



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

Kaupapa / Purpose

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

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

Ngā Huānga / Membership

The Committee will comprise of all Mayor and Councillors.

Mayor Tepania
Deputy Mayor Kelly Stratford
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

Te Paeroa Mahi / Order of Business

1	Karakia Timatanga / Opening Prayer.....	7
2	Ngā Whakapāha Me Ngā Pānga Mema / Apologies and Declarations of Interest.....	7
3	Ngā Tono Kōrero / Deputation	7
4	Ngā Pūrongo Taipitopito / Information Reports.....	8
4.1	Committee Member Reports	8
4.2	Community Board Footpath Programme Update 2021 - 2027	18
4.3	Setting Seasonal Speed Limits Process	23
4.4	FNDC Transportation Activity Update - October 2023 Operations Report	25
4.5	2022-23 Emergency Works Status Update.....	76
5	Karakia Whakamutunga / Closing Prayer.....	82
6	Te Kapinga Hui / Meeting Close.....	82

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 [↓](#) 

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 the 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  

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.

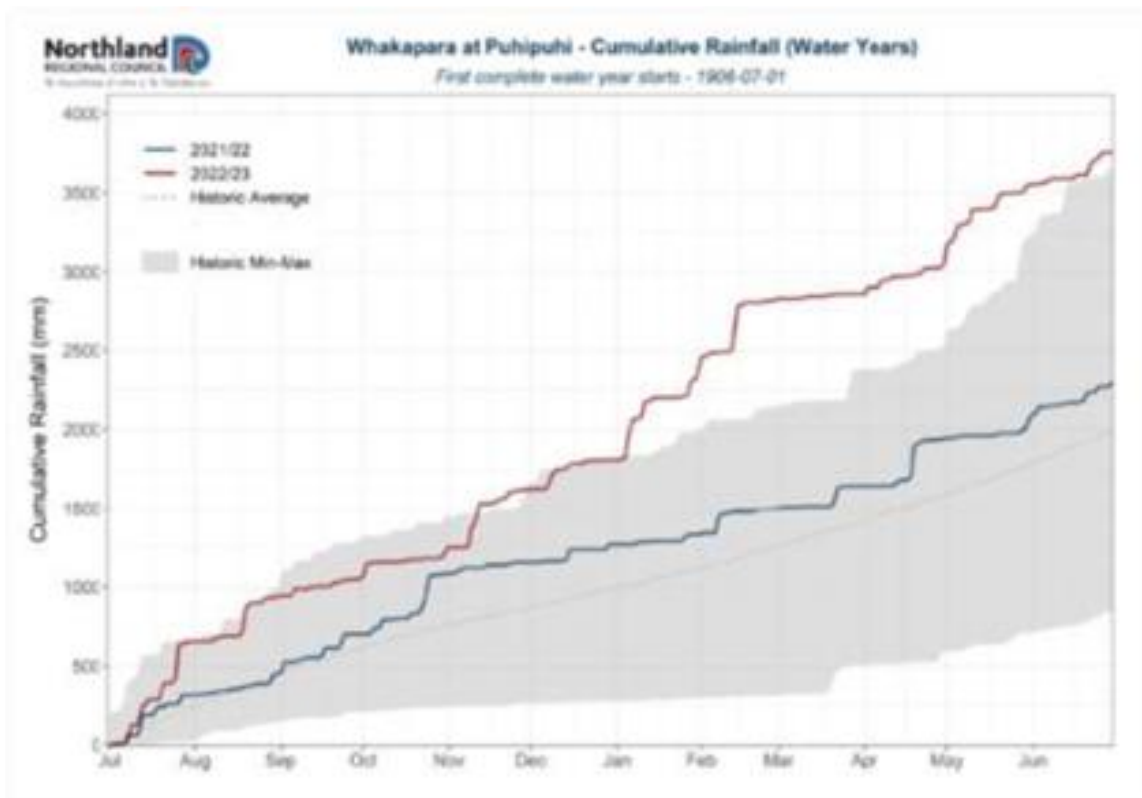
TŪTOHUNGA / RECOMMENDATION

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)*

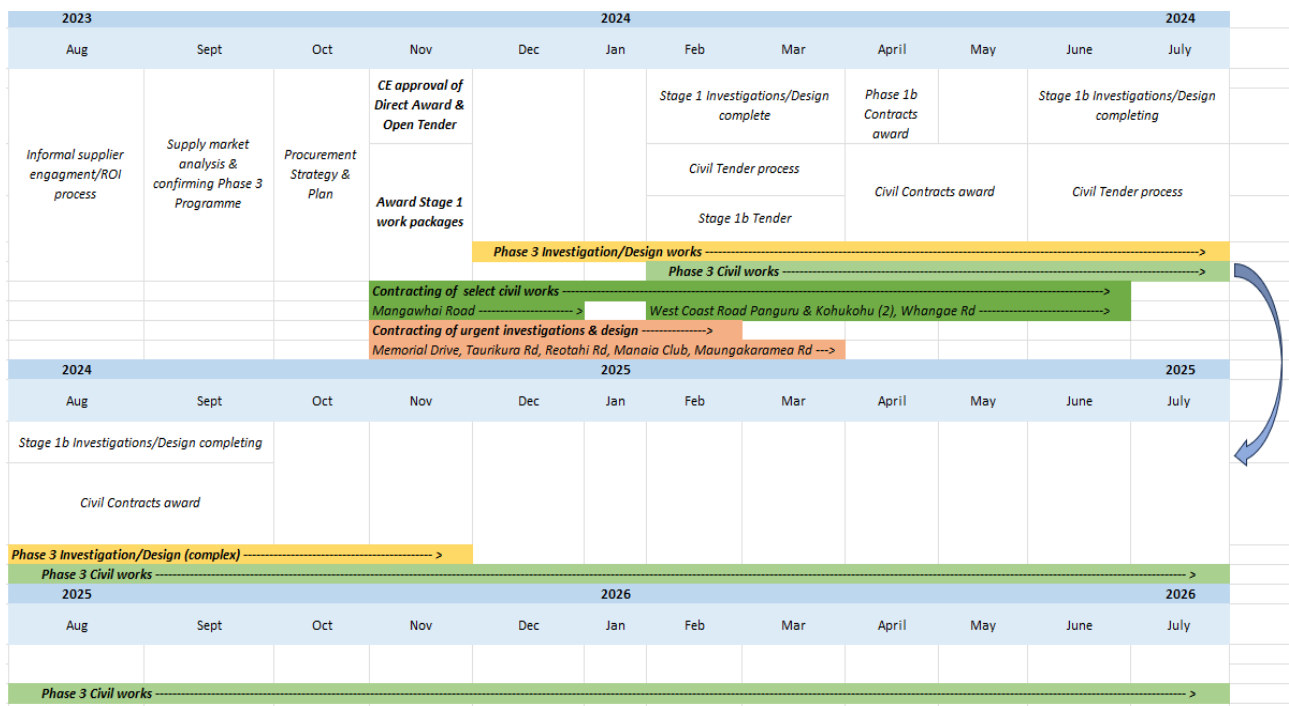
The approach taken to date has met key objectives, under the Waka Kotahi and Council procurement policies providing a fair opportunity for the market, manage best value and ensure the most efficient work programme. Stage 1 does not meet the Waka Kotahi and Council procurement policies of going to open 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