



Far North
District Council



Te Kaunihera o Tai Tokerau ki te Raki

AGENDA


Ordinary Te Koukou - Transport Committee Meeting

Monday, 27 November 2023

Time: 10:00 am
Location: Council Chamber
Kaikohe

Membership:

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

 <p>Far North District Council <i>Te Kaunihera o Tai Tokerau ki te Raki</i></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
Ann Court
Steve McNally
John Vujcich
Babe Kapa
Felicity Foy
Hilda Halkyard-Harawira
Mate Radich
Penetaui Kleskovic
Tāmami 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 27 November 2023 at 10:00 am

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

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

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

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

3 NGĀ TONO KŌRERO / DEPUTATION

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

4 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

4.1 COMMITTEE MEMBER REPORTS

File Number: A4480371

Author: Ellie Greenwood, Democracy Advisor

Authoriser: Casey Gannon, Manager - Democracy Services

TE TAKE PŪRONGO / PURPOSE OF THE REPORT

The reason for the recommendation is to note the reports from the Members. The reports provide feedback to Te Koukou – Transport Committee on matters of interest or concern to the Committee.

NGĀ TŪTOHUNGA / RECOMMENDATION

That Te Koukou – Transport Committee note the November 2023 report submitted by Member Ann Court.

1) TE TĀHUHU KŌRERO / BACKGROUND

Kahika-Mayor Tepania allows members reports as a mechanism to have open communication and transparency on activities undertaken by members of the Te Koukou – Transport Committee.

2) TE MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Members reports are attached for information.

REASON FOR THE RECOMMENDATION

To formally receive the Members reports.

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

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

NGĀ ĀPITIHINGA / ATTACHMENTS

1. Cr Court Members Report - A4480364 [↓](#) 

FUTURE ROADS CONFERENCE: BUILDING RESILIENCE INTO YOUR ROADING NETWORK

8-9 November Hamilton

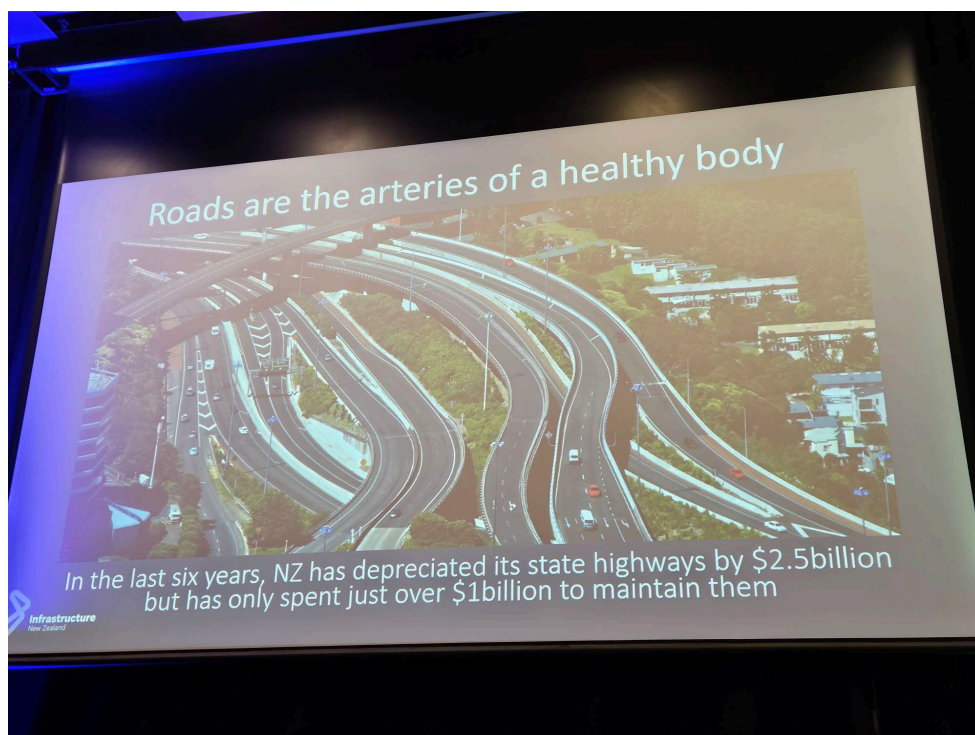
This is the second year the conference has been held. It is promulgated by Freeman Media with the tag line “A two-day conference for the New Zealand roading sector providing a forum for strategy, discussion and execution” and is designed to attract an audience from road owners, engineering and infrastructure service communities. The cost per delegate was \$2,012.50.

The 2022 event attracted 307 attendees representing 132 organizations with 31 exhibitors. I don't have the figures for this years event but I suspect they would be similar albeit disappointing how many people leave before the conference concludes which must be incredibly disappointing for the presenters who are slotted in after lunch on day two.

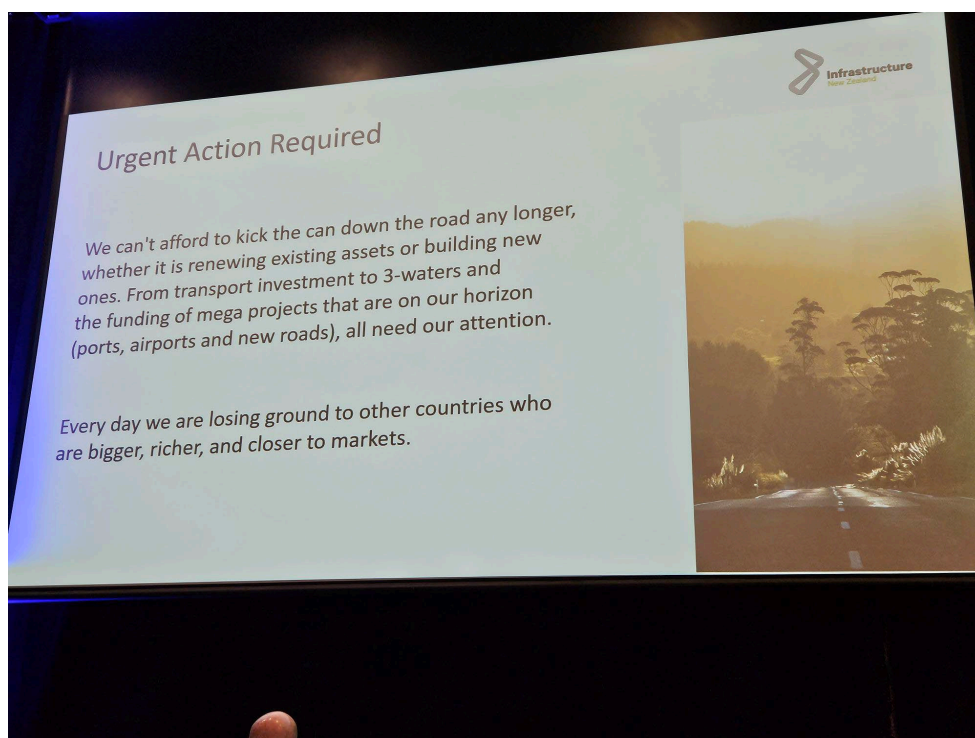
You always come away from conference with so much information there is a danger of writing a report that resembles a novel. So, to keep this shortish and interesting I will focus on our no.1 burning issues. Pavement integrity, funding and resilience.

We heard:

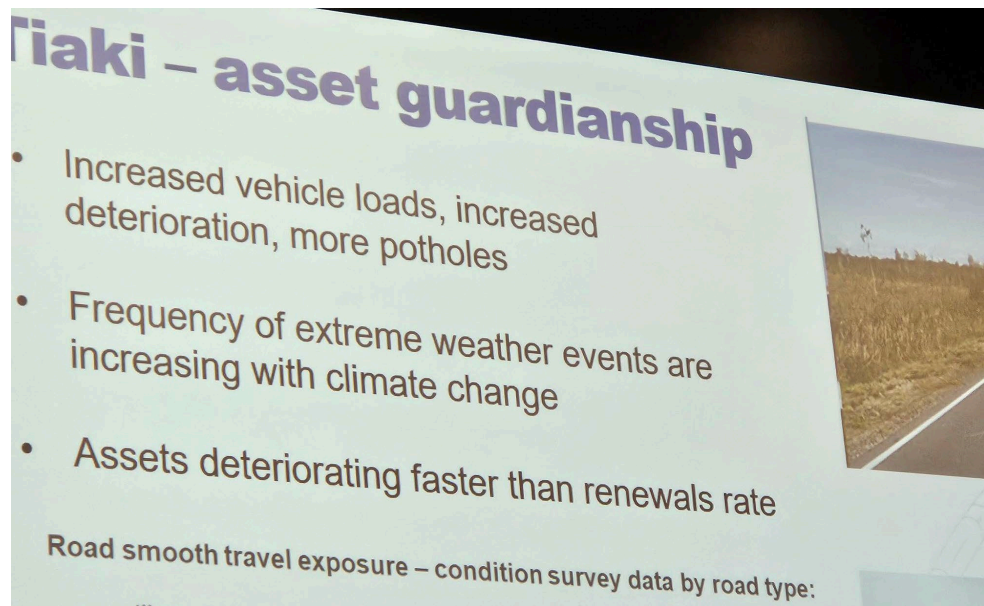
- New Zealand now has 110,000km of road
- The funding model is 'stuffed'
- Under investment in renewals and preventative maintenance has lead to a period of prolonged sweating of the assets



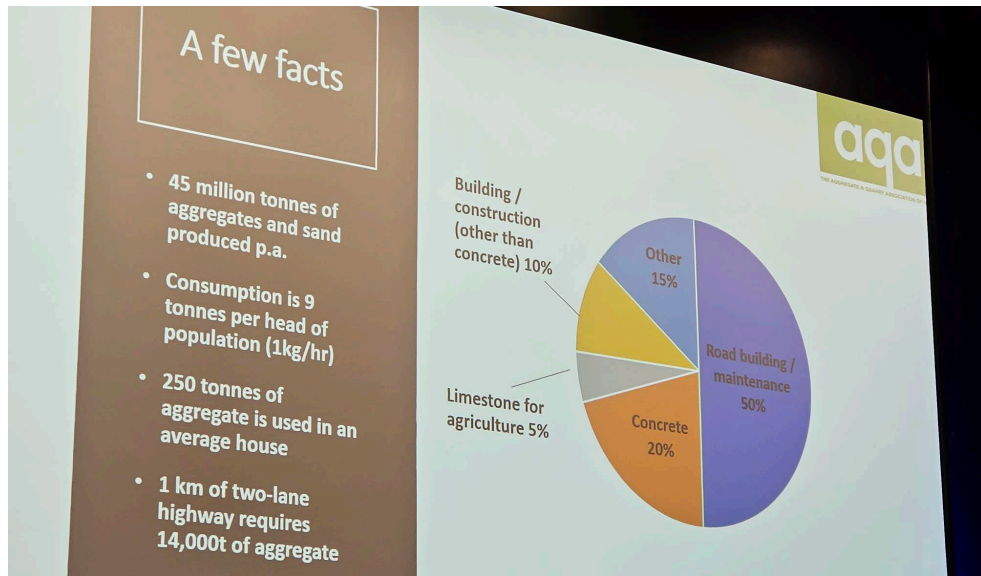
- Everyone is in the same boat. Auckland has over a hundred years of Opex and maintenance needs ahead of her before they can even begin the conversation about planning for an additional 250,000 residents
- As a country we have underfunded infrastructure and we are losing ground to other bigger, richer markets



- Increased vehicles loads and volumes are all working away on our road surfaces
- All road surfaces are porous. Asphalt, chip seal and even concrete albeit to a lesser degree
- Regardless of whether the road is unsealed, chip sealed or asphalt they are all flexible and microscopic wave action is created every time a vehicle travels across the surface. (In the demonstration it looked like a tiny bow wave is formed ahead of each tyre movement)
- Add in heavier more frequent rainfall, minute cracks are formed. Hydrological action works on those cracks with each passing vehicle and it doesn't take long before the crack becomes a pothole as once the crack appears water is pressurized into the crack by each passing tyre.
- Water is the Kryptonite of roads



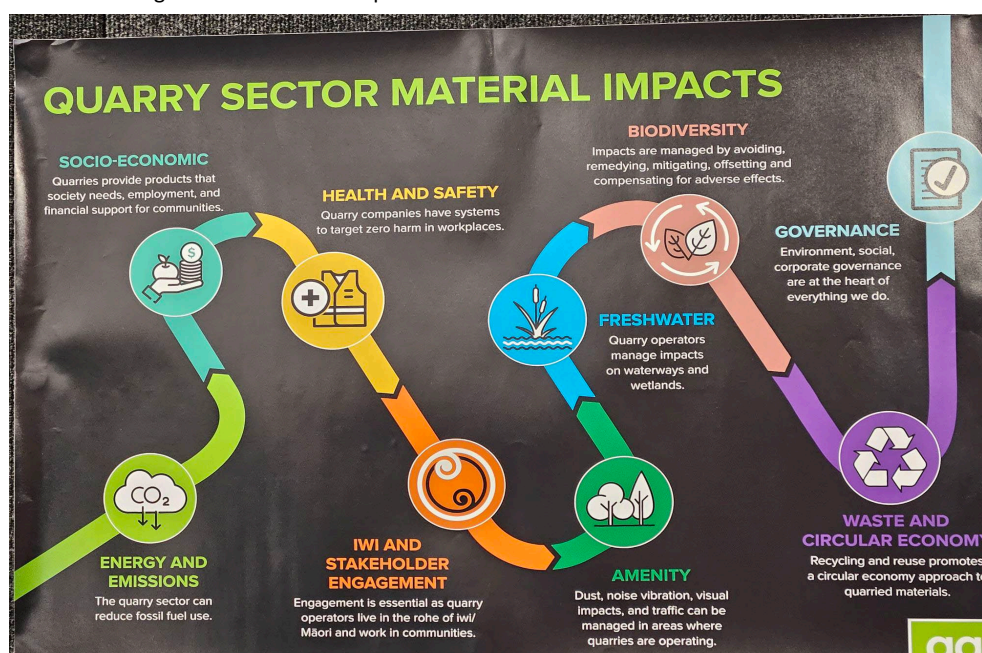
- We are one of the largest consumers of aggregates in the world.
- Sand and aggregate are the most consumed product in the world after water
- New Zealand’s insatiable demand for these products makes us the third largest consumer of sand and aggregate in the world per head of population



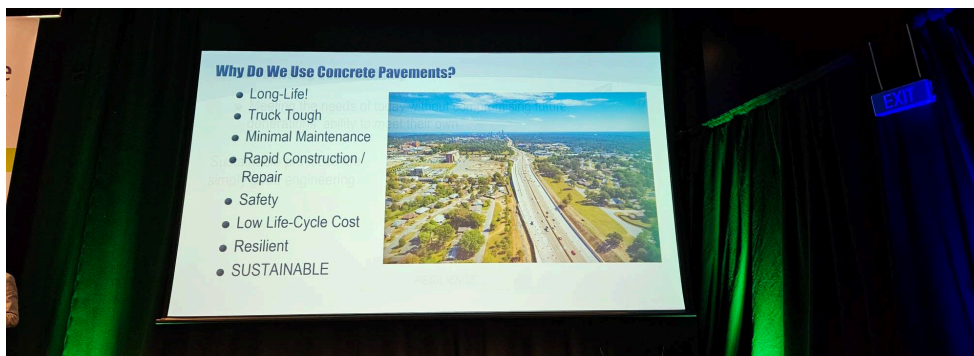
- 60% of aggregate demand goes into roading and roading infrastructure
- Currently sand comes from rivers, land based alluvial quarries, and dredging or marine environments around Auckland. This is supplemented by small quantities of manufactured sand
- Environmental concerns and the impacts of climate change are impacting heavily on the availability of sand from traditional sources at a time when demand is increasing significantly.



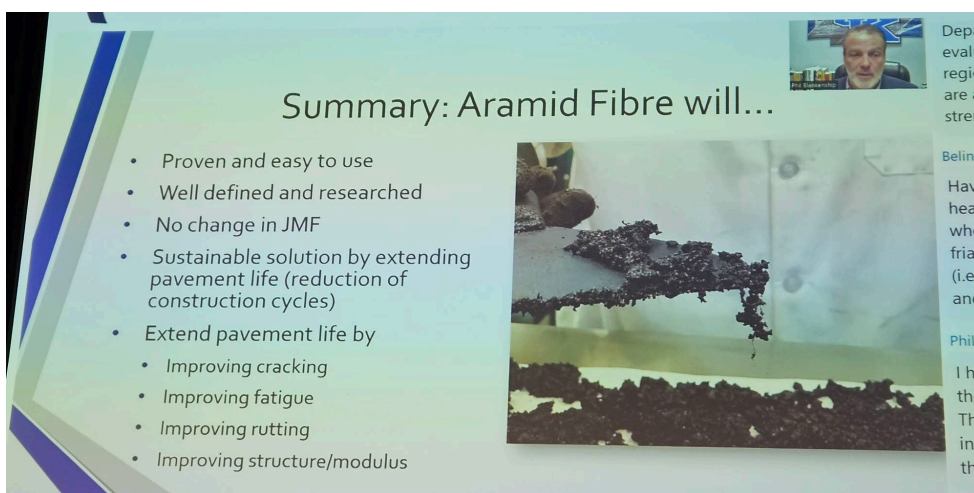
- New technologies are looking at recycling and repurposing but its labour intensive and it needs a good supply of recovered materials, plus its expensive. Manufactured sand is used a lot in China. Perversely this actually increased the tonnage rate. (Manufactured sand is artificial sand produced by crushing stones into small sand sized angular shaped particles which are then washed and finely graded to be used a construction aggregate). It needs a reliable source of raw material but has some workability issues that can lead to more water and cement requirements to achieve workability which leads to increased costs. There are also some workability and screeding challenges.
- The RMA is proving very difficult. The last quarry to be consented took over 7 years via the Environment Court. Millions is being spent in professional and legal fees. This is not sustainable. Urgent RMA reform is required



- Concrete overlays can add 30-40 years to pavement
- The presenter Eric Ferree who is the senior director of technical services for the American Concrete Pavement Association spoke about the long-term performance of concrete pavements and overlays in America.
- Concrete pavements and concrete overlays to existing pavements are regularly used as sustainable solutions in the United States.
- Concrete's reputation for durability and longevity provides significant economic benefits and can also help reduce transport related environmental impacts.
- Our philosophy is do it once, do it right and then get out of the motorists way for the next 30 - 50 years.
- Experiments in the USA have shown that using different colours of concrete can reduce ambient air temperature by as much as 3°. That's equal to removing 4m cars from the fleet.
- It becomes cost effective once you have more than 50 truck movements per day. !!!



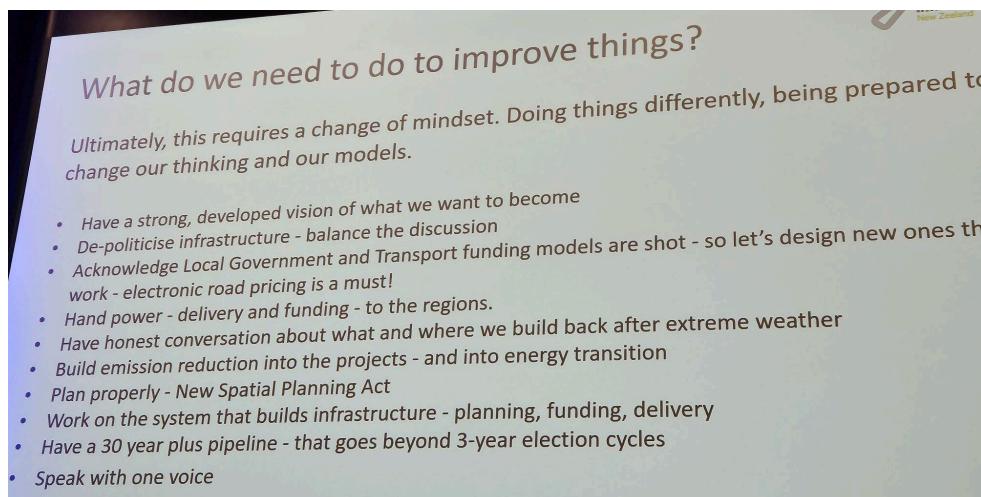
- We heard about some other new technologies that can extend pavement life
- Aramid Fibre is one example
- Aramid is a Kevlar Fibre
- The presenter Phil Blankenship (Consulting Engineer and Owner of BATT Lab USA) spoke about the ability of Aramid Fibre
- It adds a physical reinforcement to the pavement extending its lifespan and load bearing capacity.
- It has some additional carbon reduction benefits and water proofing properties



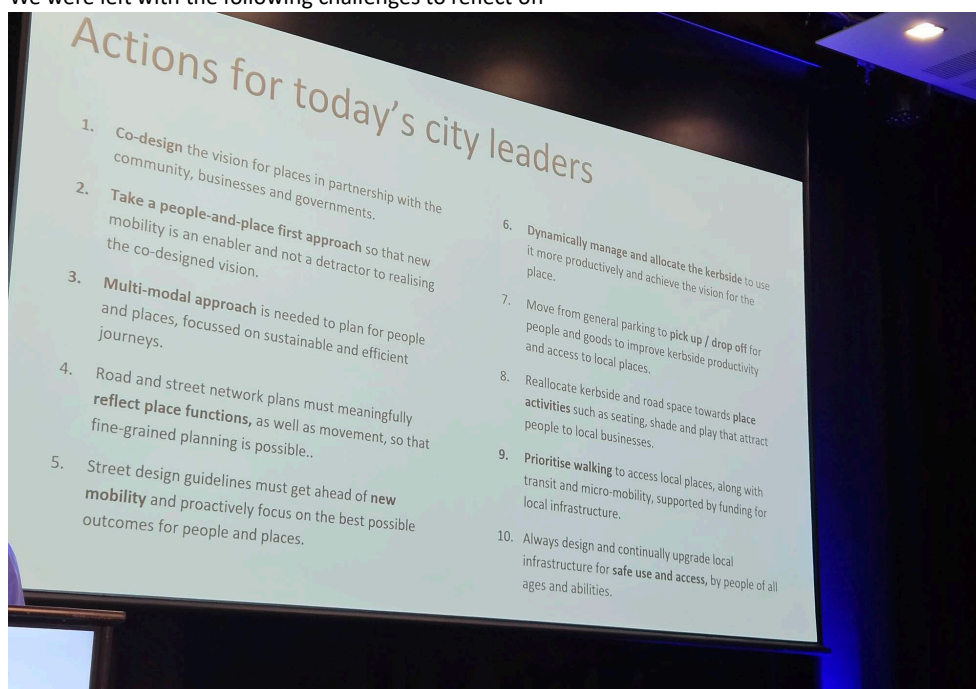
- The quantities needed are tiny. Working from memory I think he said 295 grammes per tonne. The fibre is coated in wax to mix it into workable match sticks before it is added to the asphalt. The wax melts in the mixing process allowing the fibre to expand through the asphalt
- For the geeks Aramid is short for aromatic polyamide. They are used in aerospace and military applications for ballistic rated body armour fabric and ballistic composites.
- Aramid fibres offer excellent physical and chemical properties at high temperature
- The fibres work by spreading the force throughout the treated layer of the road surface reducing stress and fatigue where the tyres meet the road



- We can no longer build our way out of congestion. There is finite land and finite funding
- The days are gone when motorists can park on some of our most expensive real estate. We need to plan for mode shift.
- If we ensure that public transport is cheap, efficient, on time, reliable, clean etc with bus lanes that allow for time savings then we will take the customer into a new experience.
- Mode shift will drive new Government funding priorities away from roads



- 70% of transport emissions come from Diesel trucks. Think about how much diesel is burnt just transporting roading metal.
- There is an MBIE funded trial currently underway to test electric vehicles for roading crews but charging is problematic especially outside of the metro's. Example used was Arthurs Pass. Also, the weight this equipment carries is a big issue in how much range or time we can get when we get to site. The heavier the load the shorter the battery life.
- Traffic Management
- No slides were used for this presentation.
- Our presenter was Dave Tilton (Chairperson of the Temporary Traffic Management Industry Steering Group). Dave spoke to the significant change culture the sector is undergoing as it transitions towards a risk-based approach.
- He said the current COPTTM was a tick the box exercise that did not necessarily address the needs of the site or worker safety.
- The transition was to take a more site by site approach that offered bespoke solutions
- Dave spoke passionately that this was about worker safety and that this was what would be their key focus through the transition
- When asked if this would make the ship go faster (my words) or make traffic management cheaper, he didn't give a direct reply instead saying sometimes things may be simpler but equally sometimes traffic management to manage worker safety may require more interventions than currently are provided for.
- We were left with the following challenges to reflect on



Other presentations included:

- Executive Update from the Downer Group
- Infrastructure New Zealand. Presentation from CEO Nick Leggett on Smarter Roothing Solutions and their role in more dynamic infrastructure
- NTRA (National Transport Research Organization) on partnership with Waka Kotahi and opportunities for local roading authorities to optimise the roading dollar + off the shelf technology and solutions
- Heavy Mobile Equipment Management
- Workforce diversity, inclusion and sustainability.
- Procurement workshop
- RMA Reforms
- Labour Force Considerations
- Uber: Future of urban transport
- Dean Kimpton: CEO Auckland Transport spoke on Auckland's roading outlook and vision
- Josh Markham from Tonkin and Taylor spoke to the minimum requirements to address biodiversity in roading projects
- Michael He from Road Science spoke to bitumen emulsion stabilisation trials
- Michelle Farrell provided an update on the work being done by the National Pavement Technical Working Group
- Allen Brown from the Hiway Group spoke to recycled materials and their performance
- Jimmy Scott: General Manager of the Queensland Reconstruction Authority. Jimmy spoke to the significant rebuild and recovery since the catastrophic 2021/2022 weather related events
- Jo Wilton from Waka Kotahi presented on the SH25a rebuild
- Leaders panel on 2024 focus which was very metro focused with representatives from Wellington, Christchurch, Fulton Hogan, Deca and Waka Kotahi. Thank goodness for the fella from Fulton Hogan who at least tried to bring a rural and provincial voice to the forum.

- Road Profile: Marlborough District Council
Marlborough is one of the country's six unitary authorities. Its roading network maintenance contracts include state highways (NOC) and local roads which are managed by Waka Kotahi. Interesting model.

- Mayors Forum
Mayor Tepania along with Mayors Southgate (Hamilton), Church (Waikato) and Barry (Hutt City) closed out the event with a panel discussion on roads, road funding and the path forward.

4.2 COMMUNITY BOARD FOOTPATH PROGRAMME UPDATE 2021 - 2027

File Number: A4473322

Author: Elizabeth Stacey, NTA Road Safety and Traffic Engineer

Authoriser: Calvin Thomas, General Manager - Northland Transportation Alliance

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this briefing is to present Te Koukou Transport Committee an update of the status of the Community Footpath Programme for review, discussion and questions including:

- Current 2021/24 LTP programmes projects, and
- Projects identified to be included in the draft 2024-2027 Long Term Plan (LTP).

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

Over the last three months, all Community Boards have met in workshop sessions where staff provided updates on the current 2021/24 LTP footpath programme for their respective areas and progressed the development of the respective Community Board programmes for the 2024-2027 LTP. The location and scope of the footpath works listed in this report has been discussed with and vetted through the respective Community Boards.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee receive the report Community Board Footpath Programme Update 2021 - 2027.

TĀHUHU KŌRERO / BACKGROUND

As part of developing the draft 2024-2027 Long Term Plan (LTP), staff has met with each of the Community Boards to discuss the current programmed footpath projects and the Boards priority list for funding for the next LTP period. The work to confirm the proposed 2024/27 programme is a continuation of projects originally identified for the 2021-2024 footpath programme, noting each Board selected projects in excess of available funding in order to inform the community's priorities for future years (particularly noting no subsidy was available for the 2021/24 footpath programmes). The current status of delivery for the 2021-2024 programme included the projected expenditure, noting that projected expenditure is presently based on estimates and will be further confirmed as remaining contracts are awarded.

Each Community Board's selection in workshop session for the 2024-2027 LTP is shown in the information below noting that each Board is meeting the week of 20 November to ratify their selection through a decision paper. The final 2024-2027 programme for consideration, if amended by the Board, will be given as additional information to this report.

Te Hiku Community Board:

Te Hiku Programme	Area	Projected Spend 2021-2024 LTP	Move to 24-27 LTP	Comments
Ahipara Rd	Ahipara	\$81,000		Project Complete
Oruru Road	Taipa	\$289,000		Project Complete
Cable Bay Block Rd	Cable Bay	\$710,000		Under construction
Kotare St	Ahipara	\$46,000		Project Complete
Taupata Place	Kaitaia	\$43,000		Project Complete
SH 10 & SH 1 Corner	Awanui	\$0		To be completed by renewals work under maintenance
Mill Bay Road - SH10 to Rangakapiti	Mangonui		\$250,000	Recommend move to 24-27 LTP
Takahe Road	Ahipara	\$190,000		Out for contract award, to be completed 2023 assuming funds available
SH 1@ Gill	Awanui		\$150,000	Recommend move to 2024-2027 LTP
Kaitaia Awaroa Road	Pukepoto		\$1,400,000	Enabling works this LTP under HRRR - recommend move shared path to 2024-2027 LTP
Kaitaia Awaroa Road	Kaitaia		\$40,000	Recommend fund design in 24-27, move construction to 2027-30 LTP
Design Fees/Staff Time		\$72,000		
Total Forecast Spend 21-24 LTP		\$ \$1,431,000		
Total Forecast 24-27 LTP			\$ 1,840,000	

As part of the design phase of the 21-24 footpath programme, cost estimates and the scope of work have been refined for all projects. As a result of the additional investigations undertaken no projects have been removed from the Board’s list of projects for consideration due to concerns about scope or cost benefit.

Bay of Islands-Whangaroa Community Board:

BOI-Whangaroa Programme	Area	Projected Spend 2021-2024 LTP	Move to 24-27 LTP	Comments
Taumatamakuku Settlement Rd	Moerewa	\$156,000		Complete
Reed Street	Moerewa	\$106,000		Complete
Kellet St	Opuia	\$31,000		Complete
Florance St	Russell	-		Removed from program due to costs
Whangaroa Road	Whangaroa			10% Design complete, recommend seek alternative funding
SH 11 Haruru	Haruru	\$678,000		Design complete - ready to tender
SH 10 Waipapa	Waipapa		\$720,000	Design approval to be negotiated with Waka Kotahi
Te Tii Road	Te Tii		\$605,000	Working with community on land acquisition options
Queen Street	Russell	\$137,000		Design complete - ready to tender
School Road	Totara			10% design - recommend removal from program
Wiroa Road	Kerikeri		\$1,500,000	SH10 to Airport – Phase 1 – 2.5m shared path width, may be design only.
Design Fees/Staff Time		\$105,000		
Total Forecast Spend 21-24 LTP		\$ 1,213,000		
Total Forecast 24-27 LTP			\$ 2,825,000	

As part of the design phase of the 21-24 footpath programme, cost estimates and the scope of work have been refined for all projects. As a result of additional investigations undertaken the following three projects have been removed from the Board’s list of projects for consideration:

- Florance Street
- Whangaroa Road: Lewers Road – Kent Bay
- School Road: School – Totara North

Kaikohe-Hokianga Community Board:

Kaikohe-Hokianga Programme	Area	Projected Spend 2021-2024 LTP	Move to 24-27 LTP	Comments
Koutu Point Rd: Kura to Koutu Loop Road	Koutu	\$12,500	\$250,000	Design complete – construct 24-27 LTP
Horeke Road: Existing to School	Horeke	\$70,000		Defer for external funding opportunities
SH 12	Ohaeawai	\$180,000		Design complete, ready for tender
Manning Street	Rawene		\$422,000	Design complete – construct 24-27 LTP
Parnell Street - Nimmo East	Rawene	\$170,000		Design complete, ready for tender
Parnell Street - Honey to School	Rawene	\$1,225,000		Design complete, ready for tender
SH 12: Reservoir Rd to Showgrounds	Kaikohe		\$1,880,000	Preliminary design complete - recommend defer to 24-27 LTP and seek additional funding
Mitchie Street	Okaihau			Concept plan – recommend defer to 27-30 LTP
Kohukohu Road	Kohukohu			Concept plan - recommend defer to 27-30 LTP
Recreation Road/Lindvardt Park	Kaikohe		\$60,000	Construct 24-27 LTP programme
Design/Staff Costs		\$87,000		
Total Spend 21-24 LTP		\$1,744,500		
Total Forecast 24-27 LTP			\$2,612,000	

As part of the design phase of the 21-24 footpath programme, cost estimates and the scope of work have been refined for all projects. As a result of additional investigations undertaken the following project has been removed from the Board's list of projects for consideration:

- Horeke Road: Existing footpath to School

The concept plans for this project have been developed by staff and may be utilised to seek funding from alternative sources. Additionally, staff have requested that consideration be given to renewal/widening of the existing footpath in Horeke. Plans for the project will be shared with Pou Heranga Tai/Twin Coast Cycle Trail Trust.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

Staff have developed the proposed footpath programmes for the draft 2024-2027 LTP based on recommendations from each Community Board. Inclusion in the draft LTP does not guarantee subsidy from Waka Kotahi or the availability of unsubsidized funds. In considering the 24-27 LTP, staff assumed that footpaths would be funded at the same local share level, \$1,470,000 per Board, as the 2021-2024 LTP. In the event additional funding is secured (i.e. subsidy approved), each Board will have the opportunity to consider the selection of additional projects. In the event less funding is allocated to the footpath programme in the next LTP, staff will work with each Board meet the reduced funding levels.

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

Reported activities have been completed within existing approved Council budgets.

ĀPITIHINGA / ATTACHMENTS

Nil

4.3 SETTING SEASONAL SPEED LIMITS PROCESS

File Number: A4473641

Author: Elizabeth Stacey, NTA Road Safety and Traffic Engineer

Authoriser: Calvin Thomas, General Manager - Northland Transportation Alliance

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this briefing is to present Te Koukou Transport Committee information about setting temporary or seasonal speed limits on the Council road network.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

Te Koukou Transport Committee has requested information about the options to set temporary or seasonal speed limits during the summer period. Staff have consulted the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and will discuss options under the Rule for temporary and seasonal speed limits. A link to the Rule is provided here:

[Land Transport Rule : Setting of Speed Limits 2022 \(as of 21 August 2023\) \(nzta.govt.nz\)](https://nzta.govt.nz)

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee receive the report Setting Seasonal Speed Limits Process.

TĀHUHU KŌRERO / BACKGROUND

The 2022 Setting of Speed Limits Rule (Rule) defines both seasonal and temporary speed limits. A seasonal speed limit is defined as a speed limit that is:

- a) the same for all 24 hours during and given day and
- b) is different for each of two or more specified periods under the calendar year.

A temporary speed limit is one that is set under Section 7 of the Rule for specific purpose such as emergency, special event, roadworks or an unsafe road surface or structure.

In order to set a seasonal speed limit outside of the Regional Speed Management Plan process, Council must do so by what is referred to as an “Alternative Method” which requires approval by the Director of Land Transport, similar to our Interim Speed Management Plans. The process to set a seasonal speed limit under the alternative method requires the Council to demonstrate:

- 1) That a good reason exists for the proposed speed limit to be set before next relevant plan is published; and
- 2) That the new speed limit has been set consistent with the guidance under the Rule; and
- 3) Consultation has been conducted on the proposed speed limit and all submissions have been considered.

In order to set a temporary speed limit as defined under the Rule, the Council must demonstrate:

- 1) There is a danger to workers or the public due to work occurring on or adjacent to the road, or
- 2) There is an unsafe road surface or structure, or
- 3) There is a special event which involves a significantly different use of the road, or
- 4) There is an emergency as defined under the Rule.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

As described above, the situations for setting of a temporary speed limit under the Rule are limited. As such, the options for changing speed limits outside of the Regional Speed Limit review process would be confined to the alternative method as described and subject to Director of Land Transport approval.

As an example, for the Aucks Road/Russell Whakapara Road between Okiato and Russell to be eligible for a seasonal speed limit ahead of the Regional Speed Management Plan would require:

- 1) Specific consultation on the seasonal speed limit, and
- 2) Justification of why this consultation should occur alongside the Regional Speed Management plan consultation for a permanent speed at the same location.

Noting the above, using the alternative method to apply a temporary speed limit for this section of road would require:

- Approval to consult by the Far North District Council,
- A meaningful consultation period with area residents,
- Approximately four weeks for Director approval.

Noting the target holiday period for the introduction of a seasonal speed limit is less than a month away, it would not be possible to achieve for this upcoming summer season.

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

There are no financial implications as a result of this information paper. It is noted that if Te Koukou Transport Committee elects to pursue seasonal or temporary speed limits the costs of consultation and implementation have not been included in the current 2021-2024 LTP budgets.

ĀPITIHINGA / ATTACHMENTS

Nil

4.4 FNDC TRANSPORTATION ACTIVITY UPDATE - OCTOBER 2023 OPERATIONS REPORT

File Number: A4474483

Author: Calvin Thomas, General Manager - Northland Transportation Alliance

Authoriser: Guy Holroyd, Chief Executive Officer

TAKE PŪRONGO / PURPOSE OF THE REPORT

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

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

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

- Far North REAP ((Rural Education Activities Programme) continued their work delivering Far North's Road Safety Education Programme, with highlight for October being the refresh of the "One Tear Too Many" road safety campaign, with a large mural installed in main street Kaitaia. Bike Northland continued delivery of the Grade 1 BikeReady programme across Far North schools.
- The Recommendations Report, Interim Speed Management Plan and the decision paper for the Kerikeri-Bay of Islands speed catchment is to be presented for Council consideration at 16th November Council meeting. In October the Te Koukou Transport Committee endorsed the draft policies, objectives and proposed three-year implementation programme for the 2024/27 Regional Speed Management Plan.
- Advice received from Waka Kotahi has indicated that the Far North Transport Choices programme funding is currently assessed as "at risk" until such time that Waka Kotahi receive clear direction on from the incoming Government on the future of programme and associated funding.
- Work on the summer construction season projects has commenced with a full update on individual project status and risk included within this report. The projects assessed as being able to be fully delivered this year remains consistent at \$18.146M (71% of programme), with a further \$7.876M (28% of programme) of works to be partially completed.
- A total of 2,029km of network inspections were completed, 576.3km of maintenance led grading completed (69.8% of unsealed network), along with a continued focus on unsealed rehabilitation works, pre-seal repairs, watertabling works and culvert replacements.
- Works continued with the 2022/23 Emergency event(s) recovery activities, with further repair and clean-up works completed in October. The regional Emergency Works Assessment (EWA) process has now been completed and of 69 Far North sites assessed, 31 sites repair options have been confirmed as suitable to revert back into the Phase 2 funding category for direct delivery through the Maintenance Contracts within current 2023/24 financial year, with remaining 39 sites confirmed as complex Phase 3 sites requiring detailed geotechnical investigation and design, procurement consideration & project management oversight.
- 95 new Corridor Access Requests received for works in the road reserve across Far North District in October. Eight temporary traffic management safety audits completed (6 = 'High' or 'Acceptable' / 1 = 'Needs Improvement' and 1 issued a stop work notice due to non-compliance.
- The Hokianga Ferry service carried a daily average of 520 passengers and 250 vehicles for the month of October 23, with revenue for the month 30% lower when compared to the same period last year. The schedule departures were 96.8% on time for the month, with 105 shuttling's and 6 charters.
- Pleasingly the volume of customer requests has continued to stabilise in recent months, with 363 requests received in October (vs. 369 in September and 431 in August) and is now seeming to normalise to the pre-2022/23 historic average of 360 requests per month. At the end of October there were 277 open requests which is a further 9% reduction from the prior month.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee receive the report FNDC Transportation Activity Update - October 2023 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.

ĀPITIHINGA / ATTACHMENTS

1. FNDC Transportation Activity update - October 2023 - A4474479  
2. FNDC North Monthly Contract Report_October 2023 - A4474480  
3. FNDC South Monthly Contract Report_October 2023 - A4474481  

TRANSPORTATION UPDATE – October 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 Far North's Road Safety Education Programme, with highlight for October being the refresh of the "One Tear Too Many" road safety campaign, with a large mural installed in main street Kaitaia. Bike Northland continued delivery of the Grade 1 BikeReady programme across Far North schools.

The Recommendations Report, Interim Speed Management Plan and the decision paper for the Kerikeri-Bay of Islands speed catchment is to be presented for Council consideration at 16th November Council meeting. In October the Te Koukou Transport Committee endorsed the draft policies, objectives and proposed three-year implementation programme for the 2024/27 Regional Speed Management Plan.

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Work on the summer construction season projects has commenced with a full update on individual project status and risk included within this report. The projects assessed as being able to be fully delivered this year remains consistent at \$18.146M (71% of programme), with a further \$7.876M (28% of programme) of works to be partially completed.

A total of 2,029km of network inspections were completed, 576.3km of maintenance led grading completed (69.8% of unsealed network), along with a continued focus on unsealed rehabilitation works, pre-seal repairs, watertabling works and culvert replacements.

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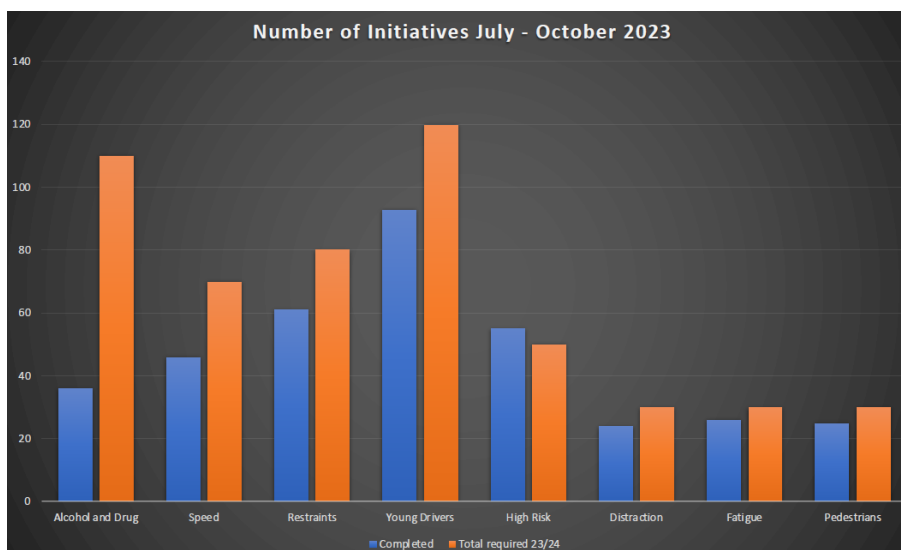
ROAD SAFETY EDUCATION PROGRAM

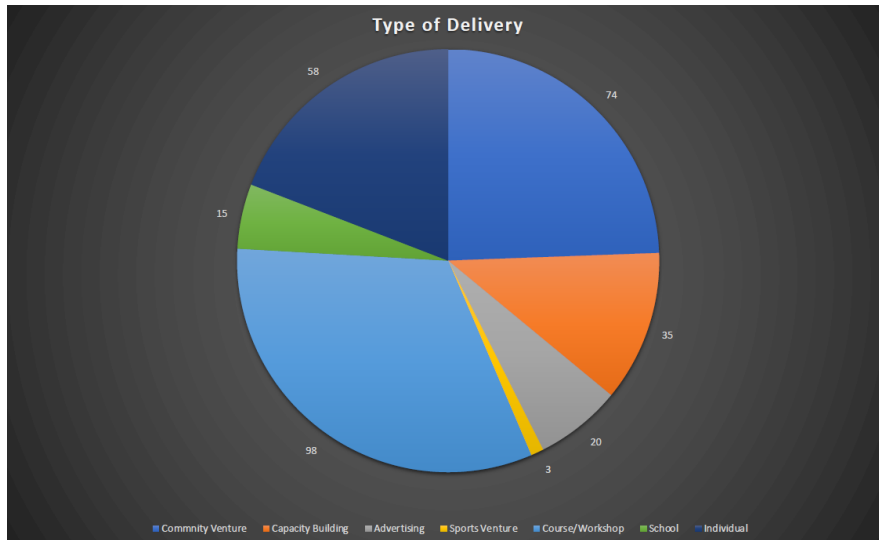
[Far North REAP](#) (Rural Education Activities Programme) are contracted to deliver Council’s Road Safety Education programmes across the Far North District. Key activities undertaken in October included:

- A local Far North road safety campaign (One Tear Too Many) has been refreshed and a large mural has been installed in main street Kaitaia. This campaign is utilised by all Road Safety Far North community groups delivering road safety education. The teams have found that having a campaign/brand that people of the Far North resonate and relate to supports their work towards changing driver behaviour and promoting road safety messages.
- Request for Child Restraints has continued, with the increase opportunity to educate adults on all passenger restraints, as well as promote the importance of appropriate car seats and correct installation.

There have been some highlights, trends and issues identified by the Far North District team:

- The biggest highlight supported through REAP and ACC was a combined effort to utilize the AA mobile Unit, in providing Youth who ride motorcycles the opportunity to attend the Basic Handlers Motorcycle course run in Moerewa, achieve, and attain the Motorcycle basic Handlers certificate and for those ready to sit their learners immediately sit their learners license on that same day. This was a great start in bringing ACC, Waka Kotahi and conducting a pilot model program employing the AA Mobile Unit. The trial displayed the capabilities having the Mobile Unit can provide in a more isolated area.
- The lowered speed limits and speed bumps around the community have created some reassurance to slow traffic down when compared without these.
- Seeing an increase in non-compliance with use of seatbelts for all passengers, and particularly children unrestrained
- An increase in referred mental health clients from other community providers. These clients are requiring a driver licence, however many of these people need more comprehensive mentoring and driving lessons before being test ready. This puts pressure on the capacity of those delivering a driver licence education course.





[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 school’s programme. Their key deliverables are summarised below:

2023/24 Far North District Council		
Course	Contracted	YTD
Grade 1	1050	671



Single handed riding tyre challenge



Junior class safety education

The team from Bike Northland received some feedback from Riverview School:

“Hi Chaye and Baily,

Thank you so much for coming to Riverview School. After speaking with the teachers and some kids, everyone was happy and loved the session!!

Also, thank you so much for making our retiring principal extremely proud, by stopping to chat to him yesterday after school. He was very proud and came and spoke to me to pass on your appreciation, but he also told everybody!

Look forward to hearing from you sometime to book in 2024. And I promise, I will get back to you, just can’t guarantee it will be straight away!!”

Bike Northland delivered a successful session at Te Kura Kaupapa Māori o Taumārere:

Mahi pai Kōtiro

Te Kura Kaupapa Māori o Taumārere

At Te Kura Kaupapa Māori o Taumārere, we had a group of kōtiro (girls) voice that they wanted to branch off into a smaller group.

We exercised their request, and the Tamariki had the option to freely participate in both group activities as they felt comfortable.

Kōtiro showed more engagement in the smaller group and listened attentively, following instructions while developing their skills.

They showed aroha and awahi to their peers through encouraging words and actions.

All Kōtiro actively participated and completed all outcomes for a Grade 1 assessment.

Outcomes for Grade 1 were gained by the use of an obstacle course followed by games which help develop required skills.

Skills developed included:

- Getting on and off the bike safely
- Controlled stopping using two brakes
- One handed riding for signaling
- Looking over the shoulder
- Games and activities that include slow riding for bike control, riding in a straight line, ducking and passing objects.

Te Kura Kaupapa Māori o Taumārere

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 consideration at the 16 November meeting.

Work continues on our Regional Speed Management Plan, and we are on track for consultation in the last early 2024. The Te Koukou Transport Committee have endorsed the draft Objectives and Policies as well as approved a three-year implementation plan for consultation. The proposed three-year plan includes the catchments of Russell/Kawakawa, Kaikohe/Ngawha, Kaitaia, Moerewa Rural Roads and Schools.

TRANSPORT CHOICES FUNDING PACKAGE (CERF)

While Council have completed the process of signing Schedule 2 (Construction funding agreement) for the Transport Choices package, the following programme update was received by Waka Kotahi on Wednesday 1st November. With the Far North programmes are impacted by point 1 below the present the status of these two projects is currently assessed as "at risk" until such time that Waka Kotahi receive clear direction on from the incoming Government on the programme, noting as these projects were bought forward from future years of the LTP they remain included for completion in the future through normal funding mechanisms should this funding not eventuate.

With a change of government following the general election, it has become clear that we need to pause making additional Climate Emergency Response Fund (CERF) funding commitments for both the Transport Choices programme until we receive clear direction on the incoming government's priorities for transport investment.

For Transport Choices this means:

- 1. Signing of any further **unsigned or unconfirmed** Transport Choices Schedule 2 (construction/implementation) **Funding Agreements** will be put on hold until we have clear direction from the incoming government.*
- 2. There is no impact on the 12-month extension that was recently announced, or the October 27 deadline for final project plans. We expect Councils will continue to progress their projects to meet these timeframes.*
- 3. There is no change to the requirement for all councils to make savings of at least 10 percent of their project costs to meet the reduced funding envelope. We would appreciate the proposed cost savings to be submitted by 27 October, as previously advised.*

We are working to finalise the overall Transport Choices programme as soon as possible, but will not be approving any further Schedule 2's until we receive clear direction from the incoming government.

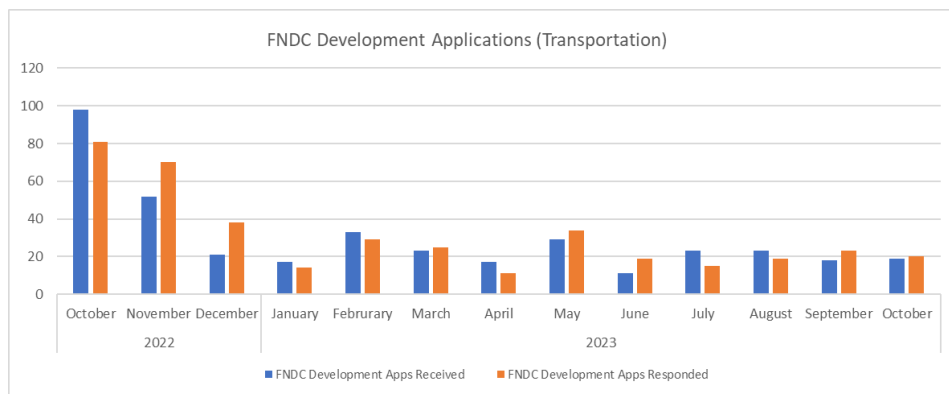
We appreciate this may be challenging for councils and we are working as swiftly as we can to provide clarity around this.

Once we can confirm further details regarding the transport priorities of the incoming government and what that means for the CERF Programme - in particular Transport Choices and the VKT Reduction planning work - we will share this with you.

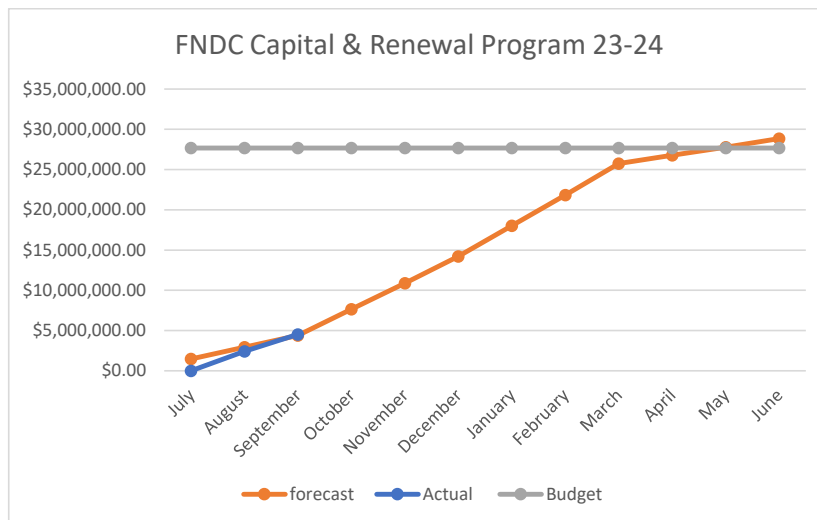
DEVELOPMENT APPLICATIONS (Transportation)

The following table and graph below provide information on the volume of development applications received for transportation assessment over the past twelve months. A total of nineteen applications were received in the month of October (vs. twelve month rolling average of twenty-four) and a total of twenty were processed.

Year	Month	FNDC			
		Development Apps		Alfresco	
		Received	Responded	Received	Responded
2022	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
	September	18	23	6	5
	October	19	20	4	4



FNDC TRANSPORT CAPITAL PROGRAMME DELIVERY



Note - October actual expenditure data unavailable at the time of finalising report

Works are continuing on the Capital Works programme activities with the improved weather and start of the construction season, seeing pavement works and other activities commencing. The year to date expenditure for the first quarter was aligned with forecast, with expenditure expected to increase at a greater rate now that we are moving into the summer construction season.

The current total forecast is slightly 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 it remains within approved budgets.




Project Risk Table

FNDC	No. of Projects	Description	Budget	% of Total Budget
✔	34	Will be fully delivered this year	\$19,685,509.00	71%
⚠	15	Risk of partial delivery	\$7,876,200.39	28%
✘	3	Risk of non delivery	\$112,000.00	0%
		Total	\$27,673,709.39	100%

**Note – delivery risks remain unchanged from the full report presented at the Te Koukou Transport Committee meeting of Monday 30th October, with a full list of 2023/24 projects (complete with status and risk assessment) provided below.*

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 RP9668	Construction underway	Construction underway	●
141 - Emergency Works Total				\$416,336.00		
212	0	Sealed Road Resurfacing	Network Wide	Construction underway	Construction underway	●
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	HG	SOMMERVILLE AVENUE (KAITAIA)	SOMMERVILLE AVENUE (KAITAIA) RP 10 to RP 184 = 174m	Construction underway	Construction underway	●
214	HG	NGAPIPITO ROAD	NGAPIPITO ROAD RP 1850 to RP 3000 = 1150m	Construction underway	Construction underway	●
214	HG	CUMBER RD	CUMBER ROAD RP 0 TO RP 421 = 421m	Design Stage	Project on hold	●
214	HG	ORAKAU RD	ORAKAU RD RP 14822 TO RP 15050 = 228m	Project planning stage	Design Stage	●
214	HG	PIPIWAI RD	PIPIWAI RD RP 12274 TO RP 12610 = 336m	Project planning stage	Design Stage	●
214	HG	GILL RD	GILL RD RP 470 TO RP 1390 = 920m	Construction underway	Construction underway	●
214	HG	GILL RD	GILL RD RP 1423 TO RP 2180 = 757m	Construction underway	Construction underway	●
214	HG	MIDGLEY RD	MIDGLEY RD RP 600 TO RP 1900 = 1300m	Design Stage	Design Stage	●
214	HG	KAITAIA-AWAROA RD	KAITAIA-AWAROA RD RP 28540 TO 30140 = 1690m	Construction underway	Project on hold	●
214	HG	PAWARENGA RD	PAWARENGA RD RP 2306 TO 2956 = 650m	Design 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	Procurement 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 completed	Construction completed	●
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)		0 Procurement Stage	Procurement Stage	●
216 - Bridge and Structures Renewals Total				\$2,700,000.00		
341	Road 2 Zero	144229 - Safety - Speed Management via Local Area TM	Ahipara Rd, Ahipara Township	Procurement Stage	Construction underway	●
341	Road 2 Zero	152000 - Safety - High Risk Rural Roads (HRRR)	Ahipara-Sandhills	Procurement Stage	Construction underway	●
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 Rd/Hone Heke Rd Intersection	Design Stage	Design Stage	●
341	Low Risk Improvement	152011 - Resilience Improvements 2023/24 - Hupara Road	Hupara Road RP 3028-3058, Moerewa	Design Stage	Procurement Stage	●
341	Road 2 Zero	144226 - Safety - Speed Management via Local Area TM	Kaikohe Nth Urban Area	Construction completed	Construction completed	●
341	Low Risk Improvement	144256 Stock Truck Effluent Diposal Facilities	Kaitaia and Kaikohe	Project planning stage	Design Stage	●

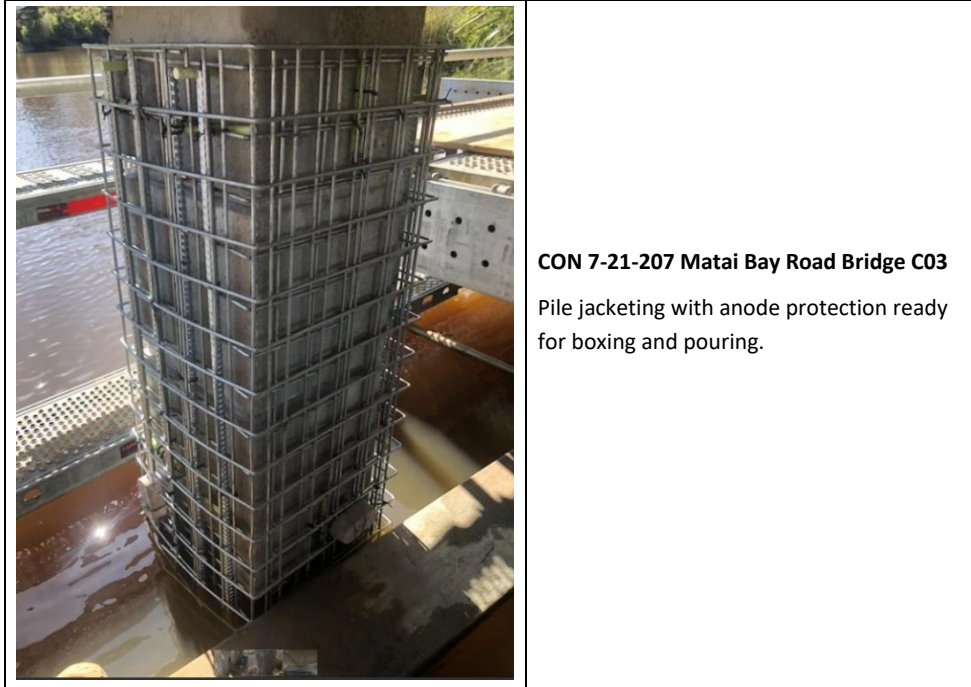
Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
341	Road 2 Zero	144229 - Safety - Speed Management via Local Area TM	Kaitaia Urban Area	Procurement Stage	Construction underway	●
341	Road 2 Zero	144236 - Safety - School Zones (& Safer Journeys for Schools)	Kerikeri Primary and High Schools	Design Stage	Design Stage	●
341	Low Risk Improvement	152008 - Resilience Improvements 2023/24 - Kohukohu Road	Kohukohu Road RP602, Kohukohu	Design Stage	Design Stage	●
341	Low Risk Improvement	152006 - Resilience Improvements 2022/23 - Manawaora Road	Manawaora Road	Construction underway	Construction underway	●
341	Road 2 Zero	151999 - Safety - Speed Management via Local Area TM	Moerewa - Otiria & Side Roads	Construction completed	Construction completed	●
341	Road 2 Zero	144235 - Safety - School Zones (& Safer Journeys for Schools)	Moerewa School	Design Stage	Design Stage	●
341	Road 2 Zero	144218 - Safety - Speed Management	North Hokianga and Kaitaia	Procurement Stage	Construction underway	●
341	Low Risk Improvement	152010 - Resilience Improvements 2023/24 - Pawarenga Road	Pawarenga Road RP 517-537	Design Stage	Design Stage	●
341	Low Risk Improvement	144212 - Safety - Urban/Rural Intersection (HRRI)	Pukepoto Rd/ Lake Rd	Construction underway	Construction underway	●
341	Low Risk Improvement	144248 - Safety - Pedestrian Improvements	Redan Rd	Procurement Stage	Construction underway	●
341	Low Risk Improvement	144213 - Safety - Urban/Rural Intersection (HRRI)	Reef View/Foreshore Road	Construction underway	Construction underway	●
341	Road 2 Zero	144238 - Safety - School Zones (& Safer Journeys for Schools)	Riverview School	Design Stage	Design Stage	●
341	Low Risk Improvement	144214 - Safety - Urban/Rural Intersection (HRRI)	Tokerau Beach Road/ Inland Road	Construction underway	Construction underway	●
341	Low Risk Improvement	144142 - Associated Improvements	Various Locations	Project planning stage	Design Stage	●
341	Road 2 Zero	160157 - Safety - Speed Management	Various Schools in BOI and Kerikeri catchment	Project planning stage	Design Stage	●
341	Low Risk Improvement	152007 - Resilience Improvements 2023/24 - Waikare Road	Waikare Road RP 10935-10970, Waikare	Design Stage	Design Stage	●
341 - Low Cost Low Risk Total				\$8,177,950.39		
seal extensions	0	PAWARENGA ROAD	PAWARENGA ROAD RP 11903 to RP 13583 = 1680m	Construction underway	Construction underway	●
seal extensions	0	RUAROA RD	RUAROA RD RP 3008 to 5681 = 2673m	Design Stage	Construction underway	●
seal extensions	0	HAUTAPU RD	HAUTAPU RD RP 0 - 530 = 530m	Design Stage	Design Stage	●
seal extensions	0	HAUTAPU RD	HAUTAPU RD RP 4736 - 5937 = 1201m	Design Stage	Design Stage	●
Seal Extensions Total				\$2,478,500.00		
unsub footpath	0	BOI-Whangaroa New Footpath: Queen Street	Queen Street from Wellington - Little Queen St, Russell	Design Stage	Procurement Stage	●
unsub footpath	0	BOI-Whangaroa New Footpath: SH11 Haruru	SH11 from Nautical Dr - Haruru Falls Rd, Haruru	Design Stage	Procurement Stage	●
unsub footpath	0	BOI-Whangaroa New Footpath: Te Tii Road	Te Tii Road from BOI Academy - Whitiara Marae, Te Tii	Design Stage	Design Stage	●

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
unsub footpath	0	Kaikohe-Hokianga New Footpath: Horeke Road	Horeke Road from 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	Project deferred to future	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Parnell Street	Parnell Street: gap between Honey St & School, Rawene	Design Stage	Procurement Stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Parnell Street	Parnell Street: gap at Nimmo St, Rawene	Design Stage	Procurement Stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: SH12 Ohaewai	SH12 from pre-school - existing path & existing path - rugby field, Ohaewai	Design Stage	Procurement Stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: SH12, Kaikohe	SH12 from Reservoir 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 Rd	Takahe Rd, Ahipara	Procurement Stage	Construction underway	
Unsub Footpath Total			\$3,237,383.00			
GRAND TOTALS			\$27,673,709.39			

<p>Photo Wall FNDC October 2023</p>	
	
<p>Contract 7/23/185 - FNDC Footpath Projects Suite 3 (21-24) Taupata Place. Completed footpaths</p>	
	
<p>Contract 7/23/185 - FNDC Footpath Projects Suite 3 (21-24) Cable Bay Block Rd environmental controls (left) and starting work on pole retaining wall (right)</p>	
	<p>Contract 7/22/150 - FNDC Slip Repairs Suite 01 Manwaroa Rd Slip repair – soil nails installed and tested</p>
	<p>Contract 7/21/216 - Corridor & Intersection Safety Treatments High Risk Intersection upgrade of Tokerau Beach Rd / Inland Rd Karikari Peninsula</p>



Gill Road Rehabilitation Awanui
Rockwalling to support shoulders (left) and overlaying of pavement (right)



FNDC TRANSPORT MAINTENANCE PROGRAMME

Key points of note for the September includes:

- Completed routine maintenance focused on pothole repairs for both unsealed and sealed road and roadside mowing.
- Programmed works completed were pre-seal repairs, culvert markers replacement, culverts end clearing and flushing, and few culverts were replaced. Signs and edge marker post replaced, cleaned straightened and painted.
- 2,029km network inspection completed district wide
- Remarking of road centreline and edgelines is still in progress for the North area
- Unsealed rehabilitation sites completed for South area are Pokas Road and Waitaheke Road.
- Footpath Renewals completed for Mangakahia Road, Te Haumi Drive, Pokapu Bridge and Taupata Place.

Maintenance activities programmed for November 2023 relate to:

- Routine unsealed and sealed network routine maintenance activities
- Drainage works
- Unsealed road rehabilitation and overlay works
- Footpath renewals and unsealed overlay

Daily site checks continuing all warning and Phase 2 reinstatement works for storm damages for the May & June Rain Event and a few from the Cyclone Gabrielle event.

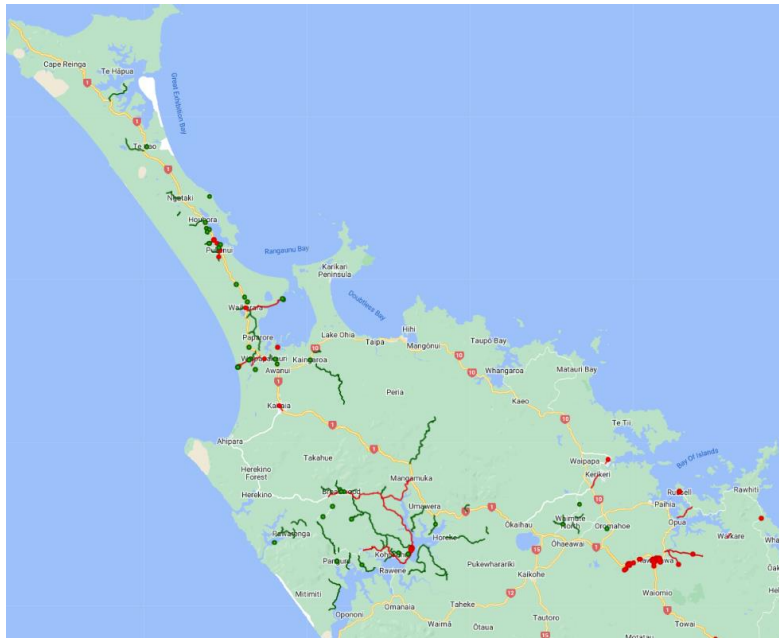
As shown below, during October the Fulton Hogan Kaitaia branch welcomed six new cadets to their team who graduated on Friday 6th October 2023, in their first ever Kaitaia Cadetship program. This intake of six cadets was the first of a joint initiative with Fulton Hogan and the Ministry of Social Development (MSD) in Kaitaia, with MSD putting forward candidates to be interviewed for the cadetship.



Kaitaia Branch Manager Warren Gore, Willie Popata Regional Training and H&S Advisor and John Catt Fulton Hogan Program Manager Infrastructure Skills Centre, with our new cadets.

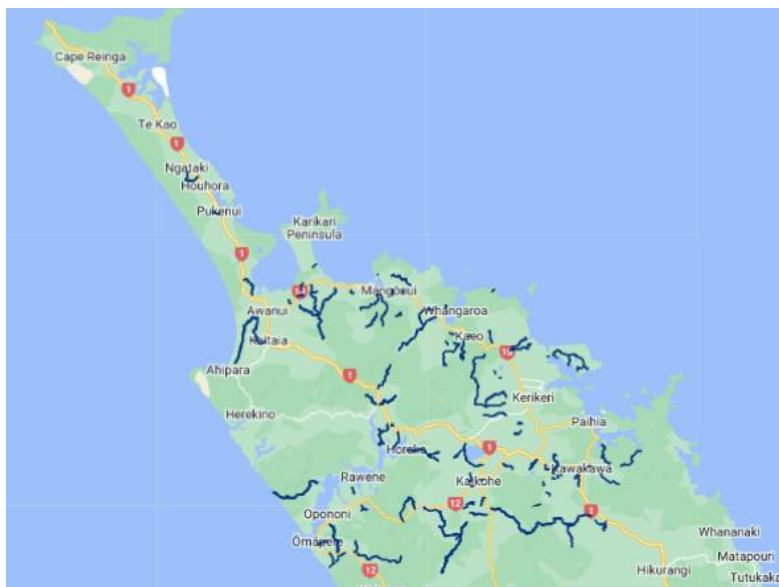
Network Inspections

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



Completed Grading

Excellent progress was made with network wide maintenance grading in October, with 69.8% (or 576.3km) of the unsealed network length completed, as represented in the map below.



EMERGENCY WORKS RECOVERY PROGRAMME

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 October:

Road	Start	End	Length	Asset Type	Fault
KOHUMARU ROAD	9484	9510	26	Drainage (Culverts)	Culvert renewal - Inadequate/damaged (m)
KOHUMARU ROAD	11318	11328	10	Drainage (Culverts)	Culvert renewal - Inadequate/damaged (m)
TAYLOR ROAD	0	2842	2842	Vegetation	Mechanised tree pruning - Overgrown (m)
MANAWAORA ROAD	5230			Retaining Walls	Minor repair - Broken component (ea)
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)
TE TIO ROAD	4434	4459	25	Retaining Walls	New construction - Drop out (m)
TE TIO ROAD	2944	2949	5	Vegetation	Tree pruning - Overgrown vege (m)
AWAROA ROAD	0			Vegetation	Tree removal - Dangerous trees (ea)
KOHUKOHU ROAD	9604			Vegetation	Tree removal - Dangerous trees (ea)
TAHEKE ROAD	9392			Vegetation	Tree removal - Dangerous trees (ea)
WAIKARE ROAD	11049			Vegetation	Tree removal - Dangerous trees (ea)
DUDDY ROAD	5644			Vegetation	Tree removal - Dangerous trees (ea)

Works planned for November:

Road	Start	End	Length	Asset Type	Fault
WAIMATE NORTH ROAD	3227	3527	300	Surface Water Channels	WT reconstruct - Over deepened/scouring (m)
TAITA ROAD	2588	2589	1	Drainage (Culverts)	Culvert renewal - Inadequate/damaged (m)
WAOKU ROAD	2762	2787	25	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	8337	8352	15	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	9110	9130	20	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	9521	9561	40	Retaining Walls	New construction - Drop out (m)
KAHIKATO A ROAD	255	256	1	Drainage (Culverts)	Culvert renewal - Inadequate/damaged (m)
WAIMATE NORTH ROAD	7790	7820	30	Pavement - Sealed	Dig out - 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)



Emergency Works Assessment (EWA) process update and outcomes

The regional EWA process has now been completed, which provided initial geotechnical risk and option assessments to confirm the **Phase 3** funding qualification and requests. A panel established within the NTA, which included Waka Kotahi, met on a weekly basis over the course of three months to progressively work through a review of each site-specific EWA, as they were completed.

Of the total EWA’s completed and reviewed, the 31 sites below have been confirmed as having 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 within the current 2023/24 financial year. The delivery of this additional **Phase 2** programme will be issued with a 50% SME delivery requirement, to further support the ongoing use of small to medium local sub-contractor resources.

LOWER COMPLEXITY SLIPS				
LOWER COMPLEXITY SLIPS - Current 6 - 8 month programme (construction within Financial Year)				
Road	Route Position (m)	Length (m)	Slip Type	Likely Solution
DIGGERS VALLEY ROAD	10390	24	Underslip	Mass Wall
DIGGERS VALLEY ROAD	11597	28	Underslip	Mass Wall
DIGGERS VALLEY ROAD	16791	12	Underslip	Mass Wall
DUNCAN ROAD (KAINGAROA)	7674	5	Underslip	Maintenance
DUNCAN ROAD (KAINGAROA)	6133	12	Underslip	Maintenance
DUNCAN ROAD (KAINGAROA)	6411	10	Underslip	Maintenance
DUNCAN ROAD (KAINGAROA)	11464	45	Underslip	Maintenance
DUNCAN ROAD (KAINGAROA)	13852	25	Underslip	Maintenance
DUNCAN ROAD (KAINGAROA)	15334	20	Underslip	Maintenance
FAIRBURN ROAD	5158	30	Underslip	Mass Wall
FAIRBURN ROAD	5389	40	Underslip	Mass Wall
GANGWAY ROAD	1033	10	Underslip	Maintenance
IWITAU ROAD	10338	0	Underslip	Mass Wall
KAUAPEPE ROAD	87	20	Underslip	Maintenance
KAUAPEPE ROAD	987	12	Underslip	Maintenance
KAUAPEPE ROAD	1344	3	Underslip	Maintenance
KENANA ROAD	2800	40	Underslip	Maintenance
KOHUMARU ROAD	1142	20	Underslip	Mass Wall
KOHUMARU ROAD	6120	15	Underslip	Mass Wall
MARTIN ROAD (KAEO)	1551	10	Underslip	Maintenance
NGAPIPITO ROAD	6458	20	Underslip	Mass Wall
OKAKEWAI ROAD	498	20	Underslip	Mass Wall
PAPONGA ROAD	12406	0	Underslip	Mass Wall
PAPONGA ROAD	14824	20	Underslip	Mass Wall
PARANUI-TOATO ROAD	3273	12	Underslip	Mass Wall
RANGIKOHU ROAD (EPIKAURI ROAD)	1314	8	Underslip	Maintenance
WAIOTEHUE ROAD	5200	29	Underslip	Mass Wall
WAIOTEHUE ROAD	8088	41	Underslip	Mass Wall
WAIOTEHUE ROAD	8330	30	Underslip	Mass Wall
WAIOTEHUE ROAD	8420	40	Underslip	Mass Wall
WEKAWEKA ROAD	10300	40	Underslip	Mass Wall

PHASE 3 DELIVERY

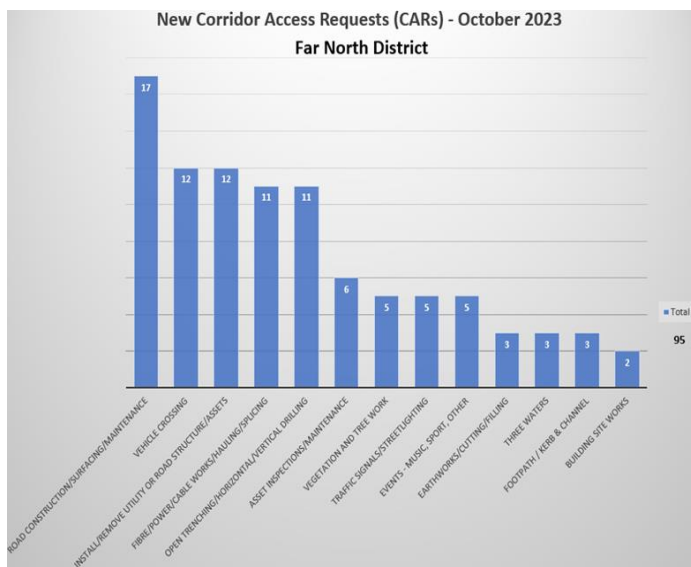
The remaining 38 confirmed **Phase 3** sites will require detailed geotechnical investigation and design aspects, procurement consideration and project management oversight, with procurement for these activities required to confirm with the requirements of Waka Kotahi’s and Council’s Procurement policies. Under these policies, due to cost, complexity and risk, the work for these **Phase 3** sites requires open market tendering to be undertaken, noting that in an effort to accelerate this process staff are presently liaising with Waka Kotahi procurement specialists to seek exception to award initial Geotech Investigation and Design works packages directly to a panel of six pre-qualified specialist consultants. A dedicated Project Management resource has now commenced, focussed on the delivery of in-depth geotechnical works and designs, while also working through contract procurement and delivery considerations.

COMPLEX SLIPS				
COMPLEX SLIPS - Current 2 -3 year programme (construction within future Financial Years)				
Road	Route Position (m)	Length (m)	Slip Type	Likely Solution
BROADWOOD ROAD	296	39	Underslip	Engineered Wall
CHURCH ROAD (KAITAIA)	1404	30	Underslip	Engineered Wall
DUNCAN ROAD (KAINGAROA)	13894	36	Underslip	Engineered Wall
DUNCAN ROAD (KAINGAROA)	14443	30	Underslip	Engineered Wall
DUNCAN ROAD (KAINGAROA)	10069	30	Underslip	Engineered Wall
DUNCAN ROAD (KAINGAROA)	10105	20	Underslip	Engineered Wall
FISHER-RILEY ROAD	2820	15	Underslip	Engineered Wall
FRYER ROAD	2892	47	Underslip	Engineered Wall
FRYER ROAD	3487	24	Underslip	Engineered Wall
HONEYMOON VALLEY ROAD	5585	8	Underslip	Engineered Wall
IWITAU ROAD	6252	20	Underslip	Engineered Wall
KAITAIA-AWAROA ROAD	13525	20	Underslip	Engineered Wall
KAITAIA-AWAROA ROAD	26807	20	Underslip	Engineered Wall
LARMER ROAD	2117	30	Underslip	Engineered Wall
MANGAMUKA ROAD	2948	18	Underslip	Engineered Wall
MANGAMUKA ROAD	4535	14	Underslip	Engineered Wall
MANGAMUKA ROAD	7860	66	Underslip	Engineered Wall
MATAWAIA-MAROMAKU ROAD	7182	21	Underslip	Engineered Wall
MONUMENT ROAD	6844	10	Underslip	Engineered Wall
ORURU ROAD	2348	10	Underslip	Engineered Wall
PAPONGA ROAD	2453	30	Underslip	Engineered Wall
PARANUI ROAD	4460	80	Underslip	Engineered Wall
PAWARENGA ROAD	8151	25	Underslip	Engineered Wall
TAPUHI ROAD	8730	38	Underslip	Engineered Wall
TE RORE ROAD	3039	60	Underslip	Engineered Wall
WAIARE ROAD	8085	43	Underslip	Engineered Wall
WAIARE ROAD	28047	20	Underslip	Engineered Wall
WAIKARE ROAD	8444	35	Underslip	Engineered Wall
WAIKARE ROAD	10600	24	Underslip	Engineered Wall
WAIKARE ROAD	19970	20	Underslip	Engineered Wall
WAINUI ROAD	6561	40	Underslip	Engineered Wall
WAINUI ROAD	4655	30	Underslip	Engineered Wall
WAINUI-MATAURI BAY ROAD	4995	47	Underslip	Engineered Wall
* WEST COAST ROAD (KOHUKOHU)	16775	40	Underslip	Engineered Wall
* WEST COAST ROAD (PANGARU)	20915	85	Underslip	Engineered Wall
* WHANGAE ROAD	2700	27	Underslip	Engineered Wall
WHANGAE ROAD	4857	15	Underslip	Engineered Wall
WHANGAPE ROAD	6300	47	Underslip	Engineered Wall

**Detailed investigation and design completed for these sites – physical works procurement to be progressed*

Corridor Access Requests (CARs) and Temporary Traffic Management

CARs and Temporary Traffic Management Applications



There were 95 Corridor Access Request applications received for works in the road reserve across Far North district in October, a 30% increase on last month. A breakdown of the activities in the graph below shows road construction and maintenance, vehicle crossings and utilities activities accounted for 66% of applications to work in the road reserve. 5 event applications were received for Christmas parades and a fireworks display.

There were 56 applications approved in October for Far North district.

Work Completion Notifications, Reinstatement Inspections and Traffic Management Audits

This month there were 89 Corridor Access Requests (CARs) completion status updates. 13 excavation sites were set into a two-year warranty period.

CAR Status	Count of Activity
Far North District Council	89
Cancelled	56
Completion Notified	4
Work Completion Notified	16
Work in Warranty	13
Grand Total	89

There were eight temporary traffic management safety audits completed in October:

- Six sites scored 'High' or 'Acceptable'
- One site scored 'Needs Improvement' and,
- A site on Recreation Road was issued a Stop Work Notice due to being non-compliant and not following the traffic management plan. This site will be reviewed for further action in the TTM Review Panel in November.
- A corrective action plan agreement between the Traffic Management provided and NTA was signed off in response to an Organisational Notice of Non-Conformance Strike One issued in July. The Notice will remain in place until July 2024.
- TTM Review Panels were held on 10th and 24th October. The Stop Work Order issued to contractors working on Recreation Road is under review for corrective actions. A non-compliant site at Cobham Road was closed out with noted improvements.

Other TTM Updates:

- A Corridor Access newsletter was distributed to the Northland contracting and temporary traffic management industry to drive safety and improvement at temporary traffic management and corridor access sites when working on the road or roadside in Te Tai Tokerau.
- A Northland contractor meeting was held on 26th October in partnership with Civil Contractors NZ. The meeting was to support contractors understand temporary traffic management under the NZ Guide to Temporary Traffic Management and Worksafe’s Good Practice Guide. Speakers from KiwiRail National Corridor Manager and Compliance Manager presented on safety at level crossings.
- Rachel Taylor (NTA Road Corridor Management Lead) has been accepted onto the National TTM Industry Steering Group (ISG) representing North Island LG Road Controlling Authorities. This is a good opportunity to represent Te Tai Tokerau to ensure the regions have a voice throughout the transition to a risk-based approach to temporary traffic management. Rachel will be part of the Good Practice and Assurance workgroups.
- Fraser Hoani, Road Corridor Management/Traffic Management Coordinator was nominated and accepted a position on the Far North District Council Health & Safety Committee attending his first meeting in October.

HOKIANGA FERRY (KOHU RA TUARUA)

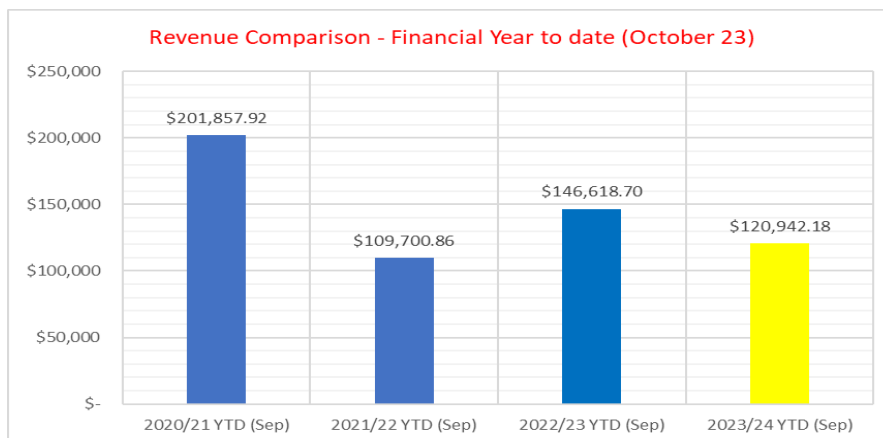
Revenue

October 2023 revenue was 30% lower when compared to last year for the same period. This month has been very quiet with ticket sales across all categories. The closure of SH1 Mangamuka Gorge and ongoing pressures due to cost of living could be contributing factors to the reduction in travel.

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

October 2023	October 2022	Difference
\$35,586.65	\$ 51,538.26	\$15,951.61

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



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 520 passengers and 250 vehicles for the month of October 23. The schedule departures were 96.8% on time for the month of October with 105 shuttling's and 6 charters.

Unique visit to the Hokianga pages within Northland Ferries website were down by 14% this month when compared to same period last year. Northland Ferries & Hokianga Tourism are working on the onboard display for marketing and promoting the Hokianga region. Northland Ferries has also donated \$5,000 towards Hokianga Tourism Association to support their social media promotional activity.

There were no customer complaints received this month. One request for an afterhours chartered trip by Electoral Commission & Country Rock Festival. 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. All engine oil change.
- b. Engine #2 water pump replaced.
- c. Fuel leak on engine #4 rectified.
- d. Schottel low level sensor plug replaced.
- e. Replaced #2 steering valve block.
- f. All engines RPM adjusted.
- g. Vessel service checks
- h. Ramps were water blasted using chlorine as per RM consent requirements.

Furthermore, this month a total of 15,300 litres of fuel were filled in the vessel. In the last twelve months, 177,093 litres have been purchased against 14,765 engine running hours that averages 12 litres per hour of operation.

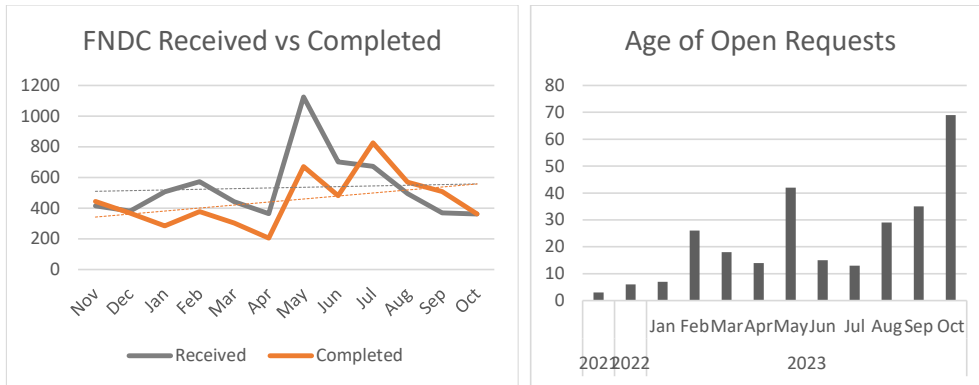
Health & Safety, Risks

There was one reported near miss whilst untying the mooring ropes was registered for the month by the crew. Due to strong wind gust (50kts) a carabiner had blown on the life raft and become stuck. The wind pushed the ferry away from the poles and the carabiner sprang freely narrowly missing the crew's head. Northland Ferries investigating this rare incident to identify alternate methodology for this work.

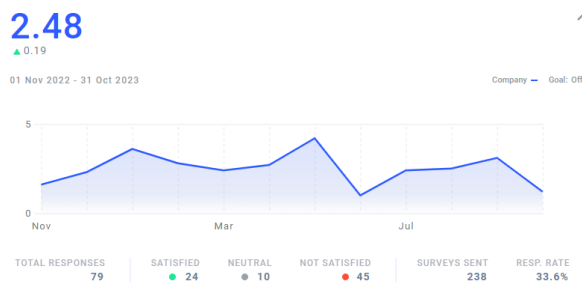
The vessel's monthly HSE audit was carried in accordance with the vessel's operating procedure. Furthermore, an audit of vehicle and passenger ticket sales was also carried out using CCTV footage and Northland Ferries have confirmed that correct number of sales and concession clicks were made this month.

CUSTOMER REQUESTS

The volume of customer requests has stabilised back to historic levels (363 requests received during October). Staff and contractors to continue to work through more of the backlog of requests for our customers and communities. At the end of September, we had 277 open requests which is a further 9% reduction from the prior month.

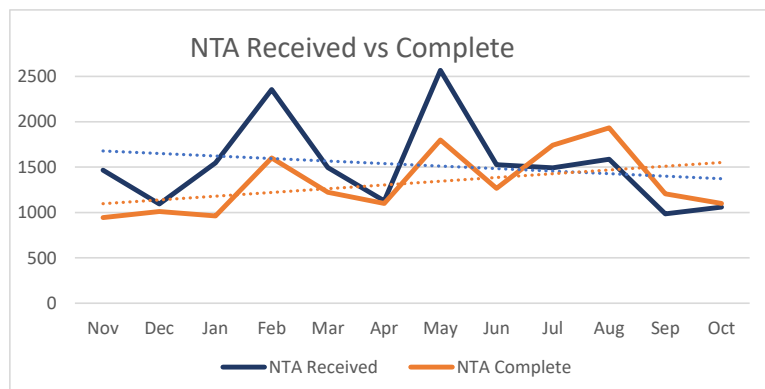


Customer Feedback (note we only receive a small amount of feedback as customers often raise causal requests and the system is unable to send surveys):



Northland Region Customer Requests

The following graphs demonstrates the peaks of customer requests across the region associated with the significant weather events. The recent months has seen a decline in request across the region and show the NTA now closing more requests than they have received.





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

October 2023

Summary

October has been another busy month with great progress made on all contract works. The Gills Rd Pavement Rehabilitation is ready for stabilisation and sealing, the stormwater replacement on Summerville Ave is largely complete and pre-reseal pavement repairs are progressing well on Kaitaia-Awaroa and Awaroa Roads. Footpath renewals have been completed on Taupata PI and have started on Cable Bay Block Rd.

Routine maintenance activities such as unsealed maintenance metalling, grading, culvert replacements, roadside mowing and edge marker post replacements were also completed.

November will continue on with a similar program, hopefully with better weather conditions.



Kaitaia Branch Manager Warren Gore, Willie Popata Regional Training and H&S Advisor and John Catt Fulton Hogan Program Manager Infrastructure Skills Centre, with our new cadets.

We are very happy to welcome to our Fulton Hogan whanau our six new cadets who graduated on Friday 6th October 2023 in our very first ever Kaitaia Cadetship program.

The cadets undertook a speed interview at the end of August with Willie Popata (Northland Regional Training Manager), Rolly Noble (Kaitaia Construction Supervisor), Sean Breannan (Kaitaia Operations Manager), Freya Coppins (Kaitaia Construction Manager), and John Catt (Fulton Hogan National ISC Program Manager), who were all impressed by the high calibre and positive attitudes of the successful applicants.

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

October 2023

This was the first of a joint initiative with Fulton Hogan and the Ministry of Social Development (MSD) in Kaitaia, with MSD putting forward candidates to be interviewed for the cadetship. Jamie Rosemergy (MSD Regional Labour Market Manager) thanked Fulton Hogan for their support of their clients, with MSD and Fulton Hogan working together to complete job applications and pre employment checks, which can sometimes be a daunting task for job applicants.

The cadets embarked on a two training intensive with John Catt covering Hazardous Substances, Quality Works, Living Safely, Bitumen Awareness, First Aid, Envirowise, Excavations and Trenches, AMP Money Matters, Lock-out and Tag-Out and also obtained TTM Worker and TMO Qualifications.

The 9th of October marked their first day in the field, with the cadets joining the Fulton Hogan Kaitaia team as we kick off our busy summer construction season. We wish the cadets all the best in the future and we hope our Kaitaia cadets lead the way and continue to prove the success of this Fulton Hogan program that has seen an over 80% retention rate of cadets so far.

Works Programme

A total of **1,246** work items were completed this month. This included **1055** 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 34 out of 343, or 10%, of unsealed roads
- Routine metalling was completed on 9 out of 343, or 3% of unsealed roads
- Potholing was completed on 51 roads, with 374 jobs completed
- Roadside mowing was completed on 12 roads
- Emergency works were completed for 8 jobs, predominantly for falling trees this month.

Aggregate Usage

The following aggregate was used during October, the equivalent of 831 truck loads of metal:

- GAP 30 – 2,638 m3
- GAP 40 – 3,181 m3

Cyclic Works Completed

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

Drainage Maintenance and Renewals

- 249 cesspit grates were cleared
- 136 culvert marker were replaced
- 19 culvert ends were cleared
- 0 culverts were flushed
- 220m of culvert pipes were replaced

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

October 2023

Road Furniture Activities

- 23 signs posts were replaced
- 3 posts were painted
- 28 signs were replaced
- 18 signs were straightened
- 1 signs were cleaned
- 0 bridge edge markers were cleaned and 2 were replaced
- 171 edge markers were replaced and 0 were straightened

Structures Maintenance

- 0 bridge deck/drain holes were cleared

Road Accident Response

- No accidents occurred in October.

Environmental Management

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

Community Issues / Complaints

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

Positive Feedback

1 unsolicited positive feedback was received this month.

Hi Warren,

I received the following email from Fraser Hoani, a colleague in the NTA team. I'm forwarding it for your information.

Our work together often focuses on the problems and issues, we don't talk about the good stuff much. I want to let you know we really value your high HSE and TTM standards.

I visited the site 2 or 3 weeks ago and was impressed by the STMS (Grant), the site and the induction. Fraser's email supports my opinion.

Regards,

Trevor Green

Renewals Project Manager | Northland Transportation Alliance
Far North | Kaipara | Whangarei

Hi Trevor,

I have done an Audit on Gill Road, I am very pleased to see a very tidy and well managed site, STMS Grant was very involved and in control of his site. Paperwork was on point and his toolbox was in depth and covered hazards and controls onsite with good detail. His site was set up as per his tmp and could show each diagram that he was using on attended and unattended closures.

Was great to see.

Nga Mihi

Fraser Hoani

Road Corridor Manager - TMC | Northland Transportation Alliance
Far North | Kaipara | Whangarei

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

October 2023

Maintenance Programme November 2023

- Grading, metalling and pothole repairs will continue to be completed when weather allows, with a view to moving to a summer unsealed pavement maintenance strategy to reduce ineffective grading and metalling programs during dry weather.
- Pre reseal pavement repairs will continue.
- Daily site checks continuing on all warning signage for permanent storm damage repairs that are yet to be programmed.
- The unsealed overlay on Honeymoon Valley Road will be completed.

Inspection Activities

The following sealed and unsealed network inspection lengths were completed during October. Details for the inspections completed and the inspections due next month are attached separately.

North Area – October 2023	
Week 1	285.891 km
Week 2	243.691 km
Week 3	226.148 km
Week 4	123.173 km
TOTAL	878.903 km

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	Tested and Sealed.	Sweep seal. Project complete.
2023/24 Pavement Rehabilitations:		
Gills Rd RP 1423-2180	All drainage, pavement overlay and rock wall completed.	Stabilise and seal.
Sommerville Rd RP 0-184	Drainage works largely complete.	K&C and Footpath prep.
Midgeley Rd RP 600-1900	Established on site and commenced clearing.	Pavement overlay to commence.
Pawarenga Road RP 2306-2956	Awaiting pavement investigation information.	
Kaitaia Awaroa Road RP 28450 - 30140	Tree clearing completed.	Price realignment / earthworks.
2023/24 Seal Extensions:		
Ruaroa Rd RP3008-5681.	Established on site and tree clearing completed.	Site clearing and drainage to commence.

Reseals

Length Completed October 2023	Length Outstanding FY 2023/24
<ul style="list-style-type: none"> • Oruru Rd 345m • Oruru Rd 350 m 	Nil
Sites Completed October 2023:	
<ul style="list-style-type: none"> • Oruru Rd 13450-13800 • Oruru Rd 7962 – 8307 	

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

October 2023



Sommerville Ave SW Upgrade Installation

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

October 2023



Gill Rd Pavement Rehabilitation Overlay

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

October 2023



Cable Bay Block Road New Footpath Prep

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

October 2023

Footpath Renewals & New

Length Completed September 2023	Length Outstanding FY 2023/24
<ul style="list-style-type: none"> • Taupata PI – 55m 	
Sites Completed October 2023:	
<ul style="list-style-type: none"> • Taupata Place 	



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

October 2023

Taupata Place New Footpath Prep

Health and Safety

- 48 Leadership safety actions were completed, documenting safety conversations between our leadership team and crews.
- Safety improvements suggestions were documented, including using a concrete mixer to back fill metal for subsoil trenches to reduce a multiple moving plant operation
- H&S Training completed this month included Mates in Construction Assist Training and FH Living Safely
- 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	1	3	56
MTI	0	2	655
FAI	0	0	1855

Contract Notices October 2023

Notice to Engineer -
NTE 097 Midgeley Road Rehab Schedule of Prices

Notice to Contractor –
NTC 142 VO award of additional scope (FNDC Contract 7/21/216 – Safety improvements Kaitaia Awaroa Rd between Sandhills Rd to Kaitaia)

Regards,

Warren Gore
Kaitaia Branch Manager

Freya Coppins
Kaitaia Construction Manager

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

October 2023

FAR NORTH DISTRICT COUNCIL
CONTRACT 7/18/101

Road Maintenance and Renewals Contract

MONTHLY REPORT – OCTOBER 2023

*Preseal Repairs – Mill Rd,
Kawakawa*



1. SUMMARY

Almost another month without any weather events. At the end of the month, we were hit with a 100mm Rain event, but got off relatively lightly, the biggest problem being disruption to our pre seal repairs and construction activities.



Our Phase 2 Gabrielle works continued, however with most sites complete we now have only one subcontractor assisting us with these works. They completed two rock spill under slips on Te Tio Rd.

We had another alignment session with our Kaipara inspectors as a bit of a knowledge sharing exercise and will continue to do this moving forward to ensure we are working towards the same goals. This time they came up and spent time in our network.

The reseals are on track, however the rain slowed momentum down towards the end of the month, putting a dampener on things. We are approximately 10% of the way through our reseat programme.

Jash’s team continued the Ngapipito Rehab, with the weather delaying the sealing.



Ngapipito Rd

Pre seal repairs are well underway, with crews currently working out on Koutu Loop Rd. Digouts and stabilised patches completed so far include Waiare Rd, Wiroa Rd, Puketotara Rd, Keri Downs, Mill Rd, Boswell St, and North Rd. Weather also disrupted sealing on Koutu Loop Rd.

The signs crew plotted along with their routine maintenance, and again encountering more vandalism. This month 16 sign assemblies were stolen the day after they were erected on Ngapipito Rd.

Our patrol crews have been doing a great job to keep the network tidy and safe for the public.

Nga mihi

Rob

2. WORK PROGRAMME

A total of 4,515 individual work items were completed throughout the month of October, of which 3,588 were routine find and fix issues, 847 cyclic or annual rounds, 31 were programmed works, 18 renewal / capital project, and 31 were callouts or emergency response works.

November 2023 forward works programme has been submitted in RAMM.

3. ROUTINE INSPECTION REPORT

Our 3 inspectors have been working through routinely programmed inspections without any delay.

Sealed:

There are currently 0 sealed inspections running overdue. 351 completed, of which 12 have been audited by the NTA team.

Unsealed:

There are currently 0 un-sealed inspections running overdue, 3 inspections were completed late during the month, 238 were completed of which 12 have been audited by the NTA team.

Drainage

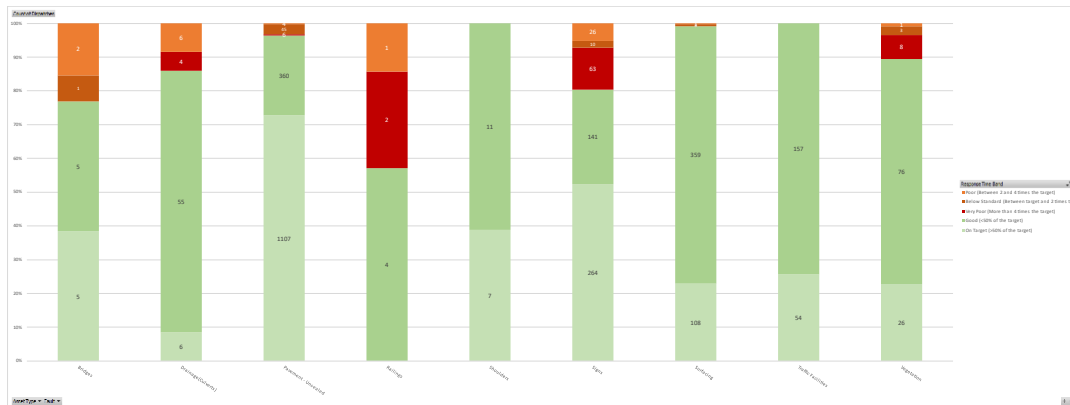
There are currently 0 drainage inspections running overdue. 22 completed, of which 1 has been audited by the NTA team.

Network Area Inspection	
South Area – October 23	
Week 1	250.9 km
Week 2	309.2 km
Week 3	338.2 km
Week 4	251.3 km
Total KM	1,150 km

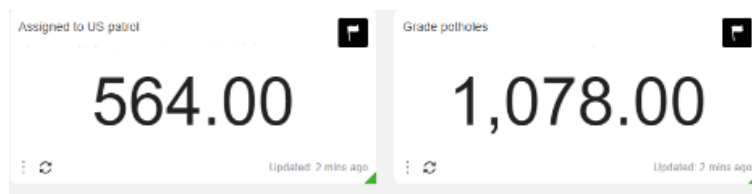
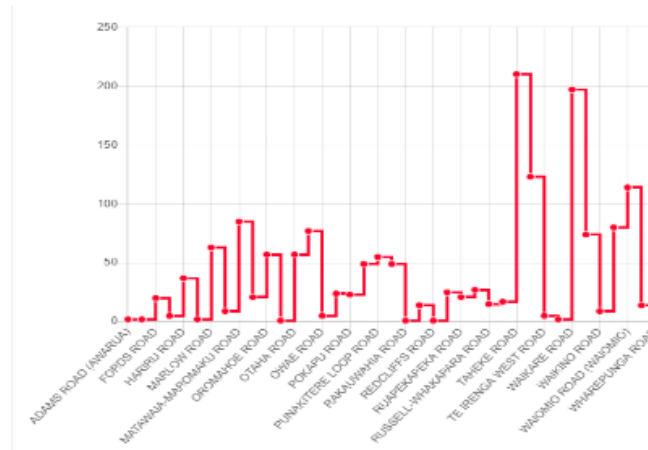
4. ROUTINE WORKS COMPLETED

Routine maintenance activities completed in October:

- 296 sealed potholes repaired.
- 5,861 unsealed potholes repaired.
- 275.9km of unsealed roads graded equating to 35.3% of the total unsealed network.



Routine Response Time Band



Potholes per road & those cleared by patrol crew vs. grading.



5. EMERGENCY WORKS

The main emergency works in October were during the rain event at the end of the month which mainly included trees that had come down. We also responded to some damage on the seawall and footpath in Paihia (Waka Kotahi to undertake permanent repairs).



Wahrepunga Rd / Hooks and halls Rd



Marsden Rd Paihia footpath damage



6. DRAINAGE MAINTENANCE & RENEWALS

Drainage maintenance activities completed in October:

- 346m of heavy water tabling (Storm recovery package & scheduled work)
- 62.5m of Culvert pipes replaced/new. (Renewals Programme)
- 3 Culverts flushed.



Lanes Rd Culvert Renewal / Omanaia Rd Water Tabling



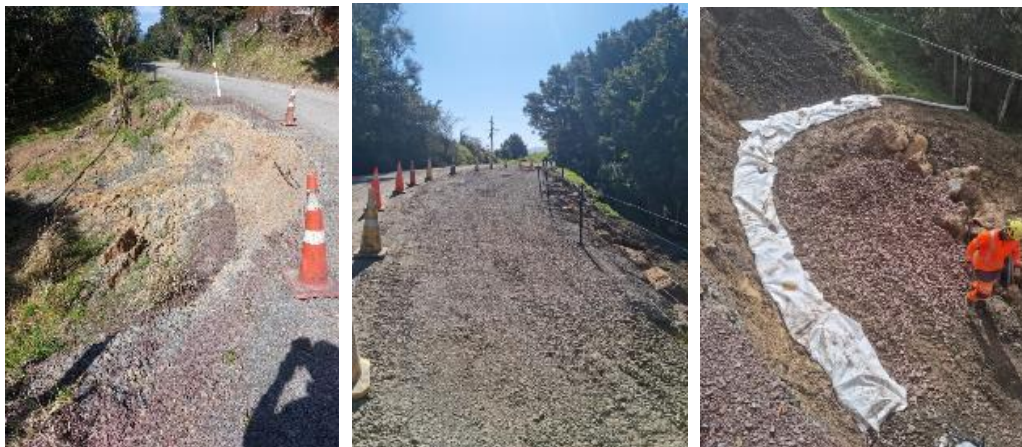
Before/After Tipene Rd Culvert Renewal



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

We carried on with phase 2 work, however we have got through a significant amount of this work meaning we have dropped down to one subcontractor, DCL to assist with the remaining work. The works carried out in October were two under slips on Te Tio Road.





Before/After Te Tio Rd Under slips

8. FOOTPATH MAINTENANCE/RENEWALS

The Concrete crew have completed footpaths on Mangakahia Rd, Te Haumi Dr and Pokapu Bridge. They are a flexible crew and have been out tidying up slips and water tabling left over from the storms. They plan on heading to Otatara Marae Rd early November to install a concrete ford in an area that constantly washes out in heavy rain.



Hobson St Water tabling / Te Haumi Dr Footpath



9. ORDERED WORKS

Ordered works were carried out:

- Urban Spray (Started in Moerewa then Kerikeri)
- Digouts/Rip and Remake/Stabilised Patches

10. ROAD FURNITURE ACTIVITY

- 55 new signs installed or replaced (damaged or missing)
- 11 signposts replaced/new.
- 44 signs re-erected or straightened.
- 281 signs/posts cleaned.
- 120 posts painted.
- 16 metres of railing replaced.
- 269 edge marker / delineators replaced & straightened.

11. UNSEALED NETWORK

Unsealed rehabs were completed on:

- Pokas Rd
- Waitaheke Rd

Maintenance metal was put on sixteen roads across the network including Bullman Rd, Happy Valley Rd, Horahora Rd, Inkster Rd, Koronae Rd, Mangakaretu Rd, Manuwai Rd, Ngapuhi Rd, Omanaia Rd, Picadilly Rd, Stewards Rd, Te Iringa Rd, Tipene Rd, Wahimiti Ln, Waitotemaroma Gorge Rd and Wekaweka Rd.



Pokas Rd / Waitaheke Rd



Happy Valley Rd / Waihimiti Ln

12. PAVEMENT REHABILITATIONS

1. Ngapipito Rd 1850-3000m –Sealing has been booked for later this week (WE4/11 - weather dependent). Close to 5000m³ of aggregate was overlayed and stabilised with cement over the last few weeks.

The construction team are currently doing Preseal repairs on Ngapipito road and will be moving onto Orakau Road Rehab next as Cumber Road rehab has been postponed until after new year's due to desludging works by our Ventia Water brothers.

- Cumber Rd 0-421m
- Orakau Rd 14822-15050
- Pipiwai Rd 12274-12610m



13. RESURFACING

October was a bit hit and miss with the weather. The team focussed on keeping it local and not going out to the edges of the network or any of the higher speed environment roads while the weather was risky. This prove to be successful all be it a slow month, but some big sites are ahead of the team in November with Ruapekapeka the first road hit on 1st November at over 30tn. Roads completed in October include:

Kendall Rd, Riverview Rd, MacFarlane St, Waipapa Landing PI, Part of Ruapekapeka Rd.

14. ROAD ACCIDENT REPORT

We had two minor incidents in October. One where a speeding car came around the corner on Lake Road and lost control, swerved into the bank and clipped the wheel of our grader. No injuries and very minor damage to grader tyre.

Second incident we found a car had crashed on one of our pre seal repair sites. No injuries. Site was correctly set up for afterhours care and no faults or defects identified contributing to the crash. Speed likely a factor.



15. RAMM ISSUES



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

16. CUSTOMER SERVICE ISSUES / COMPLAINTS

A welcome reduction in RFS numbers again this month with 85 (TBC). Comparing with the same period in the last two years of 155 in October 2022 and 170 in October 2020.

Ventia Customer Service Request Comparison, August 2023 to October 2023

Number of RFS's

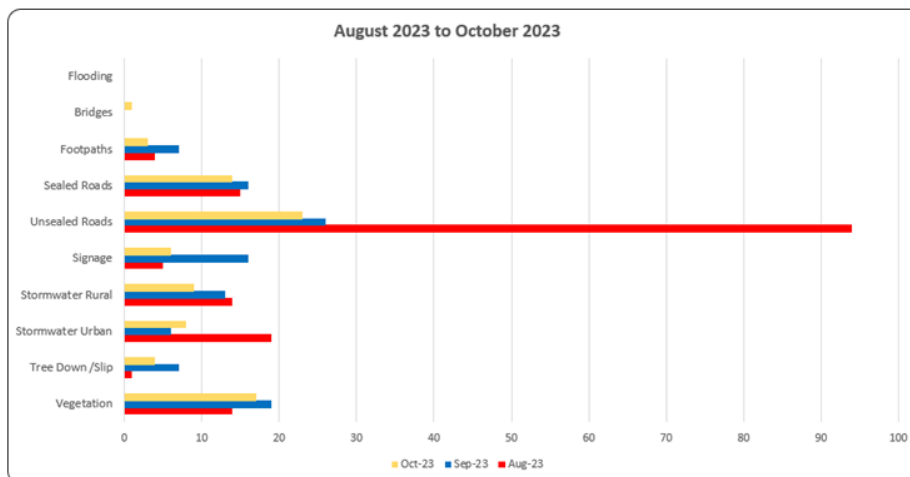
Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total
Aug-23	14	1	19	14	5	94	15	4	0	0	166
Sep-23	19	7	6	13	16	26	16	7	0	0	110
Oct-23	17	4	8	9	6	23	14	3	1	0	85

TBC

Percentage of RFS's

Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total
Aug-23	8.4%	0.6%	11.4%	8.4%	3.0%	56.6%	9.0%	2.4%	0.0%	0.0%	100%
Sep-23	17.3%	6.4%	5.5%	11.8%	14.5%	23.6%	14.5%	6.4%	0.0%	0.0%	100%
Oct-23	20.0%	4.7%	9.4%	10.6%	7.1%	27.1%	16.5%	3.5%	1.2%	0.0%	100%

TBC



17. COMPLIMENTS

Three compliments this month, see below for details.

Montrose Rd- Customer phoned and txt'd Ventia thanking us for the grading.

"Just txting to let you know what an awesome job your grader operator has done on Montrose Rd, Best job since we have been living there, Go ventia."

Motukiore Rd – Customer emailed Ventia thanking us for the repairs.

"Just wanted to do a big mihi to you te rmatua Calvin and your team/Hilary for sorting out the roads in Motukiore. They have re-done the roads after all the rain and just want to say I appreciate the work that you guys do."

Newton Rd – Customer emailed Ventia thanking us for the repairs.

"I want to express my thanks for the good work that DCL and Ventia have done on Newton Road."

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 10th October at the Kerikeri Sports Complex were:

- Discuss a fatality of a worker struck by an excavator at a Contractors yard in Otago.
- The sun is starting to pop up hot on the odd occasion. Slip, slop slap and hydrate. If you need a new water cooler for your team discuss with your manager to arrange.
- Safety belts, safety belts, safety belts.
- Overloading material on the back of trucks. Driver must ensure the load is compliant.

Francois our Construction Manager has started strong with Movember all be it a week or two early with this sick slug. He has created a Movember fundraising link - raising funds and awareness this Movember for all the dads, brothers, sons, and mates in our lives. I need your help. Please donate to support men's health.

Click this link to support - [Movember](#)

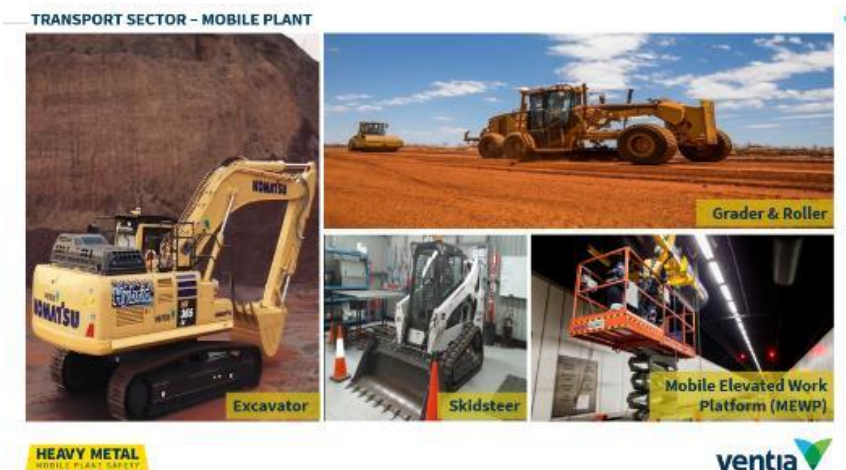


19. TRAINING

Our TTM Mentor has been doing a fantastic job training and signing off practical completion for our Traffic Controllers. We continued running weekend training sessions for our STMS non practicing, preparing them for their practical assessments.

We had three group training at our October toolbox meeting:

- “Heavy Metal” – An introduction to Mobile Plant Safety. Ventia Australia and NZ wide is running a programme through October & November on Heavy Metal (Mobile Plant Safety). A couple of sample slides of the stats and common risks found through a lot of data recording of incidents here at Ventia. Further info in the training section below.
- “Respect at work”
- “Being sun smart”



20. ENVIRONMENT

In October we had no notifiable incidents to report.

21. ANNUAL ROUTINE ACTIVITY ACHIEVEMENT

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

Biennial Painting of All Rails	0%	- on hold due to funding.
Biennial Parapet Painting of Bridges	0%	- on hold due to funding.
Annual Cleaning of EMP's	0%	- on hold due to funding.
Annual Sucking of All Sumps	0%	complete
Biannual sweeping	0%	complete
Urban Vegetation Spraying	45%	complete
Rural Vegetation Spraying	69%	complete
Line marking Network Remark	0%	complete

22. SMALL TO MEDIUM ENTERPRISE (SME) BUSINESS ENGAGEMENT

Summary of SME engagement through the last financial year - 1st July 22 to 30th June 23.

Measurement	Qty
Local Contractor component of work	41%

23. OTHER WORK IN PROGRESS

The Construction team stayed on course with the delivery of *Pokapu Road Bridge Construction* as below:

The Pokapu bridge site is all but been completed. The old bridge was dismantled and removed from site and transported to its new location at the Whangarei quarry garden. Top Energy finished installing poles at new locations and reconnecting new lines. Chorus cables were run through the ducting lines and reconnected. The last of the seal was finished on the 26th. A general clean-up of the site is now underway. Line marking, finishing up the guardrails, adding a few extra signs and topsoil/grass will complete the project. Future work for the construction team will include the carpark at the new sports complex in Waipapa as well as a few smaller private jobs.



24. COMMUNITY WORK

This year our Community Grants program launched in sunny Northland New Zealand, and we provided \$30,000 in community grants to benefit several organisations.

EGM New Zealand Damian Pedreschi says the nomination panel were overwhelmed with the response we received. *"We had groups from right across Northland from Kaitaia to Mangawhai and everywhere in between apply, making it an extremely difficult selection process."*

The 14 selected recipients attended a heartwarming presentation held in Kaikohe and Whangarei along with Damian Pedreschi, Marketing and Communications Manager Laura Stokes, our Ventia Transport and Water teams and representatives from our chosen community groups.



The community groups Ventia is contributing to this year in Northland New Zealand are:

- Dress for Success Northland
- Far North Life Education Trust
- Glass Ceiling Arts Collective Ltd
- Kerikeri High School
- Mangawhai Football Club
- Ngā Moko a Rāhiri Inc.
- No.64 Squadron (Kaitaia)
- One Tree Point Bowling Club Inc
- Regent Community Trust
- Ruawai Lions Club
- Te Kopuru Playcentre
- Westpac Chopper appeal
- Work Ready NZ Limited / Ara Whakamaua
- Parapara Marae



Nga Mihi

Rob Savage

Maintenance Manager – FNDC South Maintenance Ventia (NZ) Ltd

4.5 2022-23 EMERGENCY WORKS STATUS UPDATE

File Number: A4480196

Author: Calvin Thomas, General Manager - Northland Transportation Alliance

Authoriser: Guy Holroyd, Chief Executive Officer

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this briefing paper is to provide Council Elected Members with a progress update on the continuing Emergency Works activities across the Far North District, highlighting the works completed to date, the present procurement activities and considerations and provide further details on the direction forward for remaining works.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

The Far North district local road network was directly impacted by nine significant weather events throughout the 2022/23 Financial Year, which followed an already higher than average annual rainfall experienced through 2021/22. This extraordinary weather challenged our roading networks, not just locally but at a National (National State of Emergency) level, and lead to extensive damages. Some of these damages are of a size and scale not seen in recent years, with the response to these testing conventional processes. The current cost estimate across these events in the Far North is approximately \$39 million, noting that true cost will not be realised until all remaining sites have been completed.

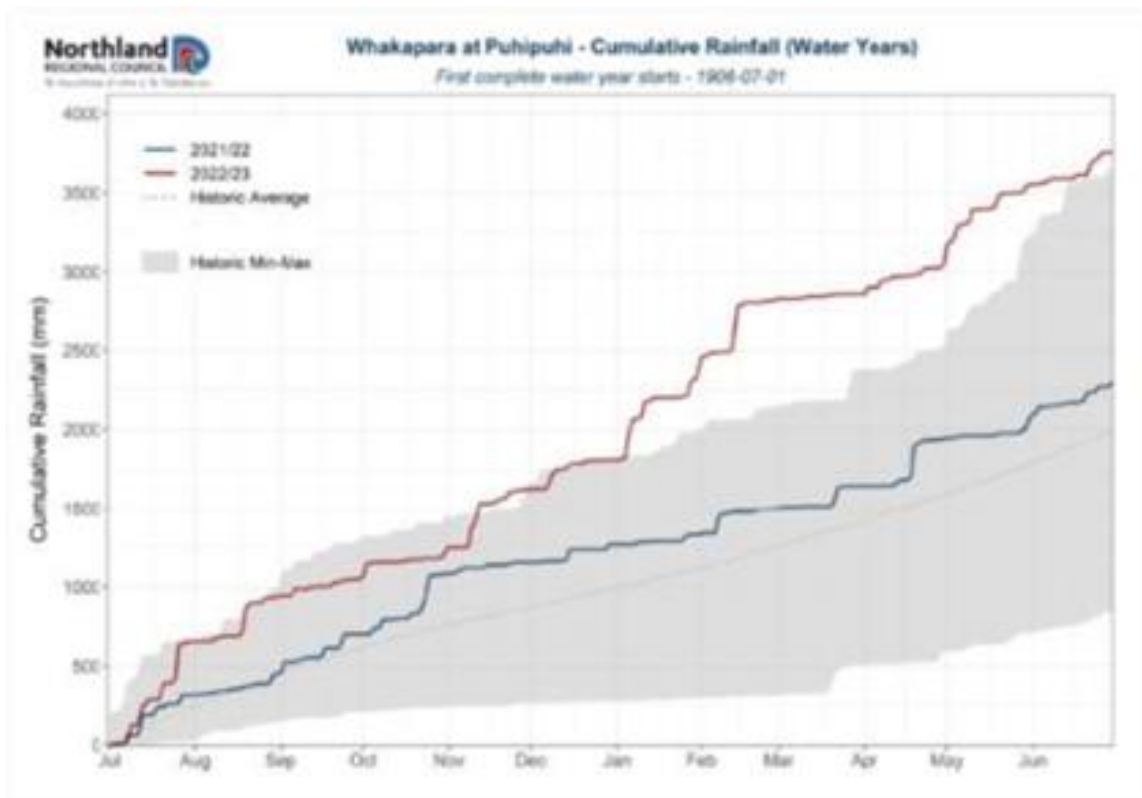
TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee receive the report 2022-23 Emergency Works Status Update.

TĀHUHU KŌRERO / BACKGROUND

During the 2022/23 financial year the Far North District Council was directly impacted by nine separate severe weather events, with several combined qualifying funding applications being made to Waka Kotahi.

The severe weather events during the 2022/23 financial year started immediately within the first month being July 2022, however, this was following an already wet commencement to the calendar year, with preceding rain events occurring in February (cyclone Dovi), March and April (cyclone Fili). Both the 2021/22 and the 2022/23 financial years saw higher than average rainfall across the Region, with the 2022/23 breaking records as the wettest year on record with almost twice the annual average rainfall occurring.



These severe rainfall events challenged our roading networks, with over 170 roads across the Far North District local road network where safe use of the carriageway was directly impacted, including 55 roads requiring full (temporary) closure. Impacts on councils’ infrastructure was not the only challenge faced, with these events bringing unprecedented rainfall accumulation, coming back-to-back with little reprieve between one event to another and causing damages of size and scale not previously experienced by operational staff. Of a estimated total repair cost of \$39m, approximately \$13m of response and repair works have been completed to date.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

A substantial volume of Emergency Work activity has been completed to date, across the following activities:

- Initial response activities (to re-open roads),
- On-site non-complex repairs and clean up,
- Repairs completed on 312 of the 487 new slips sites
- Site investigations and planning activities for complex sites.

As at the end of October 2023, approximately \$13 million in emergency work across over 1,500 individual work dispatches has been completed between the Far North’s two road maintenance contracts. This includes:

- \$3 million of work completed across 74 non-complex drop out repairs,
- \$1.5 million for removal of 238 minor over slips,
- \$1.6 million in clearance or restoration of drainage assets, and
- \$1.3 million in clearance and removal of vegetation (including fallen trees) debris.

With the exception of emergency event initial response activities (Phase 1), funding approval is required for the subsidy component of all works through report applications submitted and approved by Waka Kotahi, enabling the commencement of delivery phases 2 & 3, for minor and major works.

Whilst this secures a Funding Assistance Rate (FAR), local share provision is still required to be made available by council. This phasing process was introduced by Waka Kotahi under a guidance note directly following the impacts of Cyclone Gabrielle and has been used to simplify and expedite the process of achieving Waka Kotahi funding approvals since. The phasing allows applications for

minor works to be progressed separately than applications for major works, noting these require an understanding of the recommended repair options to present assured cost estimates.

Note, a one off standard FAR + 40% was approved for Initial Response and Phase 2 qualifying activities resulting from the Cyclone Gabrielle and Auckland/Northland Anniversary weekend events.

Phase 1: Initial response

- Urgently completed within 4-6 weeks of the event to reinstate basic levels of access, secure sites against further damage, and minimise hazards. These initial activities include:
 - Clearance of over-slips to reinstate at least 1 trafficable lane
 - Clearance of debris and fallen trees
 - Implementation of effective traffic management solutions
 - Stability measures on dropouts and slips that are not compromising the network or isolating communities.

Phase 2: Minor recovery works

- Following the initial response we can begin minor works, generally costing less than \$100k per site with lower risk and restoring most roads to their previous condition. Each site requires an application to Waka Kotahi and funding approval. Activities include, but are not limited to:
 - Simple rock retention walls
 - Minor road narrowing
 - Pavement dig-outs and geotextile wraps
 - Hazardous tree removals.
 - Includes costs for geotechnical risk assessments and options reporting (Emergency Works Assessments), as well as commencement of in-depth geotechnical investigation and designs to inform **Phase 3** funding applications.

Phase 3: Major recovery works (current phase)

- During the third phase we can undertake major repair works, those generally costing more than \$100k per site, with higher risk and requiring geotechnical investigations and detailed design work. Each site requires an application to Waka Kotahi and funding approval. Activities include:
 - Complex rock spall retention walls
 - Shear key retention walls
 - Timber or Concrete pile retaining walls

To confirm qualifying sites for Phase 3, major recovery funding, the capture of slip information (and multimedia) identified through initial response inspections was initially desk top validated by a geotechnical consultant and reviewed by NTA Maintenance Leads. This initial exercise short listed 112 slip sites considered to be potentially complex, requiring further on-site assessment by professional geotechnical engineers. WSP were engaged, under Phase 2 approved funding, to undertake initial Emergency Works Assessments (EWAs) on each of the 112 identified sites, providing a range of repair considerations from “do minimum” through to complex repair options, along with a recommendation. These EWAs were also undertaken in alignment with the established NTA resilience database, providing hazard risk information and slip dimensions.

A review panel was established within the NTA including Asset Engineers, Maintenance Leads, Geotechnical Engineer consultants and Waka Kotahi’s funding advisor to meet and review EWA’s upon completion, sense checking the recommendations with network levels of service considerations. Through this process, the number of sites qualifying to progress into Phase 3 major work applications for the Far North was reduced to 38 sites. The balance of the 112 sites assessed will now proceed with less complex repair solutions, to be delivered back through the current Maintenance Contracts, incorporated into the continuing programme of Phase 2 repairs, expected to be completed within the current Financial Year.

For the 38 confirmed Phase 3 sites (table on following page), 35 of these are included in present procurement considerations, awaiting Waka Kotahi endorsement to proceed with the engagement of engineering consultants to undertake required in-depth construction designs.

With consideration of EWA hazard risk information, and acknowledging both council and public concern, the other three sites being on Whangae Road, Kawakawa (x1) and West Coast Road in the North Hokianga (x2), have already progressed to completion of in-depth designs.

COMPLEX SLIPS				
COMPLEX SLIPS - Current 2-3 year programme (construction within future Financial Years)				
Road	Route Position (m)	Length (m)	Slip Type	Likely Solution
BROADWOOD ROAD	296	39	Underslip	Engineered Wall
CHURCH ROAD (KAITAIA)	1404	30	Underslip	Engineered Wall
DUNCAN ROAD (KAINGAROA)	13894	36	Underslip	Engineered Wall
DUNCAN ROAD (KAINGAROA)	14443	30	Underslip	Engineered Wall
DUNCAN ROAD (KAINGAROA)	10069	30	Underslip	Engineered Wall
DUNCAN ROAD (KAINGAROA)	10105	20	Underslip	Engineered Wall
FISHER- RILEY ROAD	2820	15	Underslip	Engineered Wall
FRYER ROAD	2892	47	Underslip	Engineered Wall
FRYER ROAD	3487	24	Underslip	Engineered Wall
HONEYMOON VALLEY ROAD	5585	8	Underslip	Engineered Wall
IWITAUJA ROAD	6252	20	Underslip	Engineered Wall
KAITAIA-AWAROA ROAD	13525	20	Underslip	Engineered Wall
KAITAIA-AWAROA ROAD	26807	20	Underslip	Engineered Wall
LARMER ROAD	2117	30	Underslip	Engineered Wall
MAN GAMUKA ROAD	2948	18	Underslip	Engineered Wall
MAN GAMUKA ROAD	4535	14	Underslip	Engineered Wall
MAN GAMUKA ROAD	7860	66	Underslip	Engineered Wall
MATAWAIA -MAROMAKU ROAD	7182	21	Underslip	Engineered Wall
MONUMENT ROAD	6844	10	Underslip	Engineered Wall
ORURU ROAD	2348	10	Underslip	Engineered Wall
PAPONGA ROAD	2453	30	Underslip	Engineered Wall
PARANUI ROAD	4460	80	Underslip	Engineered Wall
PAWARENGA ROAD	8151	25	Underslip	Engineered Wall
TAPUHI ROAD	8730	38	Underslip	Engineered Wall
TE RORE ROAD	3039	60	Underslip	Engineered Wall
WAIARE ROAD	8085	43	Underslip	Engineered Wall
WAIARE ROAD	28047	20	Underslip	Engineered Wall
WAIKARE ROAD	8444	35	Underslip	Engineered Wall
WAIKARE ROAD	10600	24	Underslip	Engineered Wall
WAIKARE ROAD	19970	20	Underslip	Engineered Wall
WAINUI ROAD	6561	40	Underslip	Engineered Wall
WAINUI ROAD	4655	30	Underslip	Engineered Wall
WAINUI-MATAURI BAY ROAD	4995	47	Underslip	Engineered Wall
* WEST COAST ROAD (KOHUKOHU)	16775	40	Underslip	Engineered Wall
* WEST COAST ROAD (PANGARU)	20915	85	Underslip	Engineered Wall
* WHANGAE ROAD	2700	27	Underslip	Engineered Wall
WHANGAE ROAD	4857	15	Underslip	Engineered Wall
WHANGAPE ROAD	6300	47	Underslip	Engineered Wall

**Detailed investigation and design completed for these sites – physical works procurement to be progressed*

The same process for the management of Emergency Work activities has been followed across the three Northland district councils, facilitated through the NTA. A Procedural Audit completed by Waka Kotahi’s Senior Investment Auditor, Tony Pinn in September on the Emergency Works activities funded through the National Land Transport Programme and S20 and S25 of the Land Transport Management Act 2003 highlighted that both the financial processes followed, and the procurement and asset management controls are “effective.” Whilst this audit was focused on the Kaipara District Council applications, the results reflect on the overall process being followed by council staff within the NTA.

In addition to progressing the procedural requirements for physical work delivery, council staff have also been working to manage the increased number of customer enquiries, update and document process improvements, further develop data management tools, improve Situation Reporting (SitRep) templates used for Emergency Management (CDEM), develop public facing webpage

information, and various other forms of communications, including regional advocacy documents for Elected Members, monthly reporting and both regional and local media releases.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

Phase 2 Emergency Works delivered through the Maintenance Contracts will continue to progress, with these programmes, with repairs to the 148 remaining confirmed phase 2 sites expected to be wrapped up entirely within the next 6 to 8 months, and within the current Financial Year.

For the complex Phase 3 sites, we are now progressing procurement considerations and approvals to proceed with the engagement of geotechnical engineering consultants, for the completion of retaining wall detailed construction designs. Each of the Far North's 38 sites have remediation estimates between \$100k and \$1million in value, with the three sites of higher complexity and value already progressing in line with the Waka Kotahi procurement policy and initiated early under staff delegations.

Following early supplier engagement (for geotechnical engineering consultants, with local offices) undertaken through the NTA initiated with an expressions of interest (EOI) process, meetings were held with interested suppliers to share information about the requirements of the Phase 3 programme. Capability statements were then provided by 10 suppliers. Of the 10 suppliers, further consideration was given to whether they could manage the workload – ('bundles' of work, multiple sites), e.g., a package with average value of \$400k. And following completion of a Detailed Design, do they have the ability to put together a tender package for physical works, then during construction perform a Quality Management role (MSQA). Another specialist area in supporting the slip programme is a supplier's experience working with Allochton soils, a challenging feature of several slip sites in Northland – this is looked upon favourably as part of supplier considerations, with six suppliers having the attributes described.

Early supplier engagement was important to inform the strategy for a large investigation and design programme and enables council staff to manage procurement to support remediation works of critical priority sites and using the most skilled and well-equipped professionals in Northland.

We are looking to procure \$3.57m of investigation (regionally), Geotech, optioneering and design services in two stages:

- Stage 1 is creating six priority packages of work (2 per district) of our High Risk, High Criticality sites that need investigations to happen as soon as possible.
 - o 7 sites within the Far North (2 packages)
 - o Procurement value \$870k (seeking Waka Kotahi endorsement for direct engagement of informal panel)
- Stage 1b is a procurement of the balance of sites in Phase 3, through Open Tender
 - o 28 sites
 - o Procurement value \$1.5 million
- *Complex sites*
 - o 3 sites
 - o *Procurement value is \$735k (progressing separately in line with Waka Kotahi and Council procurement policies)*

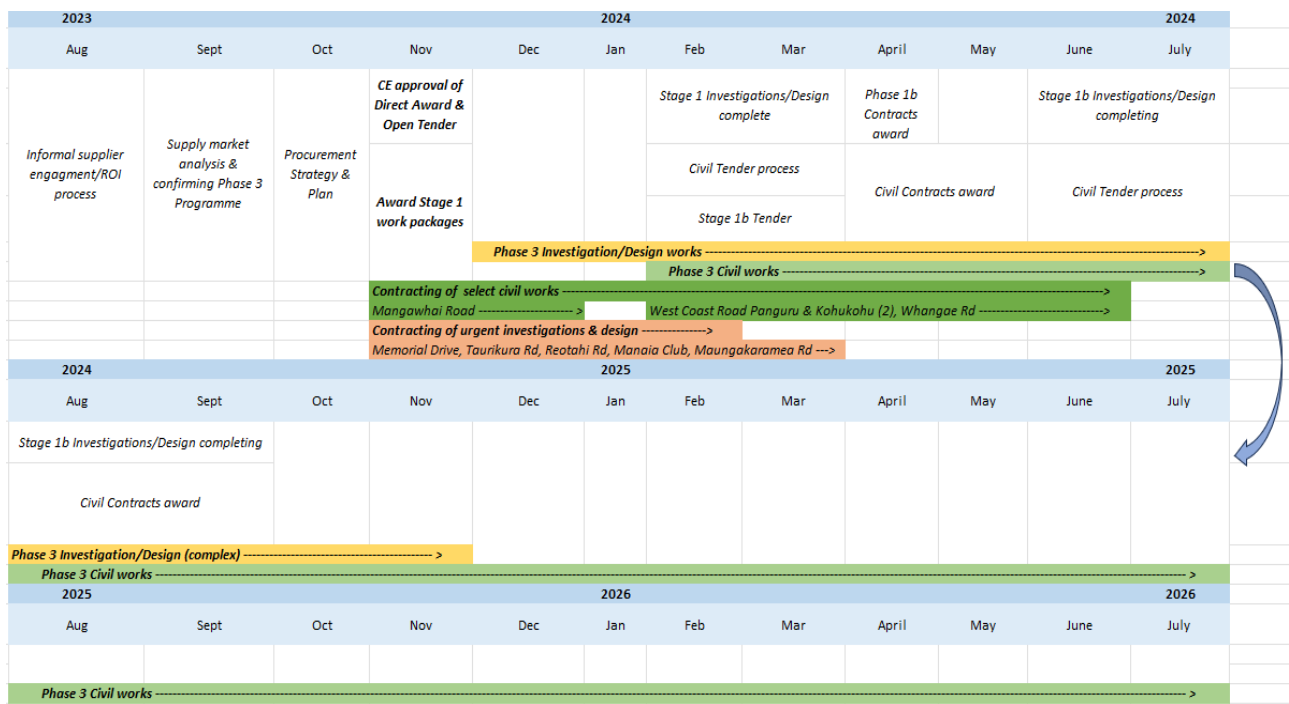
The approach taken to date has met key objectives, under the Waka Kotahi and Council procurement policies providing a fair opportunity for the market, manage best value and ensure the most efficient work programme. Stage 1 does not meet the Waka Kotahi and Council procurement policies of going to open market for works over the value of \$200k. Due to this, we are seeking an exemption to the policy in the first instance, followed by CE approval from each of the three councils for their work packages. The procurement has had to adapt to the realities of a supplier market in demand and support of a large programme in a timely manner ahead of further issues and risks developing.

We would like to contract Stage 1 before the end of the year. In parallel to establishing Stage 1, all suppliers will be given advance warning of Stage 1b (Open Market Tender) commencing early in the new year. Suppliers who do not individually have capacity to support could organise themselves to work with similar smaller capacity businesses to meet the needs as an example.

Price value will be managed by taking an Offer of Service approach with geographically based suppliers to price and provide a time to deliver site designs. Price and quality will be measured through having two packages priced by two different suppliers, six across region, giving NTA the ability to compare prices across regional packages, as necessary. Through early discussions, suppliers have confirmed they are supportive of an approach that expedites contract award and provides certainty for resource commitments.

Civil works packages are being planned in parallel to the investigation and design work, and the strategy for this procurement will be refined as further information is understood about each site through the geotechnical investigations. The gap between design and physical works is a risk that needs managing across a programme of this size due to slips steadily degrading over time ensuring we avoid having to re-work designs.

The current planned timeline for Phase 3 sites progression is demonstrated as follows:



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

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

ĀPITIHINGA / ATTACHMENTS

Nil

5 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

6 TE KAPINGA HUI / MEETING CLOSE