



Te Kaunihera o Te Hiku o te Ika

AGENDA

Ordinary Te Koukou - Transport Committee Meeting

Tuesday, 23 April 2024

Time:

Location:

10:00am 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 Tāmati Rākena Cr Mate Radich Cr John Vujcich

Far North District Council	Authorising Body	Mayor/Council
Te Kaunihera o Tai Tokerau ki te Raki	Status	Standing Committee
	Title	Te Koukou - Transport Committee Terms of Reference
	Approval Date	14 August 2023
COMMITTEE	Responsible Officer	Head of Infrastructure Strategy

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 maitenance 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 23 April 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

• Trace Dalton providing an update report regarding Pou Herenga Tai Twin Coast Cycle Trail

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

4.1 CONFIRMATION OF PREVIOUS MINUTES

File Number: A4635715

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 26 March 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. 2024-03-26 Te Koukou - Transport Committee Minutes - A4635400 🗓 🛣

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 <u>Council's Significance and Engagement</u> <u>Policy</u>	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

26 March 2024

MINUTES OF FAR NORTH DISTRICT COUNCIL ORDINARY TE KOUKOU - TRANSPORT COMMITTEE MEETING HELD AT THE COUNCIL CHAMBER, MEMORIAL AVE, KAIKOHE ON TUESDAY, 26 MARCH 2024 AT 10:00AM

- PRESENT: 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 Tāmati Rākena, Cr Mate Radich, Cr John Vujcich
- IN ATTENDANCE: Adele Gardner (Chairperson of Te Hiku Community Board) and Belinda Ward (Chairperson of Bay of Islands Whangaroa Community Board), Calvin Thomas (General Manager - Northland Transport Alliance), Jeff Devine (Strategy and Planning Manager – Northland Transport Alliance), Greg Monteith (virtual) (Capital Works & Procurement Manager - Northland Transport Alliance)
- STAFF PRESENT: Casey Gannon (Manager Democracy Services), Ellie Greenwood (Democracy Advisor – Democracy Services), Fleur Beresford (Democracy Advisor – Democracy Services), Tanya Proctor (virtual) (Head of Infrastructure Strategy)

1 KARAKIA TIMATANGA / OPENING PRAYER

Kahika Mayor Moko Tepania commenced the meeting with a prayer at 10.04am.

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

APOLOGY

RESOLUTION 2024/6

Moved: Kahika - Mayor Moko Tepania Seconded: Cr Tāmati Rākena

That the apology received from Cr Kleskovich be accepted and leave of absence granted and an apology from Cr Court for lateness be accepted.

CARRIED

3 NGĀ KŌRERO A TE KAHIKA / MAYORAL ANNOUNCEMENTS

- Copies of the agenda are available on the FNDC website
- This meeting is being recorded and will be uploaded to YouTube
- Māramataka Māori is Rākaumatohi and this morning Rākaunui was bright in the sky, which will hopefully bring energy to our decision making today.
- Daniel Hansen a Ventia worker passed away at a Dargaville site last week. Eternal rest grant upon him o lord and may perpetual light shine upon him always.

4 NGĀ TONO KŌRERO / DEPUTATION

• Paula Matthews (virtual) requesting sealing for Pairatahi Road.

The meeting was adjourned from 10:28am to 10:47am.

Ordinary Te Koukou - Transport Committee Meeting Minutes 26 Mar

26 March 2024

- Mina Pomare regarding Pangaru and Motutī roads and requesting more involvement of Tangata Whenua in Council roading processes.
- Graeme Morrell regarding North Hokianga Roads and requesting more involvement of Tangata Whenua in Council roading processes.

TABLED AT MEETING

Attachments tabled at meeting:

- 1 Paula Matthews Deputation Letter;
- 2 Mina Pomare Presentation .

At 11:28 am Cr Ann Court arrived at the meeting.

- At 11:35 am Kōwhai Deputy Mayor Kelly Stratford left the meeting.
- At 11:36 am Cr Hilda Halkyard-Harawira left the meeting.
- At 11:36 am Cr Steve McNally left the meeting.
- At 11:36 am Kōwhai Deputy Mayor Kelly Stratford returned to the meeting.
- At 11:37 am Cr Steve McNally returned to the meeting.
- At 11:38 am Cr Hilda Halkyard-Harawira returned to the meeting.

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

4.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 4.1 document number A4602835, pages 8 - 13 refers.

RESOLUTION 2024/7

Moved: Kahika - Mayor Moko Tepania Seconded: Cr John Vujcich

That Te Koukou – Transport Committee confirm the minutes of the meeting held 20 February 2024 are true and correct.

CARRIED

At 11:39 am, Cr Tāmati Rākena left the meeting.

At 11.39 am, Cr Babe Kapa left the meeting.

At 11:41 am, Cr Tāmati Rākena returned to the meeting.

At 11:43 am, Kōwhai - Deputy Mayor Kelly Stratford left the meeting.

At 11.47 am, Cr Babe Kapa returned to the meeting.

At 11.49 am, Cr Mate Radich left the meeting.

At 11:54 am, Kōwhai - Deputy Mayor Kelly Stratford returned to the meeting.

5 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

5.1 TRANSPORT PORTFOLIO MEMBER REPORTS

Agenda item 5.1 document number A4602873, pages 14 - 14 refers.

RESOLUTION 2024/8

Moved: Kahika - Mayor Moko Tepania

Ordinary Te Koukou - Transport Committee Meeting Minutes

26 March 2024

Seconded: Cr John Vujcich

That Te Koukou – Transport Committee note the verbal March 2024 reports from Members Ann Court and Steve McNally as Transport Portfolio holders.

CARRIED

Abstained: Kowhai Kelly Stratford

Attachments tabled at meeting:

1 Steve McNally RTC report - March 24 .

At 12:04 pm, Kōwhai - Deputy Mayor Kelly Stratford left the meeting. At 12:17 pm, Kōwhai - Deputy Mayor Kelly Stratford returned to the meeting.

5.2 FNDC TRANSPORTATION ACTIVITY UPDATE - JANUARY 2024 OPERATIONS REPORT

Agenda item 5.2 document number A4606024, pages 15 - 61 refers.

RESOLUTION 2024/9

Moved: Cr Steve McNally Seconded: Cr John Vujcich

That Te Koukou - Transport Committee receive the report FNDC Transportation Activity Update - January 2024 Operations Report

CARRIED

Abstained: Kowhai Kelly Stratford

At 12:37 pm, Kōwhai - Deputy Mayor Kelly Stratford left the meeting. At 12:38 pm, Kōwhai - Deputy Mayor Kelly Stratford returned to the meeting.

5.3 NZTA MINISTERIAL BRIEFING NOTE BRI 2887 - STATE HIGHWAY ASSET CONDITION AND MAINTENANCE

Agenda item 5.3 document number A4624237, pages 62 - 74 refers.

RESOLUTION 2024/10

Moved: Cr Ann Court Seconded: Cr Steve McNally

That Te Koukou - Transport Committee receive the report NZTA Ministerial Briefing Note BRI 2887 - State Highway Asset Condition and Maintenance.

CARRIED

At 12:39 pm, Kōwhai - Deputy Mayor Kelly Stratford left the meeting.

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26 March 2024

5.4 NORTHLAND DRAFT REGIONAL LAND TRANSPORT PLAN 2021-2027 REVIEW AND CONSULTATION

Agenda item 5.4 document number A4625172, pages 74 - 197 refers.

RESOLUTION 2024/11

Moved: Kahika - Mayor Moko Tepania Seconded: Cr John Vujcich

That Te Koukou - Transport Committee receive the report Northland Draft Regional Land Transport Plan 2021-2027 Review and Consultation.

CARRIED

4 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

Kahika Mayor Moko closed the meeting with a karakia.

6 MEETING CLOSE

The meeting closed at 12:41pm.

The minutes of this meeting will be confirmed at the Ordinary Te Koukou - Transport Committee Meeting held on 23 April 2024.

CHAIRPERSON

5 NGĀ PŪRONGO / REPORTS

5.1 TRANSPORT PORTFOLIO MEMBER REPORTS

File Number: A4635725

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 April 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 ĀPITIHANGA / ATTACHMENTS

Nil

5.2 AVERAGE SPEED SAFETY CAMERAS FOR KAITĀIA AWAROA ROAD

File Number: A4643619

Author: David Strong, Project Sponsor, NZTA

Authoriser: Tanya Proctor, Head of Infrastructure Strategy

TAKE PŪRONGO / PURPOSE OF THE REPORT

NZ Transport Agency Waka Kotahi (NZTA) seeks Council endorsement for proceeding with investigations and, if the investigations validate the site, installation of average speed safety cameras on Kaitaia Awaroa Road between Sandhills Rd, Ahipara and the start of the 80km/h zone near Kaitāia.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- A new approach to the national safety camera programme has been introduced to keep communities safe and encourage people to make safe choices while driving. Ownership and operation of the national safety camera programme is being transferred from NZ Police to NZTA with increased investment for additional safety cameras.
- NZTA has been tasked with developing a proactive approach to identifying locations where a camera would positively influence road safety outcomes and enhancing the programme by exploring new camera technology such as average speed cameras.
- The national safety camera programme has identified a 10.7km corridor on Kaitaia Awaroa Road between Sandhills Rd, Ahipara and the start of the 80km/h zone near Kaitaia, as a location that could benefit from a safety camera to support the current interventions in place.
- As Far North District Council is the Road Controlling Authority, NZTA is seeking endorsement to proceed with investigations and, if those investigations validate the site, installation of the average speed safety cameras on Kaitaia Awaroa Road. This will also involve engagement with iwi and local communities. Waka Kotahi NZTA staff will be attendance at the meeting to answer any Committee Member questions on the proposed project.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou Transport Committee recommend that Council:

- a) endorse NZTA and Far North District Council staff to proceed with investigations of the proposed average speed safety camera location on Kaitaia Awaroa Road between urban Kaitāia and Ahipara; and
- b) endorse installation of average speed safety cameras if investigations validate the site.

1) TĀHUHU KŌRERO / BACKGROUND

As part of a nationwide programme to keep communities safe and encourage people to make safe choices while driving, NZTA is investigating locations for proposed new camera sites across the motu. One of the locations under investigation is a 10.7 km corridor on Kaitaia Awaroa Road between Sandhills Rd, Ahipara and the start of the 80km/h zone near Kaitāia.

The previous government introduced, via Cabinet Paper, a new approach to the national safety camera programme centred on:

- transferring ownership and operation of the safety camera network from NZ Police to NZTA
- increasing the investment in additional safety cameras
- locating safety cameras on the highest risk corridors of the network

• clearly sign posting safety cameras to reduce excessive speeds on high-risk roads.

The current government is consulting on its priorities for the land transport system, including in the area of safety, through its draft Government Policy Statement (GPS) on land transport 2024-34. The draft GPS identifies road policing, enforcement and education as priorities. Enforcement includes automated enforcement through safety cameras.

NZTA has been tasked with developing a proactive approach to identifying locations where a camera would positively influence road safety outcomes and enhancing the programme by exploring new camera technology such as average speed cameras.

Legislation was passed in 2023, allowing NZTA to enforce offences detected by average speed safety cameras. Average speed (also known as point-to-point or P2P) safety cameras work by calculating vehicle speed across the length of a road between two cameras. The time taken for a vehicle to travel between the cameras is measured, and the average speed calculated.

International research has shown average speed safety cameras can reduce the number of people who are killed or seriously injured on a stretch of road by 48%. Studies in the UK indicate that, when compared with fixed speed cameras, 80% of surveyed respondents say average speed cameras are better at reducing excessive speeds and 81% stated that average speed cameras are fairer and promoted more consistent speeds.

Since its inception, the NZTA national safety camera programme has already seen encouraging results. Before installing several new spot speed cameras in Auckland last year, baseline speed surveys were run, they indicated that around 1 in 5 vehicles were travelling too fast and would receive a ticket if a camera was installed. Now the cameras are in place we've seen that number drop to around 1 in 200.

Site Selection

We use a combination of modelling and local expert insights to inform where, and what type of safety cameras we install. **Our overall approach aims to provide a balance between road safety outcomes and community support.**

In the past safety cameras have been put in crash 'black spots' but we know that a history of crashes isn't the only indicator of risk.

Our initial strategic modelling considers:

- **Patterns in crash data** (road trauma levels) we can learn from all crashes, no matter the location and apply those lessons to roads across the country. Patterns in behaviour, traffic volumes, road layout and function can give us indications of risk on any road.
- **Collective risk** we consider vehicle volumes to account for risks that can be applied to all of us.
- **Personal risk** we also consider risk to individuals. For example, well-used motorways with large volumes of vehicles is likely to have high collective risk but low personal risk, whereas a rural road used only by locals and with minimal safety interventions is likely to have low collective risk but high personal risk.
- **Crash types** what are the high-risk crash types that are more likely to happen on a road e.g. head-on or run off road crashes.
- **Evidence of high-risk behaviour** where data tells us there is an issue with speeding or red-light running.
- How the road is used (ie the One Network Framework) we can learn a lot about risk by understanding who uses the road and how they use it. For example, in an urban environment we need to consider pedestrian safety, whereas on a rural state highway, drivers and their passengers are more likely to be at the most risk. We use the Framework to establish priority uses, performance measures, operating gaps and potential interventions for each road and street type. This allows us to integrate safety cameras into our wider work.

National Safety Camera Programme Overview

Based on previous approvals in the 2021-2024 NLTP, construction of up to 27 further safety camera sites around the motu have been funded. The NZTA Safety Camera Programme Steering Committee has endorsed a list of sites for assessment of physical viability and key partner engagement. Locations are in Auckland, Bay of Plenty, Waikato and Northland.

NZTA is engaging with key stakeholders and partners including iwi, local communities, and Road Controlling Authorities, to provide an overview of the national safety camera programme and seek endorsement of the relevant proposed sites.

NZTA worked with transport consultants to develop a programme through geo spatial modelling that identified the highest benefit sections of road (in terms of reducing deaths and serious injuries) across New Zealand that would be most suitable for safety camera installation. This considered the levels of non-compliance with speed limits, the risk profile of the road and integration with other safety investment. The section of Kaitaia Awaroa Road between urban Kaitāia and Ahipara was identified as a location that could benefit from safety cameras. Within the identified camera area the mean travel speed is 77-82km/hr, it has a medium collective risk rating and has seen 8 fatal or serious injury crashes between 2018 – 2023. For further details on site selection please see the attachment section.

Average speed (point-to-point) safety cameras have been selected for this site. A camera would be positioned at each end of the 10.7km stretch along Kaitaia Awaroa Road. The time taken for a vehicle to travel between the cameras is measured, and the average speed calculated.

Working in partnership with council staff, consideration has been given to the role that safety cameras can play in supporting interventions the Far North District Council have invested in this section of road. This includes speed limit changes, roadside barriers, markings, signage etc over the previous two Regional Land Transport Plan (RLTP) periods. It is considered that the combination of these interventions with a safety camera can further enhance expected reductions in death and serious injuries.

We know some communities are under financial pressure. The location of cameras is not targeted at any specific demographic group or region but is based on where they are most needed to keep people and communities safe.

As Far North District Council is the Road Controlling Authority, we are seeking endorsement to proceed with further investigations and, if those investigations validate the site, installation of average speed safety cameras on Kaitaia Awaroa Road.

Please note that culverts are out of scope for this project and are the responsibility of either the state highway or local council maintenance contractor.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Representatives from both the NZTA national safety camera programme and Council's local safety engineers are currently planning further assessment of the site to validate initial findings through physical site assessments and baseline speed data collection. This will focus on understanding the level of non-compliance with the speed limit and physical suitability for cameras to be installed.

Should the Kaitaia Awaroa Road safety camera site assessments indicate that our safety camera criteria are met, NZTA will work closely with council staff to determine the appropriate next steps for installation. This will include further engagement, including iwi engagement, to be completed by NZTA in conjunction with council staff. NZTA will also work with council staff to develop a joint Communications and Engagement Plan to support the roll out of any new safety cameras and ensure residents and the community are well informed.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

To keep the community safe and encourage people to make safe choices while driving, NZTA is investigating installing an average speed safety camera on Kaitaia Awaroa Road. International

research has shown average speed safety cameras can reduce the number of people who are killed or seriously injured on a stretch of road by 48%. Kaitaia Awaroa Road has been identified as a location that could benefit from safety cameras to support the current interventions in place and provide further reductions in death and serious injuries.

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

There is no cost to Far North District Council for this work. The installation and operation of safety cameras is completely funded by NZTA. Ongoing maintenance tasks such as safety barrier and vegetation management are included in the NZTA funding. NZTA would enter into a memorandum of understanding (MOU) with Far North District Council, which may utilise existing council maintenance contracts and provide additional funding to council to manage/conduct this activity.

ĀPITIHANGA / ATTACHMENTS

- 1. Map A4664521 😃 🛣
- 2. Kaitaia Ahipara 10 yr crash data A4664548 🗓 🛣

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 <u>Council's</u> <u>Significance and Engagement Policy</u>	Low Significance: Given this project is being managed and funded by NZTA. NZTA will be leading any associated engagement activities (with input from Council staff)
State the relevant Council policies	No specific council policies.
(external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Associated legislation was passed in 2023, allowing NZTA to enforce offences detected by average speed safety cameras.
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.	NZTA to notify Te Hiku Community Board
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	Should the Kaitaia Awaroa Road safety camera site assessments indicate that our safety camera criteria are met, NZTA will work closely with council staff to determine the appropriate next steps for installation. This will include further engagement, including iwi engagement, to be completed by NZTA in conjunction with Council staff.
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).	NZTA will work with Council staff to develop a joint Communications and Engagement Plan to support the roll out of any new safety cameras and ensure residents and the community are well informed.
State the financial implications and where budgetary provisions have been made to support this decision.	There is no cost to Far North District Council for this work.
Chief Financial Officer review.	The Chief Financial Officer has not reviewed this report.





Fatal crashes: 5 Injury crashes: 49 Non-inj	ury crashes: 0 Total crashes: 54		
III Overall crash statistics	ក្ខំ Overall casualty st	atistics	
	Injury severity		
	Injury severity	Number	% all casualties
	Fatal	6	7.14
	Serious Injured	20	23.81
	Minor Injured	58	69.05
	TOTAL	84	100.00

Crash severity

Crash severity	Number	%	Social cost \$(m)
Fatal	5	9.26	9.26
Serious	14	25.93	28.10
Minor-injury	35	64.81	11.11
Non-injury	0	0	0
TOTAL	54	100	117.82

Crash numbers

Year	Fatal	Serious	Minor	Non-injury
2014	0	0	1	0
2015	0	0	1	0
2016	1	0	3	0
2017	1	3	3	0
2018	0	3	2	0
2019	0	2	4	0
2020	2	2	6	0
2021	0	1	7	0
2022	0	2	5	0
2023	1	1	3	0
TOTAL	5	14	35	0
Percent	9.25	25.92	64.82	0

Casualty numbers

Year	Fatal	Serious Injured	Minor Injured
2014	0	0	2
2015	0	0	1
2016	1	0	5
2017	1	4	6
2018	0	3	4
2019	0	3	11
2020	2	4	10
2021	0	1	8
2022	0	2	5
2023	2	3	6
TOTAL	6	20	58
Percent	7.14	23.81	69.05

Note: Last 5 years of crashes shown (unless query includes specific date range).

🔡 Crash type and cause statistics

Crash	type
-------	------

Crash type	Crash numbers	% All crashes
Overtaking crashes	6	11.11
Straight road lost control/head on	19	35.19
Bend - lost control/Head on	20	37.04
Rear end/obstruction	8	14.81
Crossing/turning	0	0
Pedestrian crashes	1	1.85
Miscellaneous crashes	0	0
TOTAL	54	100

Casualty types

Casualty types	Fatalities	Serious injuries	Minor injuries
Cyclists	0	0	4
Drivers	3	7	31
Notorcycle pillions	0	0	0
Notorcycle riders	0	2	0
Other	0	0	0
assengers	3	11	22
Pedestrians	0	0	1
otal	6	20	58

Note:Motorcycle stats include Mopeds.

Note:for Cyclist casualty numbers, query Road User Type - Cyclist, not Vehicle Type - Cycle

ຖິ🛱 Driver and vehicle statistics

Crash factors

Crash factors	Crash numbers	% All crashes
#N/A	14	25.93
Alcohol	29	53.70
Disabled, old age or illness	3	5.56
Failed to give way or stop	0	0.00
Fatigue	2	3.70
Incorrect lanes or position	11	20.37
Miscellaneous factors	10	18.52
Overtaking	3	5.56
Pedestrian factors	0	0.00
Poor handling	20	37.04
Poor judgement	7	12.96
Poor observation	12	22.22
Position on Road	8	14.81
Road factors	8	14.81
Travel Speed	22	40.74
Unknown	0	0.00
Vehicle factors	2	3.70
Weather	2	3.70
TOTAL	153	283.33

Drivers at fault or part fault in injury crashes - by age

Age	Male	Female	Unknown	Total	Percentage (%)
0-4	0	0	1	1	1.72
5-9	0	0	0	0	0.00
10-14	1	0	0	1	1.72
15-19	5	5	0	10	17.24
20-24	8	0	0	8	13.79
25 - 29	5	3	0	8	13.79
30-34	3	3	0	6	10.34
35-39	1	1	0	2	3.45
40-44	6	3	0	9	15.52
45-49	3	1	0	4	6.90
50-54	3	1	0	4	6.90
55-59	0	1	0	1	1.72
60-64	0	0	0	0	0.00
65-69	1	0	0	1	1.72
70 - 74	1	0	0	1	1.72
75-79	0	0	0	0	0.00
80-84	0	0	0	0	0.00
85-89	0	0	0	0	0.00
90-94	0	0	0	0	0.00
95-99	0	0	0	0	0.00

Crashes with:

Factor groups	Crash numbers	% All crashes
All road user factors	42	77.78
Driver only factors	53	98.15
Pedestrian factors	0	0.00
Vehicle factors	2	3.70
Road factors	8	14.81
Environment factors	5	9.26
No identifiable factors	0	0.00
Retired codes - no future use	0	0.00
TOTAL	110	203.70

Note: Factors are counted once against a crash - i.e. two fatigued drivers count as one fatigue crash factor.

Note: Driver/vehicle factors are not available for non-injury crashes for Northland, Auckland, Waikato and Bay of Plenty before 2007. This will influence numbers and percentages.

Note: % represents the % of crashes in which the cause factor appears.

Number of parties in crash

Party type	All crashes	% All crashes
Single party	40	74.07
Multiple party, including pedestrian	2	3.70
Multiple party, excluding pedestrian	12	22,22
TOTAL	54	100

Age	Male	Female	Unknown	Total	Percentage (%)
100+	0	0	0	0	0.00
Unknown	1	0	1	2	3.45
TOTAL	38	18	2	58	-
Percent	65.52	31.03	3.45	100.00	-

Note: Driver information is not calculated for non-injury crashes.

Drivers at fault or part fault in injury crashes - by licence

Licence	Male	Female	Unknown	Total	Percentage (%)
Full	19	5	0	24	41.38
Learner	0	6	0	6	10.34
Restricted	11	5	0	16	27.59
Overseas	0	0	0	0	0.00
Wrong class	0	1	0	1	1.72
Never Licensed	3	0	0	3	5.17
Unknown	5	1	2	8	13.79
Forbidden	0	0	0	0	0.00
TOTAL	38	18	2	58	-
Percent	65.52	31.03	3.45	100.00	-

Note: Driver information is not calculated for non-injury crashes.

Vulnerable road users

Crash types	Number	Percentage (%)	
Cyclist crashes	4	7.41	
Pedestrian crashes	2	3.70	
Motorcycle crashes	2	3.70	
All other crashes	47	87.04	
TOTAL	54	100	

Note: Some crashes involve more than one vulnerable road user type.

Note: Motorcycle stats include Mopeds.

/:\ Road environment statistics

Road type

Road type	State highway	Local road	Unknown	N/A	Total	Percentage (%)
Urban	0	14	0	0	14	25.93
Open	0	40	0	0	40	74.07
Unknown	0	0	0	0	0	0.00
TOTAL	0	54	0	0	54	-
Percent	0.00	100.00	0.00	0.00	100.00	-

Vehicles involved in injury crashes (vehicle count)

ehicle type	No. of vehicles	% of vehicles in injury crashes
Car/Wagon	38	55.07
SUV	5	7.25
/an	5	7.25
lte	11	15.94
ruck	2	2.90
ruck HPMV	0	0.00
lus	1	1.45
lotorcycle	2	2.90
Noped	0	0.00
īrain	0	0.00
Cycle	3	4.35
Other	2	2.90
Jnknown	0	0.00
i0 Max	0	0.00
eft scene	0	0.00
Incoupled towed vehicle	0	0.00
OTAL	69	100.00

Natural light conditions

Conditions	Injury	Non-injury	Total	%
Light/overcast	26	0	26	48.15
Dark/twilight	28	0	28	51.85
Unknown	0	0	0	0.00
TOTAL	54	0	54	100

Conditions

Conditions	Injury	Non-injury	Total	%
Dry	43	0	43	79.63
Ice or Snow	0	0	0	0.00
Wet	11	0	11	20.37
Null	0	0	0	0.00
TOTAL	54	0	54	100

Intersection/midblock

Intersection/mid-block	Total	%
Intersection	12	22.22
Midblock	42	77.78
TOTAL	54	100

Vehicles involved in injury crashes (crash count)

/ehicle type	Injury crashes	% of injury crashes
Car/Wagon	37	68.52
SUV	5	9.26
/an	5	9.26
lte	10	18.52
īruck	2	3.70
ruck HPMV	0	0.00
Bus	1	1.85
lotorcycle	2	3.70
loped	0	0.00
rain	0	0.00
Cycle	3	5.56
Other	2	3.70
Inknown	0	0.00
i0 Max	0	0.00
eft scene	0	0.00
Incoupled towed vehicle	0	0.00
OTAL	67	124.07

Objects struck

Objects struck	Injury crashes	%	Non-injury crashes	%
Crashes w/obj struck	40	74.07	0	0.00
Object struck	Injury crashes	%	Non-injury crashes	%
Animals	2	3.70	0	0.00
Bridges/Tunnels	2	3.70	0	0.00
Cliffs	5	9.26	0	0.00
Debris	2	3.70	0	0.00
Embankments	1	1.85	0	0.00
Fences	9	16.67	0	0.00
Guide /Guard rails	5	9.26	0	0.00
Houses	0	0.00	0	0.00
Traffic Islands	0	0.00	0	0.00
Street Furniture	0	0.00	0	0.00
Kerbing	0	0.00	0	0.00
Landslips	0	0.00	0	0.00
Parked vehicle	0	0.00	0	0.00
Trains	0	0.00	0	0.00
Sight Rails	0	0.00	0	0.00
Poles	3	5.56	0	0.00
Stationary Vehicle	0	0.00	0	0.00

Vehicle usage in injury crashes

Vehicle usage	Fatal Crash	Serious Crash	Minor Crash	Total	Percentage (%)
Private	3	11	25	39	56.52
Attenuator Truck	0	0	0	0	0.00
Agricultural	0	0	1	1	1.45
Ambulance	0	0	0	0	0.00
Campervan	0	0	0	0	0.00
Concrete mixer	0	0	0	0	0.00
Fire	0	0	0	0	0.00
Logging truck	0	0	0	0	0.00
Mobile crane	0	0	0	0	0.00
Police	0	0	0	0	0.00
Rental	0	0	1	1	1.45
Road Working	0	0	0	0	0.00
Scheduled service Bus	0	0	0	0	0.00
School bus	0	0	0	0	0.00
Tanker	0	0	0	0	0.00
Тахі	0	0	0	0	0.00
Tour Bus	0	0	0	0	0.00
Trade person	0	1	1	2	2.90
Work travel	0	0	1	1	1.45

Object struck	Injury crashes	%	Non-injury crashes	%
Roadwork	1	1.85	0	0.00
Traffic Sign	1	1.85	0	0.00
Trees	5	9.26	0	0.00
Drainage Structures	8	14.81	0	0.00
Ditches	13	24.07	0	0.00
Other	1	1.85	0	0.00
Thrown or dropped objects	0	0.00	0	0.00
Water	1	1.85	0	0.00
TOTAL	59	_	0	_

Vehicle usage	Fatal Crash	Serious Crash	Minor Crash	Total	Percentage (%)
Work vehicle	0	0	3	3	4.35
Other	0	0	0	0	0.00
Null	2	8	12	22	31.88
TOTAL	5	20	44	69	-
Percent	7.25	28.99	63.77	100.00	-

() Time period statistics

Note: % represents the % of crashes in which the object is struck.

Month by injury/ non-injury crashes

Month	Injury crashes	%	Non-injury crashes	%	Total	%
Jan	2	3.7	0	0	2	3.7
Feb	3	5.56	0	0	3	5.56
Mar	5	9.26	0	0	5	9.26
Apr	6	11.11	0	0	6	11.11
Мау	6	11.11	0	0	6	11.11
Jun	3	5.56	0	0	3	5.56
Jul	6	11.11	0	0	6	11.11
Aug	3	5.56	0	0	3	5.56
Sep	0	0	0	0	0	0
Oct	6	11.11	0	0	6	11.11
Nov	7	13	0	0	7	13
Dec	7	13	0	0	7	13
TOTAL	54	100	0	0	54	100

Day/period

Day/Period	All crashes	% All crashes
Weekday	24	44.44
Weekend	30	55.56
TOTAL	54	100

Day/period by hour

Day/Period	00:00 - 02:59	03:00 - 05:59	06:00 - 08:59	09:00 - 11:59	12:00 - 14:59	15:00 - 17:59	18:00 - 20:59	21:00 - 23:59	Total
Weekday	2	0	2	3	2	6	4	5	24
Weekend	3	4	1	2	3	2	8	7	30
TOTAL	5	4	3	5	5	8	12	12	54
•									

Day/period by hour DOW

	00:00	03:00	06:00	09:00	12:00	15:00	18:00	21:00	
Day/Period	02:59	05:59	08:59	11:59	14:59	17:59	20:59	23:59	Tota
Mon	0	0	1	1	0	0	0	0	2
Tue	0	0	0	0	1	0	1	1	3
Wed	0	0	0	0	0	0	2	0	2
Thu	0	0	0	2	0	3	1	4	10
Fri	2	0	1	0	1	3	3	2	12
Sat	2	2	1	0	2	2	5	5	19
Sun	1	2	0	2	1	0	0	0	6
TOTAL	5	4	3	5	5	8	12	12	54

6 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

6.1 FNDC TRANSPORTATION ACTIVITY UPDATE - FEBRUARY 2024 OPERATIONS REPORT

File Number:	A4643768
Author:	Calvin Thomas, General Manager - Northland Transportation Alliance
Authoriser:	Tanya Proctor, Head of Infrastructure Strategy

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this briefing is to present the February 2024 Transportation Activity monthly operations reports, as an update on progress with approved transportation programmes and activities, for Committee review, discussion, and questions.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

Key highlights of transport activities completed in 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 the period of November 2023 through to February 2024 seeing an increase in requests regarding support, education, promotion, collaboration in the environments of Marae, Schools/ECE's, partnership work with Roading Police teams, summer events (Education Pop-ups, Waitangi event, Sports ventures).
- Northland Transportation Alliance road safety education staff partnered with Auckland Transport, NZTA Waka Kotahi, ACC, NZ Police and Tasman Council to deliver a range of interactive experiences at the Northland Field Days educating people about fatigue, seatbelt use, vehicle safety ratings, driver licensing and driving while drunk or otherwise impaired.
- The new speed limits for the Kerikeri/Bay of Islands Catchment were certified by Waka Kotahi on 26th February 2024 with staff are now working towards implementation of the new speed limits.
- \$42.45M of transport works were completed in the first eight months of the 2023/24 financial year (July 2023 to February 2024), being a 29% increase on the \$32.88M of works completed in the equivalent period of the previous year. 82% of subsidised expenditure year to date relate to the three core activities of Renewals (34%), Maintenance & Operations (30%) and Emergency Works (18%).
- Capital Works programme activities continued with the improved weather seeing pavement works and other activities continuing to progress well. A full list of 2023/24 individual projects with their respective delivery and risk status is provided within this report.
- While routine grading and metalling activities remain restricted due to loss of pavement moisture content, crews took what opportunities that were available following minor rainfall days to complete these works on priority sites (190km / 11.8% of unsealed network completed). Maintenance focus continued on network wide pothole repairs, culvert replacements and culvert end clearing/flushing, edge marker post replacement, roadside mowing and spraying, edge break /shoulder repairs, dig outs and stabilised patches and sweeping.
- On Monday 25th March FNDC published the Northland 2022/23 Emergency Works slip repair map providing the public with information on the location, status and estimated repair timeframes for each of the remaining Phase 2 and Phase 3 slip sites across the district. The majority of remaining Phase 2 slip sites for the Far North are with Contractors for delivery within the current financial year, with eight drop out (underslip) repairs completed in February

- As reported last month, there are 38 confirmed Phase 3 (Complex sites) to be completed as part of the multi-year recovery programme with full detail on progress and list of individual sites provided on pages 12 and 13 of this report.
- 61 new Corridor Access Requests received for works in the road reserve across Far North District in February. Six temporary traffic management safety audits were completed with four sites scoring 'High', one 'Acceptable' and one 'Needs Improvement'.
- The Hokianga Ferry service carried a daily average of 607 passengers and 298 vehicles in February 2024, with revenue for the month significantly higher than the same period in 2023 (noting the impacts of Cyclone Gabrielle in February 2023). The schedule departures were 96% on time for the month, with 97 shuttling's and 4 after hours charters.
- The volume of customer requests has continued to increase in volume during February (541 requests received during the month, 9.5% increase from January). Despite this increase in volume, at the end of February there were 497 open requests, being a 4.6% decrease from the prior month.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee receive the report FNDC Transportation Activity Update - February 2024 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.

ĀPITIHANGA / ATTACHMENTS

- 1. FNDC Transportation Activity update February 2024 A4643623 🗓 🖾
- 2. FNDC North Fulton Hogan Monthly Report February 2024 A4643625 🕂 🛣
- 3. FNDC South Ventia Monthly Report February 2024 A4643627 👲 🖾

TRANSPORTATION UPDATE:

February 2024

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 the period of November 2023 through to February 2024 seeing an increase in requests regarding support, education, promotion, collaboration in the environments of Marae, Schools/ECE's, partnership work with Roading Police teams, summer events (Education Pop-ups, Waitangi event, Sports ventures).

Northland Transportation Alliance road safety education staff partnered with Auckland Transport, NZTA Waka Kotahi, ACC, NZ Police and Tasman Council to deliver a range of interactive experiences at the Northland Field Days educating people about fatigue, seatbelt use, vehicle safety ratings, driver licensing and driving while drunk or otherwise impaired.

The new speed limits for the Kerikeri/Bay of Islands Catchment were certified by Waka Kotahi on 26th February 2024 with staff are now working towards implementation of the new speed limits.

\$42.45M of transport works were completed in the first eight months of the 2023/24 financial year (July 2023 to February 2024), being a 29% increase on the \$32.88M of works completed in the equivalent period of the previous year. 82% of subsidised expenditure year to date relate to the three core activities of Renewals (34%), Maintenance & Operations (30%) and Emergency Works (18%).

Capital Works programme activities continued with the improved weather seeing pavement works and other activities continuing to progress well. A full list of 2023/24 individual projects with their respective delivery and risk status is provided within this report.

While routine grading and metalling activities remain restricted due to loss of pavement moisture content, crews took what opportunities that were available following minor rainfall days to complete these works on priority sites (190km / 11.8% of unsealed network completed). Maintenance focus continued on network wide pothole repairs, culvert replacements and culvert end clearing/flushing, edge marker post replacement, roadside mowing and spraying, edge break /shoulder repairs, dig outs and stabilised patches and sweeping.

On Monday 25th March FNDC published the <u>Northland 2022/23 Emergency Works slip repair map</u> providing the public with information on the location, status and estimated repair timeframes for each of the remaining Phase 2 and Phase 3 slip sites across the district. The majority of remaining Phase 2 slip sites for the Far North are with Contractors for delivery within the current financial year, with eight drop out (underslip) repairs completed in February

As reported last month, there are 38 confirmed Phase 3 (Complex sites) to be completed as part of the multi-year recovery programme with full detail on progress and list of individual sites provided on pages 12 and 13 of this report.

61 new Corridor Access Requests received for works in the road reserve across Far North District in February. Six temporary traffic management safety audits were completed with four sites scoring 'High', one 'Acceptable' and one 'Needs Improvement'

The Hokianga Ferry service carried a daily average of 607 passengers and 298 vehicles in February 2024, with revenue for the month significantly higher than the same period in 2023 (noting the

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impacts of Cyclone Gabrielle in February 2023). The schedule departures were 96% on time for the month, with 97 shuttling's and 4 after hours charters.

The volume of customer requests has continued to increase in volume during February (541 requests received during the month, 9.5% increase from January). Despite this increase in volume, at the end of February there were 497 open requests, being a 4.6% decrease from the prior month.

ROAD SAFETY EDUCATION PROGRAM

<u>Far North REAP</u> (Rural Education Activities Programme) are contracted to deliver Council's Road Safety Education programmes across the Far North District. Key activities undertaken in February included:

- Those delivering driver licence courses would like to explore remote Learner licence testing (i.e Mobile Theory Testing).
- November 2023 through to February 2024 saw an increase in requests regarding support, education, promotion, collaboration in the environments of Marae, Schools/ECE's, partnership work with Roading Police teams, summer events (Education Pop-ups, Waitangi event, Sports ventures).
- There has been an increase in demand and delivery in driver training and education. This coincides with the Community Driver Testing Officer (CDTO) Far North trial and the introduction of two CDTO's within the district and part of the Road Safety Far North team.
- Capacity Building has increased in the area of Child Restraints due to community demand, the continuation of the GreenSeat Programme (a programme of re-distributable child restraints alongside removing expired and damaged child restraints from circulation).
- Alcohol and Drug Impaired Driving initiatives will be a focus for the next 3 months.
- Many road safety delivery programmes are conducted in specific environments (e.g. Marae, Events) that include several promotional and educational activities. An example of this is incorporating Speed, Restraints, Impaired Driving and Distraction education delivery within a driver licensing course or programme.
- The relatively high number of speed initiatives is mainly associated with the concentrated focus within education settings, as well as the locally produced Patience to Paradise campaign over the summer period.
- The Patience to Paradise campaign was utilised in the lead-up to the summer period via marketing and media, de-tours of the Brynderwyn Hill upgrade/closure, Northland Field Days, Mangonui Waterfront Festival and other community events.

Northland Field Days:

Northland Transportation Alliance partnered with Auckland Transport, NZTA Waka Kotahi, ACC, NZ Police and Tasman Council to deliver a range of interactive experiences educating people about fatigue, seatbelt use, vehicle safety ratings, driver licensing and driving while drunk or otherwise impaired.

Thursday was relatively quiet, but crowds were out in force Friday and Saturday, and our stand was extremely busy. It was fantastic to see so many people engaging with road safety education – the majority (from a survey taken in the tent) stated that they viewed road safety and the organisations who promote it differently and would look to change their road user behaviour after visiting our stand.

Highlights were:

- The seat belt demonstration drew a crowd. Such a simple but effective tool to show the importance of wearing your seatbelt, even in low impact collisions.
- Getting 69 suggestions from the public on where to take a break/rest to avoid fatigue if travelling in Northland.

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- People trying out the impairment goggles and discovering how difficult tasks become when impaired.
- Encouraging people to guess and then check their own vehicle safety ratings.
- A mother telling us she had changed her mind about buying her teenager a certain vehicle, after discovering it was only a 2-star.



Bike Safety and Skills:

<u>Bike Northland</u> are contracted to deliver Council's bike safety and skills training and they utilise the Waka Kotahi programme <u>BikeReady</u>. Their key deliverables are summarised below:

2023/24 Far North District Council						
Course	YTD					
Grade 1	1050	1120				

SPEED LIMIT REVIEW PROGRAM

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.

The Kerikeri/Bay of Islands Catchment was certified by Waka Kotahi on 26 February, 2024. Staff are now working towards implementation of the new speed limits.

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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.

During the month of February, a total of fifteen applications were received (vs. twelve month rolling average of twenty) and a total of fourteen application were processed.

			FN	DC				
		Develop	ment Apps	Alfresco Permits				
		Received	Responded	Received	Responded			
	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			
2023	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			
	January	18	21	2	2			
2024	February	15	14	2	2			



FNDC TRANSPORT BUDGET EXPENDITURE ALLOCATION PROGRESS

The graphs provided below provide an overview of the key areas of "subsidised" transport expenditure over the first 8 months (July 2023 to February 2024) of the current 2023/24 financial year.

As demonstrated in the pie graph below, 82% of subsidised expenditure year to date relate to the three core activities of Renewals (34%), Maintenance & Operations (30%) and Emergency Works (18%) with completion of each of these activities tracking well against available approved full year budgets.

\$42.45M of transport works were completed in the first eight months of the 2023/24 financial year (July 2023 to February 2024), being a 29% increase on the \$32.88M of works completed in the equivalent period of the previous year.





FNDC TRANSPORT CAPITAL PROGRAMME DELIVERY

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

The current total forecast remains 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 – actuals in graph above updated for previous months based on revised figures from finance

Project Risk Table

FNDC	No. of Projects	Description	Budget	% of Total Budget
•	35	Will be fully delivered this year	\$20,272,509.00	73%
0	4	Risk of partial delivery	\$3,818,500.00	14%
8	9	Risk of non delivery	\$3,705,700.39	13%
		Total	\$27,796,709.39	100%

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

Staff are presently working with FNDC Finance team to complete reforecasting of programme to inform likely carry forward values for the Long-Term Plan.

Work Category	Category	Project Title	Location	Monthly status update	Next months status update
	Emergency				
141	Works	Fairburn Road RP9668 (RRMS Slip ID 232445)		Construction completed	Construction completed
-	cy Works Total		\$416,336.00		
212	0	Sealed Road Resurfacing	Network Wide	Construction underway	Construction underway
	esurfacing Tota		\$4,553,540.00		
213	0	Drainage Renewals	Network Wide	Construction underway	Construction underway
213-Drainage F	Renewals Total		\$200,000.00		
			SOMMERVILLE AVENUE (KAITAIA) RP 10 to RP		
214	HG	SOMMERVILLE AVENUE (KAITAIA)	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
			KAITAIA-AWAROA RD RP 28540 TO 30140 =		
214	HG	KAITAIA-AWAROA RD	1690m	Construction underway	Project on hold
214	HG	PAWARENGA RD	PAWARENGA RD RP 2306 TO 2956 = 650m	Design Stage	Design Stage
214 - Sealed Re	ehab Total		\$3,760,000.00		
215	0	General Bridge Repairs 2021/24 (SP3)	Network Wide	Construction underway	Construction underway
215	0	Scour Protection Works 2021/24 (SP3)	Network Wide	Construction underway	Construction underway
215	0	Hihi Road Bridge F07 and Matai Rd Bridge C0		Construction underway	Construction underway
215 - Structure	s Component Re	eplacement Total	\$2,150,000.00	/	
216	0	Churtons Road Bridge C13 Replacement	Churtons Road Bridge C13	Construction completed	Construction completed
	-	Quarry Road Bridge B13 & Wekaweka Road			
216	0	J18 Culvert Replacement	Quarry Road (Awanui)	Construction completed	Construction completed
	-	Whangaroa Road UN28, Waharua Road A39			
216		& West Coast Road (Kohukohu) G28 Culvert			
	0	Replacements (PW + Prof Serv)	0	Procurement Stage	Procurement Stage
216 - Bridge an	d Structures Rei		\$2,700,000.00		
		144229 - Safety - Speed Management via	+-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
341	Road 2 Zero	Local Area TM	Ahipara Rd, Ahipara Township	Construction underway	Construction underway
		152000 - Safety - High Risk Rural Roads		construction under way	construction under way
341	Road 2 Zero	(HRRR)	Ahipara-Sandhills	Construction underway	Construction underway
341	Road 2 Zero	144220 - Safety - Speed Management	BOI and Kerikeri	Project on hold	Project on hold

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Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
341	Low Risk	144247 - Safety - Pedestrian Improvements	Cobham Rd/Hone Heke Rd Intersection	Project deferred to future ye	Project deferred to future	
	Low Risk	152011 - Resilience Improvements 2023/24 -		Fioject defended to future y		
341	Improvement		Hupara Road RP 3028-3058, Moerewa	Project deferred to future ye	Project deferred to future	
341	Road 2 Zero	144226 - Safety - Speed Management via Local Area TM	Kaikohe Nth Urban Area	Construction completed	Construction completed	
341	Low Risk Improvement	144256 Stock Truck Effluent Diposal Facilities	Kaitaia and Kaikohe	Project on hold	Project on hold	
341	Road 2 Zero	144229 - Safety - Speed Management via Local Area TM	Kaitaia Urban Area	Construction completed	Construction completed	
341	Road 2 Zero	144236 - Safety - School Zones (& Safer Journeys for Schools)	Kerikeri Primary and High Schools	Project on hold	Project on hold	
341		152008 - Resilience Improvements 2023/24 - Kohukohu Road	Kohukohu Road RP602, Kohukohu	Design Stage	Design Stage	
341		152006 - Resilience Improvements 2022/23 - Manawaora Road	Manawaora Road	Construction completed	Construction completed	
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 deferred to future ye	Project deferred to future	
341	Road 2 Zero	144218 - Safety - Speed Management	North Hokianga and Kaitaia	Construction underway	Construction underway	Ō
341		152010 - Resilience Improvements 2023/24 - Pawarenga Road	Pawarenga Road RP 517-537	Design Stage	Design Stage	
341		144212 - Safety - Urban/Rural Intersection (HRRI)	Pukepoto Rd/ Lake Rd	Construction completed	Construction completed	
341	Low Risk Improvement	144248 - Safety - Pedestrian Improvements	Redan Rd	Construction completed	Construction completed	
341	Low Risk	144213 - Safety - Urban/Rural Intersection (HRRI)	Reef View/Foreshore Road	Construction completed	Construction completed	
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 (HRRI)	Tokerau Beach Road/ Inland Road	Construction completed	Construction completed	
341	Low Risk Improvement	144142 - Associated Improvements	Various Locations	Project planning stage	Design Stage	
341	Low Risk	152007 - Resilience Improvements 2023/24 - Waikare Road	Waikare Road RP 10935-10970, Waikare	Construction underway	Construction completed	
41 - Low Cost	Low Risk Total		\$8,312,950.39	· · · · · ·	, in the second second	T

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Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
seal extensions	0	PAWARENGA ROAD	PAWARENGA ROAD RP 11903 to RP 13583 = 16	Construction completed	Construction completed	
seal extensions	0	RUAROA RD	RUAROA RD RP 3008 to 5681 = 2673m	Construction underway	Construction underway	\bigcirc
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 Stree	Queen Street from Wellington - Little Queen St, Russell	Procurement Stage	Procurement Stage	
unsub footpath	0	BOI-Whangaroa New Footpath: SH11 Haruru	SH11 from Nautical Dr - Haruru Falls Rd, Haruru	Procurement Stage	Construction underway	
unsub footpath	0	BOI-Whangaroa New Footpath: Te Tii Road	Te Tii Road from BOI Academy - Whitiora Marae, Te Tii	Design Stage	Design Stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Parnell Stre	Parnell Street: gap between Honey St & School, Rawene	Procurement Stage	Construction underway	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Parnell Stre	Parnell Street: gap at Nimmo St, Rawene	Procurement Stage	Construction underway	
unsub footpath	0	Te Hiku New Footpath: Cable Bay Block Road	Cable Bay Block Road, Cable Bay	Construction underway	Construction completed	
unsub footpath	0	Te Hiku New Footpath: Taupata Place	Taupata Place, Kaitaia	Construction completed	Construction completed	\circ
unsub footpath	0	Te Hiku New Footpath: Takahe Rd	Takahe Rd, Ahipara	Construction underway	Construction underway	
Unsub Footpath	Total		\$3,225,383.00			
GRAND TOTALS			\$27,796,709.39			

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Photo Wall – February 2024



7/21/215 SP3 – Scour Protection Works at Pokapu Road Bridge T05 (North Abutment)



7/21/215 SP3 – Scour Protection Works at Pokapu

Road Bridge T05 (South Abutment)



7-23-102 Whangaroa, Waharua & West Coast Road Culvert Renewals (Waharua Rd)

7-21-207 - Matai Bay Road Bridge CO3 and Hihi Road Bridge F07 Repairs Photo left - Hihi Bridge – deck to be replaced once temp bridge is installed

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FNDC TRANSPORT MAINTENANCE PROGRAMME

Key points of note for the month of February includes:

- Routine grading and metalling have been lower than normal due to loss of pavement moisture content 11.8% (or 190km) of the unsealed network length completed.
- Pre-seal repairs, potholing, mowing, and catchpit entrance clearing completed for the month.
- Programmed works completed were culvert replacements and culvert end clearing/flushing, Signs and edge marker post replaced, cleaned straightened and painted. Spraying, edge break /shoulder repairs, dig outs and stabilised patches and sweeping.
- Remarking of road centreline and edgelines is still in progress for both the area.

Maintenance activities programmed for March relate to:

- Routine unsealed and sealed network maintenance activities
- Pre-reseal pavement repairs
- Drainage works
- Footpath renewals

Daily site checks on Phase 3 sites continue.

Network Inspections

The map below provides a visual representation of all completed inspections carried out by the contractors for the month of February:

- Unsealed roads = 374.41km (green)
- Sealed roads = 134.36km (red).



Completed Grading

Routine grading has been lower as normal due to dry summer conditions with 11.8% (or 190km) of the unsealed network length completed, as represented in the map to the right.



EMERGENCY WORKS RECOVERY PROGRAMME

published the <u>Northland</u> 2022/23 Emergency Works slip repair map providing the public with information on the location, status and estimated repair timeframes for each of the remaining Phase 2 and Phase 3 slip sites across the district.

Data that informs the map is sourced directly from a Slip Table in Council's Asset Management system (RAMM) with updates automatically occurring daily at midnight

On Monday 25th March FNDC Northland slip repair map

Northland's local road network suffered \$89 million worth of damage following 10 significant weather events to hit the region after July 2022. The repair bill for the Far North road network was estimated at \$41 million.

This map provides at-a-glance repair details for slips impacting roads maintained by Northland's three district councils and caused by those weather events.



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.

The majority of remaining Phase 2 slip sites for the Far North are with Contractors for delivery within the current financial year. Full programmes to completion have been provided by the contractors (with this data informing the completion estimates on the recently published slip map) and good progress is being made.

Works completed in February

Road	Start	End	Length	Asset Type	Fault
PERIA VALLEY ROAD	3760	3800	40	Retaining Walls	New construction - Drop out (m)
LARMER ROAD	3559	3574	15	Retaining Walls	New construction - Drop out (m)
PAPONGA ROAD	14824	14844	20	Retaining Walls	New construction - Drop out (m)
FAIRBURN ROAD	5389	5429	40	Retaining Walls	New construction - Drop out (m)
ORURU ROAD	2348	2358	10	Retaining Walls	New construction - Drop out (m)
WAIMATE NORTH ROAD	4530	4590	60	Surface Water	WT reconstruct - Over
				Channels	deepened/scouring (m)
WAIMATE NORTH ROAD	8589	8634	45	Surface Water	WT reconstruct - Over
				Channels	deepened/scouring (m)
DIGGERS VALLEY ROAD	4735	4765	30	Retaining Walls	New construction - Drop out (m)
CREAMERY ROAD	1996	2036	40	Retaining Walls	New construction - Drop out (m)
FAIRBURN ROAD	7855	7878	23	Retaining Walls	New construction - Drop out (m)

Works planned for March

Road	Start	End	Length	Asset Type	Fault
MUNN ROAD	1896			Retaining Walls	New construction - Drop out (m)
PAPONGA ROAD	8873	8888	15	Retaining Walls	New construction - Drop out (m)
OKAKEWAI ROAD	498	532	34	Retaining Walls	New construction - Drop out (m)
PAPONGA ROAD	12406	12406	10	Retaining Walls	New construction - Drop out (m)
DUNCAN ROAD (KAINGAROA)	6133	6153	20	Retaining Walls	New construction - Drop out (m)
KAUAEPEPE ROAD	87	107	20	Retaining Walls	New construction - Drop out (m)
KAUAEPEPE ROAD	987	999	12	Retaining Walls	New construction - Drop out (m)

PHASE 3 DELIVERY

The Far North has 38 sites confirmed under Phase 3 with a value of \$23.7m under current engineers estimates. \$5.6m have completed detailed designs (complex sites) including West Coast Rd, Motuti which has now had the required external peer review of the design completed, Construction documents are being finalised for Whangae Rd and West Coast Rd, Pangaru following Council's local share of funding for these sites being approved at the February Te Koukou committee meeting.

A 'Recommendation to Award' is with FNDC Management for approval to award two separate work packages for the Investigation & Design works across seven further priority slip sites. This work will take approximately 3-4 months to complete and have construction packages ready for physical works.

Procurement is being developed for the balance of professional services required, along with a strategy for physical works across Northland's slip sites.

Waka Kotahi, NZTA funding is confirmed for all Investigation & Design works, and Construction funding was confirmed in February. Staff officers will provide a clearer picture of what council can expect for their local share and timeframe this funding will be required as the outcome of investigations is understood.

			-	NZTA		
Stage identifier	Slip site location	RP	Engineers Estimate	Construction funding	FNDC Construction funding contribution	Estimated construction
_ 1	•	*	-	confirmed -	•	timing 🚽
Complex	WEST COAST ROAD, MOTUTI	16775	\$4,025,000	yes	approved	Q4 2024
Complex	WESTCOASTROAD, PANGURU	20915	\$ 920,000	yes	approved	Q3 2024
Complex	WHANGAE ROAD	4817	\$ 690,000	yes	approved	Q4 2024
Stage 1	KAITAIA - AWAROA	26807	\$2,015,490	yes	Approval will be sought following investigations	Q4 2024
Stage 1	KAITAIA - AWAROA	13525	\$ 251,936	yes	Approval will be sought following investigations	Q4 2024
Stage 1	MANGAMUKARD	2948	\$ 657,225	yes	Approval will be sought following investigations	Q4 2024
Stage 1	PAWARENGA RD	8151	\$2,760,000	yes	Approval will be sought following investigations	Q4 2024
Stage 1	WAINUI - MATAURI BAYRD	4995	\$ 730,250	yes	Approval will be sought following investigations	Q4 2024
Stage 1	WAINUI RD	6561	\$1,022,350	yes	Approval will be sought following investigations	Q4 2024
Stage 1	WAINUI RD	4655	\$ 730,250	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	BROADWOOD RD	296	\$ 172,500	yes	Approval will be sought following investigations	Q1 2025
Stage 1b	CHURCH ROAD (KAITAIA)	1404	\$ 292,100	yes	Approval will be sought following investigations	Q1 2025
Stage 1b	DUNCAN ROAD (KAINGAROA)	14443	\$ 693,738	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	DUNCAN ROAD (KAINGAROA)	10069	\$ 511,175	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	DUNCAN ROAD (KAINGAROA)	13894	\$ 146,050	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	DUNCAN ROAD (KAINGAROA)	10105	\$ 949,325	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	FISHER-RILEY ROAD	2820	\$ 321,310	yes	Approval will be sought following investigations	Q1 2025
Stage 1b	FRYERRD	2892	\$ 460,000	yes	Approval will be sought following investigations	Q1 2025
Stage 1b	FRYERRD	3487	\$ 230,000	yes	Approval will be sought following investigations	Q1 2025
Stage 1b	HONEYMOON VALLEY ROAD	5585	\$ 251,936	yes	Approval will be sought following investigations	Q2 2025
Stage 1b	IWITAUA RD	6252	\$ 230,000	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	LARMER ROAD	2117	\$ 876,300	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	MANGAMUKARD	7860	\$ 172,500	yes	Approval will be sought following investigations	Q1 2025
Stage 1b	MATAWAIA - MAROMAKU	7182	\$ 172,500	yes	Approval will be sought following investigations	Q2 2025
Stage 1b	MONUMENTRD	6844	\$ 172,500	yes	Approval will be sought following investigations	Q2 2025
Stage 1b	ORURU ROAD	2348	\$ 328,613	yes	completed	complete
Stage 1b	PAPONGA ROAD	2453	\$1,022,350	yes	Approval will be sought following investigations	Q1 2025
Stage 1b	PARANUIRD	4460	\$ 172,500	yes	Approval will be sought following investigations	Q1 2025
Stage 1b	TAPUHI RD	8730	\$ 287,500	yes	Approval will be sought following investigations	Q1 2025
Stage 1b	TE RORE ROAD	3039	\$ 219,075	yes	Approval will be sought following investigations	Q2 2025
Stage 1b	WAIARERD	28085	\$ 287,500	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	WAIAREROAD	28047	\$ 365,125	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	WAIKAREROAD	8444	\$ 511,175	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	WAIKAREROAD	10600	\$ 365,125	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	WAIKAREROAD	19970	\$ 219,075	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	WAIMATE NORTH RD	3227	\$ 638,250	yes	completed	complete
Stage 1b	WHANGAE ROAD	2700	\$ 264,500	yes	Approval will be sought following investigations	Q4 2024
Stage 1b	WHANGAPERD	6228	\$ 730,250	yes	Approval will be sought following investigations	Q2 2025
	MANGAMUKARD	4535		ves	Approval will be sought following investigations	Q1 2025

Nb: construction timing is best estimates until investigations are completed, and procurement strategy is confirmed.

NZTA, Waka Kotahi Investigation and Design funding as well as Construction funding has been confirmed across all sites (not included in the above table). Council local share applies to physical works.

Corridor Access Requests (CARs) and Temporary Traffic Management

CARs and Temporary Traffic Management Applications

There were 61 CAR applications received for works in the road reserve across Far North district in February. A breakdown of the activities in the graphs shows a large number of Asset Inspections, Surveying and Test pits due to planning next year's rehabilitation works and upcoming slip works.

20% of applications related to State Highway work and the balance of works were spread across activities – these numbers are still low for what we would expect for such a large network.

FNDC's TMC will be visiting road maintenance contractors, Ventia and Fulton Hogan to discuss the use of the Global CAR and set expectations of new traffic management plans being submitted for work that is not cyclic or routine.

Corridor Access Requests (CARs) - Far North ASSET INSPECTIONS/MAINTENANCE STATE HIGHWAY WORK ROAD CONSTRUCTION / MAINTENANCE TELECOMMUNICATION WORK ROADING DRAINAGE/SLIP REPAIR WORK Type VEHICLE CROSSINGS Work BUILDING/DEVELOPMENT SITE WORK EVENTS: MUSIC.SPORT.PARADE.OTHER TELECOMMUNICATION WORK BRIDGE WORK POWER WORK 10 15 20 0 Total = 61

There were 48 CAR applications approved in February for Far North district.

Work Completion Notifications, Reinstatement Inspections and Traffic Management Audits

There were 83 Corridor Access Requests (CARs) completion status updates in February and six temporary traffic management safety audits. Four sites scored 'High' and the other two audits scored ratings of 'Acceptable' and 'Needs Improvement'.

TTM Review Panels were held on 13 February to review unacceptable, unsafe, Stop Work or noncompliant traffic management sites. There were no new work sites reviewed in the month of February.



Other TTM Updates

- As a result of some intensive and collaborative multi-agency planning undertaken leading up to the event, Waitangi Day celebrations went relatively smoothly with only minor issues encountered. Kia Tupato managed the local road traffic management while Fulton Hogan was responsible for State Highway.
- Collaboration between contractors on the Landing bridge ensured that the road closure could be reopened ahead of schedule. Steve Bowling repaired the bridge surface while Ventia and Tarmac worked together to resurface the bridge approach. T8 Traffic Control installed and monitored the closure. Conscious that the community have a low tolerance for a full road closure with Kerikeri traffic being detoured around the State Highway, the team worked day and night to get the bridge repaired and opened as soon as possible. approach finished in good time



Work has ramped up on the process of transitioning from the Code of Practice for Temporary Traffic Management (CoPTTM) to the new risk-based Temporary Traffic Management (TTM) system including:

- 1 Feb State Highway Trial meeting with Fulton Hogan
- 8, 19 Feb ISG Good Practice meeting focus on Practice Notes
- 14 Feb Facilitate update to keep North Island RCAs informed
- 15 Feb ISG Commercial Procurement meeting focus on Problem Statement/Objective
- 21 Feb Meeting with Auckland Transport TTM Transformation team
- 22 Feb In-person TTM Industry Steering Group (ISG) meeting at Chevron Auckland
- 29 Feb Webinar: TTM Training Credentials Framework

HOKIANGA FERRY (KOHU RA TUARUA)

Revenue

The February 24 revenue was higher when compared to the same period last year. This month saw better weather conditions than last year for the same period (notably Cyclone Gabrielle), that suppressed visitation to the region and led to 50 cancelled sailings across three days.



February 2024	February 2023	Difference
\$57,555.00	\$37,983.00	\$19,572.00

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

Patronage & Service Information

The Ferry service carried a daily average of 607 passengers and 298 vehicles for the month of Feb 24. The schedule departures were 96% on time for the months with 97 shuttling's and 4 after hours charters.

Unique visit to the Hokianga pages within Northland Ferries website were up by 47% this month when compared to last month.

There were no customer complaints received and only two 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:

- a. All engine oil change.
- b. Replace #2 house belts
- c. Grease ramp mechanisms
- d. Check fire/bilge pump operation.
- e. Concrete ramps treated with chlorine.

Furthermore, a total of 14,000 litres of fuel were filled in the vessel. In the last twelve months, 181,948.50 litres have been purchased against 13,220 engine running hours that averages 13.8 litres per hour of operation.

Asset Renewal

The following asset renewal activities were carried out this month:

- a. Life jacket storage box fabrication fabrication works started
- b. Passenger cabin seat replacement 75% complete
- c. Graffiti mitigation in passenger cabin materials arrived, work to commence next month.
- d. Engine room lighting materials arrived, and installation commences next month.
- e. Deck Renewals preparatory works Offer of Service requested from Marine Surveyor for Hull NDT scope of works.

Health & Safety, Risks

There were no incidents or near misses recorded for the month. 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 Feb 24.

Streetlighting

The streetlight maintenance and renewal contract's now in it's second separable portion and following activities are underway:

- A comprehensive annual day inspection for FNDC streetlight assets is work in progress, this includes pedestrian crossings, arterial, collector & minor roads as well as amenity lighting in the district. This is part of the annual asset condition assessment.
- Sample inspection of out of warranty CREE LED way model luminaires is underway. There has been ingress of water and dust/dirt in the luminaire which has caused some to fail. First round of meeting with supplier of luminaires has been completed this month. Further information is being sought form our contractor to determine a way forward.
- Additional sample inspection of Orange Tek brand luminaires is also underway to ascertain the cause of the premature failure of the shorting caps. First round of meeting with supplier of luminaires has been completed this month. Further information is being sought from our contractor to determine a way forward.
- Colchek (non-destructive testing of steel streetlight poles) on 20 streetlight columns had been carried with 5 columns failing the test. These are planned to be replaced as part of streetlight renewals activity in this financial year.

Lighting design reviews for streetlighting related to new developments and early planning are ongoing. The lighting design review/briefs for Wiroa, Pukepoto, Russell heights and Cobham rd were done this month.

CUSTOMER REQUESTS

The volume of customer requests has continued to increase in volume during February (541 requests received during the month, 9.5% increase from January). At the end of February, there were 497 open requests, being a 4.6% decrease from the prior month.

The spike of requests received includes an increase in Elected Member enquires and unsealed road enquiries.





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Summary

February has been another busy month with solid progress made on all contract works. Routine grading and mowing have continued to occur when weather conditions allowed. March will see our teams largely finish our busy summer construction period, with pre surfacing repairs, resurfacing and pavement construction in their final stages. Storm damage works will continue and expand, with good progress made to date on many of the sites from the 2022 and 2023 weather events.



FH Excavator Operator George Proctor, finishing the clearing on our last pavement construction job for the season, the Ruaroa Rd Seal Extension.

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

Works Programme

A total of **633** work items were completed this month. This included **497** 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 23 out of 343, or 6.7%, of unsealed roads
- Metalling was completed on 3 out of 343, or 0.9% of unsealed roads
- Potholing was completed on 84 roads, with 246 jobs completed
- Roadside mowing was completed on 8 roads
- Emergency works were completed for 2 jobs this month.

Aggregate Usage

The following maintenance aggregate was used during February, the equivalent of 7 truck loads of metal:

- GAP 30 51 m3
- GAP 40 0 m3

Cyclic Works Completed

• Remarking of road centre lines and edges lines is in progress.

Drainage Maintenance and Renewals

- 161 cesspit grates were cleared
- 0 culvert marker were replaced
- 1 culvert ends were cleared
- **0** culverts were flushed
- 9m of culvert pipes were replaced

Road Furniture Activities

- 18 signs posts were replaced
- 4 posts were painted
- 21 signs were replaced
- 6 signs were straightened
- 5 signs were cleaned
- 0 bridge edge markers were cleaned and 1 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 February.

Environmental Management

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

Community Issues / Complaints

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

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

Positive Feedback

2 unsolicited positive feedbacks were received this month.

• Trevor Green, NTA Renewals Manager, noted his appreciated of a job well done on the Sommerville Ave Stormwater Upgrade and Pavement Rehabilitation.

RENEWALS PROGRAM	ACTION
 2023/2024 Renewals Programmes: Sommerville Ave Rehab – This is being sealed today. Trevor noted that the site was looking good in the photos, noted his appreciated for a smooth job that has gone well with no issues, high quality, a job to be proud of that is much appreciated by NTA. A few driveways and top soiling still to be completed. 	

 Our Safety Improvement job on Kaitaia Awaroa Rd at Pukepoto was featured on Northlands More FM breakfast show after receiving great feedback on the Kaitaia Noticeboard Facebook page. STMS Ropi Nathan and his team have become world famous in Kaitaia for their 'Mana waves', which have been keeping the public smiling as they pass through our roadworks site. A video of the site received 719 likes and loves and 94 comments of appreciation from our local community.

Maintenance Programme March 2024

• Grading, metalling and pothole repairs will continue to be completed when weather allows, with the summer unsealed pavement maintenance strategy in place to reduce ineffective grading and metalling programs during dry weather.

• Pre reseal pavement repairs are largely complete with this budget insufficient to allow all required pre reseal repairs to be completed this year.

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

North Area – February 2024		
Week 1	71.014 km	
Week 2	238.841 km	
Week 3	318.001 km	
Week 4	263.284 km	
TOTAL	891.140 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	Stabilised and sealed.	Final topsoil.
Midgeley Rd RP 600-1900	Driveways complete.	Final snag list.
Pawarenga Road RP 2306-2956		Project deferred by NTA.
Kaitaia Awaroa Road RP 28450 -		Project deferred by NTA.
30140		
2023/24 Seal Extensions:		
Ruaroa Rd RP 3008-5681	Completed drainage.	Run in metal, stabilise and seal in
	Commenced pavement works.	sections.

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

Reseals

Length Completed Feb 2024	Length Outstanding FY 2023/24				
1085m completed					
Sites Completed Feb 2024:					
Awaroa Rd 0-1085					
Awaroa Rd 1085-1250 (Partial)					



Pre reseal repair ready for stabilising on West Coast Rd

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



Safety improvement works at Kaitaia Awaroa Road (Pukepoto)



Safety improvement works at Kaitaia Awaroa Road (Pukepoto)



Ruaroa Rd Seal Extension - Pavement Overlay in progress



Sommerville Ave Stormwater Upgrade and Pavement Rehabilitation - New Seal

Footpath Renewals & New

Length Completed Feb 2024	Length Outstanding FY 2023/24			
• 130m				
Sites Completed Feb 2024:				
Cable Bay Block Road				

Health and Safety

• 56 Leadership safety actions were completed, documenting safety conversations between our leadership team and crews.

• Safety improvements suggestions were documented, including installing additional radios in equipment to improve site communications.

- No H&S Training completed this month.
- No injuries occurred this month.

Туре	<u>Number</u>	Number to	Days since last		
	during	<u>date</u>	<u>incident</u>		
	period				
LTI	0	4	91		
MTI	0	2	776		
FAI	0	0	1976		

Warren Gore Kaitaia Branch Manager Freya Coppins Kaitaia Construction Manager

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



1. SUMMARY

What a breath of fresh air this summer has been! Much the opposite to last year. With only 23mm of rain in February verses 223mm last year, this summer has allowed us to complete many projects and keep our year on track. A brief spell of rain received late in the month permitted us to grade a few of the highly trafficked unsealed roads such as Matawai-Maromaku Road. While this rain was welcomed with open arms by Northlands declining water supplies, it didn't last long, and the pavements quickly returned to their hard summer status. We will continue to grade when conditions allow, however the maintenance grading programme remains on hold.

	Rainfall												
Date	Jan	Feb	Mar	Apr	Мау	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
2024	64.0* 🖊	23.2 🖊											87.2* 🖊
2023	276.8* 🕇	223.1 🕇	27.4* 🖊	216.6 🕇	317.2* 🕇	177.2* 🕇	102.8* 🖊	68.4 🖊	47.2* 🖊	53.4* 🖊	57.4* 🖊	65.0* 🖊	1632.5* 🕇
2022	95.2 🕈	168.6 🕇	198.2 🕇	169.6 🕇	171.8* 🕇	192.2* 🕇	467.4* 🕈	316.4 🕈	149.4 🕇	180.0* 🕇	284.8* 🕈	100.8* 🕇	2494.4* 🕇
2021	68.2 🖊	167.4 🕇	130.6 🕇	157.8 🕇	111.8 🖊	287.0 🕇	303.2 🕇	147.0 🖊	239.2 🕈	420.8 🕇	104.2 🕇	88.4 🖊	2225.6 🕇
2020	20.6 🖊	14.8 🖊	119.8 🕇	107.8 🖊	217.0 🕇	177.0 🕇	253.8 🕈	215.8 🕈	51.6 🖊	59.4 🖊	128.8 🕈	14.0 🖊	1380.4 🖊
2019	6.8 🖊	93.4 🖊	88.2 🖊	81.0 🖊	63.2 🖊	125.2 🖊	189.8 🖊	124.8 🖊	116.4 🖊	127.6 🕇	75.0 🖊	57.0 🖊	1148.4 🖊
2018	141.6 🕇	192.6 🕇	206.4 🕈	89.4 🖊	123.6 🖊	206.0 🕈	92.8 🖊	98.6 🖊	107.6 🖊	47.2* 🖊	75.6 🖊	71.8* 🖊	1453.2* 🖊
2017	42.6 🖊	84.8 🖊	176.4 🕇	277.8 🕈	113.4 🖊	166.4 🖊	153.2 🖊	177.2 🕇	149.6 🕇	80.2 🖊	106.2 🕇	27.2 🖊	1555.0 🕇
2016	157.4 🕇	130.8* 🕇	61.6* 🖊	118.6 🖊	61.2* 🖊	171.0 🕇	137.2 🖊	115.2 🖊	33.2 🖊	57.6* 🖊	103.2 🕇	14.6 🖊	1161.6* 🖊

Our February claim included completion of a variety of work such as preseal repairs, sealing, maintenance, construction activities, storm recovery works and sealed & unsealed rehabs.

After some drainage activities on Owae Road, Rays culvert turned pre seal repair crew returned to Russell in late February to undertake the last lot of the repairs for the season which includes, digouts, stab patches and shoulder corrections. We estimate this to be two weeks before completion, when our sealing crew will head over to close out the last reseals of the season. We then have a small Sealed Rehab on Paroa Bay Road for the same team to sink their teeth into. This will give the group an opportunity to grow and develop their careers, along with providing added support and flexibility to the wider Puketona branch.

Brian joined the construction division in February, giving Cookie the opportunity to step in and run unsealed rehabs on Wharepunga and Omanaia Roads. The crew reunited later in the month when they moved to Otaha Road to commence more unsealed pavement works. Takou Bay Road will be the next job on the cards.

Alexs crew have completed the Pipiwai Rd rehab site, and it looks fantastic with the sealing and line marking all complete. Cumber Rd was the next sealed rehab on the list, and as of late Feb, approximately 1000m3 of aggregate had been laid and the site has been successfully stabilised, ready for sealing any day!

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While the unsealed patrol crew frantically try to cover the network fixing potholes throughout summer, the sealed patrol spends lots of their time removing the rapid-growing Northland flora from the vegetation envelope and footpaths. An often tedious and very hot job, these two crews put their heads down and go the extra mile to keep the network safe for motorists!

Our signs duo had a small reprieve from their normal activities and got involved in the Waipapa landing bridge repair, and also began fixing a damaged bridge on Cumber Road after it was struck by a truck. As normal they have been covering the network removing graffiti and repairing vandalised signs.

Rob Savage

2. WORK PROGRAMME

A total of 1,565 individual work items were completed throughout the month of February, of which 1,495 were routine find and fix issues, 0 cyclic or annual rounds, 39 were programmed works, 23 renewals / capital projects, and 8 were callouts or emergency response works.

March 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. 395 completed, of which 43 have been audited by the NTA team.

Unsealed:

There are currently 0 un-sealed inspections running overdue. 219 were completed of which 25 have been audited by the NTA team.

Drainage

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

Network Area Inspection					
South Area – February 24					
Week 1 151.2 km					
Week 2	134.3 km				
Week 3	454.9 km				
Week 4	287.2 km				
Total KM	1,027.6 km				

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4. ROUTINE WORKS COMPLETED

Routine maintenance activities completed in February:

- 34 sealed potholes repaired.
- 376 unsealed potholes repaired.
- 3.5km of unsealed roads graded equating to 0.45% of the total unsealed network.
 - *Reduced as weather warms, with loss of pavement moisture content.* Late in the month rain has allowed crews to begin grading where possible on the identified list.
 - 72 or 4.6% of dispatches for February have been audited by the NTA team.
 - 72 Routine

•

• 388 Catchpit entrances cleared.



Routine Response Time Band checks

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5. DRAINAGE MAINTENANCE & RENEWALS

Drainage maintenance activities completed in February:

- 88m of heavy water tabling (Storm recovery packages & scheduled work).
- 101m of water table reconstruct/scouring. (Storm recovery packages & scheduled work).
- 75m of Culvert pipes replaced/new.
- 12 Culverts flushed.

The culvert crew had a break from preseal repairs earlier this month and were back installing culverts on the Cumber Road Rehab, Whaakaurau Valley and Owae Roads. The culvert replacements in the Karetu area were welcomed by locals who have had access issues after recent weather events.



Owae Road / Greenacres Road

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6. EMERGENCY WORKS

We attended a small tree that came down on Wharau Road after hours. We also had a close call on Takou Bay Rd were our crews encountered a tree that had fallen onto power lines, snapping them, and blocking the road. Top Energy were quick to the scene.

Our signs crew carried out some emergency repairs on Cumber Road bridge after it was hit by a truck, causing significant damage to the brdge structure.



Cumber Road Bridge Repair

7. PREVIOUS WEATHER EVENTS

Northland Tree Works cleared one of their last remaining Gabrielle sties Waimatenui Road up where several very large pine trees were removed. Darroch Contracting carried out some of the smaller remaining jobs table including water repairs on Greenacres Drive Rangiahua and Roads.



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Rangiahua Road / Greenacres Road

8. FOOTPATH MAINTENANCE/RENEWALS

Our footpath crew have finally finished concreting at the new Waipapa Sports complex and are back into footpath renewals in the Haruru area. They'll head to Tahuna Road in Waitangi next and then carry on through to Joyces and Williams Road in Paihia.



Wilson Road



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9. ROAD FURNITURE ACTIVITY

- 14 new signs installed or replaced (damaged or missing)
- 6 signposts replaced/new.
- 30 signs re-erected or straightened.
- 51 signs/posts cleaned.
- 89 posts painted.
- 10 metres of railing replaced. *routine & ordered
- 29 edge marker / delineators replaced & straightened.

10. ORDERED WORKS

Ordered works were carried out:

- 565m2 of Digout & Stabilized patch repairs
- 6.5m Edge breaks/Shoulder repairs

11. UNSEALED NETWORK

Unsealed rehabs were carried out on:

- Wharepunga Rd RP 0 2700
- Takou Bay Rd RP 1340 2923



Wharepunga Road

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12. PAVEMENT REHABILITATIONS

1. *Pipiwai Rd 12274-12610m -* Alexs crew completed the Pipiwai Road Rehab, and it has been sealed. A fantastic new asset for the local community







Pipiwai Road

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



2. Cumber Rd 0-421m

This Rehab is well underway with all the digouts, culverts, subsoil drains and over 2000m3 of metal all down and stabilised on the 1st of March.



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13. RESURFACING

In February the Sealing team completed 15.07kms (107,429m2) in the FNDC area and 6.9km (50,531m2) in the KDC area. The team has focussed on completing the sealing in the FNDC area while preseal repairs are completed in the KDC area. The plan is for the sealing team to head to the KDC area early March and complete all possible reseals.

Year-to-Date Reseal Figures:

Approximately 51.07 km's of roads within the FNDC network and 10.9 km's of roads in the KDC area had been resealed by the end of February 2024.





Settlers Way / Sullivans Road

We were lucky enough to be able to time the Waipapa Landing Bridge repair closure with the reseal of the bridge deck surface, and an Asphalt rehabilitation. A huge collaborative effort between Steve Bowling Contractors, Tarmac, FNDC, T8 and Ventia allowing us to all work together to achieve the best results, and even finish ahead of schedule. A huge thanks to the team at Steve Bowling Contractors allowing us to utilise the same site closure. Teamwork makes the dream work!



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14. ROAD ACCIDENT REPORT

Sadly, one of our crews had to attend a fatal crash on Otiria Rd to provide traffic management assistance to the police.

15. RAMM ISSUES



No major issues in February 24 – Any development & minor operational issues encountered in the system are being recorded to provide feedback to Think project each month.

16. CUSTOMER SERVICE ISSUES / COMPLAINTS

Ventia Customer Service Request Comparison, November 2023 to January 2024

Number	of RFS's										
		Tree Down	Stormwater	Stormwater		Unsealed	Sealed				
Month	Vegetation	/Slip	Urban	Rural	Signage	Roads	Roads	Footpaths	Bridges	Flooding	Total
Nov-23	32	6	15	12	6	38	25	5	1	0	140
Dec-23	12	3	7	2	3	21	11	7	1	0	67
Jan-24	35	8	11	7	7	35	14	10	1	0	128
Percentaç	Percentage of RFS's										
		Tree Down	Stormwater	Stormwater		Unsealed	Sealed			í I	
Month	Vegetation	/Slip	Urban	Rural	Signage	Roads	Roads	Footpaths	Bridges	Flooding	Total
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	17.9%	4.5%	10.4%	3.0%	4.5%	31.3%	16.4%	10.4%	1.5%	0.0%	100%
Jan-24	27.3%	6.3%	8.6%	5.5%	5.5%	27.3%	10.9%	7.8%	0.8%	0.0%	100%



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17. COMPLIMENTS

We received five compliments for the month of February.

Customer emailed saying – "Many thanks or trimming the trees back on Te Ahu Ahu Road, they look great."

Customer emailed saying - "First of all, I would like to thank you for the work done to Range Road."

Customer emailed saying – "Contractors have done the job, and she is wanting to thank the guys who did it for doing an amazing job of clearing the overhanging trees on Thursday/Friday."

Mayor Moko emailed saying - "Thanks for making the works on Haruru Falls Road happen".

Customer emailed saying – "Compliment for Tractor mower guy who did a lovely job of mowing both sides of Quarry Road, Kaikohe yesterday. Please pass on compliment to worker, thanks.

18. HEALTH & SAFETY & WELLBEING

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

After contacting Ventia, Kelly Sproule (NTA) came to our monthly toolbox speak about his previous incident, offering deep insights into his own accident experience from eight years ago.

Kelly's commitment to safety is truly commendable. He exemplifies a genuine concern for the well-being of all Contractors working out on his networks and demonstrates an unwavering dedication to ensuring that everyone returns home safely each day. His passion for fostering a culture of safety is amazing. His willingness to share his story has undoubtedly left a lasting impact on all who had the privilege of hearing it at our Roading



branches. I am confident that his insights will continue to resonate within our organisation both field and office-based staff, further reinforcing our commitment to prioritising safety above all else. Thank you once again for your continued support in fostering a culture of safety between the NTA and Ventia teams.

In our Branch Toolbox held on 13th of February, at the Kerikeri Sports Complex we covered off multiple external industry events from around the country including:

- Sprains, strains, and back injuries
- Trench collapse

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We had an incident on Wharepunga Rd where a subcontractor's trailer rolled off the road onto its side. After an investigation, we found the main cause to be the hoist was put up too high triggering the weight to be transferred to the rear wheels. This in turn caused the trailer to wheel walk off the road. The trailer was safely recovered and there were no injuries.



19. TRAINING

In February, we completed part two of an extensive Traffic Management and Worksite Training (TTMW)

initiative, after successfully completing the first part of the training program. We now have 47 new people trained TTMW workers at our Puketona branch.

We also had 5 of our Puketona staff renew their STMS CAT A/B which adds a huge addition of knowledge and flexibility to our workforce.

Looking forward, March marks the commencement of mandatory Manual Handling Training and spotter safety training, reinforcing our commitment to comprehensive employee development and safety across our workforce.



Danika / Marie / Kurt / Duane / Thorne

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20. ENVIRONMENT

In February we had no notifiable incidents to report. We also spent a day cleaning up one of our Cyclone Gabrielle dump sites in preparation for the upcoming wet months.

21. ANNUAL ROUTINE ACTIVITY ACHIEVEMENT

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

Biennial Painting of All Rails	0%	- on hold due to funding.
Biennial Parapet Painting of Bridges	0%	- on hold due to funding.
Annual Cleaning of EMP's	0%	- on hold due to funding.
Annual Sucking of All Sumps	0%	complete
Biannual sweeping	0%	complete
Urban Vegetation Spraying	0%	complete *2 nd round to start March-24
Rural Vegetation Spraying	0%	complete *2 nd round to start March-24
Line marking Network Remark	0.2%	complete *minor additions

22. SMALL TO MEDIUM ENTERPRISE (SME) BUSINESS ENGAGEMENT

Summary of SME engagement through the last financial year - 1st July 23 to 30th June 24.

Measurement	Qty
Local Contractor component of work	41%

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23. OTHER WORK IN PROGRESS

The Construction team progression on projects as per below:

Waipapa Sports Complex

All kerbing work has been completed and the concrete crew has finished all footpaths and cesspits. The base material has been placed and compacted with just a few tests to be undertaken before the membrane and asphalt is laid. Line marking will follow soon after. The construction team is currently working on the path that will give the public access from the carpark to the clubhouse.







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Waikare Slip Repair

The Waikare slip repair is progressing very well with GSI and DCL doing excellent work. The manhole structure has been completed and the gabion baskets are being installed.

GSI have been drilling and installing launched soil nails to stabilize their section of the slip. The preparation and open communication with the locals have helped with the smooth running of the project.



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

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24. IN THE COMMUNITY

More than 30 organisations, including Far North District Council, took part in the career's expo in Kaikohe on the 28th February, which aims to connect job seekers with potential employers as well as helping those keen to explore education opportunities and training.

Ventia had a stall set up where various staff members attended throughout the day to talk to and engage with youth looking for a career in construction and roading.

It was a successful day with a lot of positive feedback!



Nga Mihi

Rob Savage

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

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

6.2 TRANSPORT CHOICES - KERIKERI ACTIVE MODE ALTERNATIVES

File Number: A4643900

Author:Elizabeth Stacey, NTA Road Safety and Traffic EngineerAuthoriser:Tanya Proctor, Head of Infrastructure Strategy

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this briefing is to present Te Koukou Transport Committee possible options for the Kerikeri Active Modes Transport Choices project as well as give an update on work with the FNDC Communications team around messaging to improve yielding to pedestrians when and where required.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

Following the Minister's decision and notification in December 2023 to withdraw Transport Choices funding previously allocated for the Kerikeri Active Modes project, staff have been requested to reevaluate the scope and focus of the project in order to better align the proposed infrastructure and outcomes with the evolving needs of Kerikeri.

The rescoped Kerikeri project focuses on targeting investment in areas where people want to go; between homes, shops, schools and leisure facilities. The project area encompasses Retirement Villages, the Central Business District, schools and community services such as parks, libraries and churches. The Kerikeri/Waipapa area is the fastest growing in the Far North, particularly in those retiring to the Far North. The proposed project will supplement the existing vehicle network and extend the ability of people to travel independently whether they walk, ride or drive.

In addition to the revised longer-term improvements identified within the revised scope document, following several reports of vehicles not yielding to pedestrians at commercial driveway crossings staff are working with the FNDC Communications Department to create a Districtwide campaign regarding the give way rules for pedestrians.

TŪTOHUNGA / RECOMMENDATION

That the Te Koukou - Transport Committee receive the report Transport Choices - Kerikeri Active Mode Alternatives.

TĀHUHU KŌRERO / BACKGROUND

In December, 2023 the Minister of Transport announced the cancellation of projects funded under the Climate Emissions Reduction Fund (CERF) also known as Transport Choices. For the Far North District this meant the cancellation of two projects, Kerikeri Active Modes and the Far North Bus Services.

Staff were asked to re-scope the Kerikeri Active modes project in hopes that funding for this project could be reconsidered by Central Government.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

Using the available pre-implementation funding under Transport Choices (100% Government Funded), staff have refined the design of the project to make a significant portion of the central area of Kerikeri barrier free for walking, cycling and travel by mobility impaired users. The refined project focuses on reducing traffic delays caused in the Central Business District at peak hours and improving safety for the most vulnerable road users. The revised project aligns with the one of the stated objectives within the recently released draft 2024/34 Government Policy Statement on Transport by investing in improvements to the existing walking and cycling network by both

reducing congestion and improving safety in an area where we already have a demonstrated volume of pedestrians.

The revised project focuses on a core "loop" of roads; Kerikeri Road, Hone Heke Road and Cobham Road. The work builds off enhancing the existing network by infilling or rebuilding the existing footpaths, providing safe crossings and prioritising pedestrians at commercial driveway crossings. Staff will continue to work with our consultants to refine the design based on these concepts and provide elected members with the information required to seek additional funding for this project.

In addition to the revised scope. It has also been raised by Cr. Court and through numerous RFS's, that vehicles are often not yielding to pedestrians at commercial driveway crossings such as the New World in Kerikeri, McDonald/Warehouse in Kaikohe and the Z Station in Kaitaia. In an effort to address this in the short term staff are working with the FNDC Communications Department to create a Districtwide campaign regarding the give way rules for pedestrians.

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

There are no financial implications as a result of this information paper, noting there are presently no Council budgets allocated to complete this revised scope of work.

Should Te Koukou Transport Committee elect to progress these projects, funding would need to be pursued / obtained as opportunities arise via alternate Central Government funding sources.

ĀPITIHANGA / ATTACHMENTS

1. Kerikeri Transport Choices - Revised Project Scope - A4643785 🕂 🛣





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С							
D							
E							
F							
F							

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Kerikeri Removal of Barriers to Mobility



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Kerikeri Removal of Barriers to Mobility

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1. Executive summary

two projects were selected in the The Far North District Council area under the Climate Emissions Reduction Fund (CERF). The projects sought to improve access to alternate modes in the Far North. Although both projects were in the detail design phase, further funding for construction was declined in the December, Minister of Transport announcement.

This project seeks reconsideration of the funded project known as Kerikeri Active Modes. The project has been rescoped/refined to focus on areas where there is already a high number of pedestrians of all ages, and seeks to improve infrastructure and attract more users. Under the draft Government Policy Statement on Transport, projects should focus on economic growth and productivity, safety and value for money.

The rescoped Kerikeri project focuses on targeting investment where people want to go; between homes, shops, schools and leisure facilities. The project area encompasses Retirement Villages, the Central Business District, schools and community services such as parks, libraries and churches. The Kerikeri/Waipapa area is one of the fastest growing in the Far North, particularly in those retiring to the Far North. The proposed project will supplement the existing vehicle network and extend the ability of people to travel independently whether they walk, ride or drive.

The proposed project enhances the existing network, rather than replacing it. It provides safe and convenient connections between major destinations and removes barriers to uptake of alternative modes. Additionally, the proposed enhancements to the network have the ability to extend the independent travel of Kerikeri's growing retirement population.

By addressing these elements there is hope that funding for implementation of this project can be reconsidered.



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22/03/2024

Kerikeri Removal of Barriers to Mobility



2. Introduction

During 2022/23 a project was developed as part of the Government's Transport Choices Programme. This project sought to encourage modal shift within the Kerikeri community by providing shared paths and connections to encourage the use of walking and cycling.

The project was advanced to high level of development with the design being procurement ready and there being a large amount of community buy-in courtesy of the significant community engagement undertaken as part of pre-implementation phase.

With the change of government in November 2023 implementation funding is no longer available for the Kerikeri Active Modes Transport Connections project.

To attempt to maintain momentum and satisfy community expectations the Far North District Council have refined the design of the Transport Choices project to make a significant area of the central area of Kerikeri barrier free to for walking, cycling and travel by mobility impaired users. The refined project focuses on reducing traffic delays caused in the Central Business District at peak hours and improving safety for the most vulnerable road users. The revised project aligns with the draft Government Policy Statement on Transport by investing in improvements to the existing walking and cycling network by both reducing congestion and improving safety in an area where we already have a demonstrated volume of pedestrians.



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3. Kerikeri Town

Kerikeri is the largest town in Northland and the largest community in the Far North District. It is a service centre for the local area and has a significant horticultural industry. The population of the town is 8270 with 2076 (29%) being 65 and over, this compares with the national average of 15%. The town is home to Kerikeri High School, Kerikeri Primary School, a number of childcare facilities and NorthTec Kerkeri campus. It is the fastest growing area in the Far North District and services a population through work, school and services far greater than the population of the township.



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4. The Study Area

The study area is a circuit of the following roads

- Kerikeri Road
- Hone Heke Road
- Cobham Drive.

On or nearby to this circuit are the following key originators or destinations for that are appropriate for travel by walking, cycling or by mobility scooter.

4.1. Educational

4.1.1. Tertiary

• North Tec Kerikeri Campus

4.1.2. Schools/Kura

- Kerikeri High School (Roll 1639)
- Kerikeri Primary School (Roll (454)

4.1.3. Childcare

- Busy Bees Kerikeri
- Kerikeri Preschool

4.2. Retirement Facilities

- Kerikeri Retirement Village
- Medlifecare Oakridge
- Arvida The source of Wellbeing (off the study circuit)
- Quail Country Club (off the study circuit)

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4.3. Community Facilities

- Proctor Library
- Kerkieri Domain (Playground and skate park) •
- Turner Centre (Concert Venue) •
- Kerikeri Bowling Club •
- Kingston House Venue (weddings, family gatherings, parties and business meetings) •

4.4. **Retail/Refreshment**

- Kerkieri CBD Shops, Cafes and Restaurants
- New World Kerikeri
- McDonalds Kerikeri

4.5. Religious

- Kerikeri Baptist Church
- The Holy Family Catholic Church •
- Frontline Church •

Figure 1 shows the location of the above facilities.

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Figure 1 : Location of significant traffic originators or destinations.

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5. Current Conditions

Impediments to safe, convenient and barrier free travel on the current footpath network include;

- Narrow footpaths,
- Uneven footpaths,
- No footpaths,
- High use accesses without footpath priority measures,
- Poor Crossing facilities.

Examples of the above are in Figure 2-7below



Figure 2 ; Kerikeri Domain, narrow footpath with overhanging vehicles limiting effective width of footpath. Two mobility scooters would struggle to pass.

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Figure 3 : Footpath on Hone Heke Road showing stone scatter onto footpath



Figure 5 : New World exit showing poor pedestrian priority and footpath ride.

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Figure 6 : Intersection of Fairway Drive and Kerikeri Road showing absence of formal crossing facilities.



Figure 7 : Crossing of Kerikeri Road showing poor facilities and ride for wheeled devices.

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6. Target Audience

The target audience from the significant traffic generators is as follows;

6.1. School Children

Within the study area are two schools, Kerikeri High School and Kerikeri Primary School. These schools have rolls of 1639 and 454 respectively. Some of these students may already walk to school and improved infrastructure may encourage other to do likewise. In addition, after school many students may choose to walk to the CBD to access shops etc. Parent interviews done in development of the Transport Choices programme showed many parents would allow their children to walk or ride their bikes to school if there were safe infrastructure to do so.

6.2. Childcare facilities

Two childcare facilities exist in the study area. Barrier free footpaths and crossings may encourage parents with pushchairs to walk to the childcare facilities and between the childcare facilities and other community facilities such as playground and shops and cafes.

6.3. Retirement Villages

Currently the retirement villages within the study area have a total of 870 units, with an average occupancy of 1.3 people per unit this gives 1131 retirees within the study area. Whilst not all of these more senior people will have mobility issues many will. These issues vary between minor unsteadiness on their legs to walking with a stroller or travelling around in a mobility scooter. Improved pedestrian facilities will allow the occupants of these retirement villages to be confidently independently mobile for longer with a reduces likelihood of accidents involving slips trips and falls.



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7. Safety

7.1. Crash Analysis

Figure 8 shows the location of all crashes involving pedestrians, skateboards, wheelchairs, mobility scooters and cyclists within the project area recorded in the Waka Kotahi NZ Transport Agency CAS Database in the 10 years 2014-2023. Of these crashes four involved serious injury, eight minor injury and 3 were non-injury.



Figure 8 : Location of recorded crashes involving pedestrians, skateboards, wheelchairs, mobility scooters and cyclists 2014-2023.

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7.2. Crash Descriptions

A brief synopsis of these crashes is as follows;

- Cobham Road, Minor Injury. Car strikes pedestrian on crossing on Cobham Road,
- Cobham Road, Minor Injury. SUV reverses out of tyre depot and strikes a pedestrian,
- Cobham Road, Minor Injury. Possible intentional strike of pedestrian,
- Hobson Avenue, Minor Injury. Car strikes pedestrian on crossing on Hobson Avenue,
- Hobson Avenue, Minor Injury. Car strikes pedestrian on crossing on Hobson Avenue,
- Homestead Road, Minor Injury. Car strikes pedestrian on crossing at intersection with Kerikeri Road,
- Hone Heke Road, Serious Injury. Car strikes pedestrian on crossing on Hone Heke Road,
- Hone Heke Road, Minor Injury. Cyclist rides out into road causing collision between two vehicles taking evasive action,
- Hone Heke Road, Non-injury. School ends time, child runs through traffic and struck by car on Hone Heke Road,
- Kerikeri Road, Serious Injury. Pedestrian leaves bar crossing road, struck by a vehicle leaving an angle parking bay,
- Kerikeri Road, non-injury. Distracted elderly pedestrian walks into side of passing vehicle,
- Kerikeri Road, Minor Injury. Pedestrian crossing road struck by passing vehicle,
- Kerikeri Road, Serious Injury. Car strikes pedestrian on crossing on Kerikeri Road,
- Kerikeri Road, non-injury. Vehicle leaving retirement village struck by cyclist on footpath,
- New World Car Park Serious injury. Vehicle reversing out of parking space strikes pedestrian.

7.3. Crash Commentary

The majority of crashes involve pedestrians crossing the road either at a pedestrian crossing or midblock.

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8. Problem Statements

Based upon the site visits, public consultation and the crash history the following problem statements have been developed;

- Poor pedestrian crossing facilities is leading to a high prevalence of pedestrians being struck by vehicles at or near existing pedestrian crossings,
- Poor footpath width is leading to barriers to mobility for mobility scooter, pushchair and wheelchair users, two wheeled vehicles cannot pass. The only option for travel by bicycle is in shared lane with vehicles,
- Poor footpath surface regularity is leading to an increased likelihood of slips trips and falls to mobility impaired users. With the elderly a fall can often result in mobility ending injuries. The poor surface regularity is also a barrier to mobility and to any wheeled device such as electric scooters, prams or children on bicycles,
- High use accesses do not have sufficient pedestrian priority measures leading to a high number of conflicts between vehicles using these accessways and footpath users.



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9. Project Elements

To address the problem statement the project has the following elements;

- Enhancement to existing and creation of new pedestrian crossing points,
- The full route will have a minimum of 1.8m wide and ideally 2.5m wide barrier free footpath/shared path,
- Links will be provided from this footpath to significant usage originators or destinations via safe crossings and pedestrian priority driveway crossings.
- Improved intersections included reduced lane width and roundabouts with raised crossings. These
 improve the efficiency of the network not only for motor vehicles but significantly improve the level of
 service for pedestrians by providing priority crossings at these locations.



Raised platform pedestrian crossing.

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High use crossing



Narrow footpaths and obstructions as a barrier to mobility

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10. Cost Estimates

The preliminary cost estimates include for;

- Design and project development,
- Construction,
- MSQA,

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Contingency.

Preliminary cost estimates are shown in Table 1 below

Item	Estimate
Preliminary and General	\$692,400.00
Hone Heke Road Works	\$1,476,901.50
Cobham Road Works	\$592,493.00
Kerikeri Road	\$1,095,620.00
Daywork	\$18,400.00
Construction total	\$3,875,814.50
25% contingency	\$968,953.63
Expected construction cost	\$4,844,768.13
Design	\$242,238.41
MSQA	\$242,238.41
GRAND TOTAL	\$5,329,244.94

Table 1 Cost Estimates

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6.3 COMMUNITY BOARD FOOTPATH PROGRAMME UPDATE - 2021-2027

File Number: A4643607

 Author:
 Elizabeth Stacey, NTA Road Safety and Traffic Engineer

 Authorizon
 Tanya Broster, Head of Infrastructure Strategy

Authoriser: Tanya Proctor, Head of Infrastructure Strategy

TAKE PŪRONGO / PURPOSE OF THE REPORT

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

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

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

This briefing report is provided to give an update on the status of construction of the 2021-2024 Community Board footpath programme and confirm the proposed work for the 2024-2027 LTP period. The location and scope of the footpath works listed in this report has been discussed with and vetted through the respective Community Boards.

All sites previously reported as being constructed in the current financial year remain on track for completion.

TŪTOHUNGA / RECOMMENDATION

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

TĀHUHU KŌRERO / BACKGROUND

As part of developing the draft 2024-2027 Long Term Plan (LTP), staff has met with the each of the Community Boards to discuss the current programmed footpath projects and the Boards priority list for funding for the next LTP period. The work to confirm the proposed 2024/27 programme is a continuation of projects originally identified for the 2021-2024 footpath programme, noting each Board selected projects in excess of available funding in order to inform the community's priorities for future years (particularly noting no subsidy was available for the 2021/24 footpath programmes).

This report provides a further update to the report provided in November 2023 and provides the current status of delivery for the 2021-2024 programme includes projected expenditures, noting that project changes may affect these number.

Each Community Board's selection in workshop session for the 2024-2027 LTP is shown in the information below noting that this list may be subject to change based on funding allocations. (Noting there are no changes to these proposed programme from what was previously reported in November 2023).

Te Hiku Community Board:

Te Hiku Programme	Area	Sp	Projected Jend 2021- 2024 LTP	Proposed Spend 2024- 2027 LTP	Comments				
	2021-2024 Footpath Programme								
Ahipara Rd	Ahipara		\$81,000		Project Complete				
Oruru Road	Taipa		\$289,000		Project Complete				
Cable Bay Block Rd	Cable Bay		\$710,000		Project Complete				
Kotare St	Ahipara		\$46,000		Project Complete				
Taupata Place	Kaitaia		\$43,000		Project Complete				
SH 10 & SH 1 Corner	Awanui		\$0		To be completed by renewals work under maintenance prior to 30 June, 2024				
Takahe Road	Ahipara		\$190,000		Under Construction – onsite work begins 8/4/2024				
Design Fees/Staff Time			\$72,000						
	Propose	d 20	24-2027 Foc	otpath Program	me				
Mill Bay Road - SH10 to Rangakapiti	Mangonui			\$250,000	Recommend move to 24-27 LTP				
SH 1@ Gill	Awanui			\$150,000	Recommend move to 2024-2027 LTP				
Kaitaia Awaroa Road	Pukepoto			\$1,400,000	Enabling works this LTP under High Risk Rural Roads (HRRR) - recommend move shared path to 2024-2027 LTP				
Kaitaia Awaroa Road	Kaitaia			\$40,000	Recommend fund design in 24- 27, move construction to 2027-30 LTP				
Total Forecast Spend 21- 24 LTP		\$	\$1,431,000						
Total Forecast 24-27 LTP				\$ 1,840,000					

BOI-Whangaroa Programme	Area	Projected Spend 2021- 2024 LTP	Move to 24-27 LTP	Comments			
2021-2024 Footpath Programme							
Taumatamakuku Settlement Rd	Moerewa	\$156,000		Complete			
Reed Street	Moerewa	\$106,000		Complete			
Kellet St	Opua	\$31,000		Complete			
SH 11 Haruru	Haruru	\$678,000		Contract awarded to Ventia, work to begin April 2024			
Queen Street	Russell	\$137,000		Contract awarded – work begins when SH 11 Haruru is complete			
Design Fees/Staff Time		\$105,000					
Proposed 2024-2027 Footpath Programme							
SH 10 Waipapa	Waipapa		\$720,000	Design approval to be negotiated with Waka Kotahi			
Te Tii Road	Te Tii		\$605,000	Working with community on land acquisition options			
Wiroa Road	Kerikeri		\$1,500,000	SH10 to Airport – Phase 1 – 2.5m shared path width, may be design only.			
Total Forecast Spend 21- 24 LTP		\$ 1,213,000					
Total Forecast 24-27 LTP			\$ 2,825,000				

Kaikohe-Hokianga Community Board:

Kaikohe-Hokianga Programme	Area	Projected Spend 2021- 2024 LTP	Move to 24-27 LTP	Comments		
2021-2024 Footpath Programme						
Horeke Road: Existing to School	Horeke	\$70,000		Defer for external funding opportunities		
SH 12	Ohaeawai	\$180,000		Contract awarded – work to be complete by June 2024		
Parnell Street - Nimmo East	Rawene	\$170,000		Contract awarded – starting April 2024		
Parnell Street - Honey to School	Rawene	\$1,225,000		Contract awarded – starting April 2024		
Design/Staff Costs		\$99,500				
Proposed 2024-2027 Footpath Programme						
Koutu Point Rd: Kura to Koutu Loop Road	Koutu		\$250,000	Design complete – construct 24-27 LTP		
Manning Street	Rawene		\$422,000	Design complete – construct 24-27 LTP		
Recreation Road/Lindvardt Park	Kaikohe		\$60,000	Construct 24-27 LTP programme		
SH 12: Reservoir Rd to Showgrounds	Kaikohe		\$1,880,000	Preliminary design complete - construct 24-27 LTP and seek additional funding		
Total Spend 21-24 LTP		\$1,744,500				
Total Forecast 24-27 LTP			\$2,612,000			

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

All sites previously reported as being constructed in the current financial year remain on track for completion by June 2024.

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

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

Reported activities have been completed within existing approved Council budgets.

ĀPITIHANGA / ATTACHMENTS

Nil

6.4 FNDC SUBMISSION ON THE DRAFT GOVERNMENT POLICY STATEMENT (GPS) ON LAND TRANSPORT 2024-34

File Number: A4647180

Author:Calvin Thomas, General Manager - Northland Transportation AllianceAuthoriser:Tanya Proctor, Head of Infrastructure Strategy

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this report is to provide the Committee with a copy of the finalised FNDC submission on the Draft Government Policy Statement on Land Transport 2024-34.

The submission was lodged by staff on Tuesday 2nd April 2024, following approval by nominated Elected Members (as delegated at the February Te Koukou Transport Committee Workshop).

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

The draft GPS on land transport was released for Public Consultation on Monday 4th March 2024, with the consultation period opening on Thursday 7th March and closing at 12pm on Tuesday 2nd April 2024.

At the March Te Koukou Committee Workshop staff worked through the key points of the Draft GPS and captured Committee feedback to inform a formal submission by FNDC.

To meet submission timeframes the Committee agreed for final approval of the submission to be provided by Kahika Tepania, Cr. McNally and Cr. Court, with the finalised submission to be presented to the April Te Koukou Committee meeting.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee

- a) receive the report FNDC Submission on the Draft Government Policy Statement (GPS) on Land Transport 2024-34; and
- b) note the attached final FNDC submission.

TĀHUHU KŌRERO / BACKGROUND

The Government Policy Statement on land transport (GPS) sets out the government's land transport strategy. This includes, among other things:

- What the government expects to be achieved from its investment in land transport through the National Land Transport Fund (NLTF)
- What the government expects to be achieved from its direct investment in land transport
- How much funding will be provided and how the funding will be raised
- How it will achieve its outcomes and priorities through investment in certain areas, known as "activity classes" (e.g., the maintenance of state highways or road policing)
- A statement of the Minister's expectations of how the New Zealand Transport Agency (NZTA) gives effect to this GPS

At the March 2024 Te Koukou Committee Workshop Elected Members provided feedback to staff on the key areas of focus of the GPS that required covering in a formal submission.

The formal submission was drafted based on the combination of staff analysis and the Committee feedback obtained and provided to Kahika Tepania, Cr. McNally and Cr. Court on Thursday 28th March for review any approval.

Approvals to formally submit the feedback on behalf of FNDC was received as follows:

- Kahika Tepania via text @ 8:27am on Tuesday 2nd April 2024
- Cr. McNally via email @ 11:02am on Tuesday 2nd April 2024
- Cr. Court via email @ 11:46am on Thursday 28th March 2024

Following receipt of the required approvals the feedback was formally submitted on Tuesday 2nd April, prior to closure of the consultation period, and a full copy of the submission is provided as an attachment to this report for Committee member reference. The acknowledgement of receipt of FNDC's submission is provided below:

From: GPS <<u>gps@transport.govt.nz</u>> *Sent:* Tuesday, April 2, 2024 11:43:24 AM *To:* Dawn Spence | NTA <<u>Dawn.Spence @nta.govt.nz</u>> *Subject:* RE: Feedback submission on Draft GPS on Land Transport 2024-34 for Far North District Council

Kia ora Dawn,

• Thank you for Far North District Council's feedback on the draft Government Policy Statement 2024 (GPS 2024). We will include it as part our final analysis when the consultation period closes at 12pm today, Tuesday 2 April 2024.

•

• We may include your submission, in whole or in part (but not your name or contact details) when publishing feedback on the consultation process. Even if we do not publish details of your submission, it may be subject to a request for release under the Official Information Act 1982. If you do not want your submission published or released in response to a request under the Official Information Act, please let us know by 9 April 2024 and include the reason why.

•

• The Privacy Act 2020 governs how Te Manatū Waka Ministry of Transport collects, holds, uses, and shares personal information about you and the information you provide. You have the right to access and to correct this personal information. View the Ministry's Privacy Disclaimer here https://www.transport.govt.nz/footer/privacy-and-transparency-statement/

- - Thank you once again for providing us with your feedback.
- •
- Ngā mihi,
- The GPS Team

•	<u>gps@transport.govt.nz</u> <u>transport.govt.nz</u>
	The Inikad image cannot be displayed. The file may have been moved, renamed, or deleted. Verify that the link points to the correct file and location.
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MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

As noted above, all submitted feedback on the Draft GPS will be considered by Ministry of Transport as part of finalising the document.

The finalised version of the Government Policy Statement on Land Transport 2024-34 is currently expected to be released in June 2024.

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

Nil – Noting the GPS provides the direction to NZTA for the allocation of National Land Transport Plan (NLTP) funding which has a direct impact on the confirmed subsidy component of funding for

future Council Programmes. The NLTP funding outcomes are currently scheduled to be announced in early September 2024.

ĀPITIHANGA / ATTACHMENTS

1. FNDC Draft GPS on land trasnport 2024-34 feedback submission - A4647189 🗓 🛣



www.fndc.govt.nz Memorial Ave, Kaikohe 0440 Private Bag 752, Kaikohe 0440

> askus@fndc.govt.nz Phone 0800 920 029 Phone 09 401 5200

Feedback submission on Draft Government Policy Statement on Land Transport 2024-34

This feedback submission has been prepared by Northland Transportation Alliance on behalf of Far North District Council roading and transportation.

System Reform

We endorse the proposed system reforms aimed at amending the Land Transport Management Act to incorporate a 10-year investment plan that harmonizes with Local Government procedures. Additionally, we advocate for the implementation of a 30-year strategic infrastructure plan.

However, our support comes with recognition of significant challenges. Plans lacking secure funding fail to instill confidence within the industry. Establishing a transparent and committed program of works, accompanied by guaranteed funding sources, is imperative to instigate economic growth. Moreover, this approach facilitates the development of more efficient delivery models for long-term maintenance contracts, ultimately reducing operational costs.

Another obstacle we face is the misalignment and untimely release of the Government Policy Statement (GPS), which does not synchronize with Local Government timelines—a concern we've communicated through various feedback channels. While we acknowledge the shift from the previous administration's approach, releasing the GPS so late in the local government cycle, when most long-term plans and budgets are already under consultation, necessitates additional administrative efforts to align. This contradicts the objective of reducing administration and overheads as outlined in the GPS.

Strategic Priorities

Economic Growth and Productivity

We would like to highlight a notable oversight regarding the Roads of National Significance (RoNS) program. Specifically, there seems to be a lack of acknowledgment regarding the importance of the 'Alternative to Brynderwyns' route in Northland.

It's crucial to recognize that this route plays a vital role in the economic connectivity of Northland with the rest of New Zealand. Geotechnical reports indicate that in the event of a catastrophic failure, there is a significant risk of economic isolation for the region.

Given the potential implications for regional economic growth and productivity, and resilience, we urge decisionmakers to reconsider the significance of this project within the context of national transportation priorities. Addressing this issue proactively is essential to ensure the continued economic viability and stability of Northland, as well as to safeguard against potential disruptions to national supply chains and connectivity.

It's important to note that the Whangarei to Port Marsden rail project has not been included in the land transport program. This omission raises concerns regarding the potential implications for regional connectivity, economic development, and transportation efficiency.

Given the significance of rail infrastructure for both freight and passenger transportation, the exclusion of this project warrants further scrutiny. It is crucial to assess the reasons behind its absence from the land transport program and consider the potential impacts on the region's transportation network and broader socio-economic factors.

Addressing this omission may require advocacy efforts to highlight the importance of the Whangarei to Port Marsden rail project and its potential benefits for the community, industry, and overall regional development. Engaging with relevant stakeholders and decision-makers to prioritize and incorporate this project into future transportation planning initiatives is essential to ensure comprehensive and sustainable infrastructure development. We acknowledge the government's focus on addressing congestion issues in Auckland and Wellington through proposed directions for public transport. However, we express concern that this emphasis may inadvertently overlook the needs of lower socio-economic areas, where communities heavily rely on public transportation as their primary mode of travel.

Potential closures or service reductions in these socially important areas could severely impact residents who have limited or no alternative travel options. Such measures could compel affected individuals to resort to using unregistered, unroadworthy, and unsafe private vehicles, leading to an increased risk of fatalities and serious injuries on the district's roads.

It's essential to recognize the broader social implications of transportation decisions and ensure that public transport services remain accessible and reliable for all communities, particularly those with vulnerable populations. By prioritizing equity and accessibility in public transportation planning, we can mitigate the potential adverse effects on lower socio-economic areas and promote safer, more sustainable travel options for all residents.

Increased maintenance and resilience

We endorse the GPS directions aimed at enhancing maintenance levels and bolstering resilience on our local and rural roads. However, we have reservations regarding the ring-fenced prioritized pothole funds, which are intended to ensure that our roads are maintained to a higher standard.

Clarity is essential regarding what constitutes a "higher level of service." Specifically, we seek clarification on this term.

Furthermore, the proposed contract review, which suggests an increased requirement to "fix potholes within 24 hours," raises numerous questions. These include inquiries about the definition of a pothole size, the implications of potential variations to existing contracts, and the potential claim costs associated with these changes and the ability for these to be funded. Clarification on these matters is imperative for informed decision-making and effective implementation.

We further support the use of the Road Efficiency Group (REG – Te Ringa Maimoa) in aiding industry to find efficiencies and reducing expenditure on temporary traffic management, although this may be a larger piece of work involving many government and industry stakeholders.

Safety

We support the GPS strategic priority to invest in road policing and road safety promotion to promote safer driving.

Support is also extended to the government's enactment of legislation for "roadside oral testing." The prevalence of illegal substance use among drivers in Northland has reached unacceptable levels, presenting a pressing and urgent concern that demands resolution.

Implementing roadside oral testing measures is a crucial step towards addressing this issue effectively. By enabling law enforcement agencies to quickly and accurately detect drug impairment among drivers, this legislation can help deter and prevent instances of drug-impaired driving, thereby enhancing road safety in Northland and beyond.

Given the severity of the situation, prompt action is essential to safeguard lives and prevent further harm caused by drug-impaired driving incidents. The enactment of legislation for roadside oral testing represents a proactive and necessary response to the growing threat posed by illegal substance use on our roads.

We express concerns regarding the blanket approach to reverting previously consulted and adjusted speed limits, especially around schools and urban areas. Our apprehension stems from the perceived lack of funding allocated for safety improvements. The statement suggesting that "where subsequent safety investments are made, speed limits should be restored to prior speed limits" implies that achieving higher speeds would necessitate a higher level of investment, rather than adjusting speeds accordingly.

Value for money

To ensure value for money, we advocate for a comprehensive "whole of life" perspective. This approach entails considering the entire lifecycle of projects, from conception to decommissioning, to maximize efficiency and

minimize long-term costs. Additionally, we endorse enhanced collaboration among funding entities, designers, and contractors. Such collaboration is essential for refining industry practices and achieving both value for money and improved contract outcomes. By working together closely, stakeholders can leverage their respective expertise to optimize project performance and deliver superior results.

Investment in land transport

The proposed funding gap of \$3.1 billion raises significant concerns regarding the adequacy of the proposed revenue increases to address this challenge. We believe that the current approach may not sufficiently bridge the gap, highlighting the need for a comprehensive review of the funding strategy for road infrastructure.

Given the magnitude of the shortfall, it is essential to reassess the entire funding strategy to ensure its effectiveness in meeting the infrastructure needs. This review should encompass a thorough examination of existing revenue sources, potential alternative funding mechanisms, and strategies to optimize resource allocation.

Addressing this funding gap requires a holistic and strategic approach that considers the long-term sustainability of funding mechanisms while also prioritizing the urgent infrastructure needs. It is imperative to engage stakeholders across various sectors to collaboratively develop a robust funding strategy that can adequately support the maintenance and development of our road network.

Our final commentary pertains to the allocation of funding directed towards safety initiatives. It's crucial to highlight that Northland, representing one of thirteen regions, accounts for a disproportionately high percentage of the nation's death and serious injuries (DSIs). Consequently, safety funding should be strategically focused on regions that are overrepresented by such statistics.

Given Northland's significant contribution to the national DSI figures, prioritizing safety funding in this region and within the Far North District is imperative. Allocating resources to address the specific challenges and factors contributing to the high incidence of DSIs in Northland can lead to more effective safety interventions and ultimately reduce the toll of accidents and injuries.

By targeting safety funding where it is most needed, we can work towards creating safer road environments, enhancing transportation infrastructure, and ultimately saving lives in regions like Northland that are disproportionately affected by road-related incidents.

7 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

8 TE KAPINGA HUI / MEETING CLOSE