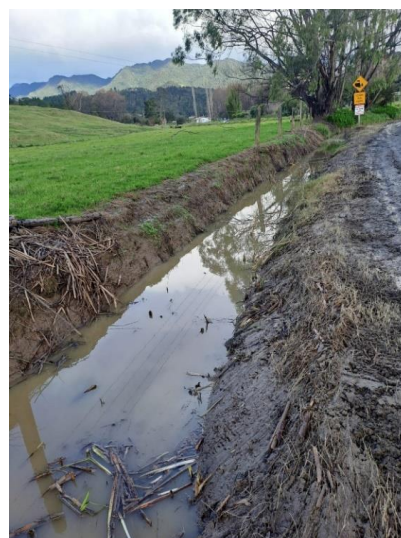
Alex and the team worked there way from Ramsey Rd (river scouring) to Classen Rd (2nd time it dropped out in weather events this year to Taheke Rd for a long overdue run of resilience repairs to under drops.

Taheke Rd – Underslip (before and after) and Classen Rd after



Water tabling team

The team had been on Omanaia Road (photo to right), Koutu Loop Road, Mountain Road, and Puia St in Ngawha clearing up blocked culverts and water tables from the recent events. The team has now mobilised to Pukepoto Road and will be spending a week clearing water tables and then moving on to Matawaia Maromaku Road





DCL

Completed a large under slip on Newton Rd, Omapere along with many other smaller jobs from May Rain event.

JR Hack

The past rain events have left some noticeable damage to Motukiore Rd, that can only be a nuisance to the local residences. This is a dead-end Road and one-way in one-way out made large areas impassable.

The Hack team have been working away on this road for the whole month of August and a little more to go. This road is already looking great since the team got stuck into fixing large under slips, clearing over slips and side drains, relaying disconnected culverts, and building up several dropped road surfaces.





Tarmac

In the month of August the team at Tarmac has completed the full storm repair list for Tokawhero Road, this has been a massive undertaking in clearing and repairing a number of large slips and reformation of side drains. Ventia have been fortunate to spoil these unuseable materials at a friendly locals property (right photo). The last of the works is to tidy up the tip site in a drier time, seed and mulch. We aim to keep everyone happy when we walk away.



Pristine Projects

Ventia is pleased to have worked with Pristine Projects and saw good project delivery from them. Finishing quite a few roads off this month. Akerama Rd, Equestrian Dr, Hooks & Halls Rd, Orira Rd, Pakanae Cemetery Rd, Perry Rd, Waikuku Rd and Waoku Rd.





Far North Roding

With ongoing repairs all over the network, Far North Roding has continued to help Ventia on storm work. Puketi Rd (Below Left), Old Valley Rd, Taita Rd (Right) and Waitemarama Gorge Rd got the once over from FNR. The roads look great and the local community in these areas feel valued.





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:

- Rock void on Clendon Esplanade Filled to remove risk of collapse.
- Hihitahi Rise Asphalt



Hihitahi Rise – Before & After



9. FOOTPATH MAINTENANCE/RENEWALS

Mike's crew have finished up on Clifford St, Kaikohe and are now working on Gills Dr in Kawakawa. The team have had a rough start in Kawakawa, having uncovered some nasty scouring along the kerb after removing the existing paths (500mm deep in some places). A 60m trench and subsoil drainage were needed to divert water into a downstream Cesspit.



10. ROAD FURNITURE ACTIVITY

- 19 new signs installed or replaced (damaged or missing)
- 6 signposts replaced/new.
- 44 signs re-erected or straightened.
- 121 signs/posts cleaned.
- 91 posts painted.
- 14 metres of railing replaced.



11. UNSEALED NETWORK

Unsealed rehabs completed on:

- Ngawhitu Rd
- Kupa Rd
- Matawaia Maromaku Rd
- Martin Rd

NTA/Ventia have an unsealed pavement workshop planned for this Wednesday to go over the long term programme as well as the summer overlay plans on the unsealed network.

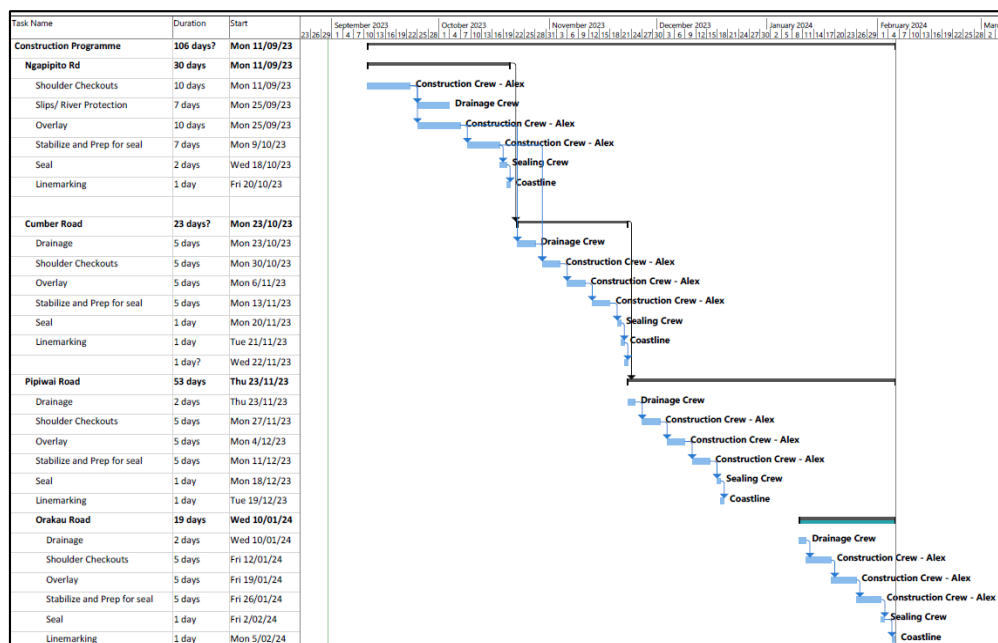


Ngawhitu Rd unsealed overlay – Brian in action.

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



13. RESURFACING

The final count down to the sealing season. Daily temperatures are getting above 20deg and the weather is slightly more predictable. With this news last week both the FNDC and KDC resurfacing workshops were completed with the NTA with at this stage 65km of sealing planned in FNDC and 43km planned in KDC. A large programme when combined with preseals but we are looking forward to completing this with the NTA. **Resealing is commencing on 11th of September.** Sorry in advance for the loose stones!

Glimpse of Chip sealing History in New Zealand

Before Chip sealing

The technique of sealing roads has only been used for wheeled traffic for the last 175 years. Roman roads surviving for at least 2300 years were constructed with protected surfaces, but were rigid usually made with slabs of stone, over a built-up base, or bridge-like causeway across soft soils. Remnants of these straight roads include the Appian Way which was begun in 312BC. There is evidence that bitumen was used by Nebuchadnezzar of Babylon to grout stone roads and to waterproof the masonry of his palace (Morgan & Mulder 1995) about 600BC. However, the present use of a bituminous binder in a road pavement started with tar macadam in Nottinghamshire as recently as 1830.

Chip sealing comes to New Zealand

Two advances made in the latter part of the 19th century encouraged sealing roads with protective surfaces in New Zealand. One was of the increased production of coal gas for lighting and heating, and its by-product coal tar. The other was the automobile which required smoother and safer surfaces than the rutted gravel surfaces which had previously provided the needs of lighter horse-drawn traffic.



"Up to axles in mud" was commonplace in the early days of transport (photos 1910).

Chip sealing in New Zealand

A contributing reason to the wide use of chip sealing in New Zealand in the early 20th century was its lower production costs and construction using simple plant and local materials. It could be applied over a conventional water-bound macadam pavement yet provide flexibility to resist cracking under normal traffic use. This technique has been developed to a high degree and New Zealand's roading engineers are acknowledged to be among the world leaders in this field.

From about 1880 in New Zealand, tar from the local gasworks was hand sprayed over roads or footpaths and covered with chips then compacted with a roller. Gradual refinement in techniques have evolved.

Changes in Binder Materials

Coal tar being a by-product from local gasworks was the earliest and only binder used in New Zealand until about 1910, when bitumen for roading use first became available. Approx. 65 gasworks around the country ensured availability.

It was undistilled and hazardous to work with, workers could suffer skin burns from the high sulphur content and other chemicals in the tar, and it was known to be carcinogenic. Distilled tar mainly from England was more benign, had a longer pavement life, but substantial processing was required. Their tars were suitable as primers which were exposed for only a short time before being covered by the next seal coat. This source dwindled by the mid-1950s when only four or five gasworks were producing roading tar.

Road grade bitumen was first produced in USA around 1900 and came into use in New Zealand as a more durable and less temperature-sensitive material than coal tar about 1914. The first bitumen applied to a pavement in New Zealand was undertaken in 1914 in New Plymouth, being imported in wooden stave barrels from Pennsylvania, USA (until the early 1930s, crude oil products were mainly imported mainly from USA). The barrel staves made a good fuel for the decanters or heaters (tar kettles) which supplied bitumen to the sprayers and were horse-drawn). A rope extended along the side of the heater to the horse-hitching harness so that the horse could be released if the bitumen caught fire. This escape mechanism was used in the case of explosion or fire so if the horse bolted it did not drag the unit up the street leaving a trail of catastrophes for both workers and bystanders.

As if not hazardous enough, the bitumen was pumped by a hand-operated gear pump, and that was a very unpleasant occupation for the person standing alongside the uninsulated surfaces of the tar kettle.

Lighter penetration grade bitumen, road oils and cutbacks were transported from California and Mexico in 44-gallon drums until after 1945, when sources included the Middle East oilfields.



Horse drawn bitumen sprayer ready for sealing the main street of Opunake (right side photo)



As road building increased, annual bitumen use doubled between 1950 and 1960 to about 60,960 tonnes. It levelled out at to about 101,600 tonnes per year until 1980.

To cope with this increase, and in anticipation of refining oil in New Zealand, the first imports of bitumen in bulk tankers were in 1959 from Venezuela.

In 1964, the New Zealand Refining Company's plant at Marsden Point opened and took over supply almost totally, with distribution to a total of nine ports around New Zealand. To maintain consistency in meeting the demanding requirements and to be within the refinery's capability, crude oil generally came from a single Middle East oilfield which could be accessed by the main New Zealand oil companies. Its higher price was a relatively small disadvantage compared to the high transport costs of importing the bitumen.

Unfortunately Marsden Point Refinery shut down its bitumen operations in 2021.

Changes in Aggregate Materials

In the early days of chip sealing, it was quickly discovered that if graded sandy aggregates were used for cover stone or chip, the binder tended to work its way to the surface.

When the Main Highways Board (MHB) began issuing specifications in the late 1920s, consensus was that unweathered chip, free of sand, silt, and clay, of a defined range of sizes should be used. 1935 recommendations placed considerable emphasis on the use of a single layer of uniform sized chips, even though recommending the use of much larger chips than we now use.

The 1970's oil shortage affected the amount of bitumen available for sealing in New Zealand. It made the use of smaller chip more attractive as a surfacing, especially as smaller chip is considered to use bitumen more efficiently, although greater skill is required by the operator to use it successfully. Smaller chip also cuts down on road noise and vehicle fuel consumption by creating less rolling resistance.

Changes in Equipment

Advances in engineering technology have seen some notable improvements and developments to overcome the hazards of the early equipment. Early chipseal methodology compared to modern methods were quite primitive and based more on experience than research. Before the introduction of spray bars, bitumen was hand sprayed. Hand spraying became a highly developed skill and good operators needed to have the rhythmic grace and style.



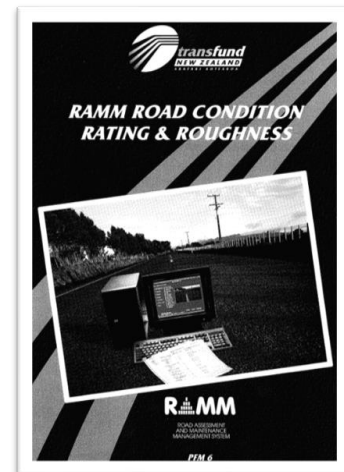
In addition, they had to be able to vary this rhythm to compensate for any variation in surface texture, and the tanker driver moved the tanker along the road synchronised with the movements of the sprayer operator. Without this synchrony of the driver and the sprayer operator, the quality of the job could be seriously lowered. The pumps on the tank wagons could not be reversed, so once a job was started it had to be kept going until it was finished. So, at 'smoko' time, the lance would be poked back into the tank to keep it warm and prevent blockages.

Initially, when fully circulating systems were introduced, the return line went into the top of the tank and the binder flowed down through the vapour space into the tank. When using emulsions this caused aeration with many foam-overs or boil overs, and very messy results. This arrangement has been discontinued and the return line now enters at the bottom of the tank. Early mechanical spray bars had very unreliable control of transverse or longitudinal distribution, and of the application rates of the bitumen, with common blockages.

Changes in Procedures

Though relatively flexible, cracks left untreated in chip sealing will let water in and increase the incidence of potholes and deformation. Because wear and weathering require spot repairs and eventual resealing, a deliberate maintenance regime and provision for resealing was needed in the longer-term care of a chipseal.

To keep track of the state of the roads and their needs for maintenance and resealing, the database Road Assessment and Maintenance Management System or RAMM was established in 1985.



The RAMM Road Condition Rating Manual was issued in 1988 by the then National Roads Board.

In 1994 the Minister of Transport, in consultation with the Minister of Finance, required all local authorities to have in place a maintenance management system based on RAMM no later than 30 June of that year.



As a result, all Road Controlling Authorities are now using RAMM.

From the mid-1990s, intelligent systems have been implemented that use the RAMM inventory and condition information to predict long-term maintenance needs.

Not a lot remains of the old ways but the overall aim is the same just with different views on safety, plant, materials.

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.

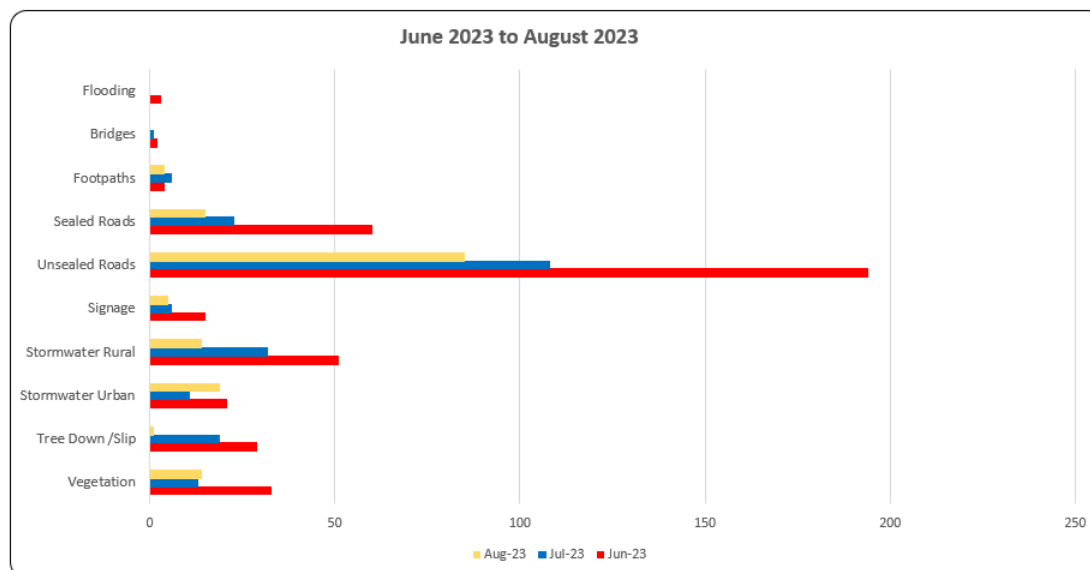
16. CUSTOMER SERVICE ISSUES / COMPLAINTS

Another quieter month of requests received during August. The pastel orange lines below show the main trigger this month was the unsealed network. Only 157 for the month! So good.

Ventia Customer Service Request Comparison, June 2023 to August 2023

Number of RFS's

Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total
Jun-23	33	29	21	51	15	194	60	4	2	3	412
Jul-23	13	19	11	32	6	108	23	6	1		219
Aug-23	14	1	19	14	5	85	15	4	0	0	157





17. COMPLIMENTS

Just the one compliment this month from the Ngawha Springs water tabling.

Ngawha Springs - Jackie one of the local residents emailed us from our letterdrop.

Thank you Ventia for the awesome work over the past month in Ngawha Springs. It has been a long time waiting but we are so thankful for the footpath and drainage works done. We have had flooding through the town regularly and this will hopefully reduce the risks of further flooding in the future. Nga mihi

18. HEALTH & SAFETY & WELLBEING

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

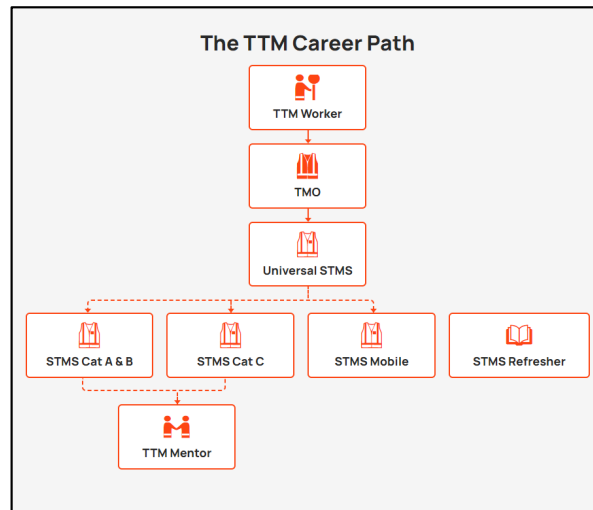
The themes from our Branch Toolbox held on 8th August at the Kerikeri Sports Complex were:

- Our 4 x safety reps had a chance to report on what is occurring out in the field around safety.
- Discussed the change with the Quarries team now as part of the same team as the Maintenance/Construction team. A more inclusive yard.
- Ventia's Have your say survey was rolled out. A yearly anonymous survey to gather information on what needs improving and what is important to you.
- E road positive recognition where 6 of the top 10 drivers in Ventia Transport (over 1200) are currently in our Branch between Maintenance/Construction and Quarries. A little well done in the form of a New World Voucher thanking them for their efforts in showing good driving behaviours.



19. TRAINING

Late in the month one of the team headed down to Hamilton to McAdams Traffic Training to sit the TTM Mentor Certification. Stoked with this as it will now allow us to continue the push for more internal TM rather than outsourcing to TM specialists. The role of TTM mentor is to assist TMO (Traffic Management Operators) into SMTS roles (Managers of the TM on site).



20. ENVIRONMENT

In August we had no notifiable incidents to report.

21. SMALL TO MEDIUM ENTERPRISE (SME) BUSINESS ENGAGEMENT

As promised in the July report below are the newly updated figures for the period 1st July 22 to 30th June 23. When populating the figures, the main difference in why we have dropped from 49% to 41% SME is we have purchased a lot more aggregate from our Quarry here at Puketona due to supply shortages at other Quarries and increasing rates from these suppliers that we are unable to absorb. Still 41% of our (Councils) Expenditure is going to local companies on top of the already local Ventia.

Measurement	Qty
Local Contractor component of work	41%
Internal salaries and wages (Generally invested back to local communities)	\$3,490,121.02
Local labour hire wages	\$ 394,111.74
Other internal local market expenditure e.g., local supplier purchases etc. Includes local Ventia Quarry purchases	\$ 8,066,806.05



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. Commencing round 1 Sept-23
Rural Vegetation Spraying	0% complete. Commencing round 1 Sept-23
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

Progression at the Pokapu Bridge site is moving at a steady pace. The bridge tensioning has been completed and the infills at both abutments has been poured. The footpath and kerb across the bridge is currently having steel added before being boxed up for concrete along with the infills above the piers. This will be tied in with the mountable kerb that was installed on the northern and southern approaches last week. Prep for the footpath on either side of the bridge is underway with a pour to follow shortly.

A double cesspit along with 375 diameter culverts will be added to the northern side before we start adding our sub-base. Once we have our pavement in on either side, we can install the guardrails, AC over the bridge, line mark, then open the bridge for the public to use.





24. COMMUNITY WORK

Ventia supported Daffodil as always this year with a yellow themed morning tea and fundraiser on 25th August. We all know someone or potentially ourselves who have been affected by Cancer.



Nga Mihi

Jamie Kitzen

Contract Manager – FNDC South Maintenance Ventia (NZ) Ltd

TRANSPORTATION UPDATE – August 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 ((Rural Education Activities Programme) continued their work delivering Kaipara's Road Safety Education Programme, with an update on the past month's activities and initiatives focussing on restraints, driver licencing, and driver impairment 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, with a briefing scheduled for the October Te Koukou Transport Committee workshop and the decision paper scheduled to be presented at the October Council meeting. Staff will also brief the Te Koukou Transport Committee on the draft policies and objectives for the 2024/27 Regional Speed Management Plan, along with the proposed three-year implementation programme, at the October meeting.

In September the Te Koukou Transport Committee approved staff to move forward with submittal of the Transport Choices programme detail design package for Waka Kotahi approval, with the next step being execution of the implementation funding agreement.

Twenty-three new resource consent applications were received in the month of August (vs. 12 month rolling average of 35), with nineteen applications processed.

Work continued on the continuous Capital Works programme including slip repair, footpath and bridge replacement project works. Preparation of projects for the upcoming summer construction season is progressing well.

A total of 2199.6km of network inspections was completed district wide. Excellent progress was made with network wide maintenance grading in August, with 39% (or 630.5km) of the unsealed network length completed, along with a focus on pothole repairs, roadside mowing, watertabling works, culvert replacement and sign/edge marker post replacement.

Works continued with the 2022/23 Emergency event(s) recovery activities, with a further \$0.93M of repair and clean-up works completed in August, bringing the total of completed works to date to approximately \$8.34M. A full progress update on the 2022/23 Emergency works programme is included within this report. Works complete in August included 10 dropout/retaining wall repairs.

73 new Corridor Access Requests were received for works in the road reserve across Far North District in August. six temporary traffic management audits were completed during the month, with five sites scored 'High' and one rated as 'Needs Improvement'.

The Hokianga Ferry service carried a daily average of 428 passengers and 220 vehicles for the month of August 23, with revenue for the month 10% lower when compared to the same period last year. The schedule departures were 97.0% on time for the month, with 53 shuttling's and 4 after hours callouts.

Pleasingly the volume of customer requests has reduced from recent months (431 requests received during August) but is still higher than pre-2022/23 historic average of 360 requests per month. Further work continued on the closure of aged requests and at the end of August there were 471 open requests, being a 23.3% reduction from the prior month.

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 August included:

Restraints

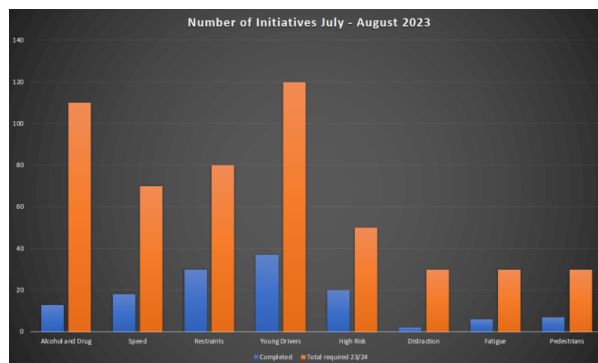
- Green Seat Connect (Kaitaia based child restraint reuse/recycle programme) –investigating funding to support the programme in the mid Far North. Since official launch 20th July 2023: 70 new and reused child restraints have been distributed to families in need. 18 seats expired/unusable and will be sent to Auckland for recycling. Of interest: 5 set of twins and 1 set of triplets have been included in the families worked with.
- Far North REAP Child restraint programme and local roading police appeared on TVNZ News in a Northland restraints segment on 30th August 2023
- Comment from a community group road safety educator "Education towards Car restraints remains overlooked by those within the community, primarily due to generational ignorance within the whanau setting".

Driver Licencing (Young Drivers and High-Risk Drivers)

- Community Driver Testing Officers Trial has continued with the addition of Kaikohe as a testing route. Police continue to provide CDTO's for limited testing days, with 2 new CDTO's recently attending a 4-week training course. These 2 CDTO's will cover Kerikeri and Kaitaia driver licence testing areas.
- 32 Driver Licence courses (Learners, Restricted/Full) throughout the district. Most Learner Licence courses had a 100% pass rate. These courses also include education around alcohol, speed, restraints, and fatigue. Discussion also had with students regarding challenges and barriers to gaining a licence (cost, access to vehicle, travel distance, employment support/mentoring, attitude/belief of holding the correct licence).

Alcohol/Drug

- Newly developed 'Be A Bro Be A Sober Bro' campaign embraced by Awanui licenced premises - promotions used for a national fishing competition, on premise signage and staff apparel. Currently a breathalyzer apparatus is on a trial project to be used to support staff, educate patrons and measured on if/how it could be used post-trial period as an education tool.



[Bike Northland](#) are contracted to deliver Council's bike safety and skills training and they utilise the Waka Kotahi programme [BikeReady](#). Bike Northland are delivering Grade 1 only at this stage and working with schools to build a Grade 2 programme which is where students are taken on the road. Bike Northland also help support the bikes in schools programme. Their key deliverables are summarised below:

2023/24 Far North District Council		
Course	Contracted	YTD
Grade 1	1050	291

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 full Council meeting 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, as well as the proposed three-year implementation programme at the October 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

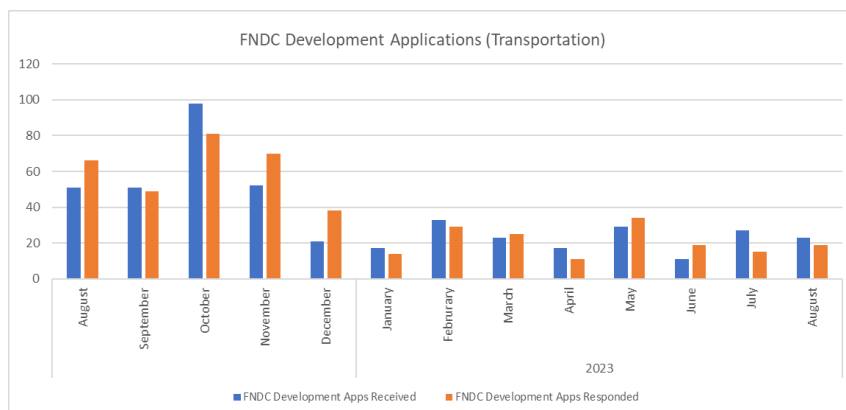
- Program 1 – FNDC01 Kerikeri Active Modes Network Connections
- Program 2 – FNDC02 Far North Bus Improvements

The Transport Committee has approved staff to move forward with submittal of the detail design package for Waka Kotahi approval. The next step is signature of the implementation agreement, currently planned for October. All construction works for both projects must be completed no later than June 2024.

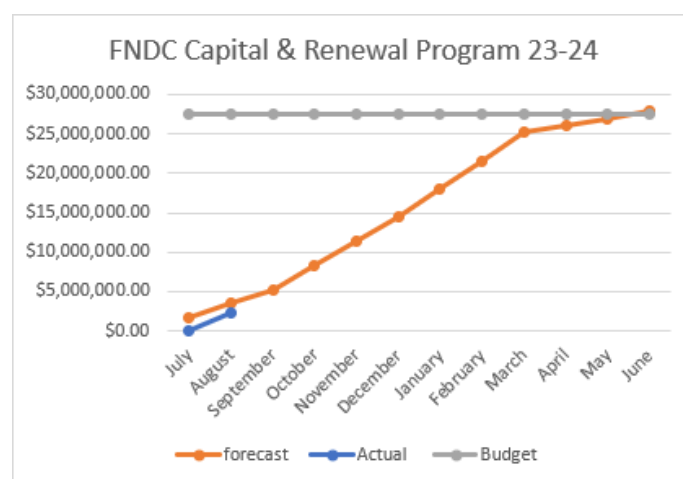
DEVELOPMENT APPLICATIONS (Transportation)

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 23 applications were received in the month of August (vs. 12 month rolling average of 35) and a total of 19 were processed. 1 Alfresco assessment was received and processed this month.

Year	Month	FNDC			
		Development Apps		Alfresco	
		Received	Responded	Received	Responded
2022	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	29	34	0	0
	June	11	19	2	2
	July	23	15	1	1
	August	23	19	1	1



FNDC TRANSPORT CAPITAL PROGRAMME DELIVERY



Work continued on the continuous Capital Works programme activities and preparation for the upcoming summer construction season, with year to date expenditure for the first two months slightly behind forecast, with this expected to be caught up as we move into the summer construction season.

The current total forecast is greater than approved budget primarily due to outcome of revised cost forecasts undertaken that take current escalation impacts into account. Discussions are presently in progress with Waka Kotahi to secure additional subsidy funding however if this additional funding is not provided the programme will be re-prioritised and re-forecast to ensure remains within approved budgets.

Project Risk Table

FNDC	No. of Projects	Description	Budget	% of Total Budget
✓	29	Will be fully delivered this year	\$ 18,146,040.00	66%
⚠	21	Risk of partial delivery	\$ 9,011,286.39	33%
✗	2	Risk of non delivery	\$456,000.00	2%
		Total	\$27,613,326.39	100%

*Note – delivery risks are presently indicated based on current knowledge and will be further refined as the programme planning is finalised over the next 2-3 months

Photo Wall FNDC August 2023

 <p>Manawaora Slip Repair – Cut bench & setting out of production soil nails</p>	 <p>Moerewa LATM - Raised safety platform and kerb build out at Nisbet/Otiria intersection (permanent line marking yet to be completed)</p>
 <p>Te Hiku – Te Ahu Walking Loop – Laying feature tiles, painted by youth of Te Rarawa at special opening ceremony</p>	 <p>Kaitaia Awaroa Road – Completed timber pole retaining wall</p>
 <p>Gill Road – Completed profiled rock wall retaining structure</p>	 <p>Fairburn Road – Completed anchored timber pole retaining wall</p>



FNDC TRANSPORT MAINTENANCE PROGRAMME

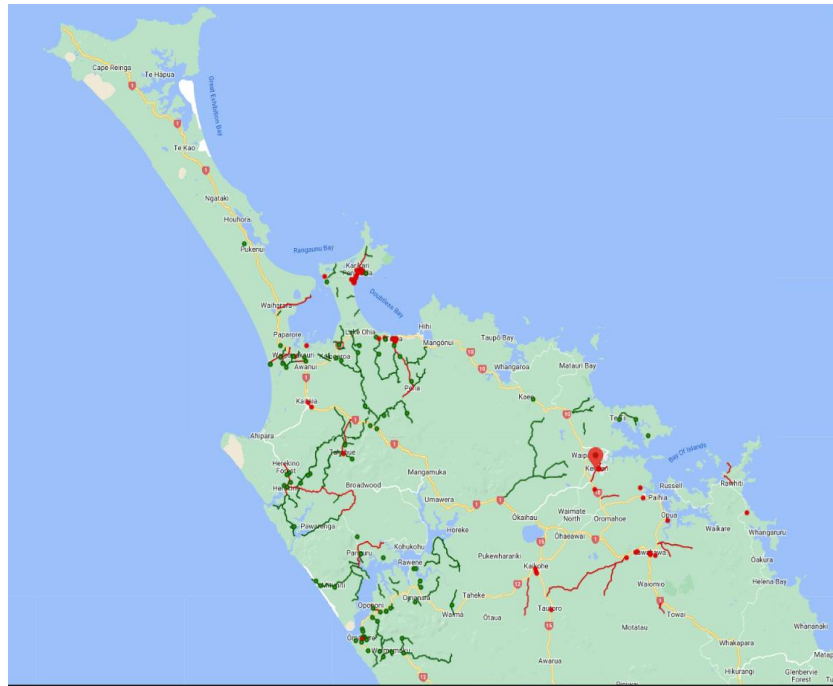
Key points of note for the August includes:

- Completed routine maintenance focused on pothole repairs for both unsealed and sealed road, grading and roadside mowing.
- Programmed works completed were watertabling works, culvert replacement and new, sign and edge marker post replacement.
- 2199.6 km network inspection completed district wide
- Unsealed road improvement works commenced on sites previously deferred from the wet Autumn 2023 season including sections of Ngawhitu Road, Matawaia Maromaku Road (forestry entrance short section) and the forestry impacted section on Diggers Valley Road (including 3-4 phase 2 slip repairs).
- Additional unsealed rehabilitation sites have also been identified and confirmed for programme, with pavement testing and design underway.
- Footpath Renewals completed in the Kaikohe Hokianga Ward on Ohara Street, Puia Street and Clifford Street.

Maintenance activities programmed for September 2023 relate to routine unsealed activities, sealed activities, drainage works, unsealed rehabilitation, and unsealed overlay, Daily site checks continuing all warning and Phase 2 reinstatement works for storm damages.

Network Inspections

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



Completed Grading

Excellent progress was made with network wide maintenance grading in August, with 39% (or 630.5km) of the unsealed network length completed, as represented in the map below.



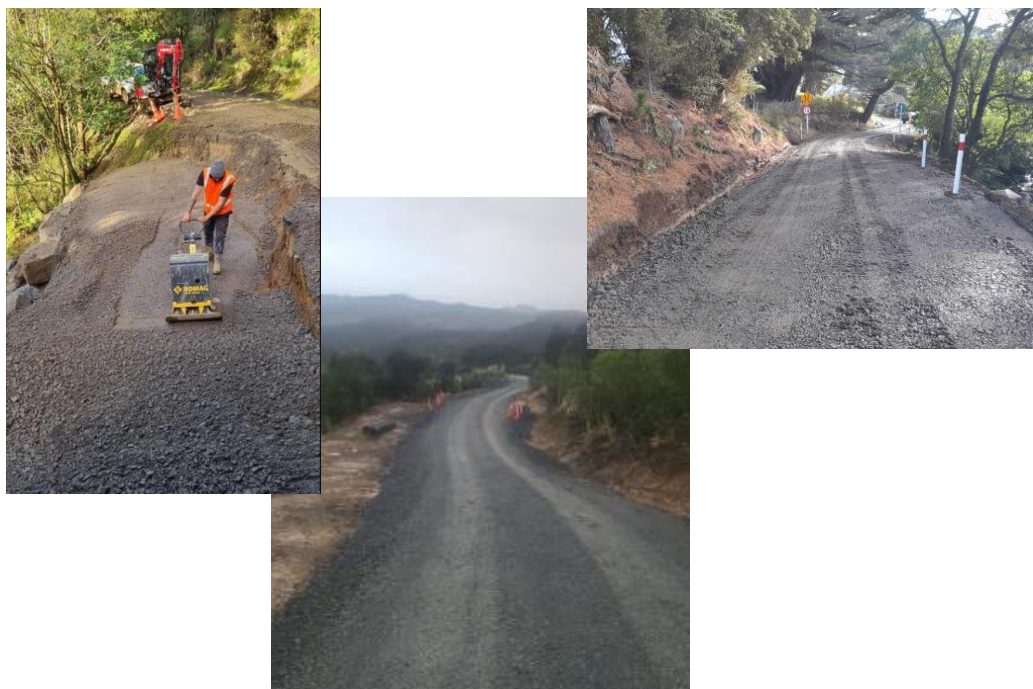
EMERGENCY WORKS RECOVERY PROGRAMME

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%	4.77	89	1.47
Rain Event Aug 2022 - Phase 2	0.40	89	0.25
Rain Event Aug 2022 - Phase 3	8.40	69	0.00
Rain Event July 2022	3.92	69	1.08
Rain Event November 2022	0.17	89	0.12
Post-Gabrielle:			
Storm Events Jan/Feb - Phase 1	4.77	100	1.22
Storm Events Jan/Feb - Phase 2	2.15	100	1.54
Storm Events Jan/Feb - Phase 3	1.54	69	0.24
Storm Event 9/05/2023 - Phase 1	1.33	var	1.87
Storm Event 9/05/2023 - Phase 2	3.95	var	0.00
Storm Event 9/05/2023 - Phase 3	13.16	69	0.00
Rain Event June 2023	3.60		0.36
Total	48.36		8.34

PHASE 2 DELIVERY

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 August:

Road	Start	End	Length	Asset Type	Fault
OLD VALLEY ROAD	80	110	30	Retaining Walls	New construction - Drop out (m)
TOKAWHERO ROAD	4350	4365	15	Retaining Walls	New construction - Drop out (m)
WAIMATENUI / MATARAU ROAD	13890	14127	237	Retaining Walls	New construction - Drop out (m)
DAVIS ROAD	842			Environment	Make sites safe - Incident (ea)
MARLOW ROAD	4717	4727	10	Retaining Walls	New construction - Drop out (m)
MARLOW ROAD	4658	4678	20	Retaining Walls	New construction - Drop out (m)
HOOKE & HALLS ROAD	594			Drainage (Culverts)	Install headwall structure - Scour (ea)
WAOKU ROAD	2382	2407	25	Retaining Walls	Renew whole structure - Damaged wall (m)
RAMSEY ROAD	2654	2669	15	Retaining Walls	New construction - Drop out (m)
HAPPY VALLEY ROAD	195	215	20	Retaining Walls	New construction - Drop out (m)
WAIMAMAKU BEACH ROAD	2149	2399	250	Renewals - Pavement	Wearing course - Aggregate loss (m3)
PUKETI ROAD	1569	1584	15	Retaining Walls	New construction - Drop out (m)
WAIMATE NORTH ROAD	7800	7810	10	Surfacing	Crack sealing - Wide slippage/isolated > 5mm (m)
MOTUKIORE ROAD	9526	9606	80	Pavement - Unsealed	Digout - Saturated pavement (m2)
EQUESTRIAN DRIVE	757	892	135	Surface Water Channels	WT reconstruct - Over deepened/scouring (m)
MOUNTAIN ROAD	541	611	70	Surface Water Channels	WT reconstruct - Over deepened/scouring (m)
MOUNTAIN ROAD	697	837	140	Surface Water Channels	WT reconstruct - Over deepened/scouring (m)
AKERAMA ROAD	2553	2573	20	Retaining Walls	New construction - Drop out (m)



Works planned for September:

Road	Start	End	Length	Asset Type	Fault
WAIMATE NORTH ROAD	3227	3527	300	Surface Water Channels	WT reconstruct - Over deepened/scouring (m)
MONUMENT ROAD	547			Drainage (Culverts)	Install headwall structure - Scour (ea)
WAIKARE ROAD	10600	10624	24	Retaining Walls	Renew whole structure - Damaged wall (m)
DAVIS ROAD	619	620	1	Drainage (Culverts)	Culvert renewal - Inadequate/damaged (m)
DAVIS ROAD	601	701	100	Surface Water Channels	WT reconstruct - Over deepened/scouring (m)
HUPARA ROAD (EAST)	18	58	40	Surface Water Channels	WT reconstruct - Over deepened/scouring (m)
TAITA ROAD	2588	2589	1	Drainage (Culverts)	Culvert renewal - Inadequate/damaged (m)
TAITA ROAD	5129	5139	10	Retaining Walls	New construction - Drop out (m)
ORIRA ROAD	2830	2874	44	Pavement - Unsealed	Digout - Subsidence (m2)
TE TIO ROAD	4575	4586	11	Retaining Walls	New construction - Drop out (m)
TE TIO ROAD	878	898	20	Retaining Walls	New construction - Drop out (m)
PERRY ROAD	858	876	18	Retaining Walls	New construction - Drop out (m)
RAMSEY ROAD	2820	2870	50	Pavement - Unsealed	Digout - Deformation (m2)
WAOKU ROAD	2762	2787	25	Retaining Walls	New construction - Drop out (m)
WAIOTEMARAMA GORGE ROAD	2032	2046	14	Retaining Walls	New construction - Drop out (m)
PERRY ROAD	851	879	28	Pavement - Unsealed	Digout - Subsidence (m2)
TE TIO ROAD	4570	4591	21	Pavement - Unsealed	Digout - Subsidence (m2)
MOTUKIORE ROAD	13543	13583	40	Retaining Walls	New construction - Drop out (m)
MOTUKIORE ROAD	13419	13439	20	Retaining Walls	New construction - Drop out (m)
MOTUKIORE ROAD	12866	12891	25	Retaining Walls	New construction - Drop out (m)
MOTUKIORE ROAD	12765	12769	3.5	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	8337	8352	15	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	9003	9028	25	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	9521	9561	40	Retaining Walls	New construction - Drop out (m)
KAHIKATO ROAD	255	256	1	Drainage (Culverts)	Culvert renewal - Inadequate/damaged (m)
WAIMATE NORTH ROAD	7790	7820	30	Pavement - Sealed	Digout - Subsidence (m2)
POKAPU ROAD	9157	9179	22	Retaining Walls	Renew whole structure - Damaged wall (m)
OTATARA MARAE ROAD	513			Drainage (Culverts)	Install headwall structure - Scour (ea)

PHASE 3 DELIVERY

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 has been 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 has been made, with the team now reaching the finish line. Of the total EWA's completed and reviewed, 51 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. A further 14 have been identified as requiring a component of either design or further geotechnical support, however due to low complexity will also default back into the **Phase 2** category.

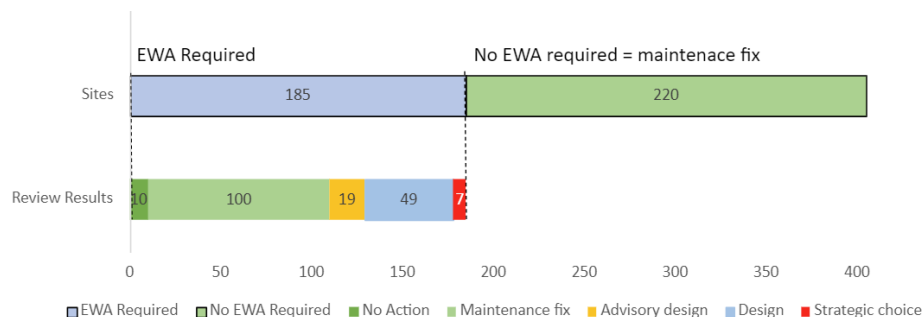
All confirmed **Phase 3** sites will require detailed geotechnical investigation and design aspects, procurement consideration and project management oversight. As a way of accelerating the process of engagement with geotechnical consultants, in June an Expression of Interest (EOI) was put out to both 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. With the EWA review process now completed, we are working through a process at Waka Kotahi's request, to reconcile our funding requests utilising the cost estimates provided within the EWA's. We expect to have this process completed mid-September and be able to start issuing offers of services for the completion of site design components.

Table: Summary of District EWA review outcomes:

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.

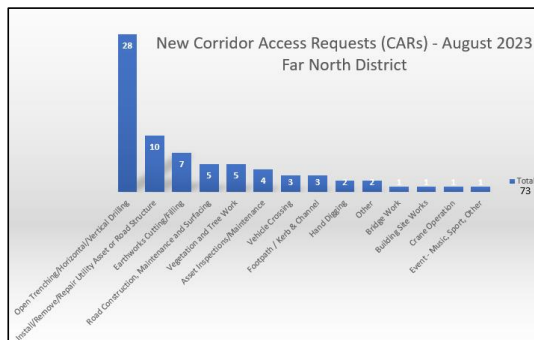
EWA review outcome	Count of Sites
FNDC	99
Advisory Design – Phase 2	14
Construction – Phase 2	51
Design Required – Phase 3	25
no action	7
Strategic Choice	2
Regional Grand Total	185

Chart: Regional Summary or EWA review outcomes:



Corridor Access Requests (CARs) and Temporary Traffic Management

CAR and Temporary Traffic Management (TTM) Applications



73 new Corridor Access Requests were received for works in the road reserve across Far North district in August. A breakdown of the activities in the graph below shows drilling and open trenching along with installation and removal of utilities accounted for half of the applications for working in the road reserve.

There were 38 applications approved this month for Far North district. Fraser Hoani,

the new Far North District Road Corridor Management Traffic Management Coordinator is meeting with Tier 1 contractors to increase awareness of Corridor Access and Temporary Traffic Management requirements to improve application numbers which appear to be lower than other districts.

Work Completion Notifications, Reinstatement Inspections and Traffic Management Audits

This month there were 170 Corridor Access Requests (CARs) completion status updates. 80 excavation sites were set into a two-year warranty period, a significant increase on last month being representative of a focus on reinstatement inspections this month where 37 excavation sites were inspected on site in an effort to improve reinstatement standards across the network.

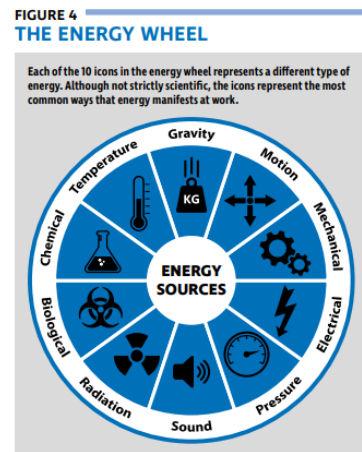
CAR Status	Count of CAR Type
Far North District Council	170
Cancelled	49
Closed	5
Completion Notified	35
Warranty Expired	1
Work in Warranty	80
Grand Total	170

There were six temporary traffic management safety audits completed in August. Five sites scored 'High' and one site scored 'Needs Improvement'. Raised Pavement projects in Kaikohe and Moerewa were revisited in an effort to monitor site compliance from last month's public complaint. Both sites were being well managed by the STMS'. The sites were reviewed as part of the TTM Review Panel. A decision to take no further action was agreed.

Other TTM Updates:

- A fortnightly Road Activity Status Report has been distributed to call centres, communications team and other Council recipients. The updates have been received well providing transparency of works happening across the network with a 'no surprises' approach proving to be of value.
- An Organisational Strike One Notice of Non-Conformance issued in July to a lead Northland traffic management company is yet to be closed out. The Advisory Note was upgrade to an Organisational NNC in response to planning and non-compliant site issues during the Kerikeri Cruz'n the Bayz event. A corrective action plan was reviewed with Luke from the WDC Health & Safety team. Recommendations have been returned to the organisation for further comment.
- TTM Review Panels have been increased from monthly to fortnightly to engage contractors earlier. With faster follow up we are able to influence investigation report outcomes and corrective action plans to be implemented sooner.

- Rachel Taylor, Road Corridor Management Lead attended the annual Temporary Traffic Management conference in Wellington 9-10 August. The Northland TTM whanau were well represented with the Waka Kotahi TMC, Northpower, TMNZ and Fulton Hogan flying the flag. Topics and speakers covered the new Wahanga Ara Rau NZQA training qualifications, Mates in Construction conversation on wellbeing, CHASNZ work accident prevention, managing risk on worksites and cutting-edge ideas relating to hazard identification on STCKY – Stuff That Can Kill You. Statistics on hazard identification were an eye-opener with studies results identifying frontline workers are finding only 45% of hazards on worksites. Trials on the use of the ‘Energy Wheel’ were found to improve hazard identification by 30%. The conference provided opportunities for improvement that will benefit how we manage traffic and corridor access in the Far North.



HOKIANGA FERRY (KOHU RA TUARUA)

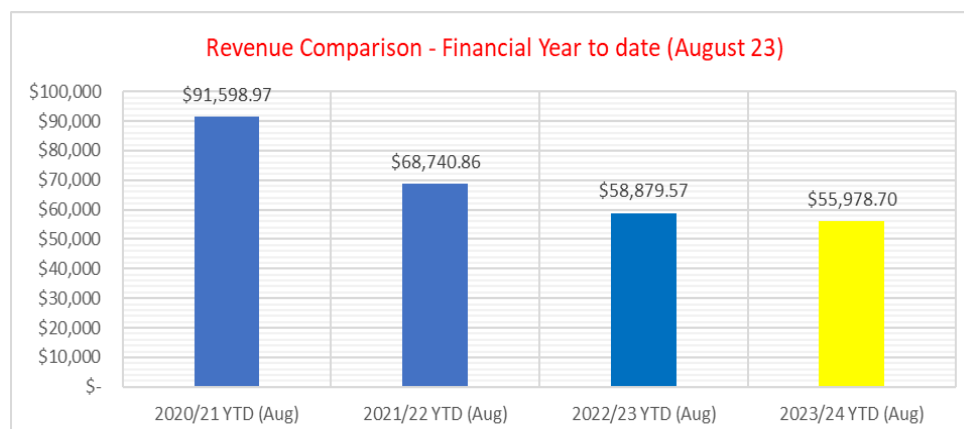
Revenue

August 2023 revenue was 10% lower when compared to last year for the same period, with this attributed to a reduction in vehicle concession ticket purchase for the month which is the most expensive ticket type.

Tabulated below is the revenue comparison for the same period last year:

August 2023	August 2022	Difference
\$25,696.09	\$28,673.48	\$2,977.39

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



Effective from 1 July 2023, Community Services Card holders travelling on Hokianga Ferry Service are permanently eligible for 50% Public Transport fare discount.

Patronage & Service Information

The Ferry service carried a daily average of 428 passengers and 220 vehicles for the month of August 23. The schedule departures were 97% on time for the month of August with 53 shuttling's and four after hours callouts.

Unique visit to the Hokianga pages within Northland Ferries website were up by 21% this month when compared to August 22. Northland Ferries & Hokianga Tourism are in ongoing discussions around onboard display opportunities to market and promote the Hokianga region.

Two complaints were received relating to crew behaviour and noise from Ferry finger ramp, both have been acknowledged and attended to my Northland Ferries. 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:

- a. Engine & gearbox oil change.
- b. Jet unit oil change.
- c. Ramp mechanism greasing.
- d. Vessel service checks
- e. Cleaned fire pump sea chests.
- f. Added anti-chafe on coolant hoses.
- g. Replaced broken saloon seat.
- h. Replaced pile rope with chain on Narrows.
- i. Concrete ramps were water blasted.

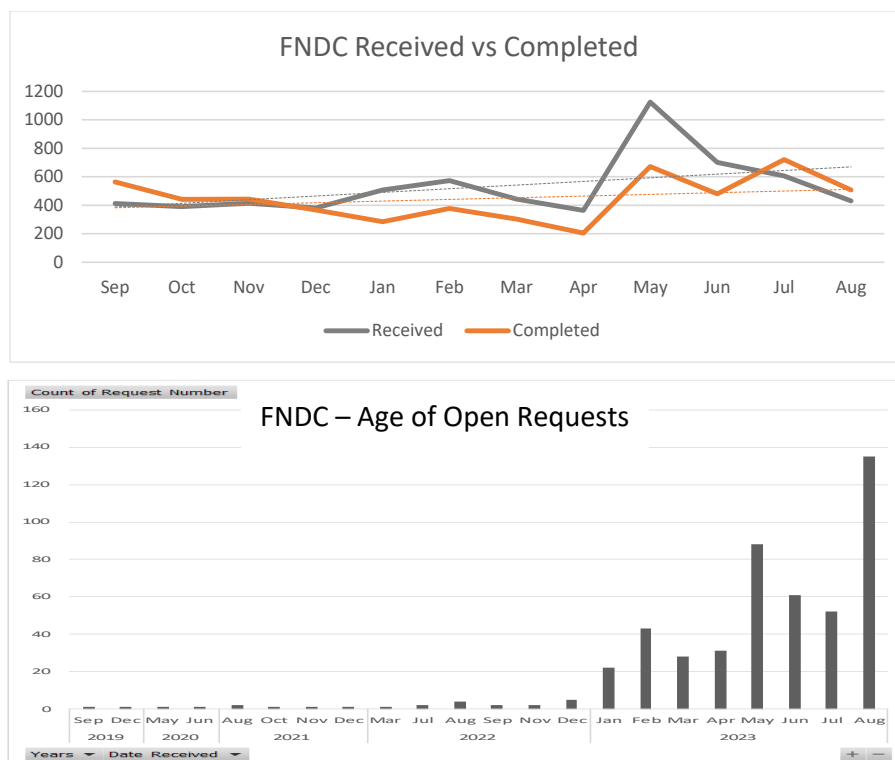
Health & Safety, Risks

There were no incidents, near misses or accidents registered or reported for the month. The vessel's monthly 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.

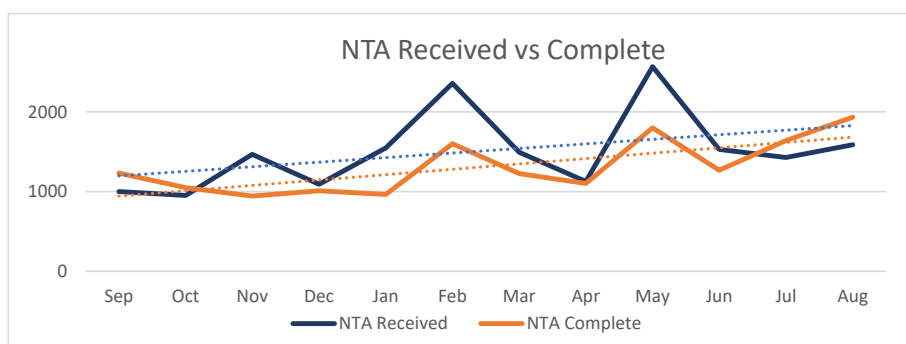
CUSTOMER REQUESTS

Pleasingly the volume of customer requests has reduced from recent months (431 requests received during August) but is still higher than pre-2022/23 historic average of 360 requests per month. Despite the higher-than-average requests, NTA staff and contractors have been able to begin working hard through the backlog of requests for our customers and communities. At the end of August we had 471 open requests, which is a 23.3% reduction from the prior month.



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. The Far North district has been receiving more requests than the other Councils who have returned to normal request levels.



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

6.3 FNDC 2023/24 TRANSPORTATION CAPITAL WORKS PROGRAMME

File Number: A4417060

Author: Calvin Thomas, General Manager - Northland Transportation Alliance

Authoriser: Andy Finch, District Engineer

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this report is to provide the Committee with detail on the 2023/24 Transport Activity Capital Works programme and an update on current programme and project status, for Committee review, discussion, and questions.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

Following confirmation of the 2023/24 Annual Plan budgets (including carry forwards) the associated Transportation Capital Works programme has been developed, with individual projects confirmed and progressing.

A detailed project list is included as an attachment to this report for reference of the Committee.

TŪTOHUNGA / RECOMMENDATION

That the Te Koukou - Transport Committee receive the report FNDC 2023/24 Transportation Capital Works Programme.

TĀHUHU KŌRERO / BACKGROUND

Following confirmation of Council's Annual plan budgets (including confirmation of carry-forwards from previous year) staff work to finalise the associated capital works programme, with the current programme detail provided as an attachment to this report.

This programme covers the majority of FNDC's Transportation Capital Works, being the specific "named projects" noting it excludes the following two areas of work that are currently managed reported separately:

- Unsealed Road rehabilitation works
- 2022/23 Emergency Works Events – repairs and recovery

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

2023/24 is year three of the current 3-year Long Term Plan (LTP) and National Land Transport Fund (NLTF). With delays in funding confirmation in year one (21/22) and significant weather impacts in year 2 (22/23) this has resulted in a larger than normal programme to be delivered, noting however that the majority of works originally planned for these previous years have already been awarded and are ready to proceed as soon as conditions allow.

Each month the project progress, status and risk is assessed, with the current programme risk status, to the end of August, reported as follows:

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At present the reported delivery risks primarily relate to projects where the scope and requirements are still in the process of being finalised, which is not unusual two months into the programme.

As scopes are confirmed and the projects progress the associated delivery risk will be reassessed and updated.

While individual project detail is provided within Attachment 1, the table below summarises the programme budget for each Work Category / work type

Work Category (number and Name)	current year Budget	Current year forecast
141 - Emergency Works (pre-2022*)	\$416,336.00	\$189,565.65
212 - Sealed Road Resurfacing	\$4,553,540.00	\$4,392,184.00
213 - Drainage Renewals	\$200,000.00	\$200,000.00
214 - Sealed Road Pavement Rehabilitation	\$3,760,000.00	\$3,710,000.00
215 - Structure Component Replacement	\$2,150,000.00	\$2,220,000.00
216 - Bridges and structures Renewals	\$1,700,000.00	\$1,750,000.00
341 - Low Cost Low Risk	\$8,177,950.39	\$9,288,450.39
Unsub Footpaths	\$3,927,000.00	\$3,479,400.00
Unsub Seal Extension	\$2,478,500.00	\$2,540,000.00
	\$27,363,326.39	\$27,769,600.04

** As 2022/23 phase 3 complex sites are confirmed they will be added to the current programme*

Programme status and update reports will continue to be provided within the FNDC Transportation Activity Update monthly report and the the status of each individual project can be viewed via the [GIS map link](#) on the FNDC webpage.

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

Nil - Reported activities are included within existing approved Council budgets

ĀPITIHINGA / ATTACHMENTS

1. **FNDC 2023_24 Capital Works programme (named projects) - August 2023 - A4417066** [↓](#)



FNDC Monthly Report - August 2023

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
141	Emergency Works	Fairburn Road RP9668 RRMS (Slip ID 232445)	Fairburn Road	Construction underway	Construction underway	●
141 - Emergency Works Total			\$416,336.00			
212	0	Sealed Road Resurfacing	Network Wide	Project planning stage	Design stage	●
212 - Sealed Resurfacing Total			\$4,553,540.00			
213	0	Drainage Renewals	Network Wide	Design stage	Construction underway	●
213-Drainage Renewals Total			\$200,000.00			
214	0	SUMMERVILLE AVENUE (KAITAIA)	SUMMERVILLE AVENUE (KAITAIA) RP 10 to RP 184 = 174m	Project on hold	Construction underway	●
214	0	NGAPIPITO ROAD	NGAPIPITO ROAD RP 1850 TO RP 3000 = 1150m	Construction underway	Construction underway	●
214	0	CUMBER ROAD	CUMBER ROAD RP 0 TO RP 421 = 421m	Design stage	Design stage	●
214	0	ORAKAU ROAD	ORAKAU ROAD RP 14822 TO RP 15050 = 228m	Project planning stage	Design stage	●
214	0	PIPIWAI ROAD	PIPIWAI ROAD RP 12274 TO RP 12610 = 336m	Project planning stage	Design stage	●
214	0	GILL ROAD	GILL ROAD RP 470 TO RP 1390 = 920m	Project planning stage	Project on hold	●
214	0	GILL ROAD	GILL ROAD RP 1423 TO RP 2180 = 757m	Project planning stage	Project on hold	●
214	0	MIDGLEY ROAD	MIDGLEY ROAD RP 600 TO RP 1900 = 1300m	Project planning stage	Design stage	●
214	0	KAITAIA-AWAROA ROAD	KAITAIA-AWAROA ROAD RP 28540 TO 30140 = 1690m	Project planning stage	Project planning stage	●
214	0	PAWARENGA ROAD	PAWARENGA ROAD RP 2306 TO 2956 = 650m	Project planning stage	Design stage	●
214 - Sealed Rehab Total			\$3,760,000.00			
215	0	General Bridge Repairs 2021/24 (SP3)	Network Wide	Design stage	Procurement stage	●
215	0	Scour Protection Works 2021/24 (SP3)	Network Wide	Design stage	Procurement stage	●
215	0	Hihi Road Bridge F07 and Matai Rd Bridge C03	Hihi Road Bridge F07	Construction underway	Construction underway	●
215 - Structures Component Replacement Total			\$2,150,000.00			
216	0	Churtons Road Bridge C13 Replacement	Churtons Road Bridge C13	Construction underway	Construction underway	●
216	0	Quarry Road Bridge B13 &Wekaweka Road J18 Culvert Replacement	Quarry Road (Awanui)	Construction underway	Construction underway	●
216	0	Whangaroa Road UN28, Waharua Road A39 & West Coast Road (Kohukohu) G28 Culvert Replacements (PW + Prof Serv)		Procurement stage	Procurement stage	●
216 - Bridge and Structures Renewals Total			\$1,700,000.00			
341	Road 2 Zero	144229 - Safety - Speed Management via Local Area TM	Ahipara Road, Ahipara Township	Procurement stage	Construction underway	●
341	Road 2 Zero	152000 - Safety - High Risk Rural Roads (HRRR)	Ahipara-Sandhills	Procurement stage	Procurement stage	●
341	Low Risk Improvement	152002 - Resilience Improvements 2021/22 Beach Road, Mangonui	Beach Road, Mangonui	Project planning stage	Project deferred to future years	●
341	Road 2 Zero	144220 - Safety - Speed Management	BOI and Kerikeri	Design stage	Design stage	●
341	Low Risk Improvement	144247 - Safety - Pedestrian Improvements	Cobham Road/Hone Heke Road Intersection	Design stage	Design stage	●

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
341	Low Risk Improvement	152011 - Resilience Improvements 2023/23 - Hupara Road	Hupara Road RP 3028-3058, Moerewa	Design stage	Design stage	<div></div>
341	Road 2 Zero	144226 - Safety - Speed Management via Local Area TM	Kaikohe Nth Urban Area	Construction underway	Construction underway	<div></div>
341	Low Risk Improvement	144256 Stock Truck Effluent Disposal Facilities	Kaitaia and Kaikohe	Project planning stage	Design stage	<div></div>
341	Road 2 Zero	144229 - Safety - Speed Management via Local Area TM	Kaitaia Urban Area	Procurement stage	Construction underway	<div></div>
341	Road 2 Zero	144236 - Safety - School Zones (& Safer Journeys for Schools)	Kerikeri Primary and High Schools	Design stage	Design stage	<div></div>
341	Low Risk Improvement	152008 - Resilience Improvements 2023/24 - Kohukohu Road	Kohukohu Road RP602, Kohukohu	Design stage	Design stage	<div></div>
341	Low Risk Improvement	152006 - Resilience Improvements 2022/23 - Manawaora Road	Manawaora Road	Construction underway	Construction underway	<div></div>
341	Road 2 Zero	151999 - Safety - Speed Management via Local Area TM	Moerewa - Otiria & Sides Road	Construction underway	Construction underway	<div></div>
341	Road 2 Zero	144235 - Safety - School Zones (& Safer Journeys for Schools)	Moerewa School	Design stage	Design stage	<div></div>
341	Road 2 Zero	144218 - Safety - Speed Management	North Hokianga and Kaitaia	Procurement stage	Construction underway	<div></div>
341	Low Risk Improvement	152010 - Resilience Improvements 2023/24 - Pawarenga Road	Pawarenga Road RP 517-537	Design stage	Design stage	<div></div>
341	Low Risk Improvement	144212 - Safety - Urban/Rural Intersection (HRRI)	Pukepoto Rd/Lake Rd	Construction underway	Construction underway	<div></div>
341	Low Risk Improvement	144248 - Safety - Pedestrian Improvements	Redan Rd	Procurement stage	Construction underway	<div></div>
341	Low Risk Improvement	144213 - Safety - Urban/Rural Intersection (HRRI)	Reef View/Foreshore Road	Construction underway	Construction underway	<div></div>
341	Road 2 Zero	144238 - Safety - School Zones (& Safer Journeys for Schools)	Riverview School	Design stage	Design stage	<div></div>
341	Low Risk Improvement	144214 - Safety - Urban/Rural Intersection (HRRI)	Tokerau Beach Road/Inland Road	Construction underway	Construction underway	<div></div>
341	Low Risk Improvement	144142 - Associated Improvements	Various Locations	Project planning stage	Design stage	<div></div>
341	Road 2 Zero	160157 - Safety - Speed Management	Various Schools in BOI and Kerikeri catchment	Project planning stage	Design stage	<div></div>
341	Low Risk Improvement	152007 - Resilience Improvements 2023/24 - Waikare Road	Waikare Road RP 10935-10979, Waikare	Design stage	Design stage	<div></div>
341 - Low Cost Low Risk Total			\$8,177,950.39			
seal extensions	0	PAWARENGA ROAD	PAWARENGA ROAD RP 11903 TO RP 13583 =	Project planning stage	Construction underway	<div></div>
seal extensions	0	RUAROA RD	RUAROA RD RP 3008 TO 5681 = 2673m	Design stage	Design stage	<div></div>
seal extensions	0	HAUTAPU ROAD	HAUTAPU RD RP 0 - 530 = 530m	Design stage	Design stage	<div></div>
seal extensions	0	HAUTAPU ROAD	HAUTAPU RD RP 4736 - 5937 = 1201m	Design stage	Design stage	<div></div>
Seal Extensions Total			\$2,478,500.00			

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
unsub footpath	0	BOI-Whangaroa New Footpath: Queen Street	Queen Street from Wellington -Little Queen St, Russell	Design stage	Design stage	
unsub footpath	0	BOI-Whangaroa New Footpath: SH11 Haruru	SH11 from Nautical Dr - Haruru Falls Rd, Haruru	Design stage	Design stage	
unsub footpath	0	BOI-Whangaroa New Footpath: Te Tii Road	Te Tii Road from BOI Academy - Whitiara Marae, Te Tii	Design stage	Project on hold	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Horeke Road	Horeke Road from end of existing path - School, Horeke	Design stage	Design stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Manning Street	Manning Street from 14 Manning St - Marmon St, Rawene	Design stage	Design stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Mitchie Street	Mitchie Street from Lawn St - end of road, Okaihau	Design stage	Design stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Parnell Street	Parnell Street: gap between Honey St & School, Rawene	Design stage	Design stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Parnell Street	Parnell Street: gap at Nimmo St, Rawene	Design stage	Design stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: SH12 Ohaewai	SH12 from pre-school - existing paths - Rugby field, Ohaewai	Design stage	Design stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: SH12, Kaikohe	SH12 from Reservior Rd - Showgrounds, Kaikohe	Design stage	Project on hold	
unsub footpath	0	Te Hiku New Footpath: Cable Bay Block Road	Cable Bay Block Road, Cable Bay	Procurement stage	Construction underway	
unsub footpath	0	Te Hiku New Footpath: Taupata Place	Taupata Place, Kaitaia	Procurement stage	Construction underway	
unsub footpath	0	Te Hiku New Footpath: Takahe Road	Takahe Road, Ahipara	Procurement stage	Construction underway	
Unsub Footpath Total			\$3,927,000.00			
GRAND TOTALS			\$27,363,326.39			

7 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED**RESOLUTION TO EXCLUDE THE PUBLIC****RECOMMENDATION**

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
7.1 - Road Maintenance External Contract Review - Findings and Recommendations	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

8 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

9 TE KAPINGA HUI / MEETING CLOSE