



**Far North
District Council**



Te Kaunihera o Te Hkuote Ika

AGENDA

Ordinary Te Koukou - Transport Committee Meeting

Tuesday, 20 February 2024

Time: 10:00am
Location: Council Chamber
Memorial Ave
Kaikohe

Membership:

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

	Authorising Body	Mayor/Council
	Status	Standing Committee
COUNCIL COMMITTEE	Title	Te Koukou - Transport Committee Terms of Reference
	Approval Date	14 August 2023
	Responsible Officer	Northland Transport Alliance General Manager

Kaupapa / Purpose

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

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

Ngā Huānga / Membership

The Committee will comprise of all Mayor and Councillors.

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

Kōrama / Quorum

The quorum at a meeting of the Committee is 6 members

Ngā Hui / Frequency of Meetings

The Committee shall meet 4 weekly.

Ngā Apatono / Power to Delegate

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

Ngā Herenga Paetae / Responsibilities

The Committees responsibilities are described below:

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

Ngā Ture / Rules and Procedures

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

Far North District Council
Ordinary Te Koukou - Transport Committee Meeting
will be held in the Council Chamber, Memorial Ave, Kaikohe on:
Tuesday 20 February 2024 at 10:00am

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

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

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

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

3 NGĀ TONO KŌRERO / DEPUTATION

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

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

4.1 CONFIRMATION OF PREVIOUS MINUTES

File Number: A4561882

Author: Ellie Greenwood, Democracy Advisor

Authoriser: Casey Gannon, Manager - Democracy Services

TAKE PŪRONGO / PURPOSE OF THE REPORT

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

TŪTOHUNGA / RECOMMENDATION

That Te Koukou – Transport Committee confirm the minutes of the meeting held 27 November 2024 are true and correct.

1) TĀHUHU KŌRERO / BACKGROUND

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

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The minutes of the meetings are attached.

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

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

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

3) 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.

ATTACHMENTS

- 1. 2023-11-27 Te Koukou - Transport Committee Minutes - A4561885**  

Hōtaka Take Ōkawa / Compliance schedule:

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

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

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	This is a matter of low significance.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	This report complies with the Local Government Act 2002 Schedule 7 Section 28.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	It is the responsibility of each meeting to confirm their minutes therefore the views of another meeting are not relevant.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.	There are no implications for Māori in confirming minutes from a previous meeting. Any implications on Māori arising from matters included in meeting minutes should be considered as part of the relevant report.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example, youth, the aged and those with disabilities).	This report is asking for minutes to be confirmed as true and correct record, any interests that affect other people should be considered as part of the individual reports.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no financial implications or the need for budgetary provision arising from this report.
Chief Financial Officer review.	The Chief Financial Officer has not reviewed this report.

Ordinary Te Koukou - Transport Committee Meeting Minutes - **Unconfirmed** 27 November 2023

**MINUTES OF FAR NORTH DISTRICT COUNCIL
ORDINARY TE KOUKOU - TRANSPORT COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBER, KAIKOHE
ON MONDAY, 27 NOVEMBER 2023 AT 10:00 AM**

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

IN ATTENDANCE: Belinda Ward (Chairperson – Bay of Islands-Whangaroa Community Board), Adele Gardner (Chairperson – Te Hiku Community Board)

STAFF PRESENT: Ellie Greenwood (Democracy Advisor – Democracy Services), Casey Gannon (Manager – Democracy Services), Elbie Serfontein (Executive Assistant to Group Manager - Corporate Services), Fleur Beresford (Virtual) (Democracy Advisor – Democracy Services), Imrie Dunn (Virtual) (Democracy Advisor – Democracy Services) Cara Delvine (Business Support Manager - Northland Transport Alliance)

1 KARAKIA TIMATANGA / OPENING PRAYER

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

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

APOLOGY

RESOLUTION 2023/27

Moved: Kōwhai - Deputy Mayor Kelly Stratford
Seconded: Cr Steve McNally

That the apologies received from Cr Rākena, Cr Vujcich and Cr Kleskovic be accepted and leave of absence granted.

CARRIED

3 NGĀ TONO KŌRERO / DEPUTATION

Nil.

S.1 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES

S.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item S.1 document number A4491214, pages 6 - 16 refers.

RESOLUTION 2023/28

Moved: Kahika - Mayor Moko Tepania
Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That Te Koukou – Transport Committee confirm the minutes of the meeting held 30 October 2023 are true and correct.

CARRIED

At 10:20 am, Cr Babe Kapa joined the meeting.

Ordinary Te Koukou - Transport Committee Meeting Minutes - **Unconfirmed** 27 November 2023

4 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

4.1 COMMITTEE MEMBER REPORTS

Agenda item 4.1 document number A4480371, pages 8 - 17 refers.

RESOLUTION 2023/29

Moved: Cr Ann Court

Seconded: Kahika - Mayor Moko Tepania

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

CARRIED

At 10:49 am, Kōwhai - Deputy Mayor Kelly Stratford left the meeting.

At 10:50 am, Kōwhai - Deputy Mayor Kelly Stratford returned to the meeting.

4.2 COMMUNITY BOARD FOOTPATH PROGRAMME UPDATE 2021 - 2027

Agenda item 4.2 document number A4473322, pages 18 - 22 refers.

RESOLUTION 2023/30

Moved: Kahika - Mayor Moko Tepania

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

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

CARRIED

At 10:57 am, Kōwhai - Deputy Mayor Kelly Stratford left the meeting.

At 10:58 am, Kōwhai - Deputy Mayor Kelly Stratford returned to the meeting.

At 10:59 am, Cr Mate Radich joined the meeting.

4.3 SETTING SEASONAL SPEED LIMITS PROCESS

Agenda item 4.3 document number A4473641, pages 23 - 24 refers.

RESOLUTION 2023/31

Moved: Kōwhai - Deputy Mayor Kelly Stratford

Seconded: Cr Babe Kapa

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

CARRIED

At 11:14 am, Cr Hilda Halkyard-Harawira left the meeting.

At 11:26 am, Cr John Vujcich joined the meeting.

4.4 FNDC TRANSPORTATION ACTIVITY UPDATE - OCTOBER 2023 OPERATIONS REPORT

Agenda item 4.4 document number A4474483, pages 25 - 75 refers.

RESOLUTION 2023/32

Moved: Kahika - Mayor Moko Tepania

Seconded: Cr Steve McNally

Page 2

Ordinary Te Koukou - Transport Committee Meeting Minutes - **Unconfirmed** 27 November 2023

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

CARRIED

At 11:52 am, Cr Babe Kapa left the meeting.

At 11:53 am, Cr Babe Kapa returned to the meeting.

4.5 2022-23 EMERGENCY WORKS STATUS UPDATE

Agenda item 4.5 document number A4480196, pages 76 - 81 refers.

RESOLUTION 2023/33

Moved: Cr John Vujcich

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

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

CARRIED

Attachments tabled at meeting

- 1 Motuti Design Plan
- 2 Whangae Rd Design Plan
- 3 Panguru Design Plan

5 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

Kahika - Mayor Moko Tepania closed the meeting with a karakia whakamutunga.

6 MEETING CLOSE

The meeting closed at 12:00 pm.

The minutes of this meeting will be confirmed at the Ordinary Te Koukou - Transport Committee Meeting held on 20 February 2023.

.....
CHAIRPERSON

5 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS**5.1 TRANSPORT PORTFOLIO MEMBER REPORTS****File Number:** A4568470**Author:** Ellie Greenwood, Democracy Advisor**Authoriser:** Casey Gannon, Manager - Democracy Services**TE TAKE PŪRONGO / PURPOSE OF THE REPORT**

To note the verbal reports from Transport Portfolio holders. The verbal 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 verbal February 2024 reports from Members Ann Court and Steve McNally as Transport Portfolio holders.

1) TE TĀHUHU KŌRERO / BACKGROUND

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

2) TE MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Member reports are provided verbally during the meeting.

REASON FOR THE RECOMMENDATION

To formally receive the Member verbal 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 ĀPITI HANGA / ATTACHMENTS

Nil

5.2 FNDC TRANSPORTATION ACTIVITY UPDATE - NOVEMBER & DECEMBER 2023 OPERATIONS REPORT

File Number: A4558861

Author: Calvin Thomas, General Manager - Northland Transportation Alliance

Authoriser: Tanya Proctor, Assets & Planning Manager

TAKE PŪRONGO / PURPOSE OF THE REPORT

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

WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY

Key highlights of transport activities completed in November and December 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 November & December being the "Patience to Paradise" campaign material updated and media rollout with NZME and Mediaworks. Bike Northland continued delivery of the Grade 1 BikeReady programme across Far North schools.
- Following the December Government announcement on Speed Limits, staff have now placed the 2024/27 Regional Speed Management process on hold. A report to council will be prepared by staff following receipt of further guidance from Government (expected in early 2024) to obtain direction on the District's 2024-2027 intended speed management programme.
- In a letter from the Minister of Transport received by Council on 20th December 2023, the Minister confirmed that there will be no further funding allocated for the Transport Choices programme meaning the construction of the two Far North Projects will no longer receive funding for completion.
- Works have ramped up as we enter the full summer construction season, with a focus of November and December on completing sealed network renewals and reseals. The projects assessed as being able to be fully delivered this year has increased to \$20,592,509, being 74% of total programme (versus previous report of \$18.146M || 71% of programme). A full list of 2023/24 projects with their respective delivery and risk status is provided within this report.
- Across November and December crews completed a total of 3,748km of network inspections, and grading of 670km (41% of unsealed network). With the dryer months now here the grading activities reduce significantly with a maintenance focus on pothole repairs for both unsealed and sealed road, edge marker post replacement and roadside mowing. The 2023/24 summer dust suppression programme was also completed on the approved budgeted sites.
- Works continued with the 2022/23 Emergency event(s) recovery activities, with further Phase 2 repair and clean-up works completed across November and December, including construction of five retaining walls. There are 38 confirmed Phase 3 (Complex sites) confirmed to progress to the detailed Geotech Investigation and Design phase, with three having full design reports and construction drawings completed. The seven next most critical sites have been issued to consultants for assessment and pricing (following NZTA and CE approval of procurement policy exception), with associated contracts due to be executed in early February.
- 120 new Corridor Access Requests received for works in the road reserve across Far North District in November (71) and December (49).

- The Hokianga Ferry service carried a daily average of 559 passengers and 284 vehicles for the months of November and December 23, with revenue for the two-months combined 12% lower when compared to the same period last year. The schedule departures were 97% on time for the month, with 163 shuttling's and 10 charters.
- Pleasingly the volume of customer requests has continued to reduce back to pre-storm event "normal" levels, with 296 requests received in December.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee receive the report FNDC Transportation Activity Update - November & December 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 Far North District.

Key NTA staff will attend each briefing to respond to any specific questions that arise from the report contents.

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

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

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

ĀPITI HANGA / ATTACHMENTS

1. Attachment 1 - FNDC Transportation Activity update - November & December 2023 - A4558840 [!\[\]\(a724a4a68298d6dff85fe378e838a60a_img.jpg\)](#) [!\[\]\(e45f0f4def98e1246d9487bb157beff5_img.jpg\)](#)
2. Attachment 2 - FNDC North Monthly Contract Report - November 2023 - A4558842 [!\[\]\(88bfc90d98dd4d34739a3a724db7c68c_img.jpg\)](#) [!\[\]\(ccf2eae7cfca7109675c84141018761f_img.jpg\)](#)
3. Attachment 3 - FNDC South Monthly Contract Report - November 2023 - A4558844 [!\[\]\(c754dde1406843441f6c0eea512a4955_img.jpg\)](#) [!\[\]\(746b51a62470ff8a7f2e88408510e052_img.jpg\)](#)
4. Attachment 4 - FNDC North Monthly Contract Report - December 2023 - A4558848 [!\[\]\(472ac2555471ae84db2aed85219cff5f_img.jpg\)](#) [!\[\]\(0156b619ef299fbf9285ad8ef06a4e2a_img.jpg\)](#)
5. Attachment 5 - FNDC South Monthly Contract Report - December 2023 - A4558857 [!\[\]\(5bcb8022585de6884705042be9f23dd1_img.jpg\)](#) [!\[\]\(4f0438b1abf2b231597ff06319275187_img.jpg\)](#)

TRANSPORTATION UPDATE:

November & December 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 November & December being the "Patience to Paradise" campaign material updated and media rollout with NZME and Mediaworks. Bike Northland continued delivery of the Grade 1 BikeReady programme across Far North schools.

Following the December Government announcement on Speed Limits, staff have now placed the 2024/27 Regional Speed Management process on hold. A report to council will be prepared by staff following receipt of further guidance from Government (expected in early 2024) to obtain direction on the District's 2024-2027 intended speed management programme.

In a letter from the Minister of Transport received by Council on 20th December 2023, the Minister confirmed that there will be no further funding allocated for the Transport Choices programme meaning the construction of the two Far North Projects will no longer receive funding for completion.

Works have ramped up as we enter the full summer construction season, with a focus of November and December on completing sealed network renewals and reseals. The projects assessed as being able to be fully delivered this year has increased to \$20,592,509, being 74% of total programme (versus previous report of \$18.146M || 71% of programme). A full list of 2023/24 projects with their respective delivery and risk status is provided within this report.

Across November and December crews completed a total of 3,748km of network inspections, and grading of 670km (41% of unsealed network). With the dryer months now here the grading activities reduce significantly with a maintenance focus on pothole repairs for both unsealed and sealed road, edge marker post replacement and roadside mowing. The 2023/24 summer dust suppression programme was also completed on the approved budgeted sites.

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Pleasingly the volume of customer requests has continued to reduce back to pre-storm event "normal" levels, with 296 requests received in December.

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 November and December included:

- "Patience to Paradise" campaign material updated and media rollout with NZME and Mediaworks including on-air announcements, competitions, radio advertising, digital platform promotions, Social media (Facebook), Digital Billboards in Kaitaia/Ahipara, Fatigue stop at South End Information Centre, Whangarei for those travelling north (December 22nd) and a liaison meeting with Auckland Transport and NZME to develop a Patience to Paradise inter-regional promotional campaign with roll out to take place end of January through to Brynderwyn closure end of February.
- Representation on the FNDC Mayoral Business weekly meetings: Discussed collaborative work on the up-and-coming Brynderwyn closure and use of Patience to Paradise campaign.
- Speed Trailer Set Up (x8) in Waipapa due to concerns with Bunnings opening and traffic issues on SH10. Data used in submission to Waka Kotahi Speed Review.
- Facebook pre-Christmas Restraints competition.
- Road Safety Far North and Mid North Basketball liaison meetings: Code of Conduct development - use of restraints, fatigue, and speed.
- Alcohol Breathalyser trial at Awanui Hotel: Breathalyser machine installed for bar staff to engage with customers and discuss levels of intoxication, low alcohol/alcohol free options. Trial measures to be reported after summer period.
- Traffic Management support for tangi in Ngataki (young person passed in road crash and was one of the basketball team that had worked with the Far North REAP road safety team).
- Traffic Management support to local kura for regional inter-school Kapa Haka event
- Road Safety Liaison meeting (Auckland)
- Site visit and meeting with Kaitaia Intermediate, (School, NTA & Far North REAP representatives) to look at options to address issues regarding school bus drop off congestion on main North Road Kaitaia.
- TEAMS meetings with Waka Kotahi, Auckland Transport, NTA, Far North REAP Road Safety regarding collaborative road safety promotion site at Northland Field Days end of February.
- Attendance at the 'The Party' Interactive Video (Road Safety Far North) relaunch and 'After the Game' Interactive Video premiere (Auckland Transport).
- Far North REAP Learner Licence Courses:
 - November 9 of 11 passed, December 6 of 6 passed.
- Far North REAP Restricted/Full Courses:
 - November: 12 Restricted passed, 5 Full passed.
 - December: 11 Restricted passed, 5 Full passed. (100% pass rate).
- Te Runanga o Whaingaroa / Moerewa Christian Fellowship Restricted/Full Courses:
 - November: 7 Restricted passed, 4 Full passed.
 - December: 17 Restricted, 8 Full passed.
- Moerewa Christian Fellowship Restricted/Full Course
(December. Testing in Kaikohe – 1 Restricted passed, 6 Full passed. 100% passed).

[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	994

SPEED LIMIT REVIEW PROGRAM

Council approved the Kerikeri-Bay of Islands Interim Speed Management Plan at the 29 November meeting. Since that approval staff have received a notice of motion, pausing any further work on this catchment until Council meets on the 8th of February.

Far North District Council approved the goals and objectives of the Draft 2024/27 Regional Speed Management Plan and a three-year implementation programme that included Russell/Kawakawa, Moerewa rural roads, Kaikohe/Ngawha, Kaitaia and Far North schools.

Following the December Government announcement on Speed Limits, staff have now placed the 2024/27 Regional Speed Management process on hold. A report to council will be prepared by staff following receipt of further guidance from Government (expected in early 2024) to obtain direction on the District's 2024-2027 speed management programme.

TRANSPORT CHOICES FUNDING PACKAGE (CERF)

While Council completed the process of signing Schedule 2 (Construction funding agreement) for the Transport Choices package in October 2023, the agreement was not executed by Waka Kotahi prior to the programme being placed on hold pending direction from the new Government.

In a letter from the Minister of Transport received by Council on 20th December 2023, the Minister confirmed that there will be no further funding allocated for the Transport Choices programme meaning the construction of the Far North projects will no longer receive funding for completion.

An excerpt from the Minister's letter of 20th December 2024 is below, with the construction phase of the Far North programmes falling under point one.

I am writing to inform you of my decisions regarding the Transport Choices programme:

- All projects that were put on hold at the end of October 2023 will not receive any further funding, and therefore will not proceed to implementation/construction as part of the Transport Choices programme.
- The Transport Choices projects that already have a signed Schedule 2 (implementation/construction) funding agreement with NZTA are not impacted, and can continue to progress to delivery.
- All councils proceeding in the programme with a signed Schedule 2 funding agreement are to complete their Transport Choices projects by June 2025.

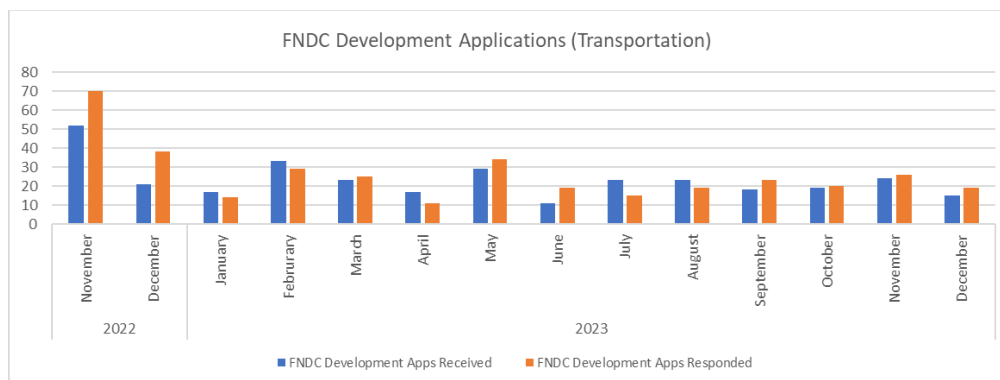
DEVELOPMENT APPLICATIONS (Transportation)

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 twenty-four applications were received in the month of November (vs. twelve month rolling average of twenty) and a total of twenty-six were processed.

In the month of December, a total of sixteen applications were received (vs. twelve month rolling average of nineteen) and a total of nineteen application were processed before the Christmas / New Year shutdown period (22nd December 2023 – 8th January 2024).

Year	Month	FNDC			
		Development Apps		Alfresco	
		Received	Responded	Received	Responded
2022	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
	November	24	26	5	5
	December	16	19	1	1

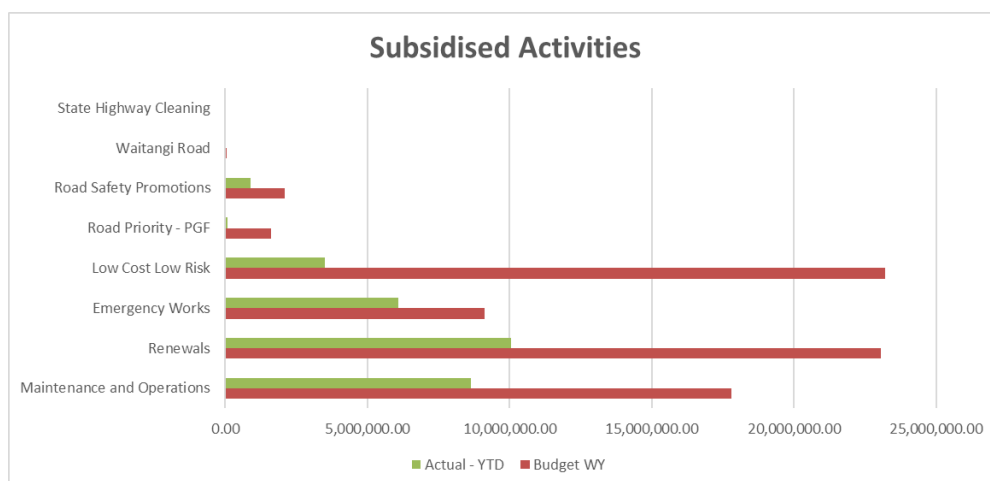
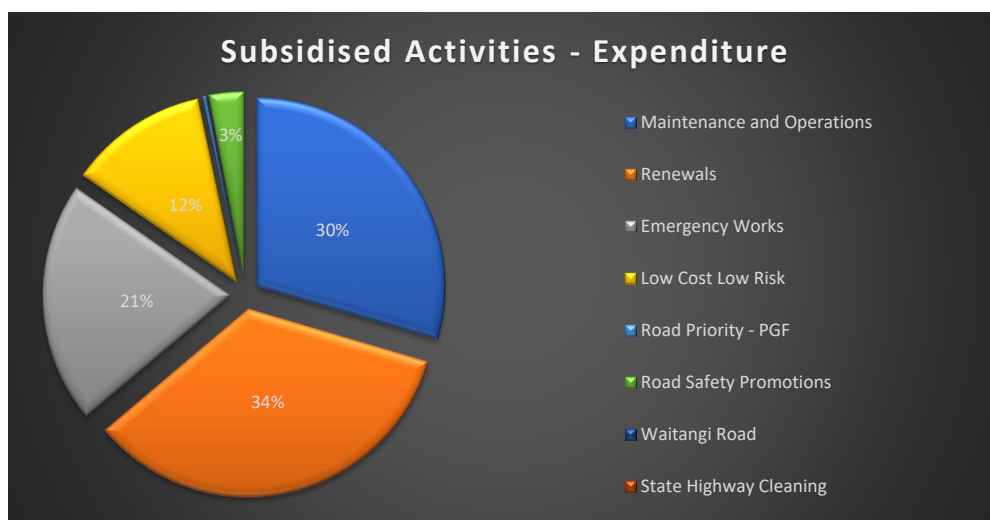


FNDC TRANSPORT BUDGET EXPENDITURE ALLOCATION PROGRESS

The graphs provided below provide an overview of the key areas of “subsidised” transport expenditure over the first 12 months of the current 2023/24 financial year.

As demonstrated in the pie graph below, 85% of expenditure year to date relate to the three core activities of Renewals (34%), Maintenance & Operations (30%) and Emergency Works (21%) with completion of each of these activities tracking well against available approved full year budgets.

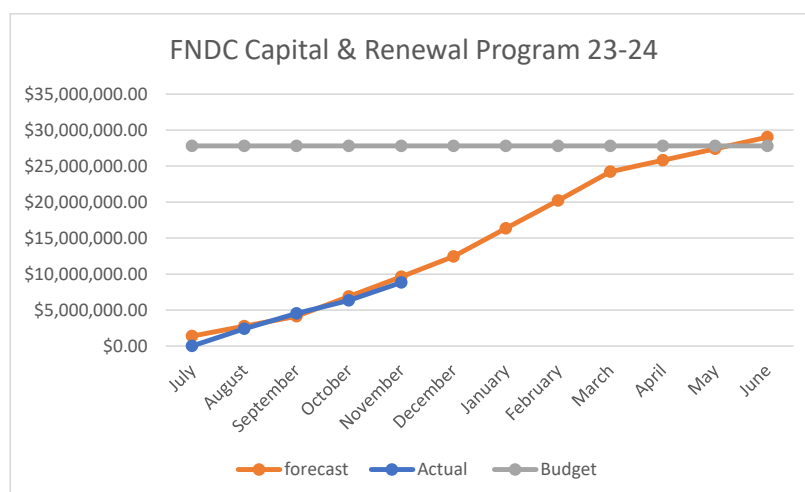
Works in the Low-Cost Low Risk (Improvements) category are also beginning to ramp up and will continue to be progressed through the remainder of the financial year.



FNDC TRANSPORT CAPITAL PROGRAMME DELIVERY

Works continued on Capital Works programme activities with the improved weather seeing pavement works and other activities continuing. 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.



Note – December actual expenditure data unavailable at the time of finalising report

Project Risk Table

The projects assessed as being able to be fully delivered this year has increased to \$20,592,509, being 74% of total programme (versus previous report of \$18.146M || 71% of programme).

FNDC	No. of Projects	Description	Budget	% of Total Budget
🟢	31	Will be fully delivered this year	\$20,592,509.00	74%
🟡	13	Risk of partial delivery	\$5,698,700.39	20%
🔴	8	Risk of non delivery	\$1,517,500.00	5%
		Total	\$27,808,709.39	100%

**Note – a full list of 2023/24 projects (complete with status and risk assessment) provided below.*

FNDC Monthly Report - December 2023

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
141	Emergency Works	Fairburn Road RP9668 (RRMS Slip ID 232445)	Fairburn Road 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 completed	●
214	HG	NGAPIPITO ROAD	NGAPIPITO ROAD RP 1850 to RP 3000 = 1150m	Construction completed	Construction completed	●
214	HG	CUMBER RD	CUMBER ROAD RP 0 TO RP 421 = 421m	Design Stage	Construction underway	●
214	HG	ORAKAU RD	ORAKAU RD RP 14822 TO RP 15050 = 228m	Construction completed	Construction completed	●
214	HG	PIPIWAI RD	PIPIWAI RD RP 12274 TO RP 12610 = 336m	Construction underway	Construction completed	●
214	HG	GILL RD	GILL RD RP 470 TO RP 1390 = 920m	Construction completed	Construction completed	●
214	HG	GILL RD	GILL RD RP 1423 TO RP 2180 = 757m	Construction completed	Construction completed	●
214	HG	MIDGLEY RD	MIDGLEY RD RP 600 TO RP 1900 = 1300m	Construction underway	Construction completed	●
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	Procurement Stage	Procurement Stage	●
215	0	Scour Protection Works 2021/24 (SP3)	Network Wide	Construction underway	Construction underway	●
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 & Wekaweke 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	Procurement Stage	Procurement Stage	●
341	Road 2 Zero	144226 - Safety - Speed Management via Local Area TM	Kaikohe Nth Urban Area	Construction completed	Construction completed	●

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Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
341	Low Risk Improvement	144256 Stock Truck Effluent Diposal Facilities	Kaitaia and Kaikohe	Project planning stage	Design Stage	●
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	Project on hold	Project on hold	●
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	Project on hold	Project on hold	●
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 (HRR)	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 (HRR)	Reef View/Foreshore Road	Construction underway	Construction underway	●
341	Road 2 Zero	144238 - Safety - School Zones (& Safer Journeys for Schools)	Riverview School	Project on hold	Project on hold	●
341	Low Risk Improvement	144214 - Safety - Urban/Rural Intersection (HRR)	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 on hold	Project on hold	●
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			\$8,312,950.39			
seal extensions	0	PAWARENGA ROAD	PAWARENGA ROAD RP 11903 to RP 13583 = 1680m	Construction completed	Construction completed	●
seal extensions	0	RUAROA RD	RUAROA RD RP 3008 to 5681 = 2673m	Construction underway	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	Procurement Stage	Procurement Stage	●

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Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
unsub footpath	0	BOI-Whangaroa New Footpath: SH11 Haruru	SH11 from Nautical Dr - Haruru Falls Rd, Haruru	Procurement 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	●
unsub footpath	0	Kaikohe-Hokianga New Footpath: Horeke Road	Horeke Road from end of existing path - School, Horeke	Design Stage	Design Stage	●
unsub footpath	0	Kaikohe-Hokianga New Footpath: Manning Street	Manning Street from 14 Manning St - Marmon St, Rawene	Design Stage	Design Stage	●
unsub footpath	0	Kaikohe-Hokianga New Footpath: Mitchie Street	Mitchie Street from Lawn St - end of road, Okaihau	Design Stage	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	Project deferred to future	●
unsub footpath	0	Kaikohe-Hokianga New Footpath: SH12, Kaikohe	SH12 from Reservoir Rd - Showgrounds, Kaikohe	Design Stage	Project deferred to future	●
unsub footpath	0	Te Hiku New Footpath: Cable Bay Block Road	Cable Bay Block Road, Cable Bay	Construction underway	Construction underway	●
unsub footpath	0	Te Hiku New Footpath: Taupata Place	Taupata Place, Kaitaia	Construction underway	Construction underway	●
unsub footpath	0	Te Hiku New Footpath: Takahe Rd	Takahe Rd, Ahipara	Construction underway	Construction underway	●
Unsub Footpath Total			\$3,237,383.00			
GRAND TOTALS			\$27,808,709.39			

Photo Wall – November/December 2023

	
<i>Gills Road Pavement Rehabilitation</i>	
	
<i>Sommerville Ave: Kerb and Channel, Urban Stormwater Replacement/ Road Rehabilitation Project</i>	
	
<i>Orakau Road Rehabilitation</i>	<i>Pipiwai Road Rehabilitation</i>
	
<i>Kaitaia Awaroa Road Rehabilitation</i>	<i>Cable Bay Block Rd 2nd retaining wall with handrail and fresh pour before washing for exposed aggregate.</i>

	
<i>Cable Bay Block Rd fresh pour before washing for exposed aggregate</i>	<i>Cable Bay Block Rd rock wall to create width for the new footpath.</i>
	
<i>Manawaora Road Slip Repair with completed & hydroseeded soil nailed embankment.</i>	<i>Manawaora Road Slip Repair with reinstated pavement and sight rail installed.</i>
	
<i>7/23/101 Wekaweka Rd J18 Culvert Replacement</i>	<i>7/23/101 Quarry Road B13 Culvert Replacement</i>
	
<i>FNDC Contract 7/23/185 - FNDC Footpath Projects Suite 3 (21-24)</i>	<i>FNDC Contract 7/22/159 - EW Slip - Fairburn Rd</i>

Key points of note for the month of November and December includes:

- Maintenance activities programmed for January relate to:

- ## Network Inspections

The map displays the Kaitiaki region, characterized by its rugged coastline and numerous lakes and rivers. Key locations include Cape Maudslayi, Taupo, Rotorua, and the Bay of Plenty. The Kaitiaki Forestry Reserve is highlighted in green, and the Kaitiaki Peninsula is shown in the foreground. The map also indicates the presence of various towns and villages, as well as the Kaitiaki Forestry Reserve and the Kaitiaki Peninsula.

Completed Grading

Excellent progress was made with network wide maintenance grading in November & December, with 41% (or 670km) of the unsealed network length completed, as represented in the map to the right.



Contractor Innovations:

Chip Spreader – With no hoist.

The main hazard when spreading chip onto our reseal sites is overhead hazards – Powerlines and low trees. Trout River Trucks have made this truck for one of Ventia's sub-contractors, permanently with the sealing team. It's a conveyor operated bin. It drags the chip along a conveyor and out into two augers that then spread the material evenly out the back. The spreader also drops down to 200mm off the ground to reduce chip roll around. A super impressive modern machine that eliminates overhead hazards.



Asphalt Millings to reinforce scoured shoulders

In response to the challenges posed by this year's weather events, specifically prolonged and intense rainfall exceeding 40mm per hour for nearly an hour, we observed significant negative impacts on the shoulders and water tables of certain roads. Rather than merely addressing these issues in a conventional manner, Ventia seized the opportunity to implement a creative solution.

Harnessing the potential of recycled asphalt millings, they embarked on a project to reshape and reinforce damaged or weak shoulders. The process involved strategically utilising asphalt millings and compacting them to form a resilient structure. The outcome is akin to concreting the shoulders, but at a fraction of the cost and with the added benefit of using a recycled product.

The roads this has been utilised on to date are: Waimate North near SH10, Old Bay Rd the near SH1 end and Porotu Rd.

This innovative approach not only addresses the challenges posed by adverse weather conditions but also underscores Ventia's commitment to sustainable and cost-effective solutions in road maintenance.

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 November & December:

Road	Start	End	Length	Asset Type	Fault
FISHER-RILEY ROAD	715	730	15	Retaining Walls	New construction - Drop out (m)
KAITAIA-AWAROA ROAD	26807	26817	10	Retaining Walls	New construction - Drop out (m)
FISHER-RILEY ROAD	534	544	10	Retaining Walls	New construction - Drop out (m)
PIPIWAI ROAD	8480	8490	10	Retaining Walls	New construction - Drop out (m)
WAIMATE NORTH ROAD	7790	7820	30	Pavement - Sealed	Digout - Subsidence (m2)
OTATARA MARAE ROAD	513			Drainage (Culverts)	Install headwall structure - Scour (ea)
PIPIWAI ROAD	6234	6259	25	Retaining Walls	New construction - Drop out (m)

Works planned for January:

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)
HAPPY VALLEY ROAD	1378			Drainage (Culverts)	Install headwall structure - Scour (ea)
KAHIKATOA ROAD	255	256	1	Drainage (Culverts)	Culvert renewal - Inadequate/damaged (m)
WAIMATE NORTH ROAD	3216			Drainage (Culverts)	Culvert Maint - Minor Repairs (ea)
WAIMATE NORTH ROAD	4530	4590	60	Surface Water Channels	WT reconstruct - Over deepened/scouring (m)
WAIMATE NORTH ROAD	8589	8634	45	Surface Water Channels	WT reconstruct - Over deepened/scouring (m)
WAIOTEMARAMA GORGE ROAD	5858	5863	5	Retaining Walls	New construction - Drop out (m)
MATAWAIA-MAROMAKU ROAD	17940	17950	10	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	6546	6581	35	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	9274	9289	15	Retaining Walls	New construction - Drop out (m)
LAKE ROAD (OKAIHAU)	8752	8772	20	Retaining Walls	New construction - Drop out (m)



PHASE 3 DELIVERY

The Far North has 38 sites confirmed under **Phase 3** – these sites require detailed geotechnical investigation and design, procurement consideration and project management oversight.

NZTA procurement specialists approved an exception to award Geotech Investigation and Design work packages to a panel of six pre-qualified specialist consultants for priority sites (Stage 1) across the Northland region. The subsequent Chief Executive approvals enabled work packages for Kaipara, Far North and Whangarei to be distributed to consultants prior to the Christmas break.

The three sites noted as 'Complex' under the Stage identifier below have full design reports and construction drawings completed. The project team are working on confirming funding for construction currently, both the NZTA and local share components.

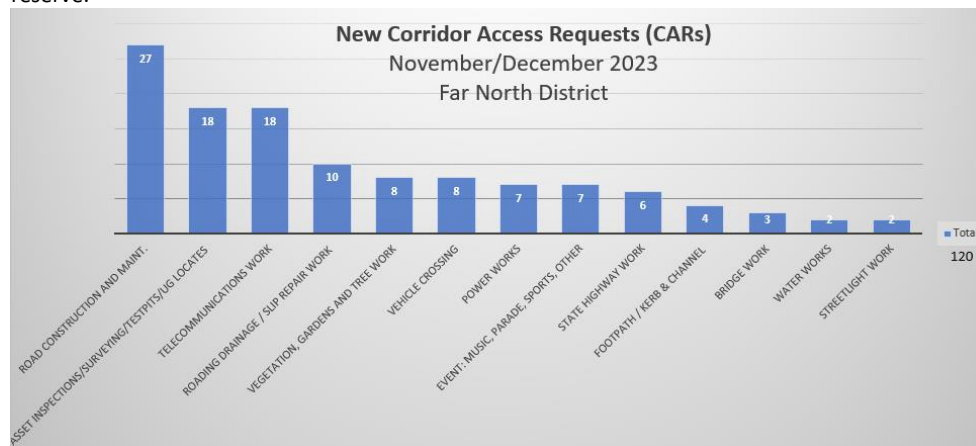
Contracts for seven sites (Stage 1) in the Far North are due to be executed early in February and procurement for the remaining 31 sites in Far North's programme (Stage 1b) will be underway shortly.

Phase 3 Emergency Works			
Council	Stage identifier	Slip site location	Route position
Far North	Complex	WEST COAST ROAD	20915
Far North	Complex	WEST COAST ROAD, MOTUTI	16775
Far North	Complex	WHANGAE ROAD	2250
Far North	Stage 1	KAITAIA - AWAROA	13525
Far North	Stage 1	KAITAIA - AWAROA	26807
Far North	Stage 1	MANGAMUKA RD	2948
Far North	Stage 1	PAWARENGA RD	8151
Far North	Stage 1	WAINUI - MATAURI BAY RD	4995
Far North	Stage 1	WAINUI RD	4655
Far North	Stage 1	WAINUI RD	6561
Far North	Stage 1b	BROADWOOD RD	296
Far North	Stage 1b	CHURCH ROAD (KAITAIA)	1404
Far North	Stage 1b	DUNCAN ROAD (KAINGAROA)	10069
Far North	Stage 1b	DUNCAN ROAD (KAINGAROA)	13894
Far North	Stage 1b	DUNCAN ROAD (KAINGAROA)	14443
Far North	Stage 1b	DUNCAN ROAD (KAINGAROA)	10105
Far North	Stage 1b	FISHER-RILEY ROAD	2820
Far North	Stage 1b	FRYER RD	2892
Far North	Stage 1b	FRYER RD	3487
Far North	Stage 1b	HONEYMOON VALLEY ROAD	5585
Far North	Stage 1b	IWITAU RD	6252
Far North	Stage 1b	LARMER ROAD	2117
Far North	Stage 1b	MANGAMUKA RD	7860
Far North	Stage 1b	MATAWAIA - MAROMAKU	7182
Far North	Stage 1b	MONUMENT RD	6844
Far North	Stage 1b	ORURU ROAD	2348
Far North	Stage 1b	PAPONGA ROAD	2453
Far North	Stage 1b	PARANUI RD	4460
Far North	Stage 1b	TAPUHI RD	8730
Far North	Stage 1b	TE RORE ROAD	3039
Far North	Stage 1b	WAIARE RD	28085
Far North	Stage 1b	WAIARE ROAD	28047
Far North	Stage 1b	WAIKARE ROAD	8444
Far North	Stage 1b	WAIKARE ROAD	10600
Far North	Stage 1b	WAIKARE ROAD	19970
Far North	Stage 1b	WAIMATE NORTH RD	3227
Far North	Stage 1b	WHANGAE RD	4817
Far North	Stage 1b	WHANGAPE RD	6228

Corridor Access Requests (CARs) and Temporary Traffic Management

CARs and Temporary Traffic Management Applications

There were 120 Corridor Access Request applications received for works in the road reserve across Far North district in November (71) and December (49). A breakdown of the activities in the graphs shows road construction and utilities activities accounts for most excavation applications in the road reserve.



There were 40 CAR applications approved in November and 38 approved in December for Far North district. The Kerikeri Street Party was pushed through for approval in November after event organisers realised application for a road closure had not been submitted and a road closure to celebrate Karangahape Marae refurbishment was also accelerated.

Incorrect dates submitted by the TTM company for Paihia Christmas Parade meant another Extraordinary Council meeting was tagged onto the Transport Committee meeting to gain approval of the road closure. Kaikohe and Kaitia Christmas Parade TMPs were also approved.

Fraser Hoani is in the process of creating an FNDC annual events calendar to eliminate these last-minute road closure requests that require Extraordinary Council meetings to approve road closures due to lack of planning by organisers.

Work Completion Notifications, Reinstatement Inspections and Traffic Management Audits

November 2023

CAR Status	Count of CAR #
Cancelled	27
Closed	36
Completion Notified	9
Work in Warranty	23
Grand Total	95

December 2023

CAR Status	Count of CAR #
Cancelled	13
Closed	35
Completion Notified	10
Work in Warranty	6
Grand Total	64

There were 159 Corridor Access Requests (CARs) completion status updates in November (95) and December (64). A total of 29 excavation sites were set into a two year warranty period with 15 of those inspections completed onsite.

There were four temporary traffic management safety audits completed in November and December. The sites scored a 'High', 'Acceptable', 'Needs Improvement' and 'Unacceptable' rating.

02/11/23	Tarmac	Footpath repairs / intersection upgrade	Full Road Closed / Priority Give way	Tarmac	Recreation Drive Kaikohe	17	Acceptable (11-25)	Fraser Hoani	Signs hidden in between parked cars moved out while on site so signs are visible to road users. People keep stealing TTM equipment which makes things hard for contractors to be compliant. Pedestrians walking through site randomly picking gear up and moving equipment, STMS and crew too intimidated to address issues.
22/11/23	Chevron	First Coat Chip Seal	3 Way MTC	Fulton Hogan	Gilis Road Kaitake	0	High (0-10)	Kelly Sproule	Nice tidy site
23/11/23	Fulton Hogan	Rehab	Full Road Close	Fulton Hogan	Sommerville Road		Unacceptable-Multiple (both 51+ and other Aspects)	Kelly Sproule	All active signs missing no T1 or Road closed ahead sign & road closed sign. No TTM paper work completed, construction crew had all risks & hazard controls. WAP had expired by over a month Stop work notice issued. No Site checks been completed
06/12/23	Safe Trak	Top Energy Maintenance	3 Way MTC	Top Energy	Inlet Road Karekare Peninsula	30	Needs Improvement (26-50)	Kelly Sproule	Safety zones not long enough cones added to extend & make longitudinal and braking safety zone compliant. No Tc on paddle on side road.

TTM Review Panels were held on 7 and 21 November; and 20 December to review unacceptable, unsafe or non-compliant traffic management sites. The Stop Work Order issued to Tarmac working on Recreation Road in October was issued with notice of non-conformances (NNCs) to both the STMS and the Contractor. The Corrective Action Plan was found to be lacking and we are working with the contractor to improve their TTM Quality System to prevent further non-compliant, unsafe sites on FNDCs network.

Other TTM Updates:

A Corridor Access newsletter was distributed to contractors, TTM providers and utility operators in Far North and wider Northland. Key points included a reminder to contractors of the Northland local road works moratorium to remove all orange from the network; and reinforcing Northland Councils' adoption of the risk-based approach to temporary traffic being led by Waka Kotahi and the TTM Industry Steering Group.

Kelly Sproule attended the FNDC Situational Safety and Tactical Communication workshop in Kaikohe in November after an incident at a Stop Work Order left him shaken. Kelly is WDC employed but audits and inspects reinstatements in the Far North. The course was beneficial and has set Kelly up to build on his skillset and confidence should traffic audits escalate in the future.

The TTM Industry Steering Group (ISG) met on 28th November to discuss the national transition to a risk-based approach to TTM. Rachel Taylor, NTA Road Corridor Management Lead has joined one of the six workstream focus groups - the Good Practice workstream. This group is working on the definition of Good Practice and ISG endorsement of Practice Notes based off the IPENZ model. As representative for the North Island RCAs a subsequent update on workstream progress was relayed – RCA engagement and Council collaboration across the country has been one of the good news stories to come out of the TTM industry reform.

Fraser Hoani attended Fulton Hogan, T8 and SafeTrak safety meetings in December to discuss temporary traffic management and safety expectations for working in the road.

The Road Worker Safety Governance Group (RWSGG) met with the ISG on 16 December in Auckland. RWSGG representatives come from WorkSafe, Waka Kotahi NZ Transport Agency, Civil Contractors New Zealand (CCNZ) and the Association of Consultants and Engineers (ACE NZ). Rachel Taylor presented to the Group on behalf of Councils nationally. The presentation focused on 5 questions put to Councils nationally on the transition to a risk-based approach to TTM and what support Councils would like from the Governance Group. Misconceptions that the risk-based approach means cost-saving was a key issue identified by RCAs. Bringing Procurement teams into the conversation will be a key focus for the Groups in 2024.

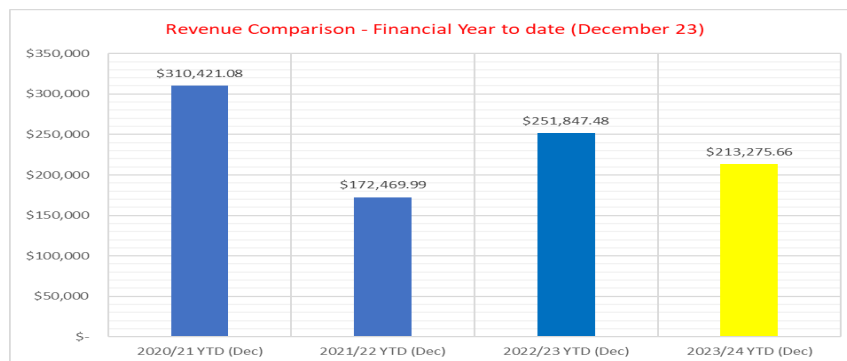
HOKIANGA FERRY (KOHU RA TUARUA)

Revenue The November & December 2023 revenue was lower when compared to last year for the same period. There was a downward trend in ticket sales for all categories. The closure of SH1 Mangamuka Gorge and ongoing pressures due to cost of living and poor weather during key Christmas-New year period could be contributing factors to the reduction in travel.

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

November 2023	November 2022	Difference
\$42,514.78	\$47,786.00	\$5,271.22
December 2023	December 2022	Difference
\$49,818.70	\$57,442.78	\$7,624.08

The graph below provides a comparison of the revenue collected compared to previous years for the same period (December 23).



Patronage & Service Information

The Ferry service carried a daily average of 559 passengers and 284 vehicles for the month of Nov & Dec 23. The schedule departures were 97% on time for these months with 163 shuttling's and 10 charters.

Unique visit to the Hokianga pages within Northland Ferries website were up by 14% this month when compared to same period last year. Northland Ferries has installed the Hokianga Tourism Association (HTA) agreed onboard display sign for marketing and promoting the Hokianga region. Furthermore, NF has paid its membership subscription renewal of the HTA.

In line with FNDC's approved process, free travel valued at \$166.00 was provided for the Hokianga Memorial Returned Services Association to the Kohukohu Arch of Remembrance on Armistice Day (11 Nov).

There were no customer complaints received, only five requests for an afterhours service. 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 all engine oil change, gearbox oil changes, test and run fire pumps, grease ramp mechanisms, belts and pulley checks, repair drift alarm plug, fuel leak repair engine #4, Engine #4 thermostat replaced and cleaning of bilges.

Furthermore, a total of 28,701 litres of fuel were filled in the vessel. In the last twelve months, 176,493 litres have been purchased against 14,096 engine running hours that averages 12.5litres per hour of operation.

Health & Safety, Risks

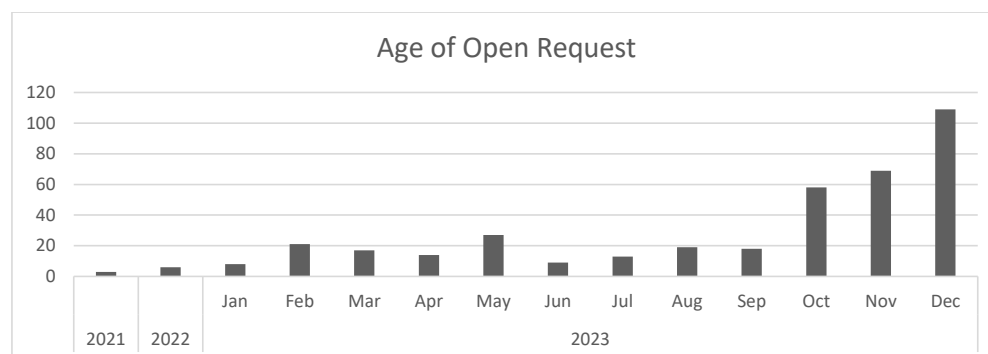
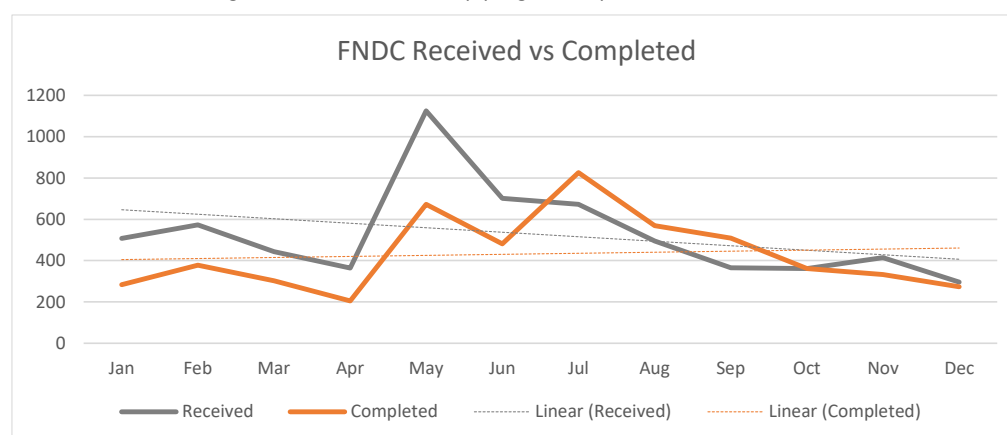
There was one incident recorded for the month of November by the crew. Strong wind snapped the office door closed onto a crew member's foot who suffered a sore and swollen foot but was still able to perform her duties. The door latch stopper was repaired by NF which would prevent a reoccurrence. There were no incidents, accidents or near misses in Dec 23.

The vessel's monthly HSE audit as well as weekly emergency response training 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 in Nov & Dec 23.

CUSTOMER REQUESTS

The volume of customer requests continues to decline (296 requests received during December). At the end of December, there were 452 open requests, being an 17.4% increase from the prior month. We have observed a slight increase in number of open requests due to the holiday close down period, but the team are focused on working with contractors to help progress requests for our customers and communities.





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

November 2023

Summary

November has been another busy month with great progress made on all contract works. The Gills Rd Pavement Rehabilitation is complete, the stormwater replacement on Summerville Ave is largely complete and pre-reseal pavement repairs are progressing well on Awaroa Road. 334m of new footpath has been completed on Cable Bay Block Rd.

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

December will continue on with a similar program, with our team looking forward to a much deserved break over the holiday period, and a return to a busy summer construction period in the new year.



Stabilisation of the Gill Road Pavement Rehabilitation

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

November 2023

Works Programme

A total of **809** work items were completed this month. This included **688** 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 5 out of 343, or 1.5%, of unsealed roads (Lower than normal due to breakdowns)
- Metalling was completed on 6 out of 343, or 1.7% of unsealed roads
- Potholing was completed on 40 roads, with 295 jobs completed
- Roadside mowing was completed on 5 roads
- Emergency works were completed for 2 jobs, predominantly for falling trees this month.

Aggregate Usage

The following aggregate was used during October, the equivalent of 397 truck loads of metal:

- GAP 30 – 143 m3
- GAP 40 – 2,635 m3

Cyclic Works Completed

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

Drainage Maintenance and Renewals

- 143 cesspit grates were cleared
- 194 culvert marker were replaced
- 3 culvert ends were cleared
- 0 culverts were flushed
- 60m of culvert pipes were replaced

Road Furniture Activities

- 5 signs posts were replaced
- 18 posts were painted
- 8 signs were replaced
- 6 signs were straightened
- 3 signs were cleaned
- 0 bridge edge markers were cleaned and 0 were replaced
- 0 edge markers were replaced and 0 were straightened

Structures Maintenance

- 0 bridge deck/drain holes were cleared

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

November 2023

Road Accident Response

- No accidents occurred in November.

Environmental Management

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

Positive Feedback

1 unsolicited positive feedback was received this month.

Hi Gavin,

Huge thank you for getting the grader and roller on the hill.

What a fantastic difference it's made to driving up the hill!

I've had messages from residents saying they had Parapara-Toatoa and Taumata Road graded as well...thank you again for getting this done before Christmas.

Question..the uphill left hand corner above 148 Parapara Road.

There is no "water table" as such and when it rains water tracks over the road.
Also rocks pop up and this is the first section that corrugates badly.

What can be done to fix this?

I was at Don's Mums yesterday and "NO banging of trucks were heard at the spot that was fixed!!" ...they do bang before now but that's not outside her place.
What a difference and after all the years asking WK -NZTA, we are so very happy that your FH crew fixed the problem.

But I did see Safetrack 3 trucks slowing traffic down on 2 trips down the road and back up again??

Why?

Most vehicles are doing 50-60km.

These TS trucks were going very slow and totally unnecessary in my opinion.

Have an awesome Friday..

Maintenance Programme December 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.

Inspection Activities

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

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

North Area – November 2023	
Week 1/2	532.389 km
Week 3	438.026 km
Week 4	342.969 km
TOTAL	1313.384 km

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

November 2023

Sealed Pavement Rehabilitations & Seal Extensions

Project	Completed This month	Programmed Next Month
2023/24 Pavement Rehabilitations:		
Gills Rd RP 1423-2180	Stabilised and sealed.	Project complete.
Sommerville Rd RP 0-184	Drainage complete.	Finish K&C and Footpath prep.
Midgeley Rd RP 600-1900	Pavement overlay complete.	Drainage and digouts.
Pawarenga Road RP 2306-2956		
Kaitaia Awaroa Road RP 28450 - 30140		Price realignment / earthworks.
2023/24 Seal Extensions:		
Ruaroa Rd RP3008-5681.	Site clearing complete.	Commence culvert replacements.

Reseals

<u>Length Completed November 2023</u>	<u>Length Outstanding FY 2023/24</u>
<ul style="list-style-type: none"> 3640m completed 	Nil
<u>Sites Completed November 2023:</u>	

Dispatch ID	Road	Start	End	Length	Fault
70813	GILL ROAD (AWANUI)	2220	3220	1000	Resurface - 2nd Coat (m2)
70820	KOHUKOHU ROAD	9770	11160	1390	Resurface - 2nd Coat (m2)
70834	PARAPARA-TOATO A ROAD	62	985	923	Resurface - 2nd Coat UNSB (m2)
70842	SMITH DEVIATION ROAD	0	44	44	Resurface - Reseal (m2)
70844	TAUMATA ROAD	0	105	105	Resurface - 2nd Coat (m2)
70845	TAUMATA ROAD	123	204	81	Resurface - 2nd Coat (m2)
74689	PARAPARA ROAD	3279	3314	35	Resurface - Reseal (m2)
74690	PARAPARA-TOATO A ROAD	0	62	62	Resurface - Reseal (m2)

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

November 2023



Sommerville Ave SW Upgrade Kerb and Channel and Footpath Preparation



Gill Rd Pavement Rehabilitation Seal

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

November 2023

Footpath Renewals & New

Length Completed November 2023	Length Outstanding FY 2023/24
<ul style="list-style-type: none"> Cable Bay Block Rd – 234 m 	
Sites Completed November 2023:	
<ul style="list-style-type: none"> Cable Bay Block Road 	



Cable Bay Block Road New Footpath

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

November 2023

Health and Safety

- 44 Leadership safety actions were completed, documenting safety conversations between our leadership team and crews.
- Safety improvements suggestions were documented, including using cone rails to prevent motorcyclists from slowing down for speed humps
- No H&S Training completed this month
- No first aid, medical treatment or lost time injuries occurred this month.

<u>Type</u>	<u>Number during period</u>	<u>Number to date</u>	<u>Days since last incident</u>
LTI	0	3	86
MTI	0	2	685
FAI	0	0	1885

Contract Notices November 2023

Notice to Engineer -
Nil

Notice to Contractor –
NTC 143 7-22-157 Changes to School Zone Schedule
NTC 144 Contract Rates Material Cost Increases

Regards,

Warren Gore
Kaitaia Branch Manager

Freya Coppins
Kaitaia Construction Manager

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

November 2023

FAR NORTH DISTRICT COUNCIL
CONTRACT 7/18/101

Road Maintenance and Renewals Contract

**MONTHLY REPORT – NOVEMBER
2023**



*Preseal Repairs – Putts on
the roller*

1. SUMMARY

With Christmas fast approaching, November brought a month of construction friendly weather allowing us to put a decent dent in our programme. Our October claim came in at around 1.75 million.



Our storm works clean up continued, however with most sites complete we now have only one subcontractor assisting us with these works. They completed a decent list of culvert flushing, a couple of slips from the October rain event and a gabion retaining wall on Pipiwai Rd. We also had Northland tree works complete a decent amount of the remaining trees.

The reseals are on track and had a good month with 15kms of new seal completed. We are approximately 35% of the way through our reseat programme.

Jash's team completed the Ngapipito Rehab resulting in 1.1km of new pavement, a result the local community will be thrilled about.

We are about 50% of the way through our pre seal repair programme and have all but completed everything except Russell. This year a large proportion of our works are in Russell. We are making a start on the critical Russell sites early December in a bid to make them safe for the Christmas period. We will carry on with the remainder of the programme in January.

Our signs crews carried as usual with no major dramas.

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 4,177 individual work items were completed throughout the month of November, of which 3,472 were routine find and fix issues, 470 cyclic or annual rounds, 178 were programmed works, 29 renewal / capital project, and 29 were callouts or emergency response works.

December 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. 331 completed, of which 32 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, 298 were completed of which 21 have been audited by the NTA team.

Drainage

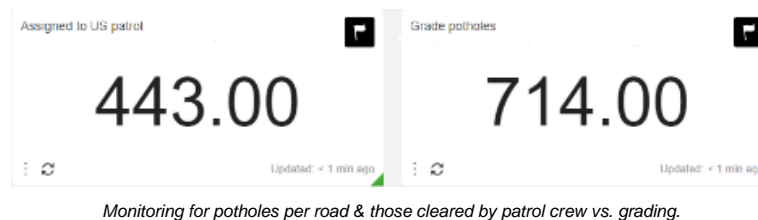
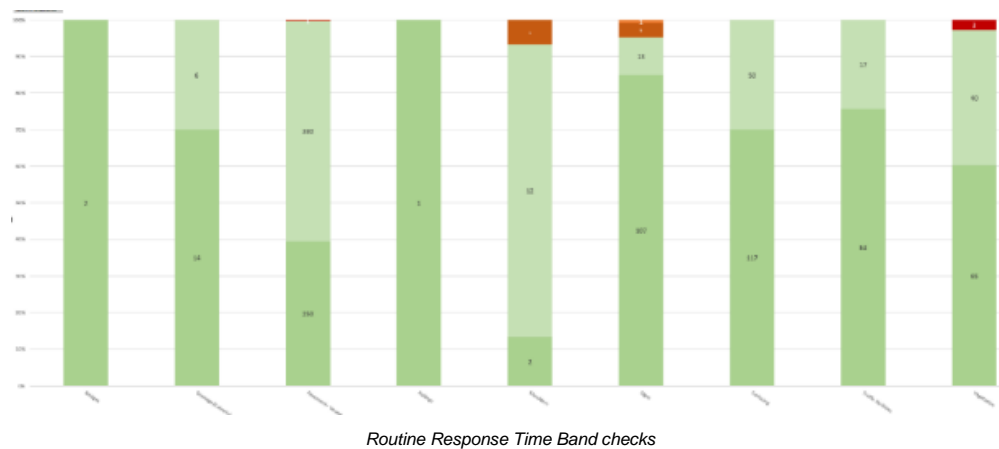
There are currently 0 drainage inspections running overdue. 31 completed, of which 1 has been audited by the NTA team.

Network Area Inspection	
South Area – November 23	
Week 1	221.9 km
Week 2	273.9 km
Week 3	295.8 km
Week 4	398.8 km
Total KM	1,190.5 km

4. ROUTINE WORKS COMPLETED

Routine maintenance activities completed in November:

- 284 sealed potholes repaired.
- 7,443 unsealed potholes repaired.
- 281.9km of unsealed roads graded equating to 36.6% of the total unsealed network.
- 65 or 1.9% of dispatches for November have been audited by the NTA team.





5. EMERGENCY WORKS

The main emergency works in November were trees from the weather event late October. We also had a slip on Waiotemarama Gorge Rd and Oromahoe Rd.



Before/after Pokapu Rd



Oromahoe Rd / Waiotemarama Gorge Rd



6. DRAINAGE MAINTENANCE & RENEWALS

Drainage maintenance activities completed in November:

- 251m of heavy water tabling (Storm recovery package & scheduled work).
- 137m of water table reconstruct/scouring. (Storm recovery package & scheduled work).
- 46.5m of Culvert pipes replaced/new. (Renewals Programme).
- 3 Culverts flushed.



Taheke Horeke Rd culver renewals



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

We carried on with phase 2 works, but we mainly worked on tidying up lots of the smaller remaining storm damage. Our subcontractor DCL carried and completed a gabion retaining wall on Pipiwai Rd.



Pipiwai Rd Under slips



8. FOOTPATH MAINTENANCE/RENEWALS

Our footpath crew have been involved in other works throughout the month of November. No Footpath renewals were carried out.

9. ORDERED WORKS

Ordered works were carried out:

- 615.7km of spraying.
- 592.9 m2 of Digouts and 1,050.6m2 of stabilised patches.
- Edge breaks/Shoulder repairs
- Kerb and Channel sweeping round started the week of the half marathon and started with sweeping of marathon route.
- Rubbish Run involving litter collection of the half marathon route.
- Wet roll and grades began late November, making a start on Whangae Rd



Preseal Repairs Keri inlet Rd / Waiomio Rd



Wet Roll and Grade Wangae Rd

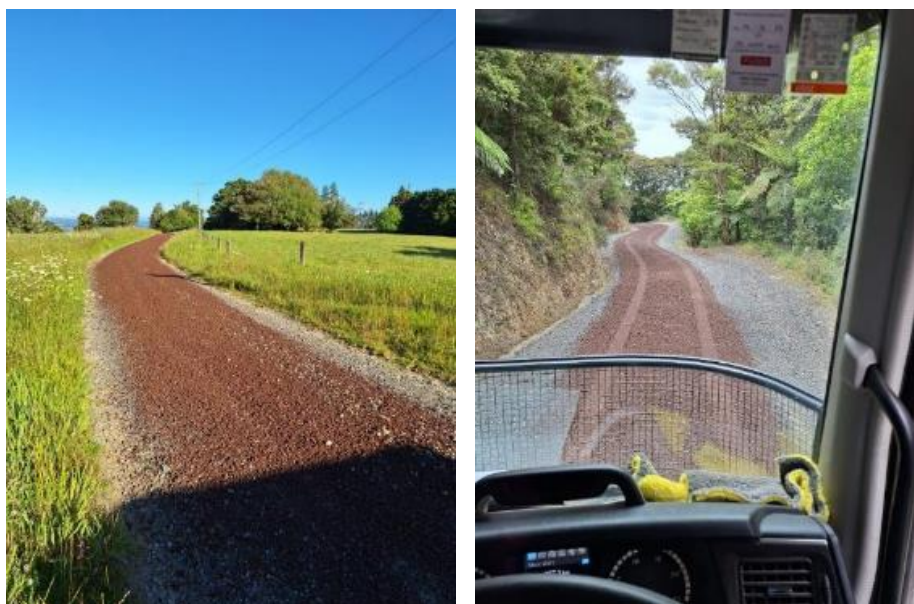


10. ROAD FURNITURE ACTIVITY

- 41 new signs installed or replaced (damaged or missing)
- 8 signposts replaced/new.
- 88 signs re-erected or straightened.
- 174 signs/posts cleaned.
- 131 posts painted.
- 30 metres of railing replaced.
- 238 edge marker / delineators replaced & straightened.

11. UNSEALED NETWORK

Maintenance metal was put on 24 roads across the network including Guthrie Rd, Hansen Rd, Hupara Rd, Imms Rd, Kelly Rd, Koutu loop Rd, Mission Oak Rd, Moehau Rd, Montrose Rd, Lake Rd, Koutu Loop Rd, Motutoa Rd, Okokako Rd, Omoromahoe Rd, Otaha Rd, Pokas Rd, Rigden Rd, Smoothy Rd, Stanners Rd, Vujchich Rd, Waihotu Rd, Waikare Rd, Waikare Valley Rd, Waione Rd and Waitaheke Rd.



Smeath Rd / Oromahoe Rd



12. PAVEMENT REHABILITATIONS

1. **Ngapipito Rd 1850-3000m** –Sealed on the 9th of November. Line marking has been booked next week once sweeping has been completed. Sealing drone footage link below:

https://www.canva.com/design/DAFzuUJmY-I/VfmKogYCogZEW7xdXlr8JQ/watch?utm_content=DAFzuUJmY-I&utm_campaign=designshare&utm_medium=link&utm_source=editor





2. Orakau Rd 14822-15050 –

The construction team moved onto Orakau rehab after Ngapipito road. This was a 220 m long rehab section with minor drainage works and 200mm overlay. Site was stabilised on the 22nd of November and sealing has been booked in for the 29th of November.



3. Pipiwai Rd 12274-12610m-

The drainage crew has established onsite as of today (28/11/23) to commence with culvert installation and will be later in the week joined by the construction crew to commence with shoulder checkouts and the rock wall.

4. Cumber Rd 0-421m

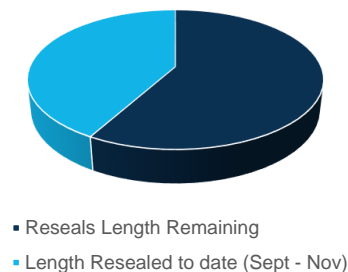
This site has been delayed further due to desludging works. Has been rescheduled for January 2024

13. RESURFACING

In November we have completed 15 kms of the reseal programme. This included three second coat seal sites totally 5kms on Ruapekepeka Rd, and various sites within, in both Kerikeri and Russell. Reseals also began on Wiroa Rd, and you may have noticed that we left out the sites east of the Wiroa Rd/Waimate North Rd intersection (in front of the airport) We did this to avoid the Fulton Hogan State Highway detour trafficking our sites. These remaining Wiroa Rd sites will be completed once the detour has been disestablished.



FNDC Reseals 2023/2024



Did you know? This season the sealing team have implemented a “5 minute before we start check” which is discussed during our “Job Start” meetings. Here the check list confirms correct job instructions, tools, plant, and materials for the job but also focuses on the mental health levels of the sealing crew. During the Job Start while the team is gathered everyone gives their current energy level between 1 and 5. 5 being motivated and full of energy and 1 being not motivated or no energy. No judgement is passed, but by doing this the team knows where every member is at mentally. Those with levels 2 or below are approached after the meeting and are offered coaching and support. This new process works, as it ensures everyone onsite is mentally prepared especially on those hot summer days. On average you will see the Sealing Team all rocking level 4 or higher energy levels.



14. INNOVATIONS

Asphalt Millings to reinforce scoured shoulders

As contractors, we often find ourselves immersed in the practical aspects of our work, seldom taking the time to highlight our accomplishments. In this section, we present a glimpse into some noteworthy initiatives that typically go unnoticed.

In response to the challenges posed by this year's weather events, specifically prolonged and intense rainfall exceeding 40mm per hour for nearly an hour, we observed significant negative impacts on the shoulders and water tables of certain roads. Rather than merely addressing these issues in a conventional manner, we seized the opportunity to implement a creative solution.

Harnessing the potential of recycled asphalt millings, we embarked on a project to reshape and reinforce damaged or weak shoulders. The process involved strategically utilising asphalt millings and compacting them to form a resilient structure. The outcome is akin to concreting the shoulders, but at a fraction of the cost and with the added benefit of using a recycled product.

This innovative approach not only addresses the challenges posed by adverse weather conditions but also underscores our commitment to sustainable and cost-effective solutions in road maintenance.

The roads this has been utilised on to date are: Waimate North near SH10, Old Bay Rd the near SH1 end and Porotu Rd.



Concrete ford installation in damage prone flood plane

After investing a lot of time and money in addressing the ongoing challenges on Otatara Marae Rd, both our team and the residents got tired of the persistent road damage. The area, prone to flooding, had an additional historical complication – a road positioned right through its centre.

In response to this issue, a collaborative brainstorming effort led to the installation of a concrete ford just this month. The results have been overwhelmingly positive; residents are delighted, our team is satisfied, and the overall road network is now more resilient against future weather events.

For a visual journey through the transformation, be sure to check out the attached pictures.

Before



After



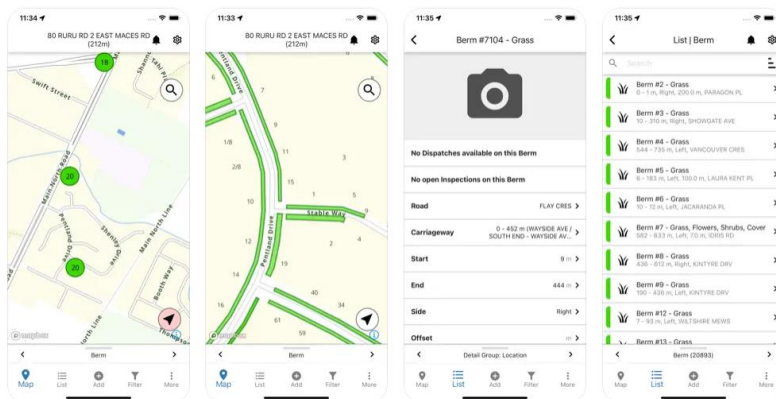
15. ROAD ACCIDENT REPORT

We had no notifiable accidents to report in November.

16. 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. The first release of RAMM Mobile has now been tested by several staff members and we are looking forward to continuing expanding its use over the lead up to Christmas.



17. CUSTOMER SERVICE ISSUES / COMPLAINTS

Unsealed roads leading the statistics this month, followed closely by vegetation requests. Coincidentally, 154 RFS's for the month matches the number in November last year.

Ventia Customer Service Request Comparison, September 2023 to November 2023

Number of RFS's

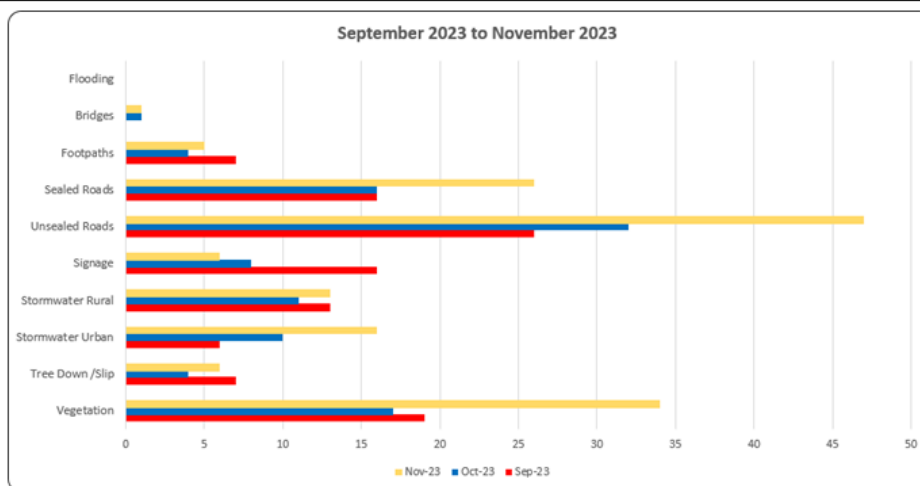
Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total
Sep-23	19	7	6	13	16	26	16	7	0	0	110
Oct-23	17	4	10	11	8	32	16	4	1	0	103
Nov-23	34	6	16	13	6	47	26	5	1	0	154

TBC

Percentage of RFS's

Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total
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	16.5%	3.9%	9.7%	10.7%	7.8%	31.1%	16.5%	3.9%	1.0%	0.0%	100%
Nov-23	22.1%	3.9%	10.4%	8.4%	3.9%	30.5%	16.9%	3.2%	0.6%	0.0%	100%

TBC



18. COMPLIMENTS

Two compliments this month, see below for details.

Waitaheke Rd- Customer emailed saying thank you for acknowledging our concerns.

"Thank you for your email. It's nice to hear from you and have my concerns acknowledged."

Waiotemarama Gorge Rd – Customer emailed Ventia thanking us for the grading.

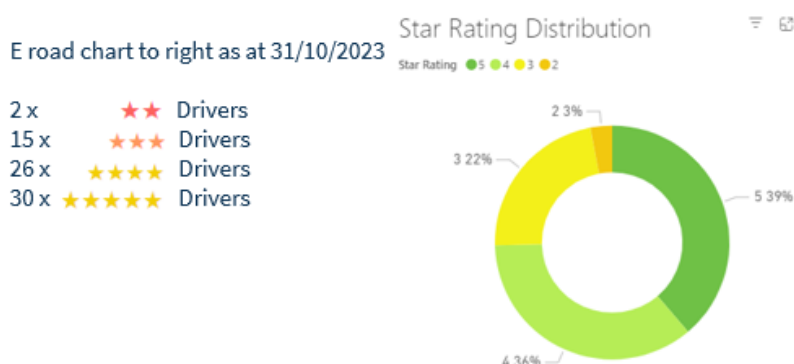
"Confirming grading was completed and what an awesome job."

19. HEALTH & SAFETY & WELLBEING

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

The themes from our Branch Toolbox held on 14th November at the Kerikeri Sports Complex were:

- 4 SHEQ alerts discussed (all from other companies shared around) sledgehammer injury, fall from height incident, grinder injury to arm, head injury when worker fell from height.
- Code of Conduct training for the full team, reminder of our obligations and why we have a code of conduct at Ventia.
- E road discussion around the large number of staff now in the good category (4 and 5 star drivers).



- We spoke about summer pressure and the usual "we must get it done before Christmas". Explained that this is not the end of the world with a 2 week break we can continue in the new year. Consider your fatigue management for the whole team and ask about your teams' energy levels at the commencement of each day to get a gauge.



One of our plant hire friends (ACE Rental) came along and spoke about the various attachments they hold throughout the North Island for their excavators. We are currently exploring options around these for better sustainability. Below are two examples of hitch attachments – Screening material excavated to place back in place (reducing emissions by carting less from site and reusing resources). Right hand side is a crushing bucket. Taking concrete and crushing while on site. We are unable to utilise this with our concrete team just yet as we operator with a small excavator, the crushing bucket works very well on the machines over 20tn. But watch this space the future. Imagine damaged concrete being reused right where it was removed as basecourse for fresh new concrete.



20. TRAINING

It was quite on the training front this month as you would expect in the summertime when the weather is fine you can stretch right up and touch the sky. Note vocal training was not part of this month just trying to fill this section up a bit. But in the New Year we have a few refreshers coming up for verification of competencies and a full branch start up meeting on 8th January is already in planning.

The team continued with the Heavy Metalling programme. A reminder on this one as it has been well received – An introduction to Mobile Plant Safety. Ventia Australia and NZ wide is running a programme through October & November on Heavy Metal (Mobile Plant Safety).

21. ENVIRONMENT

In November we had no notifiable incidents to report.



22. 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	100%	complete
Rural Vegetation Spraying	100%	complete
Line marking Network Remark	0%	complete

23. SMALL TO MEDIUM ENTERPRISE (SME) BUSINESS ENGAGEMENT

Summary of SME engagement through the last financial year - 1st July 22 to 30th June 23. So far in the new financial year starting 1st July 2023 our SME volume has increased due to Phase 2 & 3 storm repairs requiring additional local resources.

Measurement	Qty
Local Contractor component of work	41%



24. OTHER WORK IN PROGRESS

The Construction team have started on a few new projects as per below:

Waipapa Sports Complex

Work has started at Waipapa for the Sports Complex site with preparation for the kerb and light foundations underway. There are some long sections and tricky areas to get around but there is real good progress happening. Kerb installation and concrete for the light foundations will be ready to pour in the next few days. Boxing and pouring of the footpaths, installation of pram crossings and ramps, and draw pits to follow.





Cherrington Project

Work is nearing completion in Waioimio where a new Papakainga is being situated. Work has involved road widening on the SHW as well as the entranceway into the Papakainga. Watertables have been improved with some vegetation cleared to tidy the area and help with sight visibility. Below are a few photos of the initial set up.



Future work for the construction team will include slip repair work in Waikare as well as a few smaller private jobs.



25. PLANT

Introducing our latest brand-new addition to the fleet! This state-of-the-art vehicle is a testament to our commitment to efficiency and reliability. With its spacious cargo capacity, it's ready to tackle the toughest challenges on the road and appears destined for our culvert crew. We are excited to see how this new truck will elevate our operations and provide even better service to the community.



26. COMMUNITY WORK

Ventia supported the local fireworks display held at Springbank School on the 4th November by providing the traffic management. There was a record turn out this year, with more than 2500 people attending the event.

Nga Mihi

Rob Savage

Maintenance Manager – FNDC South Maintenance Ventia (NZ) Ltd



Summary

December has been a busy month with great progress made on all contract works. Routine maintenance activities predominantly focused on unsealed grading and metalling, and wet, roll and grades, along with preparation on our capital and renewal projects, all in anticipation of our Christmas shutdown period. January will see our teams returning to continue on with our busy summer construction period.

This month we said a very fond farewell to our trucking extraordinaire, Bill Tobin, who retires from Fulton Hogan after 40 years' service. Bill is pictured on the front cover with NTA Auditor Jamie Jones, and here with the wahine of Fulton Hogan Kaitaia, and overleaf while we celebrated Bill's retirement with the Fulton Hogan crew and Bill's whanau. We wish Bill all the best for his well earnt retirement.



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

December 2023



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

December 2023

Works Programme

A total of **919** work items were completed this month. This included **852** 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 49 out of 343, or 14.3%, of unsealed roads
- Metalling was completed on 8 out of 343, or 2.3% of unsealed roads
- Potholing was completed on 39 roads, with 107 jobs completed
- Roadside mowing was completed on 21 roads
- Emergency works were completed for 1 job, for a fallen tree this month.

Aggregate Usage

The following aggregate was used during December, the equivalent of 102 truck loads of metal:

- GAP 30 – 714 m³
- GAP 40 – 0 m³

Cyclic Works Completed

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

Drainage Maintenance and Renewals

- **485** cesspit grates were cleared
- **113** culvert marker were replaced
- **5** culvert ends were cleared
- **0** culverts were flushed
- **0m** of culvert pipes were replaced

Road Furniture Activities

- **1** signs posts were replaced
- **7** posts were painted
- **5** signs were replaced
- **13** signs were straightened
- **8** signs were cleaned
- **0** bridge edge markers were cleaned and **0** were replaced
- **0** edge markers were replaced and **0** were straightened

Structures Maintenance

- 0 bridge deck/drain holes were cleared

Road Accident Response

- No accidents occurred in November.

Environmental Management

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

Positive Feedback

1 unsolicited positive feedback was received this month.

Our crew at Cable Bay Block Road have been thanked a multitude of time by local residents. Daily deliveries of muffins, cakes, and in this photo toasted sandwiches and drinks. The crew is going to have to take up hill sprints to burn off all the extra calories! Thank you to Cable Bay Block Rd for taking care of our team.



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

December 2023

Maintenance Programme January 2024

- 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.

Inspection Activities

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

North Area – December 2023	
Week 1	303.866 km
Week 2	261.413 km
Week 3	197.723 km
Week 4 (Christmas)	0 km
TOTAL	763.002 km

Sealed Pavement Rehabilitations & Seal Extensions

Project	Completed This month	Programmed Next Month
2023/24 Pavement Rehabilitations:		
Gills Rd RP 1423-2180	Project complete.	
Sommerville Rd RP 0-184	Finish K&C and Footpath prep.	Stabilise and seal.
Midgeley Rd RP 600-1900	Drainage and digouts.	Stabilise and seal.
Pawarenga Road RP 2306-2956		Price enabling works & rehab.
Kaitaia Awaroa Road RP 28450 - 30140		Price realignment / earthworks.
2023/24 Seal Extensions:		
Ruaroa Rd RP3008-5681.	Commence culvert replacements.	Complete drainage.

Reseals

<u>Length Completed Dec 2023</u>	<u>Length Outstanding FY 2023/24</u>
<ul style="list-style-type: none"> • 0m completed 	Nil
<u>Sites Completed Dec 2023:</u>	

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

December 2023



Cable Bay Block Rd New Retaining Wall and Footpath



Sommerville Ave Kerb and Channel, Footpath and Pavement Construction

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

December 2023



Kaitaia to Ahipara Safety Improvements

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

December 2023

Footpath Renewals & New

<u>Length Completed Dec 2023</u>	<u>Length Outstanding FY 2023/24</u>
<ul style="list-style-type: none"> Cable Bay Block Rd – 177 m 	
<u>Sites Completed Dec 2023:</u>	
<ul style="list-style-type: none"> Cable Bay Block Road 	

Health and Safety

- 45 Leadership safety actions were completed, documenting safety conversations between our leadership team and crews.
- Safety improvements suggestions were documented, including using trialling Compact X to lessen rework on pavement repair sites
- No H&S Training completed this month
- One lost time injuries occurred this month, a slip/trip/fall on the wash bay.

<u>Type</u>	<u>Number during period</u>	<u>Number to date</u>	<u>Days since last incident</u>
LTI	1	4	31
MTI	0	2	716
FAI	0	0	1916

Contract Notices December 2023

Notice to Engineer -
 NTE 099 Dayworks TTM
 NTE 100 Cost fluctuation adjustments
 NTE 101 Dayworks TTM

Notice to Contractor –
 NTC 145 Formal Acknowledgement to your NTE101

Regards,

Warren Gore
 Kaitia Branch Manager

Freya Coppins
 Kaitia Construction Manager

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

December 2023

FAR NORTH DISTRICT COUNCIL
CONTRACT 7/18/101

Road Maintenance and Renewals Contract

MONTHLY REPORT – DECEMBER 2023



1. SUMMARY

Our team have made significant progress with our workload for the year so far. There were many challenges throughout 2023 including multiple weather events and the monster storm Gabrielle which saw widespread damage across Northland. Throughout this period, our dedicated team diligently executed our obligations, encompassing a spectrum of tasks from routine maintenance to promptly responding to the unforeseen challenges of mother nature.

December was a short claim month which came in at approximately 1.8 Million including a variety of work such as pre-seal repairs and sealing, maintenance, construction activities, storm recovery works and many more.

We celebrated a fantastic year with an awards ceremony and a game of bowls at the Kerikeri bowling club on Friday the 15th December. Congratulations to Brian Silva who was voted as the MVP for the best all round performance in health and safety, leadership, workmanship and being an overall team player!



Our champion bowler Troy, along with myself (slightly lower down the rankings)

Looking ahead, we are committed to sustaining the momentum achieved in December and throughout 2023. Our team is prepared for any upcoming challenges and will continue to deliver exceptional roading maintenance services in 2024 and beyond.

Merry Christmas!

Rob Savage



2. WORK PROGRAMME

A total of 1,476 individual work items were completed throughout the month of November, of which 1,355 were routine find and fix issues, 1 cyclic or annual round, 90 were programmed works, 16 renewal / capital project, and 14 were callouts or emergency response works.

January 2024 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. 86 completed, of which 4 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, 88 were completed of which 13 have been audited by the NTA team.

Drainage

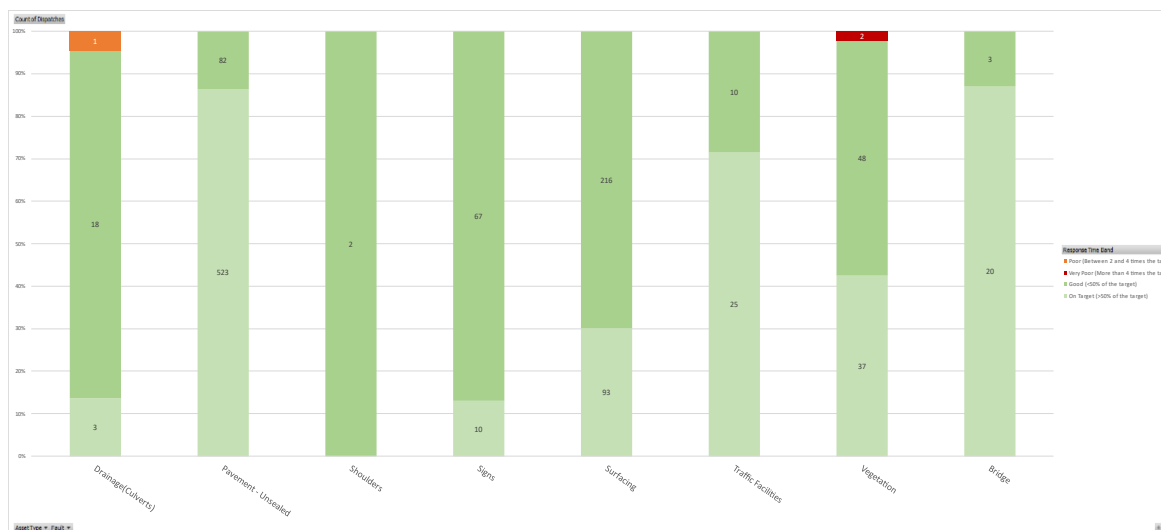
There are currently 0 drainage inspections running overdue. 11 completed, of which 1 has been audited by the NTA team.

Network Area Inspection	
South Area – December 23	
Week 1	191.7 km
Week 2	137.3 km
Week 3	152.1 km
Week 4	0 km
Total KM	481.1 km

4. ROUTINE WORKS COMPLETED

Routine maintenance activities completed in December:

- 80 sealed potholes repaired.
- 2,868 unsealed potholes repaired.
- 65.5km of unsealed roads graded equating to 8.3% of the total unsealed network. *(reducing as weather warms, with loss of pavement moisture content)*
- 3 or 0.22% of dispatches for November have been audited by the NTA team.
- 112 Catchpit entrances cleared.



Routine Response Time Band checks

5. EMERGENCY WORKS

The only emergency works to take place in December were from previous storm events.



6. DRAINAGE MAINTENANCE & RENEWALS

Drainage maintenance activities completed in December:

- 350m of heavy water tabling (Storm recovery packages & scheduled work).
- 110m of water table reconstruct/scouring. (Storm recovery packages & scheduled work).
- 33.5m of Culvert pipes replaced/new. (Renewals Programme).
- 11 Culverts flushed.



Drainage works Wharepunga Rd



7. RECOVERY WORKS – GABRIELLE & MAY RAIN EVENTS

DCL and NTW carried on with tree works and completed another retaining wall on Pipiwai Rd.



Pipiwai Rd Under slip repair



8. FOOTPATH MAINTENANCE/RENEWALS

Our footpath crew have been involved in other works throughout the month of November. No Footpath renewals were carried out.

9. ORDERED WORKS

Ordered works were carried out:

- 80 km of spraying.
- 434 m² of Digouts and 1,302m² of stabilised patches.
- 368 m Edge breaks/Shoulder repairs
- Kerb and Channel sweeping round nearing completion.
- Wet roll and grades finishing mid-December, 214,309 m².

10. ROAD FURNITURE ACTIVITY

- 9 new signs installed or replaced (damaged or missing)
- 8 signposts replaced/new.
- 13 signs re-erected or straightened.
- 58 signs/posts cleaned.
- 33 posts painted.
- 19 metres of railing replaced.
- 49 edge marker / delineators replaced & straightened.

11. UNSEALED NETWORK

Maintenance metal was put on 4 roads across the network including Amblers Rd, Hautapu Rd, Te Ohu RD and Takou Bay Rd.



Hautapu Rd



We also carried out a wearing course along 4 stretches of Waiare Rd:

- RP 12780 – 13349
- RP 13692 – 14529
- RP 14684 – 15470
- RP 16289 – 17221



Waiare Rd

12. PAVEMENT REHABILITATIONS

1. **Ngapipito Rd 1850-3000m** – Completed.



2. **Orakau Rd 14822-15050** – Completed.





3. *Pipiwai Rd 12274-12610m-*

The drainage crew has established onsite as of today (28/11/23) to commence with culvert installation and will be later in the week joined by the construction crew to commence with shoulder checkouts and the rock wall.



4. *Cumber Rd 0-421m*

This site has been delayed further due to desludging works. Has been rescheduled for January 2024.

13. RESURFACING

It's all about making hay while the sun shines in December, especially with the festive season approaching where we must be off the road early.

The Sealing team have completed 8.158 kms in FNDC in December. KDC also has a mention with an additional 5.445 kms during the same period. All sites in FNDC were swept and line marked by Tuesday 12th December. Despite these achievements, it is essential to acknowledge external factors influencing productivity. Notably, two wet days from early December posed challenges, affecting the pace of resealing projects.

Year-to-Date Reseal Figures:

Approximately 30 kilometres of roads within the FNDC network have been resealed, showcasing a consistent commitment to infrastructure maintenance from September to December.



Paparoa Oakley Rd Sealing

14. INNOVATIONS

Chip Spreader – With no hoist.

The main hazard when spreading chip onto our reseal sites is overhead hazards – Powerlines and low trees. Trout River Trucks have made this truck for one of our sub-contractors, permanently with the sealing team. It's a conveyer operated bin. It drags the chip along a conveyor and out into two augers that then spread the material evenly out the back. The spreader also drops down to 200mm off the ground to reduce chip roll around. A super impressive modern machine that eliminates overhead hazards.



15. ROAD ACCIDENT REPORT

We came across one accident on the network in December on Old Bay Rd. No injuries thankfully.



16. 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. The first release of RAMM Mobile has now been in use with several staff members on a testing basis for additional Office > Field inputs.

17. CUSTOMER SERVICE ISSUES / COMPLAINTS

Ventia Customer Service Request Comparison, October 2023 to 15 December 2023

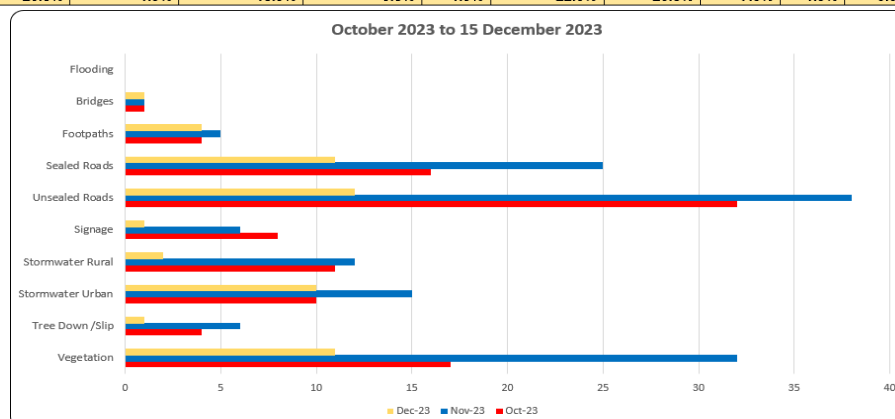
Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total
Oct-23	17	4	10	11	8	32	16	4	1	0	103
Nov-23	32	6	15	12	6	38	25	5	1	0	140
Dec-23	11	1	10	2	1	12	11	4	1	0	53

TBC

Percentage of RFS's

Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total
Oct-23	16.6%	3.9%	9.7%	10.7%	7.8%	31.1%	15.5%	3.9%	1.0%	0.0%	100%
Nov-23	22.9%	4.3%	10.7%	8.6%	4.3%	27.1%	17.9%	3.6%	0.7%	0.0%	100%
Dec-23	20.8%	1.9%	18.9%	3.8%	1.9%	22.6%	20.8%	7.5%	1.9%	0.0%	100%

TBC



Ventia – FNDC South 7/18/101 Monthly Report – December 2023

11

18. COMPLIMENTS

We received one compliment for the month of December.

Customer emailed saying – “*Thank you for the grading works, much appreciated.*”

19. HEALTH & SAFETY & WELLBEING

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

The themes from our Branch Toolbox held on 5th December at the Kerikeri Sports Complex were:

- SHEQ alerts discussed (all from other companies shared around) including a reversing incident.
- E road discussion around the large number of staff now in the good category (4 and 5 star drivers).
- We also held an additional toolbox meeting “*working during the festive season*” with all crews mid-December about fatigue at this time of year and taking extra care with jobs, double checking things and not to get complacent.



20. TRAINING

Our patrol crew met with Kipa Munro (Ngāti Rēhia) to gain an understanding of the local culture around flax cutting procedures. Kipa was very helpful, and it was great to gain a further understanding of the Māori culture and traditional techniques. Thank you Kipa for taking the time to come and share your knowledge!





Flax cutting Heritage Bypass

21. ENVIRONMENT

In December we had no notifiable incidents to report.

22. 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	88%	complete
Urban Vegetation Spraying	100%	complete
Rural Vegetation Spraying	100%	complete
Line marking Network Remark	0.1%	complete



23. SMALL TO MEDIUM ENTERPRISE (SME) BUSINESS ENGAGEMENT

Summary of SME engagement through the last financial year - 1st July 22 to 30th June 23. In the 23 – 24 season we have seen a large increase in SME engagement due to the weather events. This is now slowing down, and we are moving back into a more normal maintenance regime.

Measurement	Qty
Local Contractor component of work	41%

24. OTHER WORK IN PROGRESS

The Construction team have started on a few new projects as per below:

Waipapa Sports Complex

Kerbing work has started on site with a few runs completed. Prep work is still underway for some of the trickier areas, but the team is far enough ahead of the kerbing crew to keep everyone busy. The concrete crew have poured 9 of the light foundations. A further 3 have been prepped with another 3 needing to be dug out and boxed. All going well these last 6 will be poured before the break.

The new year will start with the entrance to the car park prepped for kerb, the last of the light foundations added and our final pours for kerb. Running in base material will follow soon after.



**Cherrington Project**

The Cherrington project is nearing completion with final touches on the base in progress. Sealing is scheduled in for next week, so just in time for the Christmas period.

**Other Small Projects**

The construction team has been working on a few small projects, Kawakawa concrete ford, Oromahoe wet roll and grade. Completed projects are the Te Raupo Rd cycle trail repairs are the Rawene wastewater plant entrance tidy up and TMP assistance.



Future work for the construction team will include slip repair work in Waikare and Ngapipito as well as a few other smaller private jobs.

25. COMMUNITY WORK

One of our crews were carrying out a wet roll and grade on Rangiahoua Rd and a Forst fire broke out nearby causing a road closure. Our crew was able to assist the local fire brigade with traffic management. Fortunately, they managed to get the fire under control for too much damage was caused.



Nga Mihi

Rob Savage

Interim Contract Manager – FNDC South Maintenance Ventia (NZ) Ltd

FAREWELL 2023

As the year bids adieu, with a gentle sigh
We reflect on moments, the lows, the highs
As the clock ticks away, marking the end
We embrace the memories, forever to blend

Wishing you a holiday that's merry and bright
Filled with joy and moments that feel just right
To our team, your dedication shines so true
Thank you for all that you do

To our clients, partners in every stride
May your holidays be filled with joy, far and wide
As this year draws to its close, here's to you
For your trust and support, pure and true

May the season bring you warmth and cheer
With laughter, love, and festive cheer
Here's to a wonderful holiday for all
Clients, workers, standing tall!

Happy holidays and a fantastic New Year
Filled with success, joy, and endless cheer!



5.3 FNDC SEAL EXTENSION PRIORITISATION UPDATE

File Number: A4561837

Author: Calvin Thomas, General Manager - Northland Transportation Alliance

Authoriser: Tanya Proctor, Assets & Planning Manager

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this report is to provide the Committee with information on the Seal Extension Prioritisation Tool review, and project updates on the 2023-24 seal extension programme of works.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

As requested by Council an independent review of the Seal Extension Prioritisation Matrix (also known as the Dust Matrix) has been undertaken and the report was initially presented to the Te Koukou Transport committee workshop in October 2023, with the overall finding being:

"It is considered that the actual Dust Matrix Prioritization Tool is generally fit for purpose and in line with the process followed by other local roading authorities for seal extension prioritizations, however its function is dependent on the quality of the data entered into it."

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee receive the report FNDC Seal Extension Prioritisation Update.

TĀHUHU KŌRERO / BACKGROUND

In December 2018 Far North District instructed staff to create a prioritisation tool for seal extensions, with a focus on mitigating the impacts of dust and enabling dust reduction. This was further established with a 2017-18 Council resolution for \$2M to be approved for 10-years for unsubsidised seal extensions. The Matrix tool was developed and has been used to identify and prioritise programmes of seal extension works, with the current 3-year programme 2021-2024 approved in July 2021.

To provide Council with greater assurance around the integrity of the Seal Extension Prioritisation Matrix, and it's appropriateness for prioritising Seal Extension sites, Council requested for an independent review of the Seal Extension Prioritisation Matrix (also known as the Dust Matrix) to be undertaken, with the full review report included as an attachment.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

The review report

The Report outlining the External Review findings is included as an attachment to this report.

Project updates on the 2023-24 seal extension programme of works

Table 1 below indicates the original list 2021/24 unsubsidised seal extension programme of works approved by Council (July 2021) and table 2 lists the additional externally funded seal extensions. Each table indicates its status at a high-level.

Table 1 - 2021-24 list of unsubsidised seal extensions prioritised from seal extension prioritisation matrix tool

Road	21/22	22/23	23/24	comment
Brass Road	Planned	complete		

Parapara-Toaoa Road	Planned complete			
Oromahoe Road		Planned		Site being reviewed as it is a low-lying and flood prone
Pawarenga Road		Planned	complete	
West Coast Road (Kohukohu)				Site deferred due to major land slips
Ruaroa Road			Planned	
Hautapu Road			Planned	

Table 2 - Externally funded seal extensions

Road	21-22	22-23	23-24
Tourism Infrastructure Fund (TIF)			
Bayly Road	complete		
Pungaaere Road	complete		
Provincial Growth Fund (PGF)			
Peria Road	complete		
Ngapipito Road	complete		
Ruapekapeka Road		complete	
National Land Transport Fund (NLTF)			
Unahi Road			complete
Hautapu Road Traction seal			planned

In general, all works have been completed or a close to being completed before the end of this financial year. In particular:

- Pawarenga Road which was held over from 2022-23 but completed prior to December 2023.
- Ruaroa Road works commenced in January 2024 and is due for completion before the end of this financial year.
- Hautapu road intersection with the State Highway (Traction Seal) has been designed and is due to be built before the end of this financial year.
- Hautapu Road is in the design phase and is currently due to be built before the end of this financial year, after the intersection traction seal.

Should Council continue to support this previous resolution, and approve the continuation of unsubsidised Seal Extension funding in the 2024-27 Long Term Plan (LTP), the following processes will be undertaken in June/July 2024:

- Confirm Council priorities with respect to site selection factors and desired outcomes of the approved Seal Extension programme funding
- Review the matrix with
 - the recommendations from the independent review
 - The recommended weighting prioritization from Council

- Report to Council with a list prioritised seal extension sites for subsequent Council approval

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

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

ĀPITI HANGA / ATTACHMENTS

1. **FNDC Seal Extension Prioritisation Review Report - A4561831** [↓](#) 



Northland Transportation Alliance

Far North District Council Seal Extension Prioritisation Review

Prepared for Northland Transportation
Alliance & Far North District Council

June 2022

Ref L24414



Hutchinson
CONSULTING ENGINEERS

Northland Transportation Alliance

Seal Extension Prioritisation Review

Prepared by Josh Charlwood
**SENIOR ROADING
ENGINEER**

Prepared by Neil Douglas
**SENIOR ROADING
ENGINEER**

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Reviewed by Paige Farley
**TEAM LEADER
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Approved by Ian Hutchinson
PRINCIPAL ENGINEER

Date 30 June 2022
Status DRAFT

EXECUTIVE SUMMARY

Hutchinson Consulting Engineers (Hutchinson) have been engaged by Northland Transportation Alliance (NTA) to undertake an independent review of the Dust Matrix prioritisation tool (2019) and methodology used to prioritise unsealed roads located within the Far North District.

As part of the seal extension matrix audit, the Northland Transport Alliance (NTA) selected six carriageways to be observed and validated against the dust matrix seal extension prioritisation tool. The six sites are noted below.

1. Otaua Road, Kaikohe
2. Rawhiti Road, Kawakawa
3. Motuti Road, Panguru
4. Parapara Road (Hill Section), Taipa
5. Henderson Bay Road, Henderson Bay
6. Purerua Road, Kerikeri

The Far North District encompasses an area of over 7,300km² and extends from Cape Reinga in the north around 175km south to the east-west district boundary between Whangarei and Kaikohe. As a result of its size, the topography of the Far North varies significantly throughout the district from low-lying coastal flats to gently rolling pasture in much of the north and south and steep farming and forestry land through the interior and pockets of the west coast.

The six sites selected by the NTA are a representative sample of the varied roading network through the Far North District with the nature of the carriageways varying to suit the environment. Otaua Road, Henderson Bay Road and Purerua Road typically comprising flat, open, well-shaped unsealed carriageways through flat to gently undulating farmland, while Motuti Road, Parapara Road and Rawhiti Road can be described as generally steeper, highly constrained carriageways.

We understand that in 2019, the Far North District Council and the Northland Transportation Alliance developed the dust matrix prioritisation tool to assist with the Council decision making process for prioritisation of investment for seal extensions. The dust matrix tool compares physical characteristics together with regional and local priority.

As part of the audit process the 'FNDC Road Prioritisation to Guide the Delivery of Road Asset Upgrades (Rev14)' spreadsheet was analysed and reviewed in order to validate the quality of the data used in the prioritisation process. There are nine primary attributes which affect the scoring of an individual carriageway and hence affect its prioritisation for sealing.

The quality of the data provided for the nine attributes varies greatly, with the majority of the attributes being inaccurate or missing from the scoring which results in misrepresentation of the carriageway attributes.

The highest weighted attribute is traffic volumes as not only is it the key dust generation factor, but also the most accurate attribute to quantify. We understand a comprehensive traffic count project was planned for the 2020/2021 summer season to specifically target anticipated traffic volume increases on forestry routes, tourist destinations and summer holiday routes.

The scoring of each attribute is based on the Whangarei District Council Seal Extension Guidelines. The guidelines are divided into two stages being the physical characteristics and the regional and local priority adjustment.

It is considered that the actual Dust Matrix Prioritisation Tool is generally fit for purpose and in line with the process followed by other local roading authorities for seal extension prioritisations, however its function is dependent on the quality of the data entered into it.

We have carried out our own assessment using the spreadsheet provided with data captured during our site specific observations and data sourced from FNDC RAMM information. We were unable to source information on road maintenance and road accidents therefore these values were left unchanged and there are minor variations between the FNDC and HCE assessments

From our assessment of the current seal extension prioritisation process and site specific data comparison we have compiled a list of recommendations and suggestions for FNDC to consider going forward.

- Each individual road section should be identified by the route position (RP) for clarity.
- Where there are significant traffic volume differences between a traffic count and a traffic estimate on the same road, priority should be made to ensure a traffic count is carried out on the estimated section to ensure an accurate ADT figure is assessed.

Parerua Road was a good example where the first unsealed section between RP9578-10058m had a traffic count volume of 522 VPD and the next two sections beyond this relied on a traffic estimate of 104 VPD. We anticipate based on the number of amenities located at the end of this road that the traffic estimate may not be accurate.

- Logging and/or forestry operations should be included in the scoring assessment.
- Recommend including amenities that are accessed via the unsealed section not only when the amenity is located directly adjacent to the unsealed section. It appears that currently amenities are only included if they are located directly adjacent to the road section.

Rawhiti Road is a good example where there are several amenities located at the northern end of the road however the two sections of unsealed carriageway are assessed as having little to no amenities.

- Recommend introducing an environmental factor to the scoring assessment. Roads located in low lying topography and adjacent to significant streams, wetlands and/or marine environments should be reflected in the scoring. During periods of heavy rainfall, there is a likelihood that sediments and heavy metals from the unsealed roads will be directed towards these sensitive environments.
- Recommend using Annual Average Daily Traffic (AADT) which provides a more balanced view of traffic or taking into account seasonal fluctuations of traffic volumes, for example we note Henderson Bay Road has an average daily traffic (ADT) of 96 vehicles per day (VPD), counted during September 2021 which is both off-peak season and likely affected by the alert level status during the Covid-19 Pandemic, as a previous count undertaken in December 2020 resulted in 280 VPD being recorded.
- We note that all counts completed between early 2020 to present day have likely been somewhat affected by the reduction in both international and domestic tourism and also potential change in commutes for local residents. We therefore recommend that the top 100 roads on the seal extension prioritisation list have more regular and ongoing (suggest twice yearly, on and off peak) traffic counts completed to validate their position within the matrix.

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APPENDICES

Appendix A – Summary of Proposed Prioritisation Scoring Comparison

1.0 INTRODUCTION

Hutchinson Consulting Engineers (Hutchinson) has been engaged by the Northland Transportation Alliance (NTA) to undertake an independent review of the Dust Matrix prioritisation tool and methodology used to prioritise unsealed roads located within the Far North District Council.

2.0 OBJECTIVE AND SCOPE

2.1 Objective

In accordance with the Northland Transportation Alliance brief, the objective of the review was to:

- A review of the purpose and function of the matrix including the snapshot in time philosophy
- A review of the functionality (i.e. formulae etc), to determine if the attributes, weightings and the formulae for ranking have accurately prioritised roads that best fit Council's desired outcomes.
- That the resulting attributes and scores are complete, accurate and transparent to elected members and the public.
- That the processes for updating and changing the attributes, attribute scores and the ranking formulae are clearly defined and followed.
- A review of issues with the matrix already identified by the NTA (traffic counts etc)
- Identification of any other issues
- A detailed review of six roads nominated by NTA as a sense check
- Commentary on fitness for purpose and any other methodology suggested for prioritising sealing that best fit Council's desired outcomes.

2.2 Scope

The scope of works performed to meet the above objective included:

- To review the current dust matrix prioritisation tool and methodology
- To review the attributes used as part of the prioritisation methodology and assess how the relevant information is captured
- To visit the 6 roads selected by NTA and complete site-specific observations of key attributes used in the prioritisation process
- To compare the existing prioritisation information with the attribute data captured as part of the site-specific road observations
- To report on findings including general recommendations.

2.3 Limitations

As a result of the review being undertaken over a relatively small sample of unsealed carriageways, the comparison between existing desktop prioritisation data and the results captured as part of site specific observations can only be inferred over the remaining network based on the sample.

3.0 REGION & NETWORK DESCRIPTION

The Far North District encompasses an area of over 7300km² and extends from Cape Reinga in the north around 175km south to the east-west district boundary between Whangarei and Kaikohe. As a result of its size, the topography of the Far North varies significantly throughout the district from low-lying coastal flats to gently rolling pasture in much of the north and south and steep farming and forestry land through the interior and pockets of the west coast.

Given the size and variable topography, climatic conditions across the region also differ considerably with NIWA rainfall and wind speed data ranging from around 1000mm to 2000mm per year and 2m/s to 7m/s respectively across the district.

The Far North District Council (FNDC) roading network comprises around 2530km of roadway and is divided into two individual maintenance contract areas shared by Broadspectrum NZ and Fulton Hogan. The ratio of sealed to unsealed roadway is approximately as follows,

- Unsealed Roadway 1666km (66%)
- Sealed Roadway 864km (34%)

As part of the seal extension matrix audit, the Northland Transport Alliance (NTA) selected six carriageways in the Far North District to be observed and validated against the seal extension matrix. The six sites are noted below.

1. Otaua Road, Kaikohe
2. Rawhiti Road, Kawakawa
3. Motuti Road, Panguru
4. Parapara Road (Hill Section), Taipa
5. Henderson Bay Road, Henderson Bay
6. Purerua Road, Kerikeri

The six sites selected by the NTA are a representative sample of the varied roading network through the Far North District with the nature of the carriageways varying to suit the environment. Otaua Road, Henderson Bay Road and Purerua Road typically comprising flat, open, well-shaped unsealed carriageways through flat to gently undulating farmland, while Motuti Road, Parapara Road and Rawhiti Road can be described as generally more steep, highly constrained carriageways.

While highly variable, the unsealed network generally comprises meandering carriageways cut through natural terrain over the path of least resistance, especially through the steeper interior and coasts.

The majority of unsealed carriageways throughout the district are typically local rural or rural secondary collector roads that service a mixture of lifestyle properties, farming, agriculture, forestry, quarrying and light-industrial activities and despite a significant proportion of the region being sparsely populated and relatively remote, the region also has at least 127 Maraes, 74 Schools, 63 Places of Worship, 230 Department of Conservation Reserves and Parks and numerous other community facilities, a significant number of which are also served by the unsealed network.



Figure 4.1 – Overall view of the Far North District

Unsealed carriageways throughout the FNDC typically have Average Daily Traffic (ADT) counts of no more than around 300 vehicles per day (VPD), with the average ADT across the network being around 93 VPD (based on FNDC RAMM 2019).

ADT	Number of Carriageways	Percentage of Total
0-50	495	71
51-100	145	21
101-200	45	6
201-300	4	0.6
301-400	3	0.5
401-500	2	0.4
500+	3	0.5
Total	697	100%

Figure 5.1 – Summary of FNDC Unsealed Network Traffic Volume (FNDC RAMM 2019)

4.0 CURRENT 2019 SEAL EXTENSION PRIORITISATION PROCESS

We understand that in 2019, Far North District Council and the Northland Transportation Alliance developed the dust matrix prioritisation tool to assist with the council decision making process of investments for seal extensions. Which is based on *Table 7.1* from the New Zealand Transport Agency (NZTA) Research Report 590 - *Impacts of exposure to dust from unsealed roads (April 2017)* and presented within the General Circular Investment memo: No 16/04.

Below is a summary of the current seal extension prioritisation risk assessment and associated scoring used to assess unsealed roads.

FNDC Scoring Matrix, developed from NZTA's GC 16/04						
SITE DUST RISK FACTORS AND SCORES						
Risk factor/score	0	1	2	3	4	5
TRAFFIC						
HCV 5 day AADT	0	≥ 1 but < 6	≥ 6 but < 11	≥ 11 but < 26	≥ 26 < 50	≥ 50
HCV Speed	< 25	≥ 26 but < 30	≥ 30 but < 40	≥ 40 but < 50	≥ 50 but < 70	≥ 70
LDV 5 day AADT	< 20	≥ 21 but < 45	≥ 45 but < 85	≥ 85 but < 185	≥ 185 but < 350	≥ 350
Speed of LDVs (Est)	< 30	≥ 31 but < 38	≥ 38 but < 50	≥ 50 but < 68	≥ 68 but < 100	≥ 100
RECEPTORS						
Houses (factor per house within distance bracket)	0.025 (151 - 300m)	0.075 (101 - 150m)	0.100 (61 - 100m)	0.150 (31 - 60m)	0.300 (21 - 30m)	0.350 (0 - 20m)
Schools	0					1
Maraes	0			1		2
Churches	0					1
Health Centers	0					1
Ecological Areas	0	1	2	3	4	≥5
Horicultural areas	0	1	2	3	4	≥5
Location of Roadway	open plains or coastal	some land features likely to slow winds	inland enclosed valley			
Frequency of rain days	More than 2 events per week	0-1 events per week	Less than one event every two weeks			
COST FACTORS						
Annual Mntnce Cost Prev 3 year av./km	≤ \$3,000	> \$3,000 but ≤ \$9,000	> \$9,000 but ≤ \$30,000	> \$30,000 but ≤ \$106,000	> \$106,000 but ≤ \$371,000	> \$371,000 but ≤ \$1,295,000
Estimated Sealing Cost	> \$3,000,000	> \$975,000 but ≤ \$3,000,000	> \$375,000 but ≤ \$975,000	> \$112,500 but ≤ \$375,000	> \$37,500 but ≤ \$112,500	≤ \$37,500
ECONOMIC GROWTH & TOURISM						
Tourism Route	No Tourism on this Road	On Tourism Road but no overlap with Tourism Route	Road Sections Overlaps with Tourism Route			
Network Resilience	No Resilience Road	On Resilience Road but no overlap with Resilience Route	Road Sections Overlaps with Resilience Route			
Disaster Resilience	No Resilience Road	On Resilience Road but no overlap with Resilience Route	Road Sections Overlaps with Resilience Route			
Logging Route	No		YES			
Longevity of HCV route (Years)	0	1-2	2-3	3-5	5-7	7-10
Longevity of logging route use	0	1-2	>3			
Milk sheds (Number)	0	1	2	3	4	5

Figure 5.1 – FNDC Seal Extension Scoring Matrix – Based on NZTAs GC 16/04

Although based on Table 7.1 and utilising the same scoring, the FNDC Prioritisation Matrix includes additional attributes to factor in maintenance costs and sealing costs, tourism, agriculture and network/disaster resilience.

Once attributes are input into the matrix and scoring is complete, a carriageway can be categorised according to Figure 5.2 below (Table 7.2 from NZTAs Research Report 590 - *Impacts of exposure to dust from unsealed roads April 2017*)

DUST RISK CATEGORY AND ACTION TO BE TAKEN			
Total dust risk score	Dust risk category	Potential benefit from dust mitigation	Action to be taken
0 to 9	Low	Little or no benefit from mitigation.	End of decision—making process.
10 to 19	Medium	There may some benefit from mitigation.	Return to and repeat the 'Site dust risk factors and scores' with refined site-specific information.
20 to 28	High	There is likely to be a benefit from mitigation	Complete assessment of suitable options.

Figure 5.2 – Risk Score, Category, Benefits & Actions (Based on Research Report 590 Table 7.2)

5.0 CURRENT 2019 SEAL EXTENSION PRIORITISATION ATTRIBUTES

There are 22 attributes associated with the current seal extension prioritisation process which affect the scoring of an individual carriageway and hence affect its prioritisation for sealing, these attributes are presented below.

- HCV 5 day AADT
- HCV Speed
- LDV 5 day AADT
- LDV Speed
- Houses
- Schools
- Maraes
- Churches
- Health Centers
- Ecological Areas
- Horticulural areas
- Location of Roadway
- Frequency of Rain Days
- Annual Maintenance Cost
- Estimated Sealing Cost
- Tourism Route
- Network Resilience
- Disaster Resilience
- Logging Route
- Longevity of HCV Route
- Longevity of Logging Route
- Milk Sheds

Of the 22 attributes, Traffic Volumes (AADT/HCV%) and Rain Days are the only attributes that can be accurately quantified without any concerns regarding the reliability of the data, as they're the only two attributes which are independently and physically recorded.

Maintenance Cost can also be reasonably relied upon, as it is regularly reviewed/updated by the local authority as part of RAMM records.

However, the remaining attributes are largely dependant on potentially subjective desktop study, based on aerial imagery, local directories, local authority and government data etc and manually entered into the prioritisation matrix.

As part of the audit process the 'FNDC Road Prioritisation to Guide the Delivery of Road Asset Upgrades (Rev14)' spreadsheet was analysed and reviewed in order to validate the quality of the data used in the prioritisation process.

The data for dwelling proximity was generally found to be accurate, with the number of dwellings verified on-site during the site observations generally in accordance with those values noted in the prioritisation matrix.

However, the data available for the remaining attributes is generally poor, with many 'receptors' not included within the scoring. The omission of numerous Marae, Churches and Tourism/Community Facilities results in misrepresentation of the carriageway priority.

6.0 PROPOSED SEAL EXTENSION PRIORITISATION TOOL

We understand that Far North District Council and the Northland Transportation Alliance are developing a new dust matrix prioritisation tool for seal extension prioritisation. The proposed new prioritisation tool is a more streamlined process and focuses on the highest weighted attributes associated with unsealed roads.

The scoring of each attribute is based on the Whangarei District Council Seal Extension Guidelines. The guidelines are divided into two stages being the physical characteristics and the regional and local priority adjustment. Below is a summary of the scoring process associated with the physical characteristics.

<i>Traffic Movements (AADT)</i>	<i>Score</i>	<i>Heavy Commercial Vehicles¹ (% HCV)</i>	<i>Score</i>	<i>Dwellings/km (<100m from road)</i>	<i>Score</i>
1 - 50	2	1 - 5	2	1 - 2	1
51 - 100	4	6 - 10	4	3 - 4	2
101 - 200	6	11 - 15	6	5 - 10	3
201 - 500	8	16 - 20	8	11 - 15	4
> 500	10	> 20	10	16 - 20	5
				> 20	6
<i>Score:</i>		<i>Score:</i>		<i>Score:</i>	
<i>Accidents² (DSI)</i>	<i>Score</i>	<i>Maintenance³ (Activity/Km)</i>	<i>Score</i>	<i>Amenities⁴</i>	<i>Score</i>
1	1	Pot holes / grading <10ph / <1.5km	1	1 - 2	1
2 - 3	2		2	3 - 5	2
4 - 5	3	<26ph / <3.5km	3	6 - 10	3
6 - 10	4		4	>10	4
> 10	5	>27ph / >3.5km	5		
<i>Score:</i>		<i>Score:</i>		<i>Score:</i>	
<i>Total Score⁵:</i>					

Figure 6.1 – WDC Seal Extension Guidelines - Physical characteristic scoring

A summary of the second stage of assessment associated with the seal extension guidelines is presented on the following page..

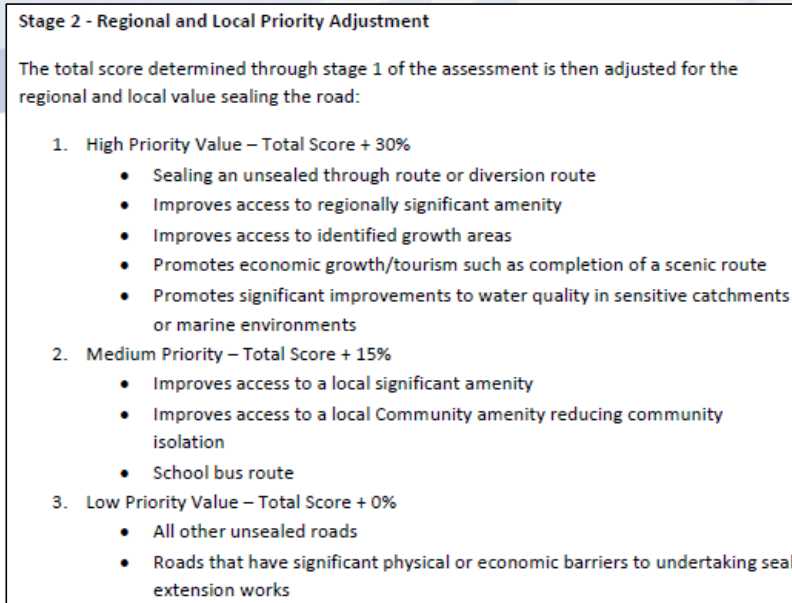


Figure 6.2 – WDC Seal Extension Guidelines – Stage 2 scoring

7.0 PROPOSED SEAL EXTENSION PRIORITISATION ATTRIBUTES

There are nine primary attributes which affect the scoring of an individual carriageway and hence affect its prioritisation for sealing and these are captured in the proposed seal extension prioritisation tool. The nine attributes are presented below.

- Traffic (AADT & HCV%)
- Crash Data
- Maintenance/Fault Data
- Dwelling Proximity
- Marae Presence
- Church Presence
- Tourism Operations/Community Facilities
- Horticulture/Agriculture Operations
- Ecological (DoC Reserves etc)

Of the nine attributes, Traffic Volumes (AADT/HCV%) is the only attribute that can be accurately quantified without any concerns regarding the reliability of the data, as it's the only attribute which is independently and physically recorded.

The Crash Data and Maintenance/Fault Data can also be reasonably relied upon, as it is regularly reviewed/updated by the local authority as part of RAMM records.

However, the remaining six attributes are largely dependant on desktop study, based on aerial imagery, local directories, local authority and government data etc and manually entered into the prioritisation matrix. In order to simplify the scoring, the presence of Maraes, Churches, Tourism Operations, Horticulture/Agriculture and DoC Reserves etc are all grouped into 'amenities'

As part of the audit process the 'FNDC Road Prioritisation to Guide the Delivery of Road Asset Upgrades (Rev14)' spreadsheet was analysed and reviewed in order to validate the quality of the data used in the prioritisation process.

The data for dwelling proximity was generally found to be accurate, with the number of dwellings verified on-site during the site observations generally in accordance with those values noted in the prioritisation matrix.

However the data available for the remaining attributes is generally poor, with many 'elements' not included within the scoring. The omission of numerous Marae, Places of Worship and Tourism/Community Facilities results in misrepresentation of the carriageway. We also consider that the inclusion of some elements is the result of outdated aerial imagery etc as it is not reflective of what is present on-site.

It is considered that the actual Dust Matrix Prioritisation Tool is generally fit for purpose and in line with the process followed by other local roading authorities for seal extension prioritisations, however its function is dependent on the quality of the data entered into it.

8.0 SITE SPECIFIC OBSERVATIONS

As part of our review process, we visited and observed 6 roads located throughout the wider Northland District to carry out a site-specific assessment of the physical characteristics associated with the prioritisation tool.

The 6 roads were chosen by NTA and are as follows,

1. Otaua Road, Kaikohe
2. Rawhiti Road, Kawakawa
3. Motuti Road, Panguru
4. Parapara Road (Hill Section), Taipa
5. Henderson Bay Road, Henderson Bay
6. Purerua Road, Kerikeri

The site specific assessments were carried out between 9th and 10th June 2022. As part of our site assessments, we completed a check on the following physical attributes,

- Number of dwellings
- Confirmation of any amenities i.e. maraes, schools, churches etc
- Current pavement condition
- Proximity to existing sealed roads
- Potential for seasonal traffic volume fluctuations
- Logging and/or forestry operations

A summary of our site specific assessments and the associated physical attributes that were identified during our site observations is presented on the following pages.

8.1 Otatau Road, Kaikohe

Otau Road is an approximately 5.1km long unsealed rural secondary collector road servicing a number of rural lifestyle properties and farms, as well as providing access to several amenities. The full road length RP0-5114m, is predominantly unsealed with the exception of two short chipsealed sections at the following locations,

- RP0-447m (447m)
- RP4266-4368m (102m)

The most recent 2021 FNDC traffic count records indicate Otatau Road has an Average Daily Traffic (ADT) count of around 134 vehicles per day (VPD), with a Heavy Commercial Vehicle count of 20% although this was recorded on the sealed section between RP0-387m. The most recent traffic estimate from 2021 indicates around 204 VPD with 10% HCV on the unsealed section located between RP1200-4266m.

This office visited and observed Otatau Road on Friday 10th June 2022. The carriageway was observed to be in generally good condition with little defect identified. Below is a summary of our observations.

Length of unsealed	4565m
Number of dwellings.....	24
Amenities.....	Marae, milking shed, church
Logging Route.....	Yes
Current pavement condition.....	Good
Proximity to existing sealed roads.....	No adjacent sealed sections
Potential for traffic fluctuations.....	Low



Figure 8.1.1 – General road condition



Figure 8.1.2 – Logging operation entrance

8.2 Rawhiti Road (North), Kawakawa

Rawhiti Road (North) is an approximately 8km rural secondary collector road servicing a number of coastal lifestyle properties and beach houses. A majority of the road is currently sealed with two separate sections of unsealed carriageway located between RP0-1110m and RP3817-5182m.

The road provides vehicle access to a boat ramp in Kaimarama Bay and several other amenities including a Marae, several accommodation facilities and a water taxi. The entrance to the Whangamumu walking track is also located off Rawhiti Road which is a DOC maintained trail extending towards Cape Brett.

The most recent FNDC traffic count records from January 2021, indicate Rawhiti Road has an Average Daily Traffic (ADT) count of around 381 vehicles per day (VPD), with a Heavy Commercial Vehicle count of 10%.

We anticipate Rawhiti Road will experience high seasonal traffic fluctuations as a result of the site locality. The beaches and amenities located in the northern end of the road result in the area being a popular summer destination.

This office visited and performed an assessment of Rawhiti Road on Thursday 9th June 2022. The carriageway was observed to be in good condition with little defect identified.

Length of unsealed	2475m
Number of dwellings.....	8
Amenities.....	Marae, boat ramp, accommodation facilities, DOC walking tracks, water taxi
Logging Route.....	No
Current pavement condition.....	Good
Proximity to existing sealed roads.....	Directly adjacent to existing sealed sections
Potential for traffic fluctuations.....	High



Figure 8.2.1 – General road condition



Figure 8.2.2 – Entrance to DOC walking track

8.3 Motuti Road, Panguru

Motuti Road is an approximately 4.2km long unsealed low volume rural road predominately servicing farming activities and some rural lifestyle blocks. The road provides access to a Marae and a church. The northern half of the road comprises steep undulating topography which would result in the need for increased maintenance with stormwater scouring etc. The southern half of the road comprises low lying topography directly adjacent to the tidal estuary. We anticipate the potential for flooding and inundation is high in the southern portion of the road.

The most recent FNDC traffic count records from December 2020 indicate Motuti Road has an Average Daily Traffic (ADT) count of around 89 vehicles per day (VPD), with a Heavy Commercial Vehicle count of 15%. An older traffic count dating from July 2015 indicated 43 VPD and 18% HCV.

This office visited and performed an assessment of Motuti Road on Friday 10th June 2022. The carriageway was observed to be in generally good condition with little defect visible.

Length of unsealed	4236m
Number of dwellings.....	22
Amenities.....	Marae, church
Logging Route.....	Yes
Current pavement condition.....	Average
Proximity to existing sealed roads.....	No adjacent sealed sections
Potential for traffic fluctuations.....	Low



Figure 8.3.1 – General road condition



Figure 8.3.2 – Logging operation signage

8.4 Parapara Road, Taipa

Parapara Road is an approximately 3.3km rural secondary collector road predominately servicing large farming blocks and several rural lifestyle properties. The first 640m of Parapara Road extending from State Highway 10 is sealed and the remaining 2.7km between RP640-3314m is unsealed.

Traffic counts vary significantly depending on count location, however the most recent FNDC traffic count records indicate an Average Daily Traffic (ADT) count of around 183 vehicles per day (VPD) and around 5% HCV on the unsealed section located between RP3094-3279m. The sealed section located between RP0-640m has a recent traffic volume count of around 400 VPD and around 16% HCV.

This office visited and performed an assessment of Parapara Road on Thursday 9th June 2022. The carriageway was observed to be in generally poor condition with multiple potholes evident, particularly within the southern end of the road where the topography was relatively level.

Length of unsealed	2674m
Number of dwellings	10
Amenities	Marae
Logging Route	Potentially?
Current pavement condition	Poor
Proximity to existing sealed roads	Adjacent to State Highway 10.
Potential for traffic fluctuations	Low



Figure 8.4.1 – Multiple potholes in southern end of road



Figure 8.4.2 – Transition to unsealed at RP640m

8.5 Henderson Bay Road, Ngataki

Henderson Bay Road is an approximately 5.7km unsealed rural secondary collector road providing overland access to Henderson Bay Beach, a small number of lifestyle properties, the North Wind Backpacker Lodge and also a small number of adjacent farms.

The latest FNDC traffic estimate from September 2021 indicates Henderson Bay Road has an Average Daily Traffic (ADT) count of around 96 vehicles per day (VPD), with a Heavy Commercial Vehicle count of 7%. However the previous traffic count figure dating from December 2020 recorded around 280 VPD and 6% HCV. Based on the traffic count information available, it is evident that Henderson Bay Road experiences high seasonal traffic volume fluctuations.

This office visited and performed an assessment of Henderson Bay Road on Thursday 9th June 2022. The carriageway was observed to be in typically good condition, with no evidence of recent maintenance and only one isolated subgrade failure.

Length of unsealed	5555m
Number of dwellings	28
Amenities	Beach access, backpackers, accommodation
Logging Route	No
Current pavement condition	Good
Proximity to existing sealed roads	Adjacent to State Highway 1
Potential for traffic fluctuations	High



Figure 8.5.1 – General road condition



Figure 8.5.2 – Existing accommodation facility

8.6 Purerua Road, Purerua

Purerua Road is an approximately 15km long rural secondary collector road that provides access to several large farming blocks, rural lifestyle properties and multiple residential properties located within a gated community at Tapuaetahi Beach. The road becomes a rural access beyond RP10058m which is adjacent to the intersection with Taronui Road.

The road is predominantly sealed between RP0-9578m and is unsealed beyond RP9578m through to RP15440m. There are several amenities accessed via Purerua Road including the Marsden Cross Scenic Reserve, Tapuaetahi Beach, a shooting range, Rangihoua Heritage Park and several accommodation facilities.

The latest FNDC traffic count from January 2021 indicates Purerua Road has an Average Daily Traffic (ADT) count of around 522 vehicles per day (VPD), with a Heavy Commercial Vehicle count of 21%. We anticipate based on the amenities present, the traffic count figure may vary throughout the seasons with the highest readings being in the summer season as reflected by the January 2021 count data.

This office visited and performed an assessment of Purerua Road on Thursday 9th June 2022. The carriageway was observed to be in good condition, with little evidence of recent maintenance.

Length of unsealed	5862m
Number of dwellings	3 (within 300m) 73 (accessed via Purerua Rd)
Amenities	Beach access, scenic reserve, shooting range, heritage park, accommodation facilities
Logging Route	No
Current pavement condition	Good
Proximity to existing sealed roads	First 10km is sealed. Sealed side roads present.
Potential for traffic fluctuations	High



Figure 8.6.1 – Wide, Smooth Carriageway Profile



Figure 8.6.2 – Appropriate Superelevation

9.0 DATA COMPARISON

Based on a review of the current prioritisation assessment tool and the proposed dust matrix prioritisation tool, we consider the later to be a more simplified and user friendly version. Although the proposed new system is simpler to use, the key attributes used to assess unsealed roads are captured.

It is generally considered that the current Dust Matrix Prioritisation Tool is generally fit for purpose and in line with the process followed by other local roading authorities for seal extension prioritisations, however its function is dependent on the quality of the data entered.

We have been provided with a prioritisation scoring spreadsheet summarising each of the road sections associated with the six roads we have been selected for review. The spreadsheet provides the scoring data using the proposed new Seal Extension Tool with both physical characteristics and regional and local priority adjustment included.

We have carried out our own assessment using the spreadsheet provided with data captured during our site specific observations and data sourced from FNDC RAMM information. We were unable to source information on road maintenance and road accidents therefore these values were left unchanged.

Below is a comparison of the scoring results provided to us by FNDC and the results we produced using information sourced during our site observations and a desktop study.

Road Name	Section	Section Start	Section End	length (m)	Stage 1 Score	Final Score	Rank
PURERUA ROAD	RP9578-10058m	END OF SEAL	TARONUI ROAD	480	26	33.8	1
RAWHITI ROAD (NORTH)	RP3817-5182m	END OF SEAL	START OF SEAL	1365	19	24.7	2
OTAUA ROAD	RP0-1200m	PUNAKITERE LOOP ROAD (W)	GRAHAM ROAD	1200	18	23.4	3
OTAUA ROAD	RP1200-4266m	GRAHAM ROAD	START OF SEAL	3066	18	23.4	3
PARAPARA ROAD	RP2058-2981m	END OF SEAL	START OF SEAL	923	18	23.4	3
RAWHITI ROAD (NORTH)	RP0-1110m	MANAWAORA ROAD	START OF SEAL	1110	17	22.1	6
PARAPARA ROAD	RP640-1945m	END OF SEAL	START OF SEAL	1305	17	22.1	6
MOTUTI ROAD	RP0-4236m	WEST COAST ROAD	END (GATE)	4236	16	20.8	8
PURERUA ROAD	RP10414-13970m	CATTLE STOP	RANGIHOUA ROAD	3556	16	20.8	8
OTAUA ROAD	RP4368-5114m	END OF SEAL	RENWICK ROAD	746	17	19.6	10
PARAPARA ROAD	RP3094-3279m	END OF SEAL	START OF SEAL	185	14	18.2	11
HENDERSON BAY ROAD	RP134-2010m	END OF SEAL	START OF SEAL	1876	13	16.9	12
PURERUA ROAD	RP13970-15440m	RANGIHOUA ROAD	END (CATTLE STOP)	1470	11	14.3	13
PURERUA ROAD	RP10058-10414m	TARONUI ROAD	CATTLE STOP	356	10	13.0	14
HENDERSON BAY ROAD	RP3757-5689m	END OF SEAL	END	1932	12	12.0	15
HENDERSON BAY ROAD	RP2234-3455m	END OF SEAL	START OF SEAL	1221	9	11.7	16

Figure 9.1 – FNDC scoring

Road Name	Section	Section Start	Section End	length (m)	Stage 1 Score	Final Score	Rank
PURERUA ROAD	RP9578-10058m	END OF SEAL	TARONUI ROAD	480	27	35.1	1
RAWHITI ROAD (NORTH)	RP3817-5182m	END OF SEAL	START OF SEAL	1365	21	27.3	2
RAWHITI ROAD (NORTH)	RP0-1110m	MANAWAORA ROAD	START OF SEAL	1110	19	24.7	3
OTAUA ROAD	RP0-1200m	PUNAKITERE LOOP ROAD (W)	GRAHAM ROAD	1200	21	24.2	4
OTAUA ROAD	RP1200-4266m	GRAHAM ROAD	START OF SEAL	3066	20	23.0	5
PURERUA ROAD	RP10414-13970m	CATTLE STOP	RANGIHOUA ROAD	3556	17	22.1	6
PARAPARA ROAD	RP3094-3279m	END OF SEAL	START OF SEAL	185	16	20.8	7
HENDERSON BAY ROAD	RP134-2010m	END OF SEAL	START OF SEAL	1876	16	20.8	7
OTAUA ROAD	RP4368-5114m	END OF SEAL	RENWICK ROAD	746	18	20.7	9
MOTUTI ROAD	RP0-4236m	WEST COAST ROAD	END (GATE)	4236	18	20.7	9
PARAPARA ROAD	RP640-1945m	END OF SEAL	START OF SEAL	1305	15	19.5	11
PARAPARA ROAD	RP2058-2981m	END OF SEAL	START OF SEAL	923	15	19.5	11
HENDERSON BAY ROAD	RP3757-5689m	END OF SEAL	END	1932	15	19.5	11
HENDERSON BAY ROAD	RP2234-3455m	END OF SEAL	START OF SEAL	1221	14	18.2	14
PURERUA ROAD	RP13970-15440m	RANGIHOUA ROAD	END (CATTLE STOP)	1470	13	16.9	15
PURERUA ROAD	RP10058-10414m	TARONUI ROAD	CATTLE STOP	356	11	14.3	16

Figure 9.2 –HCE scoring

There are minor variations between the FNDC and HCE assessments in the Stage 1 scores and final scores indicated in Figure 9.1 and 9.2 on the previous page.

A full version of each spreadsheet is provided in Appendix A of this report which identifies where the differences are however below is brief summary of the main differences.

- Parapara Road used traffic count from the existing sealed section
- Henderson Bay Road, we have adopted an annual average AADT between the 2020 summer count and the 2021 winter count and applied this to all 3 sections.
- We have included any amenities that may not necessarily be located directly adjacent to the unsealed section but are accessed via the unsealed section.
- Some amenities were not accommodated in the scoring assessment.
- Minor revisions to the priority adjustment in Stage 2.

10.0 RECOMMENDATIONS

From our assessment of the current seal extension prioritisation process and site specific data comparison we have compiled a list of recommendations and suggestions for FNDC to consider going forward. These should be considered as part of the new tool being developed.

Below is a list of our recommendations,

- Each individual road section should be identified by the route position (RP) for clarity.
- Where there are significant traffic volume differences between a traffic count and a traffic estimate on the same road, priority should be made to ensure a traffic count is carried out on the estimated section to ensure an accurate ADT figure is assessed.

Parerua Road was a good example where the first unsealed section between RP9578-10058m had a traffic count volume of 522 VPD and the next two sections beyond this relied on a traffic estimate of 104 VPD. We anticipate based on the number of amenities located at the end of this road that the traffic estimate may not be completely accurate.

- Logging and/or forestry operations should be included in the scoring assessment.
- Recommend assigning amenities to each road section that are accessed via the unsealed section of road. It appears that currently the amenity is only included if it is located directly adjacent to the road section.

Rawhiti Road is a good example where there are several amenities located at the northern end of the road however the two sections of unsealed carriageway are assessed as having little to no amenities.

- Recommend introducing an environmental factor to the scoring assessment. Roads located in low lying topography and adjacent to significant streams, wetlands and/or marine environments should be reflected in the scoring. During periods of heavy rainfall, there is a very high chance that sediments and heavy metals from the unsealed roads will be directed towards these sensitive environments.
- Recommend using Annual Average Daily Traffic (AADT) which provides a more balanced view of traffic or taking into account seasonal fluctuations of traffic volumes, for example we note Henderson Bay Road has an average daily traffic (ADT) of 96 vehicles per day (VPD), counted during September 2021 which is both off-peak season and likely affected by the alert level status during the Covid-19 Pandemic, as a previous count undertaken in December 2020 resulted in 280 VPD being recorded.

- We note that all counts completed between early 2020 to present day have likely been somewhat affected by the reduction in both international and domestic tourism and also potential change in commutes for local residents. We therefore recommend that the top 100 roads on the seal extension prioritisation list have more regular and ongoing (suggest twice yearly, on and off peak) traffic counts completed to validate there position within the matrix.

11.0 LIMITATION

This report has been prepared solely for the benefit of Far North District Council as our client with respect to the brief. The reliance by other parties on the information or opinions contained in the report shall, without prior review and agreement in writing be at such parties sole risk.

Should you wish to discuss any aspects of the above information, please contact this office.

We trust this meets with your approval.

Yours faithfully,
IAN HUTCHINSON CONSULTANTS LTD

Prepared by J. Charlwood
**SENIOR ROADING
ENGINEER**

Prepared by N. Douglas
**SENIOR ROADING
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Approved by P. Farley
TEAM LEADER - CIVIL

Reviewed by I. Hutchinson
PRINCIPAL ENGINEER



Appendix A – Summary of Prioritisation Scoring Comparison

*Appendices
L24414*

HCE Prioritisation assessment summary

				AADT		HCV		Buildings (dwellings)			Accidents		Maintenance			Amenities										Stage 1 Score	Stage 2 Adjustment							Final Score	Rank
Road Name	Section	Section Start	Section End	length (m)	ADT	AADT Score	HCV	HCV Score	Buildings	Buildings per km	Buildings Score	Crash Count	Score	Fault Count	Km per month	Maintenance score	Community Halls	Marae	Places Of Worship	Significant Reserve	Dairy Shed	Commercial	School Bus	Horticulture	Amenities Score		Through Road	Growth Area	Tourism Site	Diversion	Scenic	NRC Priority Catchment	Stage 2 Priority Adjustment		
PURERUA ROAD	RP9578-10058m	END OF SEAL	TARONUI ROAD	480	522	10	21	10				1	1	8	5.82	5				1		1			1	27	1		1			1.3	35.1		
RAWHITI ROAD (NORTH)	RP3817-5182m	END OF SEAL	START OF SEAL	1365	381	8	10	4	4	3	2			12	3.92	5		1			1		1	1	2	21		1	1		1	1.3	27.3	2	
RAWHITI ROAD (NORTH)	RP0-1110m	MANAWAORA ROAD	START OF SEAL	1110	217	8	7	4	3	3	2			15	1.11	3		1		1		1	1	2	19		1	1		1	1.3	24.7	3		
OTAU ROAD	RP0-1200m	PUNAKITERE LOOP ROAD (V)	GRAHAM ROAD	1200	134	6	20	8	4	3	2			23		3		1	1				1	2	21	1						1.15	24.2	4	
OTAU ROAD	RP1200-4266m	GRAHAM ROAD	START OF SEAL	3066	204	8	10	4	13	4	2	1	1	26	0.02	3		1	1		1		1	2	20	1						1.15	23.0	5	
PURERUA ROAD	RP10414-13970m	CATTLE STOP	RANGIHOUA ROAD	3556	104	6	10	4	1	0		1	1	19	11.81	5				1		1		1	17	1			1			1.3	22.1	6	
PARAPARA ROAD	RP3094-3279m	END OF SEAL	START OF SEAL	185	183	6	5	2	6	32	6			6		1		1					1	1	16	1						1.3	20.8	7	
HENDERSON BAY ROAD	RP134-2010m	END OF SEAL	START OF SEAL	1876	188	6	7	4	1	1	1	1	1	16		3							1	1	1	16				1		1.3	20.8	7	
OTAU ROAD	RP4368-5114m	END OF SEAL	RENWICK ROAD	746	153	6	10	4	4	5	3			14		3		1	1		1		1	2	18	1						1.15	20.7	9	
MOTUTI ROAD	RP0-4236m	WEST COAST ROAD	END (GATE)	4236	89	4	15	6	22	5	3			26		3		1	1				1	2	18							1.15	20.7	9	
PARAPARA ROAD	RP640-1945m	END OF SEAL	START OF SEAL	1305	183	6	5	2	2	2	1	1	1	11		3		1			1		1	2	15	1						1.3	19.5	11	
PARAPARA ROAD	RP2058-2981m	END OF SEAL	START OF SEAL	923	183	6	5	2	3	3	2	1	1	22		3		1					1	1	15	1						1.3	19.5	11	
HENDERSON BAY ROAD	RP3757-5689m	END OF SEAL	END	1932	188	6	7	4	17	9	3			1		1							1	1	1	15			1			1.3	19.5	11	
HENDERSON BAY ROAD	RP2234-3455m	END OF SEAL	START OF SEAL	1221	188	6	7	4	4	3	2			1		1							1	1	1	14				1		1.3	18.2	14	
PURERUA ROAD	RP13970-15440m	RANGIHOUA ROAD	END (CATTLE STOP)	1470	104	6	10	4	2	1	1			5		1				1		1			1	13	1			1		1.3	16.9	15	
PURERUA ROAD	RP10058-10414m	TARONUI ROAD	CATTLE STOP	356	104	6	10	4												1		1			1	11	1			1		1.3	14.3	16	

FNDC Prioritisation assessment summary

				AADT		HCV		Buildings (dwellings)			Accidents		Maintenance			Amenities										Stage 1 Score	Stage 2 Adjustment								Final Score	Rank
Road Name	Section	Section Start	Section End	length (m)	ADT	AADT Score	HCV	HCV Score	Buildings	Buildings per km	Buildings Score	Crash Count	Score	Fault Count	Km per month	Maintenance score	Community Halls	Marae	Places Of Worship	Significant Reserve	Dairy Shed	Commercial	School Bus	Horticulture	Amenities Score		Through Road	Growth Area	Tourism Site	Diversion	Scenic	NRC Priority Catchment	Stage 2 Priority Adjustment			
PURERUA ROAD	RP9578-10058m	END OF SEAL	TARONUI ROAD	480	522	10	21	10				1	1	8	5.82	5										26	1						1.3	33.8		
RAWHITI ROAD (NORTH)	RP3817-5182m	END OF SEAL	START OF SEAL	1365	381	8	10	4	2	1	1			12	3.92	5							1		1	19	1				1	1.3	24.7	2		
OTAU ROAD	RP0-1200m	PUNAKITERE LOOP ROAD (NORTH)	GRAHAM ROAD	1200	134	6	20	8	2	2	1			23		3										18	1					1.3	23.4	3		
OTAU ROAD	RP1200-4266m	GRAHAM ROAD	START OF SEAL	3066	204	8	10	4	8	3	2	1	1	26	0.02	3										18	1					1.3	23.4	3		
PARAPARA ROAD	RP2058-2981m	END OF SEAL	START OF SEAL	923	270	8	10	4	3	3	2	1	1	22		3										18	1				1	1.3	23.4	3		
RAWHITI ROAD (NORTH)	RP0-1110m	MANAWAORA ROAD	START OF SEAL	1110	217	8	7	4	1	1	1			15	1.11	3							1		1	17	1			1		1.3	22.1	6		
PARAPARA ROAD	RP640-1945m	END OF SEAL	START OF SEAL	1305	270	8	6	4	2	2	1	1	1	11		3										17	1				1	1.3	22.1	6		
MOTUTI ROAD	RP0-4236m	WEST COAST ROAD	END (GATE)	4236	89	4	15	6	7	2	1			26		3		1	1				1		2	16				1		1.3	20.8	8		
PURERUA ROAD	RP10414-13970m	CATTLE STOP	RANGIHOUA ROAD	3556	104	6	10	4	1			1	1	19	11.81	5										16	1					1.3	20.8	8		
OTAU ROAD	RP4368-5114m	END OF SEAL	RENWICK ROAD	746	153	6	10	4	4	5	3			14		3							1		17							1.15	19.6	10		
PARAPARA ROAD	RP3094-3279m	END OF SEAL	START OF SEAL	185	183	6	5	2	3	16	5			6		1									14	1					1	1.3	18.2	11		
HENDERSON BAY ROAD	RP134-2010m	END OF SEAL	START OF SEAL	1876	177	6	4	2				1	1	16		3							1		13	1						1.3	16.9	12		
PURERUA ROAD	RP13970-15440m	RANGIHOUA ROAD	END (CATTLE STOP)	1470	104	6	10	4						5		1									11	1						1.3	14.3	13		
PURERUA ROAD	RP10058-10414m	TARONUI ROAD	CATTLE STOP	356	104	6	10	4																	10	1						1.3	13.0	14		
HENDERSON BAY ROAD	RP3757-5689m	END OF SEAL	END	1932	96	4	7	4	10	5	3			1		1									12							1	12.0	15		
HENDERSON BAY ROAD	RP2234-3455m	END OF SEAL	START OF SEAL	1221	167	6	4	2						1		1									9	1						1.3	11.7	16		

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

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
6.1 - Confirmation of Previous Minutes - Public Excluded	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
6.2 - Fern Flat Road - Fatal Crash Report	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
6.3 - Emergency Slips Programme Report and Funding Request for Complex Sites (Local Share)	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

7 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

8 TE KAPINGA HUI / MEETING CLOSE