



**Far North
District Council**



Te Kaunihera o Te Hiku o te Ika

AGENDA


Ordinary Te Koukou - Transport Committee Meeting

Tuesday, 23 April 2024

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

Membership:

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

 <p>Far North District Council <i>Te Kaunihera o Tai Tokerau ki te Raki</i></p>	Authorising Body	Mayor/Council
	Status	Standing Committee
COUNCIL COMMITTEE	Title	Te Koukou - Transport Committee Terms of Reference
	Approval Date	14 August 2023
	Responsible Officer	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
Tāmami Rākena

Kōrama / Quorum

The quorum at a meeting of the Committee is 6 members

Ngā Hui / Frequency of Meetings

The Committee shall meet 4 weekly.

Ngā Apatono / Power to Delegate

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

Ngā Herenga Paetae / Responsibilities

The Committees responsibilities are described below:

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

Ngā Ture / Rules and Procedures

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

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

**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 Tāmāti 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 Tāmāti 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.

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 ĀPITIHINGA / 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.

ĀPITIHINGA / 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 Council's Significance and Engagement Policy	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 (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	No specific council policies. 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.

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 Roding 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.

ĀPITIHINGA / 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** [↓](#) 

6.2 TRANSPORT CHOICES - KERIKERI ACTIVE MODE ALTERNATIVES

File Number: A4643900

Author: Elizabeth Stacey, NTA Road Safety and Traffic Engineer

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 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 re-evaluate the scope and focus of the project in order to better align the proposed infrastructure and outcomes with the evolving needs of Kerikeri.

The rescope 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 Kaitia. 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.

ĀPITIHINGA / ATTACHMENTS

1. **Kerikeri Transport Choices - Revised Project Scope - A4643785**  

6.3 COMMUNITY BOARD FOOTPATH PROGRAMME UPDATE - 2021-2027**File Number:** A4643607**Author:** Elizabeth Stacey, NTA Road Safety and Traffic Engineer**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	Projected Spend 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		
Proposed 2024-2027 Footpath Programme				
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	

Bay of Islands-Whangaroa Community Board:

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	Opuia	\$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.

ĀPITI HANGA / 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 Alliance

Authoriser: 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 <gps@transport.govt.nz>
Sent: Tuesday, April 2, 2024 11:43:24 AM
To: Dawn Spence | NTA <Dawn.Spence@nta.govt.nz>
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

- gps@transport.govt.nz / [transport.govt.nz](https://www.transport.govt.nz)

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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.

ĀPITI HANGA / ATTACHMENTS

1. **FNDC Draft GPS on land transport 2024-34 feedback submission - A4647189** [↓](#) 

7 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

8 TE KAPINGA HUI / MEETING CLOSE