AGENDA

Te Koukou - Transport and Infrastructure Committee Meeting

Tuesday, 23 July 2024

Time: 10:00am

Location: Council Chamber
Memorial Ave
Kaikohe

Membership:

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

Te Kaunihera o Te Hiku o te Ika
Far North District Council

Far North District Council Te Kaunihera o Tai Tokerau ki te Raki	**Authorising Body**	Mayor/Council
	Status	Standing Committee
COUNCIL COMMITTEE	**Title**	Te Koukou - Transport and Infrastructure Committee Terms of Reference
	Approval Date	11 April 2023
	Responsible Officer	Head of Infrastructure Strategy

Kaupapa / Purpose

The purpose of Te Koukou – Transport and Infrastructure Committee (the Committee) is to ensure cost effective, quality and sustainable infrastructure decisions are made to meet the current and future needs of Far North communities and that Councils infrastructure assets are effectively maintained and operated.

The Committee will review the effectiveness of the following aspects:
- Affordable core infrastructure to support healthy and sustainable living;
- Operational performance including monitoring and reporting on significant infrastructure projects
- Delivery of quality infrastructure and district facilities
- Financial spend and reprogramming of capital works
- Property and other assets

To perform his or her role effectively, each Committee member must develop and maintain his or her skills and knowledge, including an understanding of the Committee's responsibilities, Councils' infrastructure assets such as roading, three waters and district facilities.

Ngā Huānga / Membership

The Committee will comprise of all Mayor and Councillors.

Kahika Mayor Tepania
Kōwhai 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:

Quality infrastructure and Facilities

- Assess and provide advice to Council on strategic issues relating to the provision of Council's infrastructural activities and district facilities
- Review, and recommend to Council, policy and strategies for the delivery of infrastructural asset services
- Monitor achievement of outcomes included in the Infrastructure Strategy and other transport and infrastructure strategies eg District Transport Strategy
- Ensure that Council protects its investment in its infrastructural assets in accordance with accepted professional standards
- Monitor the risks, financial and operational performance of the Council's infrastructural activities and facilities
- Monitor major contract performance measures/key result areas (KRAs)

Significant Projects – spend, monitoring and reporting

- Monitor significant projects
- Approve budget overspend (above tolerance levels in the CE delegations) and any reprogramming of capex for a project or programme provided that:
    - The overall budget is met from savings
    - The overall budget for capex is not exceeded. Where this is not the case, the Committee must either:
        - Recommend to Council that additional funding is approved (outside the Annual Plan or Long Term Plan process), or
        - Recommend as part of the next round of Long Term Plan or Annual Plan process that the funding is considered for inclusion.
- Approve tenders and contracts provided they are:
    - Up to $3 million,
    - in accordance with the current year's plan, whether that be Annual Plan or Long Term Plan, and
    - deemed low by the Significance and Engagement Policy

Compliance

- Ensure that operational functions comply with legislative requirements and Council policy
- Ensure that consents associated with Council's infrastructure are being met and renewals are planned for

Service levels (non regulatory)

- Recommend service level changes and new initiatives to the Long Term and Annual Plan processes.

Relationships

- Monitoring Council's relationship with the Northland Transportation Alliance
- Monitoring Council's relationship with the Far North Waters Alliance Partner

Property

- Recommend to Council the acquisition or disposal of assets.

- Approve new leases and lease renewals (of non-reserve land), in accordance with the current years' plan, whether that be Annual Plan or Long Term Plan.

Transport

- Approval of roading contracts beyond CE delegation 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 and adopt Far North District Council's walking and cycling strategies
- 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)

Receive updates on changes to national and regional policies and Transport Plans that impact on Council provision of infrastructure and where appropriate make submissions or recommendation to Council.

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 and Infrastructure Committee Meeting will be held in the Council Chamber, Memorial Ave, Kaikohe on: Tuesday 23 July 2024 at 10:00am

Te Paeroa Mahi / Order of Business

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

- John Proctor to introduce himself and present a plan to improve truck access around Waipapa.

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

4.1 CONFIRMATION OF PREVIOUS MINUTES

File Number: **A4668094**

Author: **Maria Bullen, Democracy Advisor**

Authoriser: **Aisha Huriwai, 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 and Infrastructure Committee confirm the minutes of the meeting held 25 June 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. **2024-06-25 Te Koukou - Transport and Infrastructure Committee Minutes - A4761355** ⇩

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 AND INFRASTRUCTURE COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBER, MEMORIAL AVE, KAIKOHE
ON TUESDAY, 25 JUNE 2024 AT 10:00AM

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

STAFF PRESENT: Tanya Proctor (Head of Infrastructure Strategy),Charlie Billington (Group Manager – Corporate Services), Maria Bullen (Democracy Advisor), Aisha Huriwai (Democracy Service Manager), Jacine Warmington (Group Manager – Strategic Relationships), Roger Ackers (Group Manager Planning and Policy), Ruben Garcia (virtual) (Group Manager – Community and Engagement) , Emma Healy (virtual) (Chief of Staff), Marysa Maheno (virtual) (Democracy Advisor), Casey Gannon (Democracy Advisor), Rob Gilmour (Engineer to contract)

1 KARAKIA TIMATANGA / OPENING PRAYER

Kahika Mayor Moko Tepania commenced the meeting with a prayer.

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

Nil

3 NGĀ TONO KŌRERO / DEPUTATION

Members from The North Hokianga Working Group spoke in regard to Item 6.2 North Hokianga Working Group Update.

4 NGĀ KŌRERO A TE HEAMANA / CHAIRPERSON ANNOUNCEMENTS

Acknowledgement that Ngā Kapa Haka Kura Tuarua o Aotearoa 2024 is happening today.

5 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

5.1 NORTH HOKIANGA ROADING WORKING GROUP UPDATE

Agenda item 6.2 document number A4704440, pages 16 - 17 refers.

RESOLUTION 2024/26

Moved: Kahika Moko Tepania
Seconded: Cr John Vujcich

That Te Koukou - Transport and Infrastructure Committee receive the North Hokianga Roading Working Group update.

CARRIED

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

6.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 4.1 document number A4668046, pages 8 - 9 refers

RESOLUTION 2024/27

Moved: Kahika Moko Tepania
Seconded: Cr Tāmati Rākena

That Te Koukou – Transport and Infrastructure Committee confirm the minutes of the meeting held 21 May 2024 are true and correct.

CARRIED

At 10:16 am, Kōwhai - Deputy Mayor Kelly Stratford left the meeting.

7 NGĀ PŪRONGO / REPORTS

7.1 TRANSPORT PORTFOLIO MEMBER REPORTS

Agenda item 5.1 document number A4668174, pages 10 - 13 refers.

RESOLUTION 2024/28

Moved: Kahika Moko Tepania
Seconded: Cr John Vujcich

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

CARRIED

At 10:20 am, Cr Tāmati Rākena left the meeting.

At 10:21 am, Cr Tāmati Rākena returned to the meeting.

At 10:22 am, Kōwhai - Deputy Mayor Kelly Stratford returned to the meeting.

8 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS (CONTINUED)

8.1 DONALD ROAD CATCHMENT WASTEWATER UPGRADES

Agenda item 6.1 document number A4704440, pages 14 - 17 refers.

RESOLUTION 2024/29

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

That Te Koukou - Transport and Infrastructure Committee receive the report Donald Road Catchment Wastewater Upgrades and associated attachments.

t**CARRIED**

At 10:40 am, Cr Tāmati Rākena returned to the meeting.

That Te Koukou Transport and Infrastructure Committee receive the North Hokianga Roading Working Group update.

8.2 FNDC TRANSPORTATION ACTIVITY UPDATE - APRIL 2024 OPERATIONS REPORT

Agenda item 6.3 document number A4727989, pages 18 - 73 refers.

RESOLUTION 2024/30

Moved: Cr Ann Court
Seconded: Kahika Moko Tepania

That Te Koukou - Transport and Infrastructure Committee receive the report FNDC Transportation Activity Update - April 2024 Operations Report.

CARRIED

At 10:58 am, Cr Tāmati Rākena left the meeting.

At 11:01 am, Cr Tāmati Rākena returned to the meeting.

8.3 TE KOUKOU OPEN RESOLUTIONS UPDATE JUNE 2024

Agenda item 6.4 document number A4727120, pages 74 - 80 refers.

RESOLUTION 2024/31

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

That Te Koukou - Transport and Infrastructure Committee receive the report Te Koukou - Transport and Infrastructure Committee Open Resolution Register Update June 2024.

CARRIED

9 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED

RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION 2024/32

Moved: Kahika Moko Tepania
Seconded: Cr John Vujcich

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
7.1 - Confirmation of Previous Minutes - Public Excluded	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would

	activities s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	exist under section 6 or section 7
7.2 - Opononi and Kohukohu Wastewater Treatment Plants Desludging and Wetland Reinstatement Procurement	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
7.3 - Te Koukou Public Excluded Open Resolutions Update May 2024	s7(2)(f)(i) - free and frank expression of opinions by or between or to members or officers or employees of any local authority s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

CARRIED

10 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

Kahika Mayor Moko Tepania closed the meeting with a karakia.

11 MEETING CLOSE

The meeting closed at 11.36am.

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

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CHAIRPERSON

5 NGĀ PŪRONGO / REPORTS

5.1 TRANSPORT PORTFOLIO MEMBER REPORTS

File Number: **A4668181**

Author: **Maria Bullen, Democracy Advisor**

Authoriser: **Aisha Huriwai, 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 and Infrastructure Committee on matters of interest or concern to the Committee.

NGĀ TŪTOHUNGA / RECOMMENDATION

That Te Koukou – Transport and Infrastructure Committee note the verbal July 2024 report from Member Steve McNally as Transport Portfolio holder.

1) TE TĀHUHU KŌRERO / BACKGROUND

Te Koukou – Transport and Infrastructure 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 and Infrastructure 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

6 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

6.1 STORMWATER STRATEGY

File Number: **A4780444**

Author: **Losaline Finekifolau, Development Engineer**

Authoriser: **Tanya Proctor, Head of Infrastructure Strategy**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To provide a progress update on the development of the Stormwater Strategy.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- In the absence of a Stormwater Strategy, Council faces the challenges of ineffective responses to adverse environmental effects, reactive infrastructure planning and unsustainability long term solutions.
- A Stormwater Strategy will ensure that the community, council staff and other agencies have a clear understanding of the stormwater management objectives which, collectively, drive investment, provide agreed levels of service, and are aligned.
- The Stormwater Strategy that is being developed will form part of the stormwater catchment management framework.
- This report outlines key stages required to develop and adopt a Stormwater Strategy.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport and Infrastructure Committee receive the report Stormwater Strategy.

TĀHUHU KŌRERO / BACKGROUND

1. Our communities and receiving environments are affected by stormwater discharges within our urban areas. Increasing urbanisation and other changes in land use have exacerbated stormwater runoff that contribute to flooding, loss of aquatic habitat, loss of places significant to iwi, and water quality issues. It also impacts the ability to use our waterways for recreation, amenity and māhinga kai (food gathering).
2. Council has a responsibility to manage stormwater in a way that supports the environmental, social, cultural and economic wellbeing of current and future generations. The Stormwater Strategy will reflect the principles of good stormwater management to promote these factors by:

   Social wellbeing:

   - reducing the risk of property flooding and associated H&S issues
   - reducing the risk transport issues associated with road flooding

   Economic wellbeing:

   - reducing disruption caused by flooding and associated damage
   - supporting sustainable development

   Environmental wellbeing:

- protecting natural areas
- ensuring environmental sustainability

Cultural wellbeing:

- help to protect receiving waterbodies so they can be used for māhinga kai
- protecting cultural heritage

3. The Stormwater Strategy will enable:

- The strategic direction for stormwater management to be set and responsibilities understood
- A broad range of factors that need to be considered to manage stormwater in a holistic way and are understood
- Measurement of how well Council currently manages the stormwater activity and agree medium and long-term improvement targets
- A transparent decision-making framework for stormwater investment prioritisation (including effective use of the Stormwater Reserve)
- Development of a robust work programme and utilisation of a range of funding sources as they become available
- An action plan to be developed to ensure agreed improvement targets are met and adequately resourced
- Alignment of relevant plans, policies, standards, guides, and processes across the organisation

4. The Stormwater Strategy will align with the Engineering Standards, Infrastructure Strategy, Open Spaces Strategy, Land Drainage Bylaw, Integrated Transport Strategy, and the Sustainable District Strategy.
5. The research stage (Stage 1) of the project has been completed. The research included an independent report prepared by GHD which collected information from staff interviews and identified a range of issues which the strategy will respond to. Other research included a review of similar documents developed by, and general advice from, other Councils, and an internal (FNDC) stakeholder workshop.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

The following outlines the required stages for a completed strategy:

Stage 2 (Design)

- Drafting of strategy

Stage 3 (Review)

- Review of draft strategy by Strategy and Policy team
- Finalise draft.

Stage 4 (activate)

- Implementation plan and adoption of strategy

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

Resourcing the stages required to complete the strategy will be internally resourced and be met from existing budgetary provisions.

ĀPITIHANGA / ATTACHMENTS

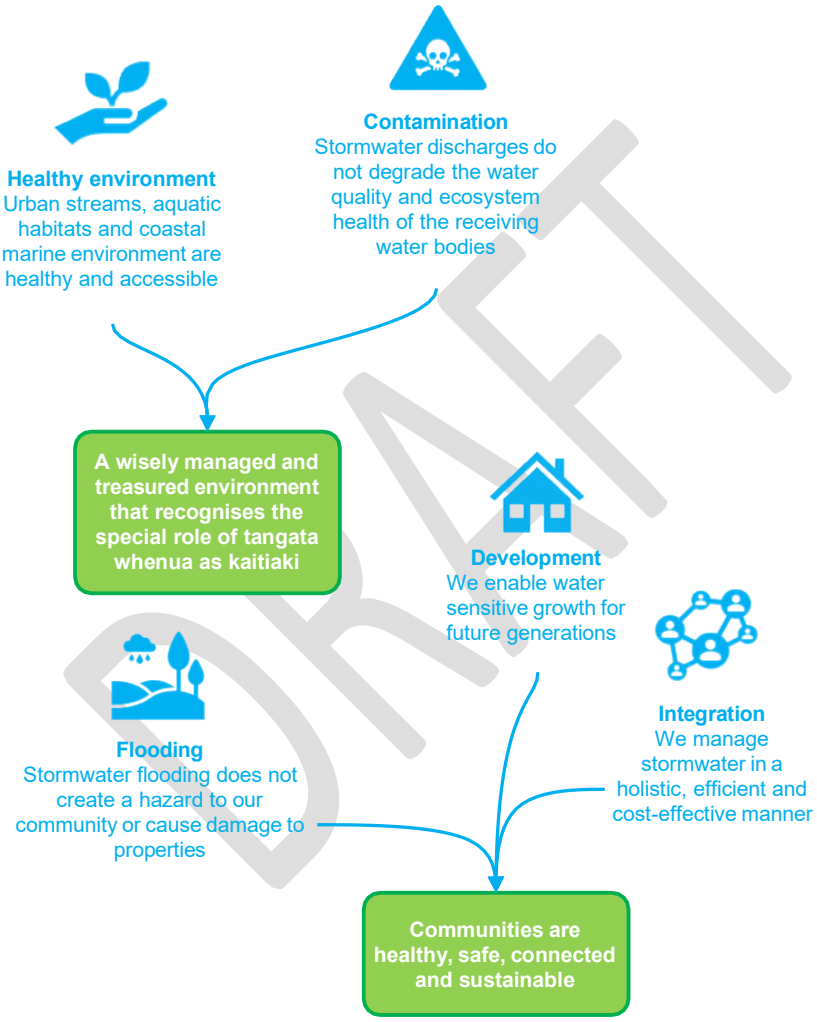
1. Draft Stormwater Strategy V.1.1 2024-07-05 - A4780216


Far North
District Council
Te Kaunihera o Tai Tokerau ki te Raki
Draft Stormwater Strategy
A######

EXECUTIVE SUMMARY

Why should we care about stormwater management?

Good stormwater management will directly contribute to two of the five Community Outcomes. Clear linkages between the two relevant community outcomes and the five focus areas identified in this strategy are shown below.



What are the key stormwater management issues we face?

Natural events and climate change

- Severe rainfall
- Sea level rise / storm surge
- Droughts

Development

- Adverse effects on existing stormwater infrastructure are not mitigated
- Lack of standards and policies has resulted in inconsistent planning advice and consent decisions across the Council leading to ineffective management of infrastructure and a significant strain on staff and financial resourcing to manage the consequences.
- Particular issue around design requirements for storage (flooding and stream bank protection), infiltration to ground and treatment.
- Lack of enforcement where developers and property owners are not following standards, policies and regulations e.g. impervious areas greater than allowance, filling in and/or impeding open channels and overland flowpaths.
- Protection and management of overland flowpaths

Operations and maintenance

- Community not satisfied with FNDC response and flood management
- Blocked networks during rainfall events leading to increased flooding occurrences
- Reactive approach to stormwater management

Statutory changes

- Central government – National Policy Statement for Freshwater Management 2020
- Regional government – NRC proposed Regional Pan
- Local government – FNDC Distract Plan

Affordability and effective use of resources and partnerships

- Funding sources
- Insufficient planning support resources

Structure planning

- Historic lack of masterplanning at a catchment-wide level

Integration of processes and linkages with other policies, plans and information systems

- Stormwater management not alignment with other policies and plans leading to inefficient management
- Lack of effective coordination between stormwater and roading work programmes and no integration between data held in RAMM and the stormwater asset register
- Relevant parts of catchment management plans need to be included in appropriate statutory documents such as the District Plan, Bylaws and Engineering Standards

Asset ownership and maintenance responsibility

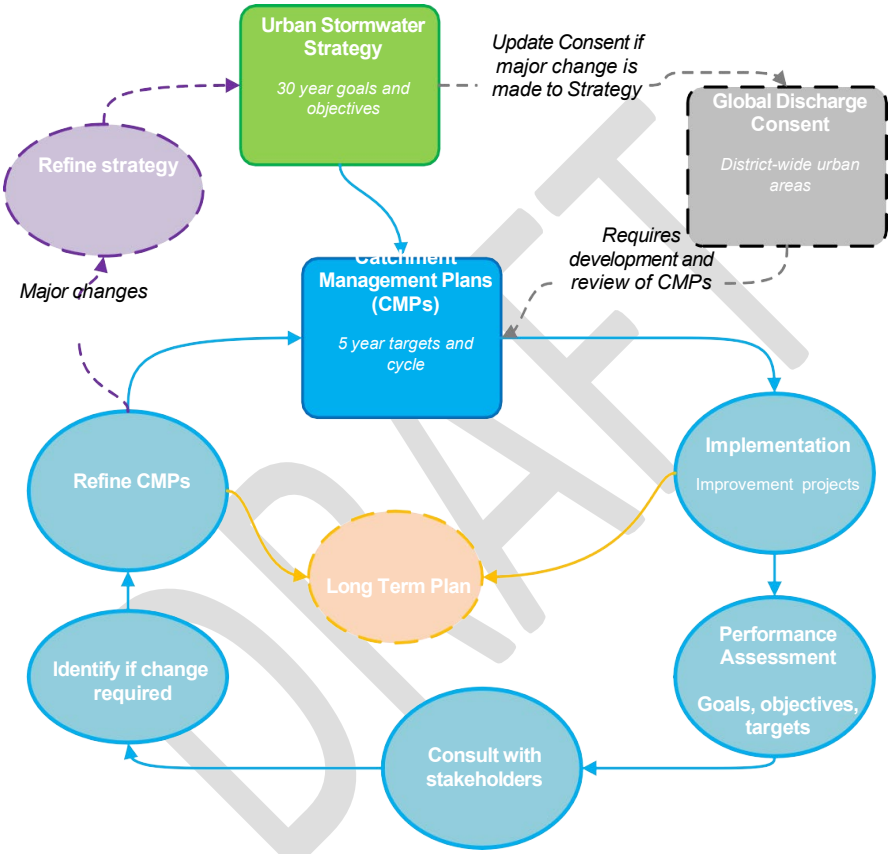
- Maintenance and ownership responsibilities between internal Council Departments or external organisations/individuals are not always clear

Water quality improvements

- Water quality issues associated with stormwater discharges throughout the district are not well understood

Why do we need a stormwater strategy?

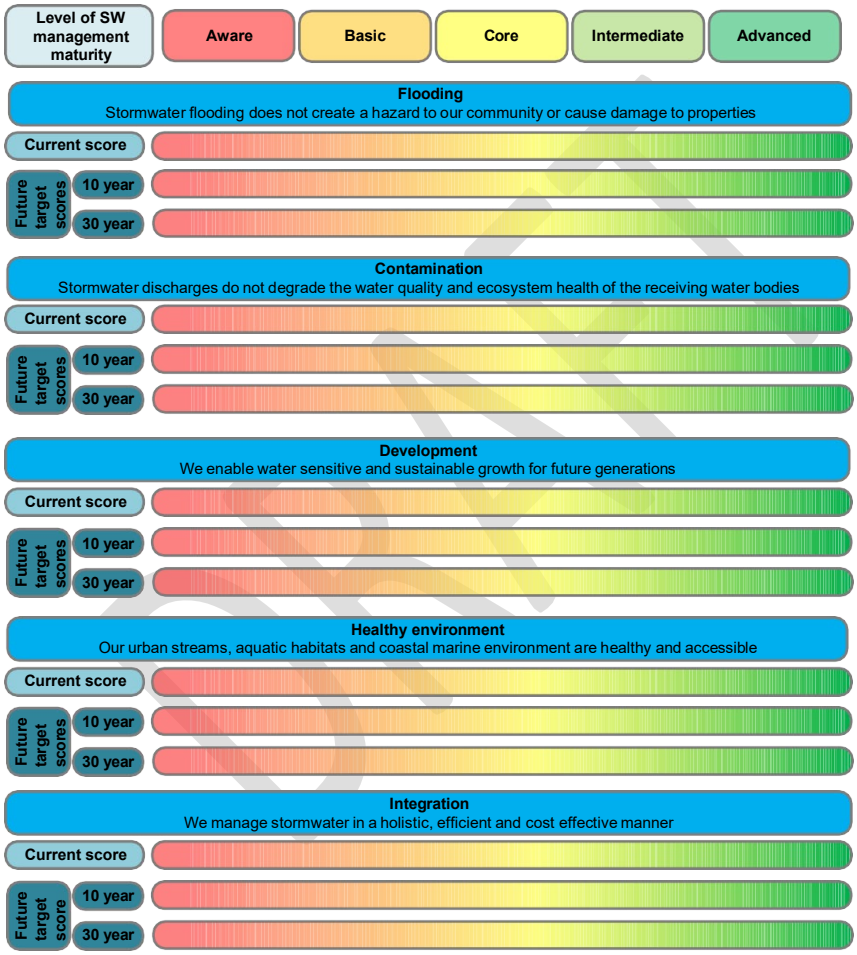
The strategy forms part of the stormwater catchment management framework shown below and articulates the Council's long-term vision. It also provides direction to the development of stormwater catchment management plans and supports development of and alignment with other strategy documents (LTP, Regional Plan, NPS-Freshwater Management etc). It can also provide the basis for a future global discharge consent if required.

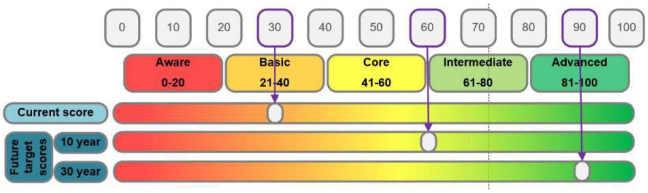


How will we measure our medium and long-term success?

A range of tangible district-wide outcomes have been set to support the delivery of the aspirational objectives linked to each of the 5 focus areas. Our current level of stormwater management maturity will be agreed and future 10-year (medium-term) and 30-year (long-term) targets will be set. These will be used as the basis for identifying and prioritising improvement projects in the individual catchment management plans.

The outcomes for each of the 5 focus areas are shown below plus there's an example at the bottom of the page of how it may look when the scores are added.

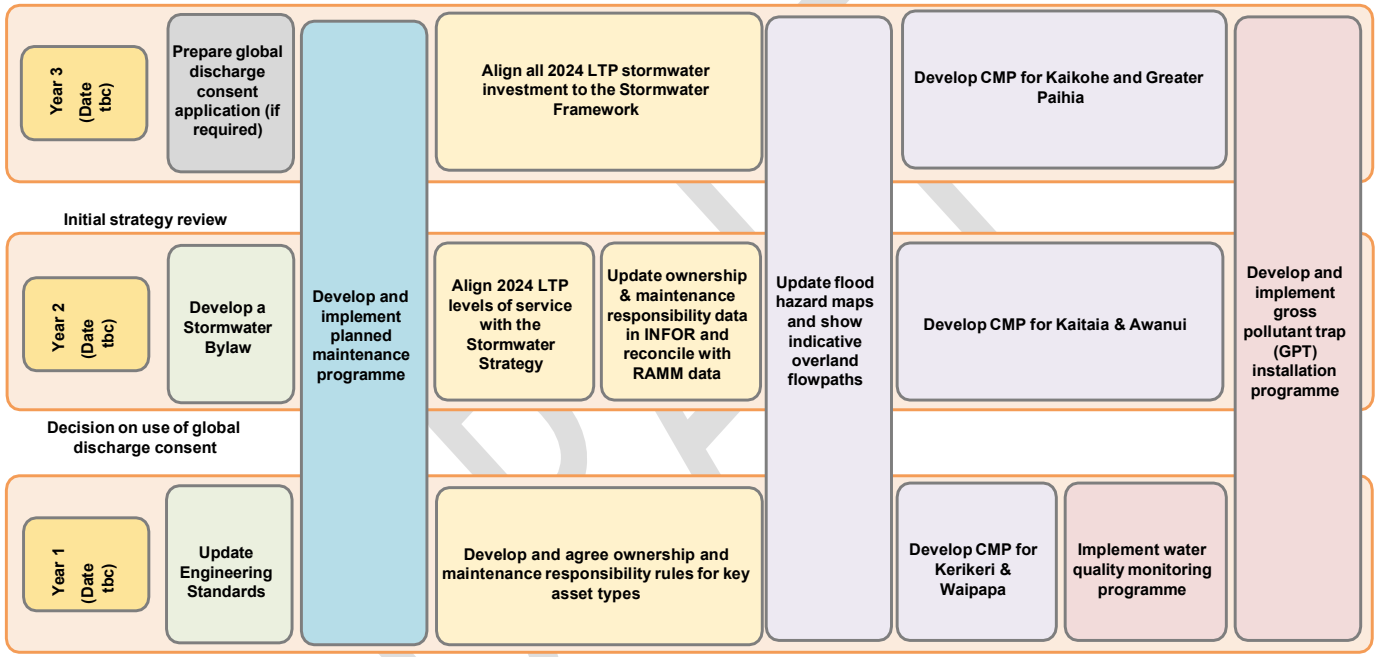




2024 Stormwater Strategy

What should we be working on now?

In addition to the development of medium and long-term targets, a 3-year plan has also been developed. This plan identifies the key projects that need to be completed in the next few years to build the foundations required to achieve our longer-term goals. The projects included in this plan are shown below.



CONTENTS

Revision history

Version numbering changes when a document is approved. Draft document numbering starts at 0.01. Released or approved numbering starts 1.01.

Revision no.	Status	Date	Author(s)	Reviewed by	Released by
1	Draft for internal stakeholder review	1 August 2021	Sophie Jones (FNDC)	n/a	n/a
1.1	Draft for Te Koukou workshop	5 July 2024	Losaline Finekifolau (FNDC)	n/a	n/a

Document acceptance and release notice

This is a managed document. For identification of amendments each page contains a release number and a page number. Changes will only be issued as a complete replacement document. Recipients should remove superseded versions from circulation.

Note: This is a CONTROLLED ELECTRONIC DOCUMENT that is regularly updated. Hard copies may not be the latest version and should be used with care

Acknowledgements

The contribution of the following organisations in developing this document is gratefully acknowledged:

- Tasman District Council for sharing their urban stormwater strategy and giving permission for it to be used for the development of this document.
- GHD for assisting in the identification of key issues and challenges.

1. Introduction

Our communities and the receiving environments are affected by stormwater discharges from our urban areas. Urbanisation and other changes in land use have led to increased stormwater runoff that contribute to flooding, loss of aquatic habitat, loss of places that are of significance to iwi, and water quality issues. It also impacts on the ability to use our waterways for recreation, amenity and māhinga kai (food gathering). The Council has a responsibility to manage stormwater in a way that supports the environmental, social, cultural and economic well-being of current and future generations.

1.1. Catchment management planning framework

Catchment management planning is an efficient and effective way of co-ordinating efforts to address multiple stormwater issues i.e. flood management, freshwater management, aquatic habitat management and amenity values within urban stormwater catchments.

The output from the catchment management planning process is a catchment management plan (CMP). There are a variety of reasons a CMP may need to be developed such as regulatory requirements and the need to address particular issues in the catchment such as manging the effects of land use change, reducing flood risk and improving water quality[1]. CMPs will assist the Council in identifying integrated solutions to existing issues and taking the necessary actions to avoid or minimise risks for the future. Once in place, the plans will also assist in cross Council alignment, collaboration and efficiency improvements.

The stormwater catchment planning framework will initially consist of the stormwater strategy and the CMPs. The CMPs will explain how Council manages any adverse effects of stormwater discharges from the public networks and could be used to support an application for a global discharge consent in the future. If this were to happen, the global discharge consent would become part of the framework.

The framework provides direction to other Council processes and legal documents such as the Long Term Plan (LTP) and Asset Management Plan (AMP) and it is important that all of these documents are reviewed when required to ensure alignment.

Figure 1 shows the different components of the framework and how they interact. Collaboration between Council and Iwi is required to develop each component of the framework and stakeholder consultation and public feedback will be sought separately when appropriate during development of the CMP's.

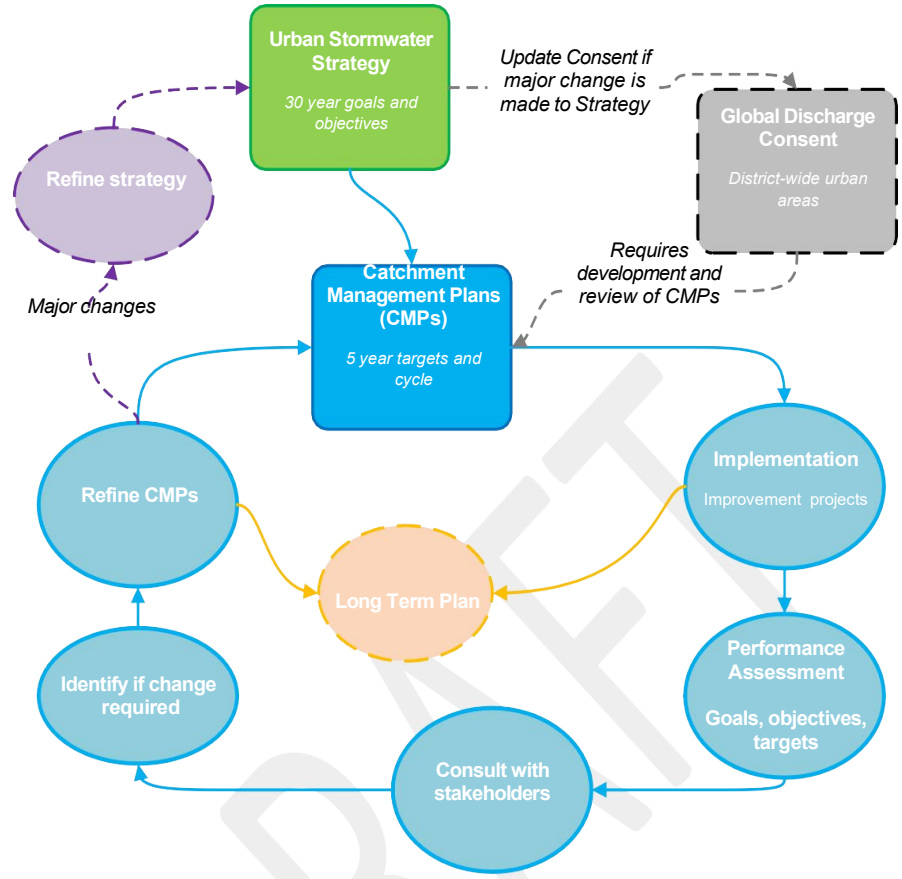


Figure 1: Framework outline

1.2. Strategy purpose

The purpose of this Strategy is to:

1. Articulate the long-term vision for stormwater in the District
2. Provide direction to the development of stormwater catchment management plans for each urban settlement (the District-wide performance targets in this strategy will be used to the CMPs.)
3. Support development of and alignment with other strategy documents (eg LTP, AMP, National Policy Statement – Freshwater Management etc)
4. Provide the basis for a future global discharge consent

1.3. Scope

The strategy is a non-statutory document and it's primarily intended to provide an assessment framework for urban stormwater planning, but it will also consider upstream and downstream rural areas where appropriate.

District-wide targets are set as a general guide for catchment management planning, but these may be adjusted for individual catchments if appropriate.

The main urban stormwater catchments within the District are shown in **Error! Reference source not found.**.

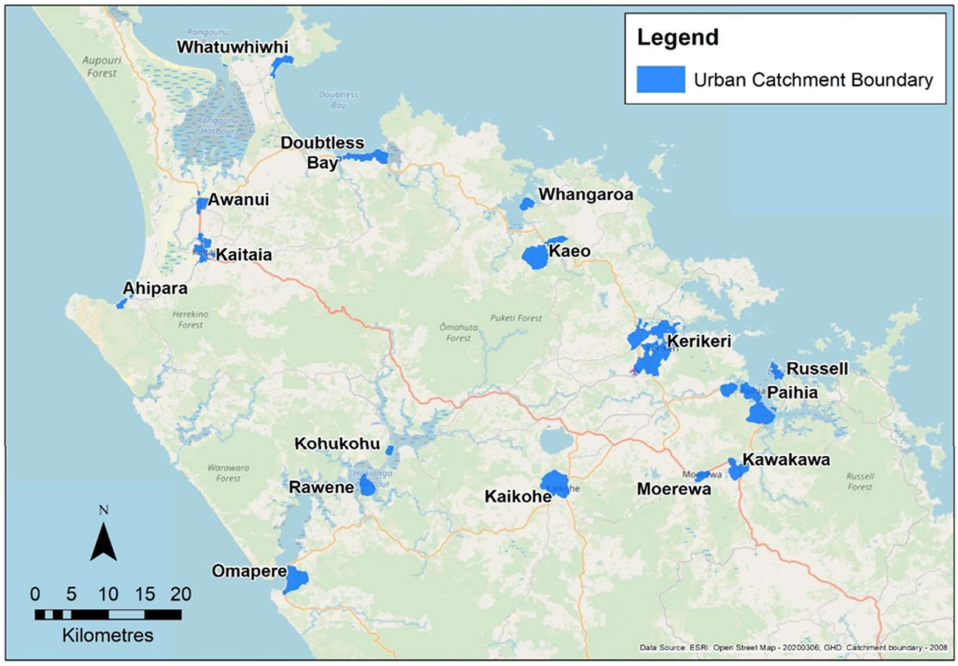


Figure 2: Main urban stormwater catchments

Because of the intangible nature of the targets, the assessments in the CMPs will consider the degree to which the outcomes in the strategy are met. Where possible, metrics and definitions from other documents and other industry best-practice will be used.

1.3.1. Implementation of National Policy Statement – Freshwater Management

The National Policy Statement - Freshwater Management (NPS-FM) came in to force on 3 September 2020 and provides local authorities with direction on how to manage freshwater under the Resource Management Act 1991. All local authorities must give effect to the National Policy Statement as soon as reasonably practicable. An overview of the purpose of the NPS-FM is included in Appendix A.

The NPS-FM requires regional councils to follow a specific process which includes defining Freshwater Management Units and identifying values, attributes, objectives, limits and methods and recognising the national significance of fresh water for all New Zealanders. It sets out objectives and policies that direct local government to manage water in an integrated and sustainable way, while providing for economic growth within set water quantity and quality limits.

Although there is clear overlap between the Stormwater Catchment Management Framework and the NPS-FM process, they work at different levels and require separate processes. The NPS-FM has a clear focus on water quality and ecosystem health, but it does not include water quantity aspects such as managing overland flow paths and flooding of properties. The catchment management plans will integrate both the water quality and quantity aspects of stormwater management.

The Council will be able to use the Catchment Management Planning Framework to implement the water quality objectives of the NPS-FM within its urban areas and values from the NPS-FM framework can be incorporated to align the Stormwater Strategy, CMPs and the Council's NPS-FM activities.

1.4. Context

1.4.1. Strategic documents

The Council has a number of strategic documents relating to stormwater and stream management, including but not limited to:

- 2018-2028 Long Term Plan
- 2018 Stormwater Asset Management Plan (a consolidated 3 waters, District Facilities and Solid Waste AMP is currently being developed)
- District Plan (2009)
- Engineering Standards (2009) (currently being updated)
- Land Drainage bylaw (2019)
- Control of Earthworks bylaw (2010)
- Control of on-site wastewater disposal systems bylaw (2010)
- Control of vehicle crossings bylaw (2010)
- Far North 2100 (2019)
- Integrated Transport Strategy (2020)
- Climate Change Roadmap (2020)
- Community Development Plans
- NZTA Township Plans (2019)

There are other regional and national documents that may be relevant, including:

- National Policy Statement for Freshwater Management (2020)
- MfE Environment Aotearoa Report (2019)
- NRC Proposed Regional Plan for Northland (Appeals Version - Aug 2020)
- NIWA NZ Fish Passage Guidelines (2018)
- MfE Urban Water Principles: Recommendations of Urban Water Working Group (2018)
- Kahui Wai Maori - Te Mana o te Wai: The health of our wai the health of our nation (2019)

This Strategy is informed by the objectives and policies from existing strategic documents and vice versa. Updating and aligning strategic documents is an ongoing process. The CMPs will provide information that is essential to this Strategy and as the CMPs are developed, this information will need to be incorporated in to the Strategy through subsequent review in order to achieve the desired outcomes.

The Council's budgets and programmes for specific projects are set through the Long Term Plan process, the Council's priorities will be informed and supported by the catchment management plans and individual business cases.

2. Key issues and challenges

Key issues and challenges relating to stormwater have been identified through discussions with teams across the Council and review of other key documents. They are as follows:

2.1. Natural events and climate change

2.1.1. Severe rainfall

Severe rainfall events will become more common leading to:

- Flooding of properties, roads and other infrastructure
- Overflows from sewers
- Erosion and sediment transport in waterways

2.1.2. Sea level rise / storm surge

Future sea level rise and storm surges will become more common leading to:

- Flooding of coastal properties and roads
- Loss of / damage to infrastructure located in coastal inundation and erosion zones

2.1.3. Droughts

More frequent and severe droughts will become more common leading to:

- Low flows have water quality and ecological effects on wetlands and waterways
- Reduction in the amount of water available to supply some communities

2.2. Development

2.2.1. New developments

The approach to stormwater management for new development is still largely focused on conveyance of stormwater through engineered solutions, which can result in negative effects such as degradation of natural waterways, increased water volumes and velocity and more contamination. This approach also often results in missed opportunities to reap the environmental and community benefits that can be offered by well-designed waterways and green spaces.

Some of the issues associated with new development are:

- Adverse effects on existing stormwater infrastructure are not mitigated
- Lack of standards and policies has resulted in inconsistent planning advice and consent decisions across the Council leading to ineffective management of infrastructure and a significant strain on staff and financial resourcing to manage the consequences.
- Particular issue around design requirements for storage (flooding and stream bank protection), infiltration to ground and treatment.
- Lack of enforcement where developers and property owners are not following standards, policies and regulations e.g. impervious areas greater than allowance, filling in and/or impeding open channels and overland flowpaths.

2.2.2. Management of overland flowpaths

Overland flowpaths have been filled in or built over, which increases the risk of flooding and damage to property and infrastructure.

2.3. Operations & maintenance

Inadequate management of flood information and flood response has resulted in:

- Community not satisfied with FNDC response and flood management
- Blocked networks during rainfall events leading to increased flooding occurrences

A more structured and proactive approach to stormwater maintenance is required including improved coordination between the Far North Waters Alliance and the Northland Transport Alliance.

2.4. Statutory changes (meeting national and regional legislative water quality requirements)

2.4.1. Central Government

NPS-FM aims to ensure that resources are managed in a way that prioritises the health and wellbeing of waterbodies and freshwater ecosystems above health needs of people and the ability of people and communities to provide for their wellbeing. Essentially, this means discharges to water must meet the fresh water objectives of the NPS-FM.

Costs associated with meeting these objectives, and the subsequent affordability to ratepayers is not a consideration under the NPS (i.e., poor quality discharges will not be able to be justified by FNDC not being able to afford to upgrade assets).

It is understood that NRC expects to implement changes to the Regional Plan by 2025 and this is likely to include more stringent water quality requirements for stormwater discharges.

2.4.2. Northland Regional Council

The Proposed Regional Plan for Northland (PRP) sets objectives, policies, and rules for discharges in Northland. The objectives and policies are not specifically focused on stormwater discharge quality, but rather maintaining and improving overall water quality. In general, resource consents will not be granted where the activity will, or is likely to, cause a water quality parameter to be exceeded.

There are 4 urban catchments identified as Urban Drainage Areas (UDA) in the PRP, which are:

- Kaitaia
- Kerikeri
- Paihia
- Kaikohe

2.4.3. FNDC District Plan

The Far North District Plan is currently under review, which presents an opportunity to improve the integration between land use and stormwater management. This is particularly relevant to impermeable areas and development within floodplains.

2.5. Affordability and effective use of resources and partnerships

Stormwater upgrades and flood management for new developments is only funded through rates and developer contributions are not generally received. There are also no targeted stormwater rates. Central government or other sources of funding (eg tourism, developer led projects) may be available now and in future for flood protection and water quality improvements, but it would be difficult to provide the evidence required to obtain this funding.

There are insufficient internal planning support resources available to cover the needs of the whole district and support the transition to a less reactive approach to stormwater management.

2.6. Structure planning (Masterplanning)

There has historically been a lack of masterplanning at a catchment-wide level. The predicted increase in future growth and associated development mean that this needs to be addressed to support a structured planning approach and support effective use of all available funding sources.

2.7. Integration of processes and linkages with other policies, plans and information systems

Stormwater management is not aligned to other policies and plans leading to ineffective management of infrastructure and inefficiencies (resources, budgets, decision-making). Lack of effective coordination between the Stormwater and Roading work programmes and integration of data held in RAMM and GIS are examples of this. Tools for sharing data within the 3 Waters Alliance could also be improved.

There is a lack of integration between the District Plan and catchment management planning, particularly coordination and sequencing of urban growth across 3 Waters. There should be alignment of the relevant catchment boundaries and constant communication along with sharing and interrogation of information between the disciplines involved in both processes.

As catchment management plans are non-statutory, so relevant parts need to be included in appropriate statutory documents such as the District Plan, Bylaws and Engineering Standards.

2.8. Asset ownership and maintenance responsibility (FNDC SW, FNDC RD, NRC, NZTA, private etc)

Ownership and maintenance responsibility for stormwater assets can depend on number of factors such as:

- Asset type
- Rural vs urban
- Whether within a stormwater rateable area
- Whether within road reserve
- Position/alignment within road reserve
- Whether receiving discharges from a public network
- Agreements and MOUs etc

It is important to know which internal Council Department or external organisation/individual is the legal owner of the asset and which is responsible for its maintenance for a number of reasons including:

- Valuations
- Contract schedules
- Operational budget requirements
- Capital budget requirements
- Legal liability

Business rules need to be developed and agreed to clearly define ownership and maintenance responsibilities for all assets and this needs to be recorded in the Asset Management Information System.

2.9. Water quality improvement

There is limited data available to support good understanding of the quality of the stormwater discharges throughout the district. This is required to identify where improvements are required and ensure consent conditions are met.

Appropriate treatment requirements may not always be met with new developments, which cumulatively will lead to increased risk of discharge consent non-compliance.

3. Guiding principles and aspirations

3.1. Our vision

Our vision is aligned with the concept of Te Mana o te Wai that refers to the fundamental importance of water and recognises that protecting the health of freshwater protects the health and well-being of the wider environment. Te Mana o te Wai is about restoring and preserving the balance between the water, the wider environment and the community. An overview of Te Mana o te Wai is included in Appendix B.

3.2. Guiding principles for decision-making

The guiding principles of this Strategy are based on the National Urban Water Principles that were developed by the Ministry for the Environment in 2018 as part of a collaborative project.

These principles promote creation of water sensitive urban spaces that meet the needs of our communities using sustainable and resilient design practice and by drawing on mātauranga, the lessons of the past and international best practice. A summary of these principles is provided below and further details are provided in Appendix C.

- PAPATŪĀNUKU – "Our relationship with the land –papatūānuku – will pre-determine our relationship with water".
- NGĀ WAI TUKU KIRI – "Our waters are a gift of life provided to us by our tupuna".
- TĀNGATA – "Our environments are places of human occupation".
- TE HĀPORI ME TE WAI – "The community's love and care for water is enduring".
- TIAKINA MŌ APŌPŌ – "In building future resilience, our connectedness with the environment is our strength".

3.3. Our aspirations and objectives

A whole of catchment approach takes into account multiple values for stormwater management and this concept recognises the catchment as a whole entity rather than isolated features. This view of the environment acknowledges the relationship between all living things. To safeguard the integrity of wai / water, it is essential that all activities within the catchment are managed in an integrated way.

Five focus areas have been identified based on the key issues (refer to Appendix D for links between issues and focus areas) and challenges that we face and the clear linkages between the two most relevant community outcomes and the focus areas are shown in Figure 3. Further details of each focus area are included in the following sections.

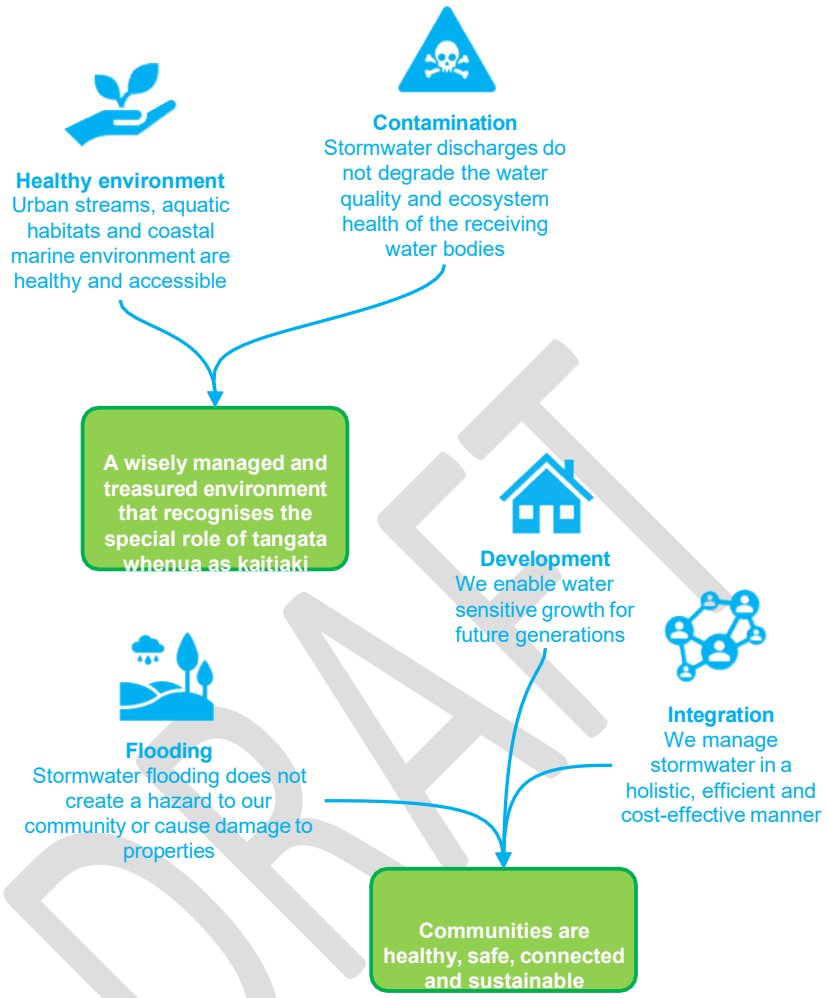


Figure 3: The five focus areas

3.3.1. Flooding

Aspiration: Stormwater flooding does not create a hazard to our community or cause damage to properties

Flooding typically occurs around stream corridors, overland flow paths and in low lying areas and associated with the stormwater drainage network, rivers or the sea. Flood risk is increased by:

- Increases in the flow rate, volume and velocity of stormwater runoff due to urbanisation and piped networks that are at capacity
- The piping of streams that reduces the natural flow capacity and storage capacity as well as reducing the ability of overland flows to re-enter the network
- Poorly managed overland flow (loss or obstruction due to development)

- Climate change causing more intense rainfall, sea level rise and higher ground water levels.

Piped networks have a limited capacity and are largely aimed to minimise nuisance flooding during small to medium storm events. Current design standards require primary systems to be designed to convey all flows up to a 10% annual exceedance probability[2] (AEP) and secondary systems (including overland flowpaths) to convey all flows up to a 1% AEP event.

The network modelling undertaken in 2010 estimated the amount of stress each pipe was under, referred to as the Pipe Stress Factor (PSF), for each storm event. The PSF is the Total flow / Pipe Capacity. When the PSF exceeds 1 then the capacity of the pipe is exceeded in that storm event. When considering the maximum possible development scenario and a 10% AEP, it was estimated that 17% of the all pipes had a PSF greater than 2. While this could result in a lower level of service than required by the Design Standard, the actual impacts of the reduced capacity need to be considered, for example, what secondary controls are available and how vulnerable are the areas that will be affected? There is no agreed trigger for system upgrades, but in addressing existing flooding issues the Council has set the priorities as shown in Figure 4 :

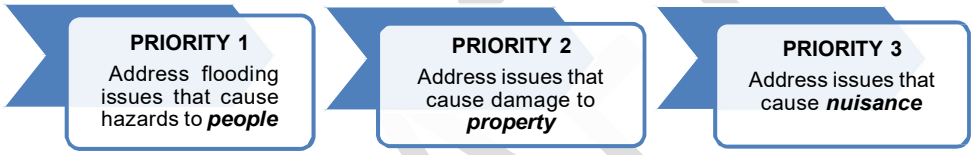


Figure 4: Flood priorities

Objectives:

1. New and existing properties are serviced by a primary network with capacity to convey flows of at least 10% AEP
2. No habitable floors are expected to flood as a result of a storm event of 1% AEP or less (as measured through stormwater modelling)
3. Flooding is addressed in a prioritised order (see Figure 4)
4. Overland flow paths are improved and protected to safely convey up to 1% AEP without any flooding of habitable floors
5. Climate change effects are accounted for in flood risk assessments
6. New developments are designed in accordance with the updated Engineering Standards
7. Residual flood risks (above 1% AEP) are understood and managed appropriately

3.3.2. Contamination

Aspiration: Stormwater discharges do not degrade the water quality and ecosystem health of the receiving water bodies

The management of contaminants in stormwater should be an integral part of the public or private activity that leads to the contamination through:

1. avoidance
2. treatment at source

[2] *Annual exceedance probability (AEP) is the probability of an event occurring in any given year i.e. a 1% AEP means there is a 1% chance of the event occurring in any given year. A 1% AEP event is equal to a 100 year annual recurrence interval (ARI) or a '1 in 100-year event'.*

3. tagging any water quality improvement options to other projects

There are many uncertainties such as future contaminant loads, the effectiveness of treatment, future costs and the effects on human and ecosystem health.

In the short term, contaminant management will be based on the current understanding of high-risk areas such as roads with high traffic volumes, large carparks and industrial areas. Water Sensitive Design is an important tool to avoid and reduce contaminant loads at source.

Objectives:

1. Avoid contamination of stormwater through source control
2. Treat stormwater runoff from (re)developments, where avoidance is not possible, in accordance with requirements of the updated Engineering Standards
3. Retrofit stormwater treatment to existing discharges, focusing on high risk areas such as busy roads, intersections and large carparks.
4. Implement a targeted approach to stormwater management and treatment of runoff from industrial, commercial and residential areas aimed at identified contamination risks related to specific activities.

3.3.3. Development

Aspiration: We enable water sensitive growth for future generations

Structure planning by the Council as well as by developers needs to use water sensitive design as a guiding design principle throughout the design process.

It is important that a relationship is established with the developers and contractors to create clarity and certainty about what is expected and required. Clear standards, rules and guidance through the District Plan, Engineering Standards and supporting practice notes is a key component in this process.

Where possible, input from the development community will ensure these rules and requirements can be implemented effectively.

Objectives:

1. Council will provide clear guidance through structure planning on catchment specific stormwater requirements in new growth areas
2. Utilise and support the implementation of Water Sensitive Design as the guiding design principle for all new developments and redevelopments.
3. Establish good working relationships with the development community to support the development of rules, requirements and supporting practice notes that are clear and implementable and reduce uncertainty.

3.3.4. Healthy environment

Aspiration: Our urban streams, aquatic habitats and coastal marine environment are healthy and accessible

Urban streams provide opportunities for ecological corridors, public access, amenity and connectivity for walking and cycling. Positive inclusion of streams in the urban landscape will render multiple benefits, not only in relation to stormwater management. Water Sensitive Design (WSD) includes components that look to protect and improve stream health through all phases of the design process.

Objectives:

1. Enhance habitat diversity and stream health, including riparian and wetland vegetation, diversity of bed/bank substrate (including woody debris), meander, diversity of width/depth, floodplain connectivity and diversity of bank shape suitable for aquatic and riparian fauna needs
2. Minimise stream modification and loss of natural streams (including springs and seeps).
3. Maintain and restore fish passage at man-made instream structures.
4. Provide for public access, amenity and connectivity along our urban stream network, creating green linkages connecting our hill country to the sea
5. Protect and restore specific areas of cultural and community significance within the stream corridors.

3.3.5. Integration

Aspiration: We manage stormwater in a holistic, efficient and cost-effective manner

There is a common organisational goal related to stormwater management, which recognises that;

- stormwater needs to be managed in a unified way
- stormwater management solutions often cover more than one theme

Objectives:

- Partner with tangata whenua and collaborate with internal and external stakeholders to achieve better stormwater outcomes
- Manage stormwater so that it addresses the needs of multiple values in a balanced and practical manner throughout the entire life of the asset (design, operation, decommissioning).

This Strategy should be informed and supported by the objectives and policies from existing strategic documents and vice versa. Updating and aligning strategic documents is an ongoing process. The CMPs will provide essential information into this Strategy and subsequent reviews and the resulting actions should support continued improvement and achievement of the desired outcomes.

The Council's budgets and programmes for specific projects are set through the Long Term Plan process, the Council's priorities will be informed and supported by the catchment management plans and individual business cases.

4. Stormwater management best practice

This section outlines best practices for stormwater management and guidance on how our aspirations and objectives should be achieved. These are used to inform the targets in Section 5.

4.1. The use of Water Sensitive Design (WSD) and Green Infrastructure

Best practice:

- WSD is the preferred stormwater management practice and should be used from the start of the design process for new urban areas as well as changes to existing developed areas.
- WSD requirements should be included in all areas of Council (e.g. roading, parks and properties) and in all regulatory documents including the TRMP.
- Integration of WSD (stormwater focus) with other green/ecological objectives such as the need for greenways is a good example of maximising community outcomes

Water Sensitive Design (WSD) is considered best practice internationally and is increasingly advocated, used and required inside and outside New Zealand. WSD is based on a design approach looking to mimic natural processes and often uses green infrastructure such as raingardens, swales and wetlands instead of pipes or other “hard” infrastructure. The key principles1 of WSD are:

a. Use an inter-disciplinary planning and design process
b. Protect and enhance natural systems and their values
c. Address (and avoid) stormwater effects close to the source
d. Mimic natural processes for stormwater management

As urban areas become more intensely developed sufficient space for green and blue infrastructure comes under more pressure. At the same time, there is an increasing demand from the community for open (green) space which includes natural areas such as streams. Additionally, the demand on man-made and natural drainage systems also increases from a hydrological point of view.

For WSD to be successful, it is to be considered from the start of a design process including but not limited to the following steps:

- Retain waterways and protect riparian margins and other natural features (constraints).
- Minimise development within floodplains (generally around streams)
- Understand and manage overland flowpaths
- Minimise earthworks / compaction
- Minimise impervious area (public and private)
- Consider future land use and design of private and public spaces including roads
- Provide stormwater treatment at source (e.g. rain gardens, permeable paving, roof gardens, rain tanks etc.) before discharging into the natural environment.

Stream corridors are not only important to protect stream health but also to provide opportunities for ecological corridors (between the estuary and the hills), amenity values and connectivity for walking and cycling.

4.2. 1st Avoid, 2nd Remedy, 3rd Mitigate

Best practice

- Avoidance of issues is the most effective way to manage stormwater.
- If avoidance is not feasible, mitigation at source is the best approach and is more effective than end- of-pipe stormwater management. This applies to quantity (reducing changes in runoff) as well as quality management (water quality treatment).

The problems relating to flooding, contamination and the health of our natural waterways within an existing urban environment with limited space is complex and expensive. For this reason, the highest priority is given to avoidance of the problem in the first place. Only when effects cannot be avoided, should we look at remediation or mitigation.

There are many ways to prevent or avoid future issues such as minimising impervious areas, reducing compaction, not using building materials that can leach out heavy metals such as Zinc and Copper and not building in flood plains or significant overland flow paths.

If avoidance is not feasible or only partially addresses existing or new issues, the next most effective stormwater management approach is either remediation of the problem or mitigation at source (2nd and 3rd priority). The remediation of a stormwater issue takes the actual cause of the issue away, so the effect can no longer occur, for example by reinstating the natural situation. Within the context of urban development, remediation is often not feasible. The mitigation of a stormwater issue means that the effects are minimised, for example by providing stormwater treatment. Mitigation of stormwater is most effective when done as close to the source as possible.

Traditional stormwater management uses an end-of-pipe approach. Cumulative effects are often difficult to predict but are clearly evident now. Quality treatment is more effective at source than at the bottom of a catchment where contaminants are often diluted and more difficult and expensive to remove. Minimising increases in runoff at source will bring the hydraulic response from a rainfall event closer to pre-development levels and reduces flood risks.

4.3. Holistic and catchment wide approach

Best practice

- Key stormwater issues are often interrelated and should be addressed taking a holistic and catchment wide approach
- Cumulative effects related to stormwater management need to be assessed and addressed at a catchment wide scale

The different stormwater challenges that the Council and community is facing in the district are often interrelated. It is important to ensure that multiple issues are addressed holistically, rather than in isolation to ensure that proposed solutions do not impact negatively on each other. An integrated or holistic approach may also provide opportunity to address multiple issues through a single solution.

Most stormwater effects cannot be linked back to a single cause (e.g. discharge). Traditional effect assessments on a case-by-case basis have been unable to prevent increasing problems related to flooding, pollution and stream health.

Cumulative effects should be considered on a catchment level and translated into fit-for-purpose stormwater management responses which include regulatory and non-regulatory methods.

4.4. Masterplanning

Best practice:

- New developments require stormwater planning that considers the various opportunities and constraints, including specific engineering requirements from transportation, parks & reserves, utility services, etc
- Re-development (such as intensification) provide an opportunity to improve stormwater management practice including upgrades to existing infrastructure, improvements to natural assets and stormwater treatment

A site or area specific masterplan provides direction as to how a new area can be developed in an integrated way and for stormwater, this will consider natural stormwater features, including the location of stream corridors, floodplains and overland flow paths. Without the direction provided by a masterplan, there is a considerable risk that stormwater solutions (and services delivered through other activities) become sub-optimal and disjointed.

New infrastructure needs to meet the Council's design specification. Growth can also trigger the need to upgrade existing infrastructure, for example when connecting to existing infrastructure or when redevelopment in existing brown field areas is proposed.

4.5. Cross Council integration

Best practice:

- Land requirements for effective stormwater management and integrated urban design are identified and secured early in the planning and design process, including space for stream (corridors), flooding, overland flow and stormwater treatment.
- Stormwater management is integrated into all Council activities, including urban planning, reserve management and road corridor design.
- Integration with other Council projects provides a unique opportunity to achieve improved stormwater management outcomes.
- Catchment Management plans will be developed in partnership with Iwi

Many stormwater improvement works are very expensive and hard to justify in isolation. Any change in the urban environment provides a unique opportunity to achieve improved stormwater management outcomes. These principles apply to new developments as well as to any changes / works in existing urban areas. Examples are the inclusion of stormwater treatment as part of a road upgrade, stream enhancement as part of a reserve upgrade, or better flood management as part of a redevelopment initiative. The Council is always seeking efficiencies. The integration of improved stormwater management outcomes into Council and community initiatives is one way of achieving this.

4.6. Future proof design

Best practice:

- When considering the effects of possible changes in runoff or when scoping works to mitigate the effects of stormwater runoff a precautionary approach should be taken (within reason).
- Risk to lifelines and critical infrastructure should be given special consideration.

Many assessments of effects of future changes in runoff (quantity and quality) are based on a range of assumptions (e.g. climate change, future growth, expectations, legal requirements, treatment efficiencies, etc.). The cost related to future upgrades when the full range of necessary assumptions is not taken into account in the design phase are very high compared to the incremental costs to cover for uncertainty. Future proofing design solutions is seen as good practice in stormwater management. An options assessment should include a sensitivity analysis related to the assumptions made and the consequences related to scope and costs.

4.7. Value for money

Best practice:

- Stormwater management related solutions should consider (life cycle) cost and tangible and intangible benefits across Council and community.
- Operation and Maintenance requirements of man-made and natural assets are scheduled.
- Access to manmade and natural assets is legally and physically enabled and protected
- Public and Private responsibilities related to all aspects of stormwater management are clear and clearly communicated.

Stormwater needs to be managed in an effective and efficient manner. When considering options for new developments as well as in existing brown field areas, the principles outlined in the previous sections should be used. The whole-of-life-cycle costs and benefits need to account for both public and private stakeholder's interests. This includes intangible benefits such as ecosystem health and amenity.

It is not uncommon that access for efficient operation and maintenance of assets is difficult, specifically related to natural assets, but access needs to be provided. Access also needs to be legally possible and secured, specifically when it requires access though private land.

Although Operation and Maintenance of man-made assets is included in the AMPs it is less common to include the need to look after natural assets in a similar systematic manner. It is desirable to include costs related to the environmentally friendly maintenance of natural assets in the AMPs.

4.8. Cultural values

Best practice:

- Establish and facilitate a good working relationship and communication strategy between iwi and Council. This involves establishing a meaningful relationship whereby iwi have a management role, with input into decision-making beyond the RMA consenting processes.
- Catchment Management plans will be developed in partnership with Iwi to integrate Te Ao Māori values and kaitiakitanga aspirations.
- Indigenous vegetation is used where riparian margins are restored

The core Māori values and how they can underpin design principles are included in Appendix E.

5. Medium and long-term outcomes and targets

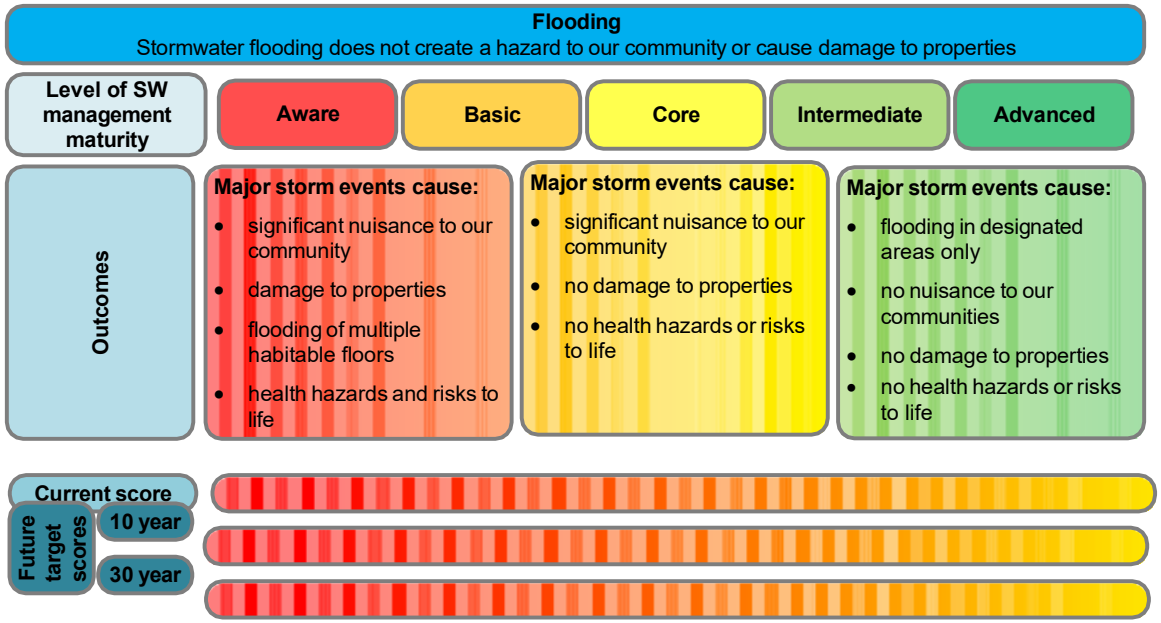
Our aspirations are long term goals for the future, and it is often not pragmatic, cost effective or realistic to try and achieve our aspirations within short timeframes. For this reason, medium (10 year) and long term (30 year) targets have been set and are shown against the current performance.

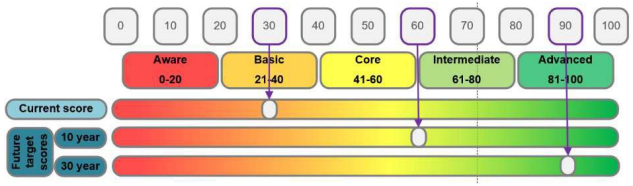
A range of tangible district-wide outcomes have been set to support the delivery of the aspirational objectives linked to each of the 5 focus areas. Our current level of stormwater management maturity was agreed through workshops with relevant stakeholders. The process involved scoring our performance against a number of objectives for each of the 5 focus areas. These Objectives are included in Appendix F.

A similar process was used to set the future 10-year (medium-term) and 30-year (long-term) targets. These target outcomes will be used as the basis for identifying and prioritising improvement projects in the individual catchment management plans.

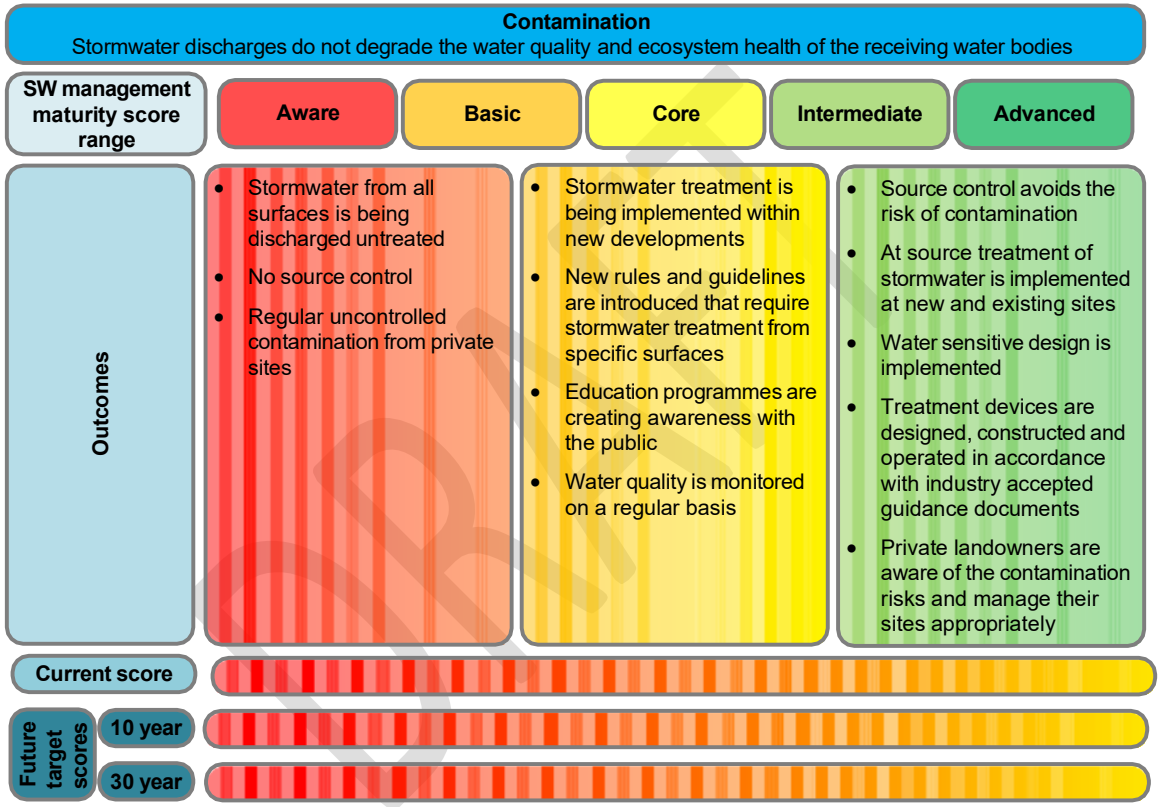
The outcomes, current, and future target scores for each of the 5 focus areas are shown in the figures below.

5.1. Flooding

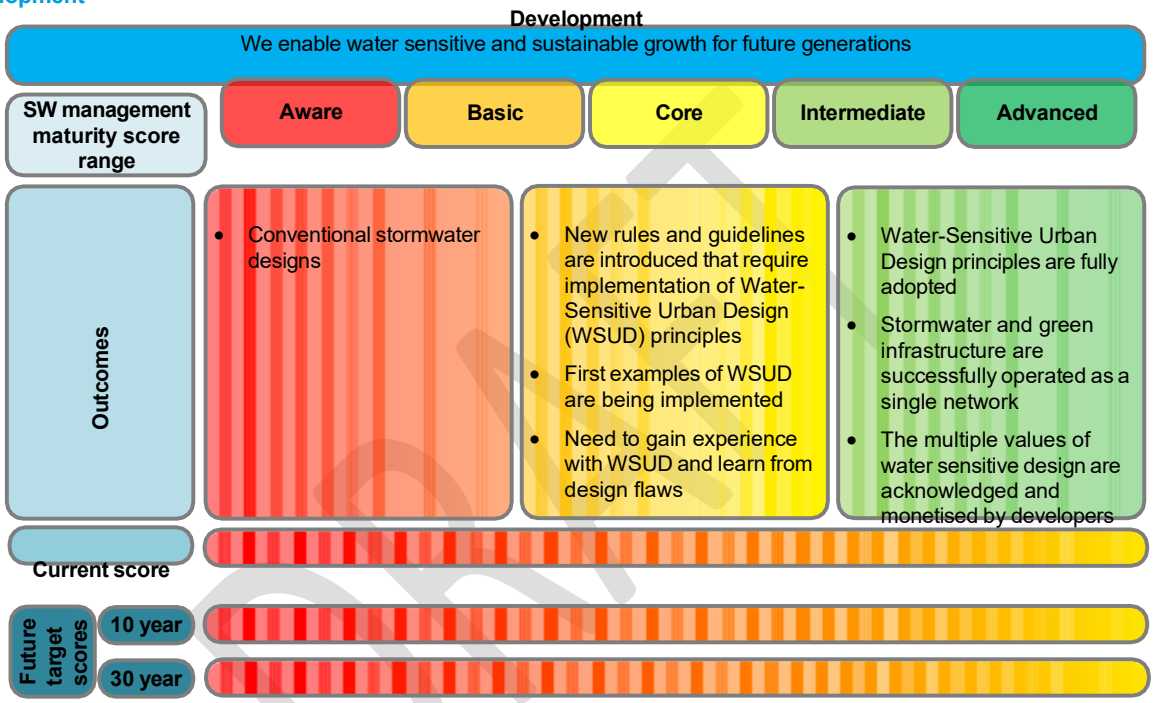

Flooding
Stormwater flooding does not create a hazard to our community or cause damage to properties
Level of SW management maturity
Aware
Basic
Core
Intermediate
Advanced
Outcomes
Major storm events cause:
significant nuisance to our community
damage to properties
flooding of multiple habitable floors
health hazards and risks to life
Major storm events cause:
significant nuisance to our community
no damage to properties
no health hazards or risks to life
Major storm events cause:
flooding in designated areas only
no nuisance to our communities
no damage to properties
no health hazards or risks to life
Current score
Future target scores
10 year
30 year


0
10
20
30
40
50
60
70
80
90
100
Aware
0-20
Basic
21-40
Core
41-60
Intermediate
61-80
Advanced
81-100
Current score
Future target scores
10 year
30 year

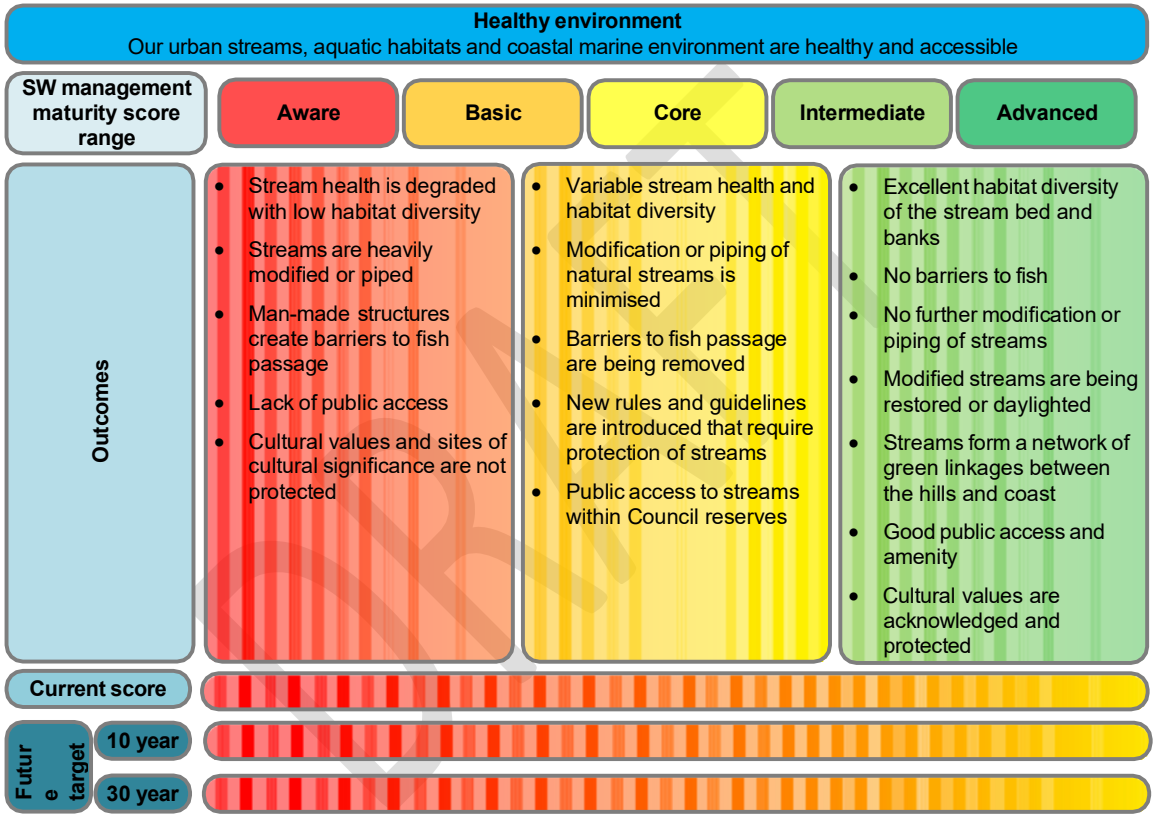
5.2. Contamination



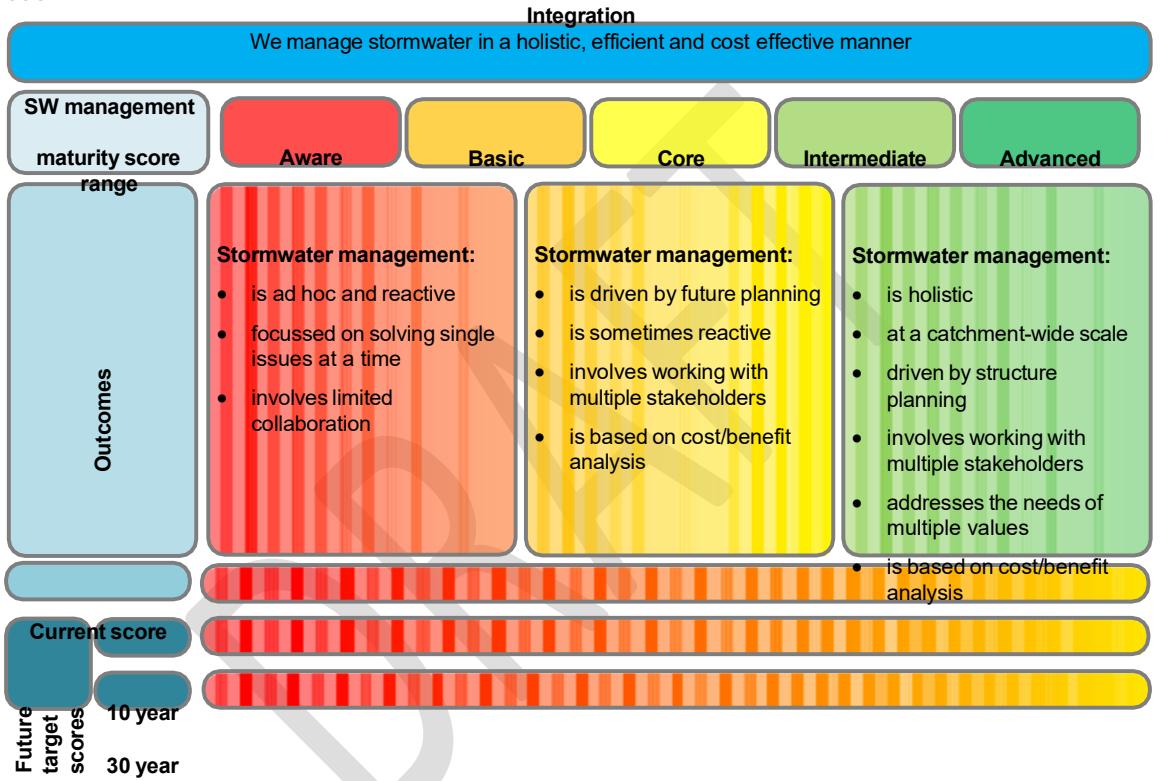
5.3. Development



5.4. Healthy environment



5.5. Integration



6. 3-year plan

The main purpose of this strategy is to set to the long-term direction for stormwater, but there are a number of key projects that need to be completed in the short-term (~ 3 years) if the long-term aspirational goals are to be achieved. A 3-year plan has been developed and details are provided in the following sections and Figure 5.

6.1. Update stormwater network models and flood hazard maps

To retain the values of the existing urban stormwater network models, they need to be updated. The updates will address issues such as:

- Advancements in modelling software
- Model input changes (eg rainfall, climate change assumptions, NRC river models etc)
- Installation of new infrastructure
- Availability of new LiDAR data

In addition to the model updates, systems need to be put in place to ensure the models are kept up to date in the future and can be used to model planning scenarios.

The network models are an important part of the CMPs but can be updated independently of them to ensure the latest flood mapping data is available. Central government (DIA) funding has been received to support update of the 3 waters network models including the stormwater models. A priority rank (refer to Table 1) was assigned to each urban stormwater catchment model based on the level of flood encroachment within building boundaries during a 100yr event, predicted growth and whether the catchment includes an urban drainage area (UDA) in the proposed Northland Regional Plan (pNRP).

Urban area	Priority
Kaitaia	1
Kerikeri	2
Greater Paihia	3
Kaikohe	4
Doubtless Bay	5
Awanui	5
Kawakawa & Moerewa	7
Greater Russell	8
Whatuwhiwhi	9
Ahipara	10
Houhora & Pukenui	11
Whangaroa	11
Rangiputa	11
Rawene & Kohukohu	11
Omapere & Opononi	15

Note: Proposed. Greater Paihia includes Paihia, Te Haumi, Opua and Haruru. Greater Russell includes Russell town, Tapeka and Okiato, Doubtless Bay includes Taipa, Mangonui, Coopers Beach and Cable Bay.

Table 1: Urban stormwater model update provisional prioritisation

6.2. Develop digital Stormwater Catchment Management Plans for priority areas

The catchment management plans developed in ~ 2010 will be used as the basis for development of fully updated digital, interactive plans that will form part of the Urban Stormwater Drainage Framework.

The catchment management plans will:

- Identify and address the specific features and issues of that stormwater network and the receiving environment it discharges to
- Be prepared to a specified timetable and with certain community engagement requirements
- Result in specific prioritised work programmes to address the identified stormwater management issues and how the network would be operated, maintained and upgraded to improve the quality of stormwater discharges.

The provisional urban stormwater models prioritisation shown in Table 1 could also be applied to the CMPs.

6.3. Update the Engineering Standards

The existing engineering standards have not been updated since 2009 and refer to NZS 4404:2004, which has now been superseded. Development of a new Engineering Standard that provides clear and consistent design and planning guidance to developers and FNDC staff is required.

As part of the process of updating the Engineering Standards, any other policies or guidelines that are identified as being required should be identified.

6.4. Implement a water quality monitoring programme

Water quality monitoring is required at specific locations to satisfy NRC stormwater discharge consent requirements, but can be used to build a picture of the general quality of discharges from the public stormwater network and the health of the receiving water bodies.

A programme of regular monitoring at key locations will be implemented and the results used to inform catchment planning.

6.5. Implement gross pollutant trap (GPT) installation programme

There are very few existing devices within the District to prevent gross pollutants from urban areas entering streams, rivers and oceans and those that are in place are often difficult to access and maintain safely. There are retrofit systems (such as debris nets) available that can treat large catchments and this type of solution should be used to target high risk catchments.

The use of more localised treatment, such as catchpit inserts, may also be appropriate in some situations particularly if there is a known litter ‘hot-spot’ or if very fine silt or specific types of contamination (eg hydrocarbons) need to be captured.

6.6. Define ownership and maintenance responsibilities and update in asset management system(s)

Management of stormwater is complex and required cooperation between various internal and external stakeholder. A lack of clearly defined rules around ownership and maintenance responsibility for assets (based on location, function and physical characteristics etc) increases the risk that assets will not be appropriately managed. There are particular issues with understanding the ownership/maintenance responsibilities between:

- FNDC Stormwater and FNDC Transport/Roading assets
- FNDC and NZTA assets
- FNDC and NRC assets
- FNDC and private assets

The first stage of this piece of work is to agree and document rules for assigning ownership and maintenance responsibility and the second stage will be applying the new rules to all assets held in all systems. This is likely to have some effect on future valuations and maintenance contracts.

Reconciliation of data held in INFOR, RAMM and the financial Fixed Asset Register will be required on a regular basis.

It is necessary to clearly identify all assets that will be vested to Council at the planning stage of new developments so that any issues with design or future maintenance can be addressed.

6.7. Align levels of service and stormwater investment with the Stormwater Strategy

There is currently only one level of service statement, which does not reflect the Stormwater Management Framework objectives and the only performance measured currently in place are the DIA mandatory non-financial measures. New levels of services statements (likely to strongly align with the 5 high-level aspirations and objectives identified in this document) are required that are supported by SMART (Specific, Measurable, Achievable, Relevant, Timebound) performance measures.

Future investment should be aligned to the Stormwater Strategy by measuring and prioritising all projects and activities against the objectives and targets that are set through the Catchment Management Planning Framework.

6.8. Develop a Stormwater Bylaw

The need for a Stormwater Bylaw has been identified as it will assist with:

- Managing development and maintenance of the stormwater network
- Protecting the existing stormwater network from damage, misuse or loss
- Managing use of the existing stormwater network including conditions on which connection may be made or maintained
- Ensuring discharges into the existing stormwater network do not damage the network or compromise the Council's ability to comply with any applicable network discharge consents
- Preventing interference with the public stormwater network
- Ensuring the public network is managed in a way that protects the public from nuisance and promotes / maintains public health and safety
- Manage the ground soakage systems that form part of the network
- Ensure the maintenance and operation of private stormwater systems and the removal or decommissioning of redundant stormwater systems on private land to prevent damage to the stormwater network, protect the public from nuisance and maintain public health and safety

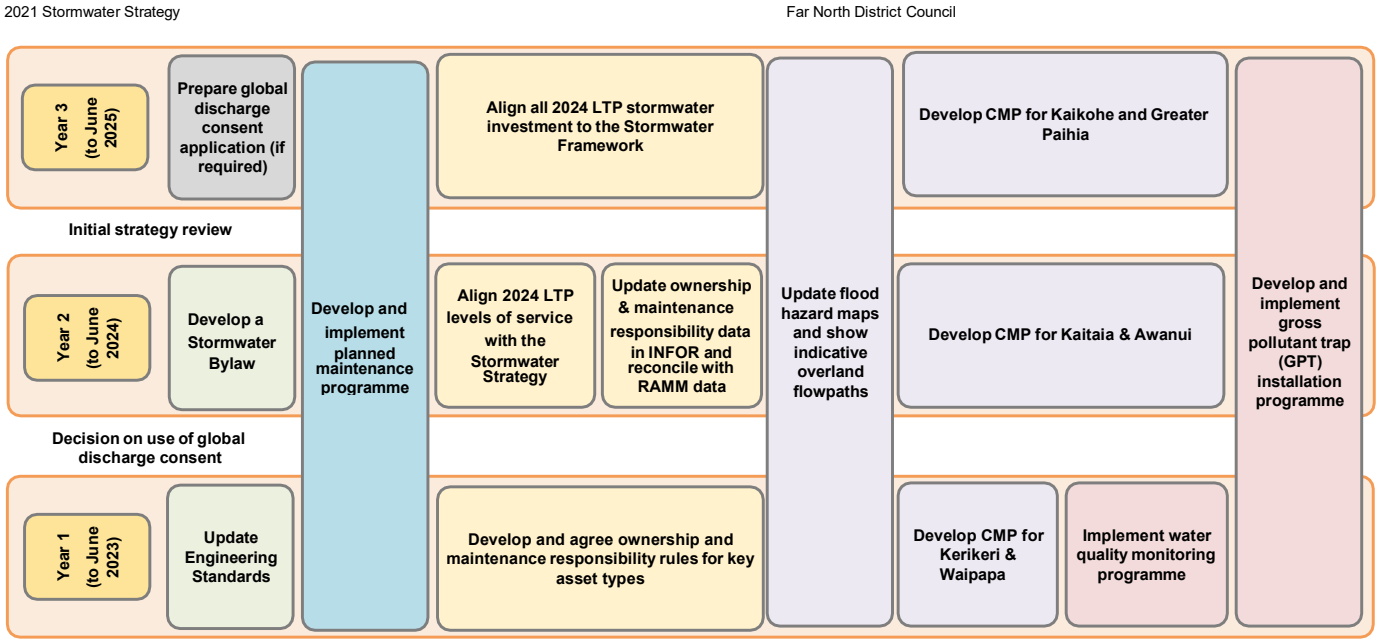


Figure 5: 3-year plan

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Appendix A: NPS-FM overview

The main focus of the NPS-FM is:

- setting freshwater objectives (goals that describe the desired state of freshwater now or in the future)
- setting limits (the maximum amount of the resource available for use)
- implementing methods to achieve the freshwater objectives and limits.

Some of the key requirements of the NPS-FM are to:

- consider and recognise Te Mana o te Wai in freshwater management
- safeguard fresh water's life-supporting capacity, ecosystem processes, and indigenous species
- safeguard the health of people who come into contact with the water
- maintain or improve the overall quality of fresh water within a freshwater management unit
- improve water quality so that it is suitable for primary contact more often
- protect the significant values of wetlands and outstanding freshwater bodies
- follow a specific process (the national objectives framework) for identifying the values that tāngata whenua and communities have for water, and using a specified set of water quality measures (called attributes) to set objectives
- set limits on resource use (eg, how much water can be taken or how much of a contaminant can be discharged) to meet limits over time and ensure they continue to be met
- determine the appropriate set of methods to meet the objectives and limits
- take an integrated approach to managing land use, fresh water and coastal water
- involve iwi and hapū in decision-making and management of fresh water.

Appendix B :Overview of Te Mana o te Wai

source: Te Mana o te Wai report

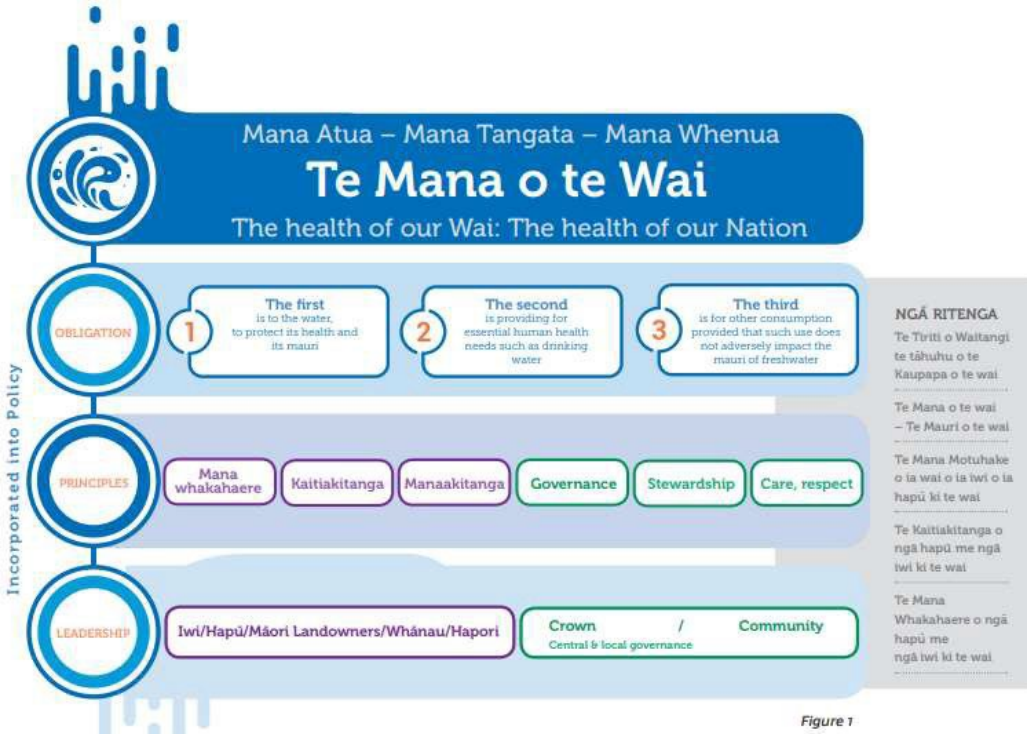


Figure 1

Appendix C: National Urban Water Principles

PAPATŪĀNUKU – "Our relationship with the land –papatūānuku – will pre-determine our relationship with water".

1. Protect and enhance ecosystem health of all receiving environments. Use integrated planning to ensure that decisions made upstream protect downstream receiving environments, such as streams, lakes, wetlands and terrestrial ecosystems, groundwater, estuaries, and the ocean.
2. Co-design with nature an integrated and regenerative approach to urban development. Use nature-based or green infrastructure engineering solutions where possible to mimic or work with processes found in the natural environment. Retain, restore and enhance existing elements of the natural drainage system, and integrate these elements into the urban landscape.
3. Address pressures on waterbodies close to source. Urban water ecosystems are under increased pressure from a wide range of pollutants, modified flow characteristics and altered channel form. These pressures can be either acute (such as a spill or pollution incident) or chronic, created by the cumulative effects of these pressures over time. Mitigating these pressures at or close to their source prevents degradation downstream.

NGĀ WAI TUKU KIRI – "Our waters are a gift of life provided to us by our tupuna".

4. Recognise and respect mana motuhake – the whakapapa and relationship that mana whenua have with water ecosystems in their rohe. Mana motuhake means the authority (mana) gained through self-determination and control over one's own destiny. Mana whenua communities have this authority in their customary 'rohe' or territory and have special cultural relationships with ecosystems in these areas. It is important to proactively engage mana whenua in designing urban environments within their rohe so that they can have a meaningful role in shaping the outcome.

TĀNGATA – "Our environments are places of human occupation".

5. Identify and consider the community values for urban water and reflect them in decision-making. Communities often have strong aspirations and values for their urban spaces, including values for environmental sustainability, sense of place, and general amenity and liveability. Urban planning and design processes should create opportunities for communities to express their values and for decision-makers to reflect these goals in their decisions.
6. Optimise environmental, social and cultural benefits when investing in buildings and infrastructure. When considering options for investment, prioritise options that provide multiple benefits. Investment decisions should take lifecycle costs of buildings and infrastructure into account and generate an enduring well-being gain.

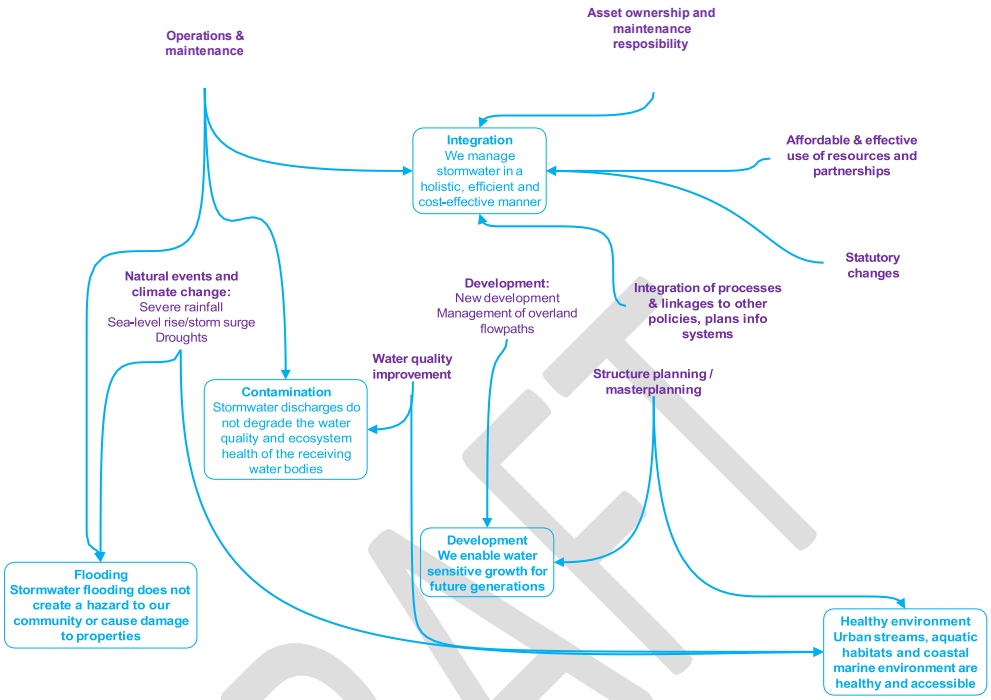
TE HĀPORI ME TE WAI – "The community's love and care for water is enduring".

7. Uphold and foster kaitiakitanga and custodianship of urban water ecosystems. Everyone has a responsibility to care for the health of our urban water bodies. Because of this, it is important that all community members can connect with these water bodies and are encouraged and empowered to take direct action to maintain and restore ecosystem health.
8. Collect and share information to promote common understanding of urban water issues, solutions and values. Meaningful and transparent data and information is necessary to improve both the design and use of our urban environments. Improving access to quality information can support integrated catchment planning and water sensitive design, while information for urban residents and businesses on current and emerging issues and solutions can foster positive behaviour change and the acceptance of new policy and technology.

TIAKINA MŌ APŌPŌ – "In building future resilience, our connectedness with the environment is our strength".

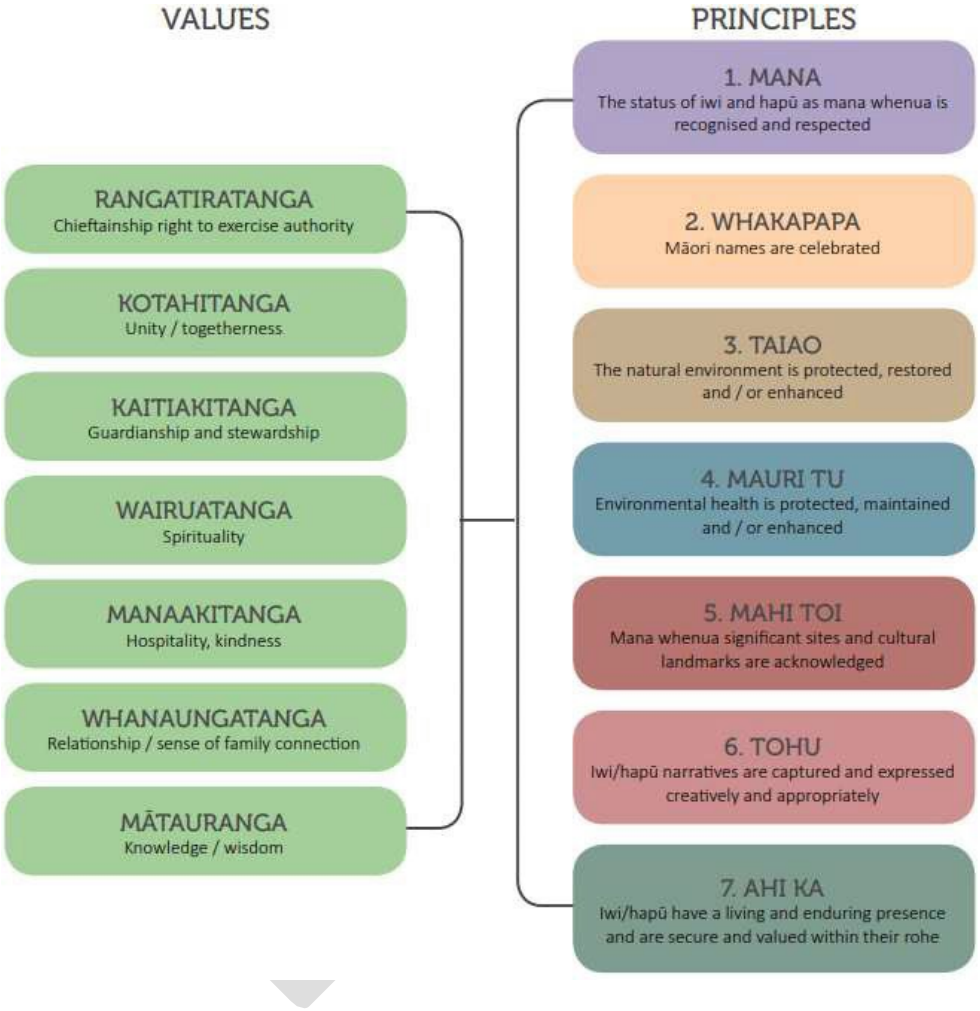
9. Increase resilience to natural hazards and climate change. To improve the resilience of urban communities, we need to design water sensitive systems and landscapes which reflect the environmental characteristics of the area and are resilient to natural disasters and change.
10. Conserve and reuse water resources. Drinking water, wastewater and stormwater are each valuable resources and we should reduce their consumption and/or production and maximise their reuse. This includes increasing water-use efficiency by reducing potable water demand and maximising the use of greywater and stormwater

Appendix D: Links between key issues and the 5 focus areas



Appendix E: Core Māori values and design principles

(source: Tāmaki Regeneration Company (2016). Tāmaki Reference Plan (Version 0.17)



Appendix F: Agreed current and target scores against objectives

1. FLOODING

Aspiration: Stormwater flooding does not create a hazard to our community or cause damage to properties

		Score (0 to 100)		
ID	**Objectives**	**Current**	**10yr**	**30yr**
1.1	New and existing properties are serviced by a primary network with capacity to convey flows of at least 10% AEP or more			
1.2	No habitable floors are expected to flood as a result of a storm event of 1% AEP or less (as measured through stormwater modelling)			
1.3	Flood risks are prioritised in the order of: ■ 1st - Hazards (minimise safety effects) ■ 2nd - Damage (minimise economic effects) ■ 3rd - Nuisance (minimise social effects)			
1.4	Overland flow paths are improved and protected to safely convey up to 1% AEP without any flooding of habitable floors			
1.5	Climate change effects are accounted for in flood risk assessments			
1.6	New developments are designed in accordance with the relevant requirements of the Engineering Standards (primary network design capacity: 10% AEP and secondary network design capacity: 1%AEP)			
1.7	Understand and manage residual flood risks (above 1% AEP) appropriately			

2. CONTAMINATION

Aspiration: Stormwater discharges do not degrade the water quality and ecosystem health of receiving water bodies

		Score (0 to 100)		
ID	**Objectives**	**Current**	**10yr**	**30yr**
2.1	Avoid contamination of stormwater through source control			
2.2	Treat stormwater runoff from (re)developments, where avoidance is not possible, in accordance with requirements of the Engineering Standards.			
2.3	Retrofit stormwater treatment to existing discharges, focusing on high risk areas such as busy roads, intersections and large carparks.			
2.4	Implement a targeted approach to stormwater management and treatment of runoff from industrial and commercial areas aimed at identified contamination risks related to specific activities.			

3. DEVELOPMENT

Aspiration: We enable water sensitive and sustainable growth for future generations

		Score (0 to 100)		
ID	**Objectives**	**Current**	**10yr**	**30yr**
3.1	Utilise and support the implementation of Water Sensitive Design as the guiding design principle for all new developments and redevelopments			
3.2	Council will provide clear guidance on catchment specific stormwater requirements in new growth areas			
3.3	Establish good working relationships with the development community to support the development of rules, requirements and supporting practice notes that are clear and implementable and reduce uncertainty.			

4. HEALTHY ENVIRONMENT

Aspiration: Our urban streams, aquatic habitats and coastal marine environment are healthy and accessible

		Score (0 to 100)		
ID	**Objectives**	**Current**	**10yr**	**30yr**
4.1	Enhance habitat diversity and stream health, including riparian and wetland vegetation, diversity of bed/bank substrate (including woody debris), meander, diversity of width/depth, floodplain connectivity and diversity of bank shape suitable for aquatic and riparian fauna needs			
4.2	Minimise stream modification and loss of natural streams, including springs and seeps			
4.3	Maintain and restore fish passage at man-made instream structures.			
4.4	Provide for public access, amenity and connectivity along our urban stream network, creating green linkages connecting our hill country to the sea.			
4.5	Protect and restore specific areas of cultural and community significance within the stream corridors.			

5. INTEGRATION

Aspiration 1: We manage stormwater in a holistic, efficient and cost effective manner

		Score (0 to 100)		
ID	**Objectives**	**Current**	**10yr**	**30yr**
5.1	Engage and collaborate with tangata whenua and other internal and external stakeholders to achieve best stormwater outcomes			
5.2	Manage stormwater so that it addresses the needs of multiple values in a balanced and practical manner throughout the entire life of the asset (design, operation, decommissioning)			

6.2 FNDC TRANSPORTATION ACTIVTY UPDATE - MAY 2024

File Number: **A4790241**

Author: **Fleur Beresford, Democracy Advisor**

Authoriser: **Tanya Proctor, Head of Infrastructure Strategy**

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this briefing is to present the May 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

- Activity reports from contractors in the roading and transport space are attached.
- The reports are intended to provide insight into operational activity completed over that month.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou – Transport and Infrastructure Committee receive the report May Roading and Transportation Activity Reports.

1) TĀHUHU KŌRERO / BACKGROUND

Before the disestablishment of the Northern Transport Alliance, a transportation report was compiled. This is accompanied by reports from our 2 main roading contractors – Fulton Hogan and Ventia. The 3 attachments report on the works undertaken through the month of May.

These reports are published on our FNDC website for public information, and attached to this report for governance oversight.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The monthly reports are for information only.

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

There are no financial implications or need for budgetary provision.

ĀPITIHANGA / ATTACHMENTS

1. **Transportation Activity Update - A4789986** ⇩
2. **North - Fulton Hogan Monthly Report - May 2024 - A4789989** ⇩
3. **South - Ventia Monthly Report - May 2024 - A4789998** ⇩

MAY 2024 TRANSPORTATION ACTIVITY UPDATE

EXECUTIVE SUMMARY

Several Road Safety week (20th – 26th May) activities were successfully undertaken across the District by Council's Road Safety Education programme staff, in partnership with Far North REAP.

Implementation of the Bay of Islands-Whangaroa speed limit catchment is underway with the first area to go live on 24th June, with Council considering consultation on the Russell catchment at the June Council meeting.

Twenty-three new resource consent applications were received in the month of April (vs. twelve-month rolling average of 19 per month)

59.631M of transport works have been completed in the eleven months of the 2023/24 financial year to date, being a 13% increase on the escalated equivalent of $52.743M of works completed in the same period of the 2022/23 financial year. 84% of subsidised expenditure year to date relates to the three core activities of Renewals (36%), Maintenance & Operations (31%) and Emergency Works (17%).

With the summer construction season now over, work continues completing the remaining projects scheduled for this financial year. While some delays have been encountered in a few key projects it is still expected that the programme will be delivered in the current line with current forecast.

Routine grading activities have continued in preparation for winter with 31% (or 494km) of the unsealed network length completed in May. There continues to be a focus on network wide pothole repairs, culvert replacements and culvert end clearing/flushing, catchpit entrance clearing and mowing through both routine and ordered works maintenance activities. Unsealed Rehabilitation works were completed on Waitaheke Road, Lodore Road and Waiare Road.

As recovery works continue to progress, nightly status updates are made to the Northland 2022/23 Slip Repair Map on FNDC's website. A summary of the distribution of Emergency Works response works completed across the District, broken down by Ward, has also been included within this month's report (Page 14). Works continued with the 2022/23 Emergency event(s) recovery activities through April including completion of 18 retaining wall structures (to address under slips) across 15 individual roads.

The construction tender for West Coast Rd, Motuti was released to the open market in the first week of June. NZTA have current confirmed funding as per estimates, however indications are that the cost could be considerably higher than the estimates derived through the Emergency Works Assessment process. A peer review of the design is continuing in parallel and in the meantime, maintenance has been carried out in May to top up metal in the slip section and improve the Traffic Management.

98 new Corridor Access Requests received for works in the road reserve across Far North District in May. Three temporary traffic management safety audits were completed during the month with two sites scored 'High' and the other audit scored as 'Needs Improvement'.

The Ferry service carried a daily average of 525 passengers and 255 vehicles for the month of May 24. The schedule departures were 97% on time for the months with 75 shuttles, 4 emergency services after-hours crossings. Year to date fare revenue is tracking slightly above the previous year.

A comprehensive annual day inspection for FNDC streetlight assets is work in progress, with 337 asset inspections completed during May.

The volume of customer requests stabilised in May (442 requests received during the month). At the end of May, there were 385 open requests, being a 27.7% decrease from the prior month.

ROAD SAFETY EDUCATION PROGRAM

Far North REAP (Rural Education Activities Programme) are contracted to deliver Council's Road Safety Education programmes across the Far North District. Key activities undertaken this month included:

- Road Safety Week activities:
  - Kaitaia Primary School: road safety videos, road safety assembly with Fire, Police, St Johns, Road Safety education team.
  - Social media messaging on multiple Facebook sites.
- Supporting local events (signage, road cones, staff present):
  - Waka Ama – Hokianga
  - Surf Competition – Ahipara
  - Peria School Roadside clean-up project
  - Surf Rescue – Ahipara.
- Speed Trailer – Kaikohe, Hokianga, Waipapa, Kaitaia.
- Restraints:
  - Child Restraint information: Hokianga, Kerikeri, Moerewa, Kaikohe
  - Roadside Checkpoint in Paihia and Moerewa
- Driver Education
  - Restricted/ Full Licence Courses x six
  - Learners Licence Courses x twelve
  - Wrap around support with Driver Education and working with 2 community testing driving officers in the Road Safety Far North team.
- I Endorsement training in Kerikeri – four participants
- 'Hit The Reset' – local Psychology of a Driver marketing campaign development
- Pedestrians:
  - ECE walking bus Kawakawa.
- Building Capacity/ Networking:
  - Matariki event preparation (to be held in Kawakawa 28th June)
  - AA hui in Auckland
  - Auckland Transport
  - NZAA Northland Council
  - Driving Change Network Forum
    - By Maori for Maori
    - Steering Committee
  - NZIDE hui in Auckland
  - SASTA PD – seven people attended from Road Safety Far North team
  - Driver licence improvement programme hui.

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

2023/24 Far North District Council		
Course	**Contracted**	**YTD**
Grade 1	**1050**	**1503**

SPEED LIMIT REVIEWS

Implementation of the Bay of Islands-Whangaroa speed limit catchment is underway with the first area to go live on 24th June. Council has partnered with NZTA Waka Kotahi to complete speed limit changes at the same time on SH 11 and local roads in Paihia. The remainder of the catchment will be completed by the end of July.

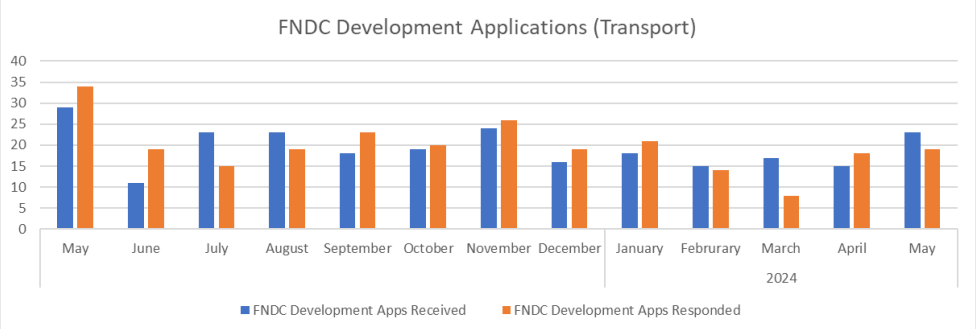
Council is considering consultation on the Russell catchment. Final decisions to be made at the 13th June council meeting.

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 May, a total of twenty-three applications were received (vs. twelve month rolling average of nineteen) and a total of eighteen applications were processed.

		FNDC			
		Development Apps		Alfresco Permits	
		Received	Responded	Received	Responded
2023	May	29	34	0	0
	June	11	19	2	2
	July	23	15	1	1
	August	23	19	1	1
	September	18	23	6	5
	October	19	20	4	4
	November	24	26	5	5
	December	16	19	1	1
2024	January	18	21	2	2
	February	15	14	2	2
	March	17	8	2	2
	April	15	18	0	0
	May	23	19	1	1

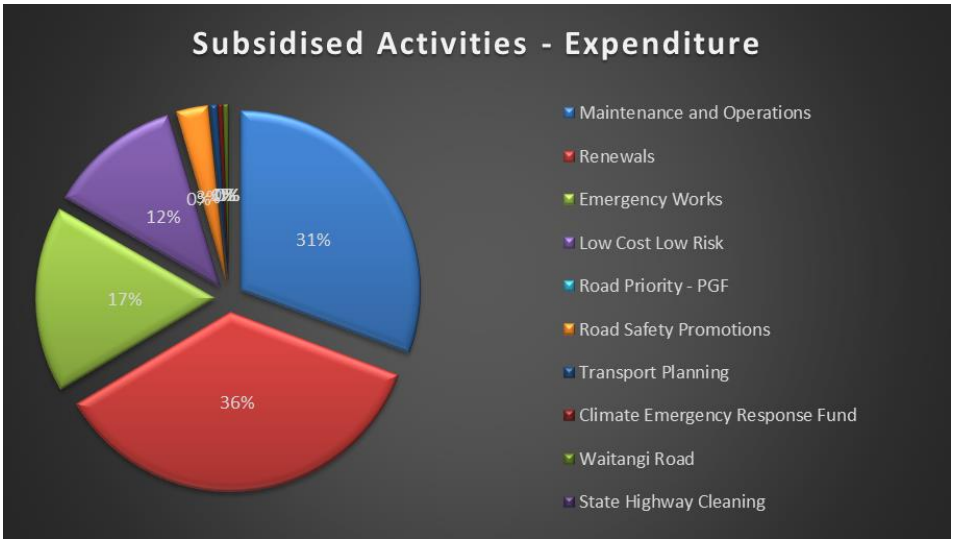


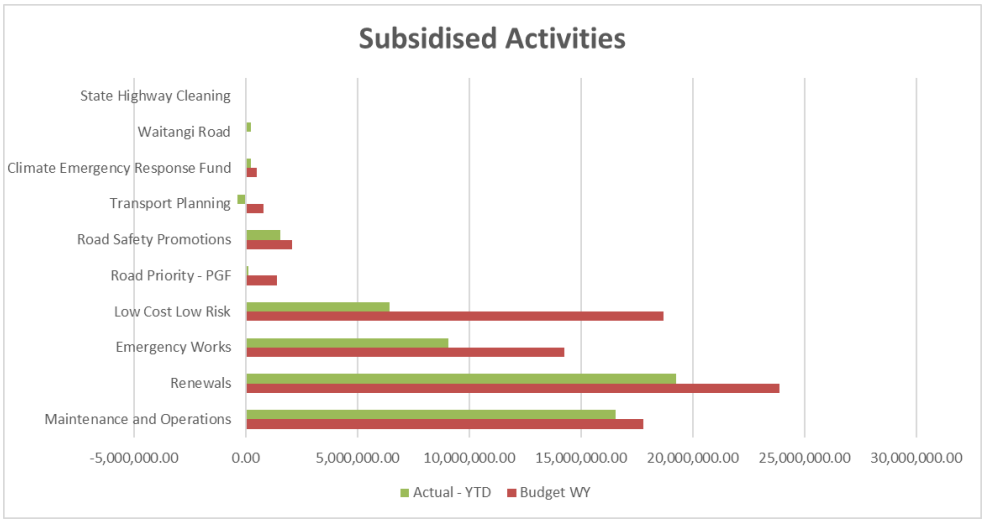
FNDC TRANSPORT BUDGET EXPENDITURE ALLOCATION PROGRESS

The graphs provided below provide an overview of the key areas of "subsidised" transport expenditure over the first 11 months (July 2023 to May 2024) of the current 2023/24 financial year.

As demonstrated in the pie graph below, 84% of subsidised expenditure year to date relates to the three core activities of Renewals (36%), Maintenance & Operations (31%) and Emergency Works (17%).

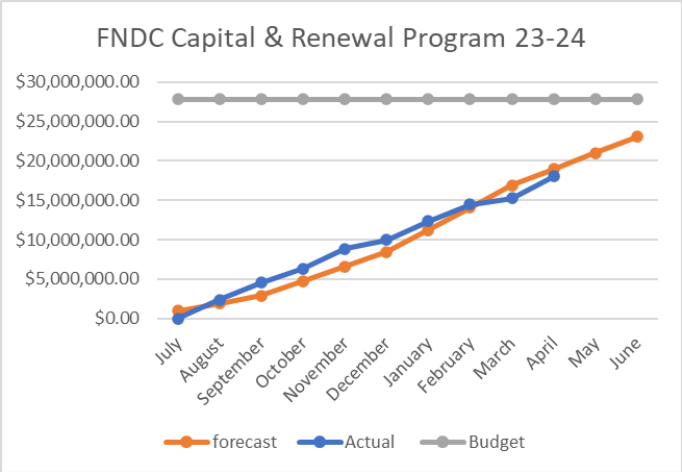
$59.631M of transport works have been completed in the eleven months of the 2023/24 financial year to date, being a 13% increase on the escalated equivalent of $52.743M of works completed in the same period of the 2022/23 financial year.





FNDC TRANSPORT CAPITAL PROGRAMME DELIVERY

With the summer construction season now over, work continues completing the remaining projects scheduled for this financial year. While some delays have been encountered in a few key projects it is still expected that the programme will be delivered in the current line with current forecasts.



Note: May financials were unavailable at the time of reporting.

Project Risk Table

FNDC	No. of Projects	Description	Budget	% of Total Budget
	34	Will be fully delivered this year	$19,244,126.00	69%
	5	Risk of partial delivery	$3,648,383.00	13%
	9	Risk of non delivery	$4,904,200.39	18%
		Total	**$27,796,709.39**	**100%**

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

FNDC Monthly Report - May 2024

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Comments	Risk
141	Emergency Works	Fairburn Road RP9668 (RRMS Slip ID 232445)	Fairburn Road RP9668	Construction completed	Construction completed		3
141 - Emergency Works Total			**$416,336.00**				
212	0	Sealed Road Resurfacing	Network Wide	Construction underway	Construction underway		3
212 - Sealed Resurfacing Total			**$4,553,540.00**				
213	0	Drainage Renewals	Network Wide	Construction underway	Construction underway		3
213-Drainage Renewals Total			**$200,000.00**				
214	HG	SOMMERVILLE AVENUE (KAITAIA)	SOMMERVILLE AVENUE (KAITAIA) RP 10 to RP 184 = 174m	Construction underway	Construction completed		3
214	HG	NGAPIPITO ROAD	NGAPIPITO ROAD RP 1850 to RP 3000 = 1150m	Construction completed	Construction completed		3
214	HG	CUMBER RD	CUMBER ROAD RP 0 TO RP 421 = 421m	Construction completed	Construction completed		3
214	HG	ORAKAU RD	ORAKAU RD RP 14822 TO RP 15050 = 228m	Construction completed	Construction completed		3
214	HG	PIPIWAI RD	PIPIWAI RD RP 12274 TO RP 12610 = 336m	Construction underway	Construction completed		3
214	HG	GILL RD	GILL RD RP 470 TO RP 1390 = 920m	Construction completed	Construction completed		3
214	HG	GILL RD	GILL RD RP 1423 TO RP 2180 = 757m	Construction completed	Construction completed		3
214	HG	MIDGLEY RD	MIDGLEY RD RP 600 TO RP 1900 = 1300m	Construction underway	Construction completed		3
214	HG	KAITAIA-AWAROA RD	KAITAIA-AWAROA RD RP 28540 TO 30140 = 1690m	Construction underway	Project on hold	defer to 24/25 fy. Assoicated improvements only this year and review next year to see implication of drainage works	2
214	HG	PAWARENGA RD	PAWARENGA RD RP 2306 TO 2956 = 650m	Project deferred to future years	Project deferred to future years		1
214 - Sealed Rehab Total			**$3,760,000.00**				
215	0	General Bridge Repairs 2021/24 (SP3)	Network Wide	Construction underway	Construction completed		3
215	0	Scour Protection Works 2021/24 (SP3)	Network Wide	Construction completed	Construction completed		3
215	0	Hihi Road Bridge F07 and Matai Rd Bridge C03	Hihi Road Bridge F07	Construction underway	Construction underway		1
215 - Structures Component Replacement Total			**$2,150,000.00**				
216	0	Churtons Road Bridge C13 Replacement	Churtons Road Bridge C13	Construction completed	Construction completed		3
216	0	Quarry Road Bridge B13 & Wekaweka Road J18 Culvert Replacement	Quarry Road (Awanui)	Construction completed	Construction completed		3
216	0	Whangaroa Road UN28, Waharua Road A39 & West Coast Road (Kohukohu) G28 Culvert Replacements (PW + Prof Serv)	0	Construction completed	Construction completed		3
216 - Bridge and Structures Renewals Total			**$2,700,000.00**				

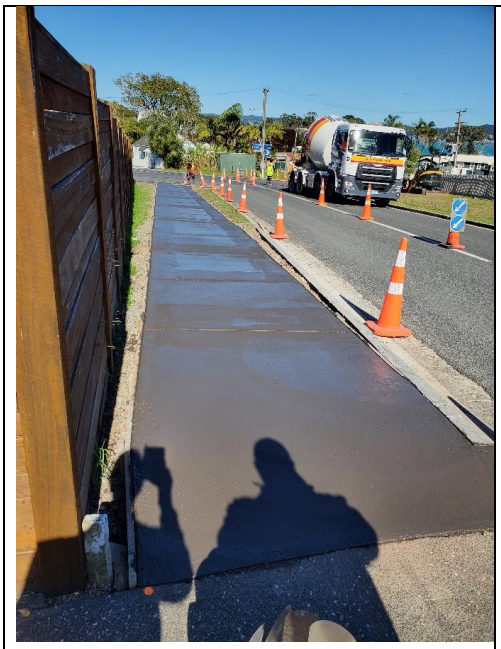
FNDC Monthly Report - May 2024

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Comments	Risk
341	Road 2 Zero	144229 - Safety - Speed Management via Local Area TM	Ahipara Rd, Ahipara Township	Construction completed	Construction completed		3
341	Road 2 Zero	152000 - Safety - High Risk Rural Roads (HRRR)	Ahipara-Sandhills	Construction underway	Construction completed		3
341	Road 2 Zero	144226 - Safety - Speed Management via Local Area TM	Kaikohe Nth Urban Area	Construction completed	Construction completed		3
341	Low Risk Improvement	144256 Stock Truck Effluent Diposal Facilities	Kaitaia and Kaikohe	Project on hold	Project on hold	Two sites identified. One site - Police did not want it and H&S issues raised that would make works expensive. Second site - Sales yard did not want waste going into their ponds, council did not want a connection to their sewer system and no room for onsite disposal. On hold until alternative sites can be identified.	1
341	Low Risk Improvement	144229 - Safety - Speed Management via Local Area TM	Kaitaia Urban Area	Construction completed	Construction completed		3
341	Road 2 Zero	152008 - Resilience Improvements 2023/24 - Kohukohu Road (design only)	Kohukohu Road RP602, Kohukohu	Project on hold	Project on hold		3
341	Low Risk Improvement	151999 - Safety - Speed Management via Local Area TM	Moerewa - Otiria & Side Roads	Construction completed	Construction completed		3
341	Road 2 Zero	144218 - Safety - Speed Management	North Hokianga and Kaitaia	Construction completed	Construction completed		3
341	Road 2 Zero	152010 - Resilience Improvements 2023/24 - Pawarenga Road (design only)	Pawarenga Road RP 517-537	Project on hold	Project on hold		3
341	Low Risk Improvement	144212 - Safety - Urban/Rural Intersection (HRRI)	Pukepoto Rd/ Lake Rd	Construction completed	Construction completed		3
341	Low Risk Improvement	144248 - Safety - Pedestrian Improvements	Redan Rd	Construction completed	Construction completed		3
341	Road 2 Zero	144213 - Safety - Urban/Rural Intersection (HRRI)	Reef View/Foreshore Road	Construction completed	Construction completed		3
341	Road 2 Zero	144214 - Safety - Urban/Rural Intersection (HRRI)	Tokerau Beach Road/ Inland Road	Construction completed	Construction completed		3
341	Road 2 Zero	144142 - Associated Improvements	Various Locations	Construction completed	Construction completed		3
341	Low Risk Improvement	144220 - Safety - Speed Management	BOI and Kerikeri	Project on hold	Project on hold	Budget not available to complete full scope of works	3
341	Low Risk Improvement	144247 - Safety - Pedestrian Improvements (design only)	Cobham Rd/Hone Heke Rd Intersection	Project deferred to future years	Project deferred to future years	Only design funding available this LTP.	3
341	Low Risk Improvement	152011 - Resilience Improvements 2023/24 - Hupara Road	Hupara Road RP 3028-3058, Moerewa	Project deferred to future years	Project deferred to future years	Tender process was determined not to be value-for-money. Works deferred to next LTP to be combined with Emergency Works packages,	1
341	Low Risk Improvement	144236 - Safety - School Zones (& Safer Journeys for Schools)	Kerikeri Primary and High Schools	Project on hold	Project on hold	Moratorium on installation of speed platforms meant works were not awarded in December as anticipated. Decision to continue made too late as works needed to be done during school summer holidays to avoid major disruption to the school.	1
341	Road 2 Zero	152006 - Resilience Improvements 2022/23 - Manawaora Road	Manawaora Road	Construction completed	Construction completed		3
341	Low Risk Improvement	144235 - Safety - School Zones (& Safer Journeys for Schools)	Moerewa School	Project on hold	Project on hold	Budget did not allow all issues to be addressed and a reasonable level of saftey to be achieved.	1
341	Low Risk Improvement	144238 - Safety - School Zones (& Safer Journeys for Schools)	Riverview School	Project on hold	Project on hold	Moratorium on installation of speed platforms meant works were not awarded in December as anticipated. Decision to continue made too late as works needed to be done during school summer holidays to avoid major disruption to the school.	1
341	Low Risk Improvement	152007 - Resilience Improvements 2023/24 - Waikare Road	Waikare Road RP 10935-10970, Waikare	Construction underway	Construction completed		3
341 - Low Cost Low Risk Total			**$8,312,950.39**				

FNDC Monthly Report - May 2024

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Comments	Risk
seal extensions	0	PAWARENGA ROAD	PAWARENGA ROAD RP 11903 to RP 13583 = 1680m	Construction completed	Construction completed		3
seal extensions	0	RUAROA RD	RUAROA RD RP 3008 to 5681 = 2673m	Project on hold	Project on hold		2
seal extensions	0	HAUTAPU RD	HAUTAPU RD RP 0 - 530 = 530m	Construction underway	Project on hold		2
seal extensions	0	HAUTAPU RD	HAUTAPU RD RP 4736 - 5937 = 1201m	Design Stage	Project deferred to future years		1
Seal Extensions Total			**$2,478,500.00**				
unsub footpath	0	BOI-Whangaroa New Footpath: Queen Street	Queen Street from Wellington - Little Queen St, Russell	Construction underway	Construction completed		3
unsub footpath	0	BOI-Whangaroa New Footpath: SH11 Haruru	SH11 from Nautical Dr - Haruru Falls Rd, Haruru	Procurement Stage	Construction underway		2
unsub footpath	0	BOI-Whangaroa New Footpath: Te Tii Road (design only)	Te Tii Road from BOI Academy - Whitiora Marae, Te Tii	Design Stage	Design Stage		2
unsub footpath	0	Kaikohe-Hokianga New Footpath: Parnell Street	Parnell Street: gap between Honey St & School, Rawene	Construction underway	Construction underway		2
unsub footpath	0	Kaikohe-Hokianga New Footpath: Parnell Street	Parnell Street: gap at Nimmo St, Rawene	Construction completed	Construction completed		3
unsub footpath	0	Kaikohe-Hokianga New Footpath: Ohaeawai	SH12, Ohaeawai	Procurement Stage	Construction underway		1
unsub footpath	0	Te Hiku New Footpath: Cable Bay Block Road	Cable Bay Block Road, Cable Bay	Construction completed	Construction completed		3
unsub footpath	0	Te Hiku New Footpath: Taupata Place	Taupata Place, Kaitaia	Construction completed	Construction completed		3
unsub footpath	0	Te Hiku New Footpath: Takahe Rd	Takahe Rd, Ahipara	Construction underway	Construction completed		3
Unsub Footpath Total			**$3,065,383.00**				
GRAND TOTALS			**$27,636,709.39**				

Photo Wall – May 2024

	
7-23-187 Queen Street New Footpath – Concrete down	*7-23-187 Queen Street New Footpath – Complete*
	
7-23-188 Parnell Street, Rawene – First retaining wall installation.	*7-23-188 Parnell Street, Rawene – Second retaining wall started*

	
Iwitaua Rd Rock Wall	*Diggers Valley Road Slip Repair*
	
Hautapu Road Traction Seal Pavement Construction (SH1 Turntable Hill in background)	*Hautapu Road Traction Seal Pavement Construction*

FNDC TRANSPORT MAINTENANCE PROGRAMME

Key points of note for the month of May includes:

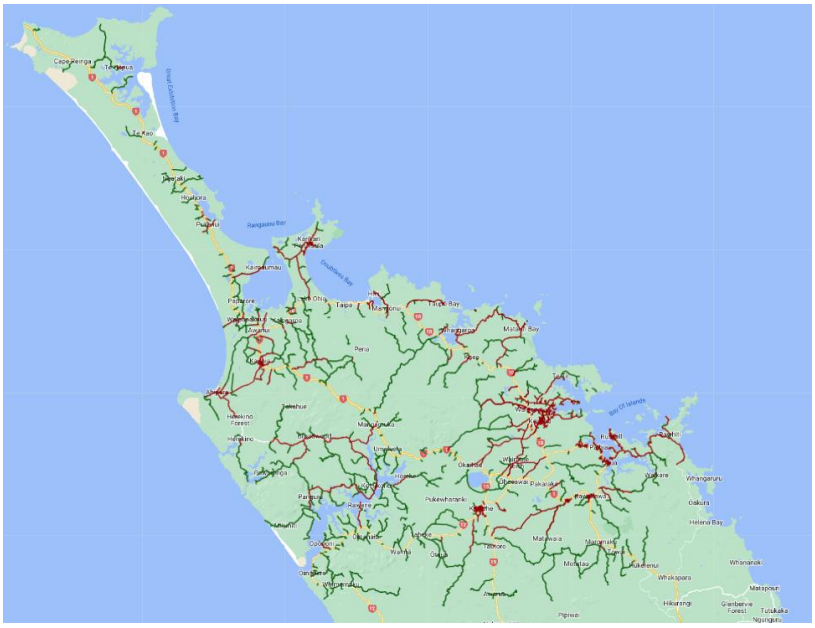
- Sealed and unsealed routine activities were completed on grading, metaling, potholing and roadside mowing.
- Programmed works completed were cesspit grates clearing, culvert end clearing, water tabling, signs and culvert replacements and flushing.
- Footpath maintenance and renewals completed on Commerce Street, Leonard Street, Clifford Street, De Merle Street and Windsor Road.
- Unsealed Rehabilitation completed on Waitaheke Road, Lodore Road and Waiare Road.
- Emergency Works were completed on Horeke Road, Wiroa Road, Waikino Road and Pakanae Cemetery Road.

Maintenance activities programmed for May relates to:

- Routine unsealed and sealed network maintenance activities
- Footpath maintenance and renewals
- Unsealed Rehab.
- Phase 2 Reinstatement work continues – Minor slip repairs
- Daily site checks on TTM for Phase 3 sites (Sites planned for Major Remedial)

Network Inspections

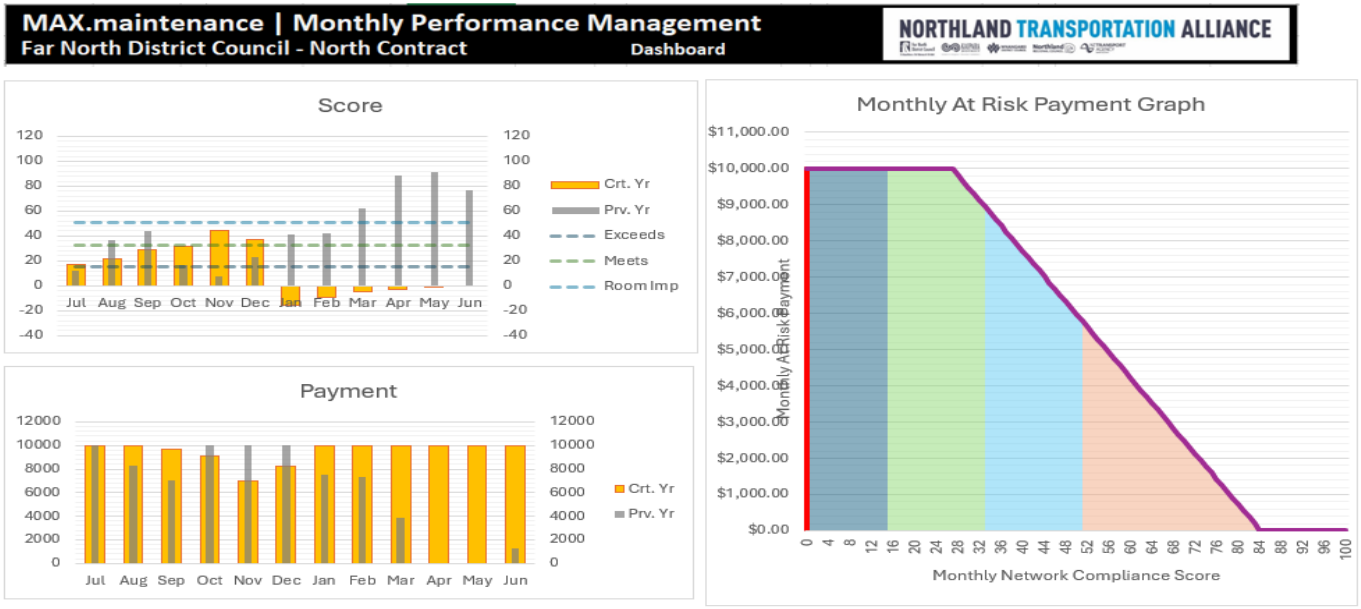
The map below provides a visual representation of all completed inspections carried out by the contractors for the month of May (unsealed roads = 1278km shown as green, and sealed roads = 782km in red).



Completed Grading

Routine grading for May with 31% (or 494km) of the unsealed network length completed.

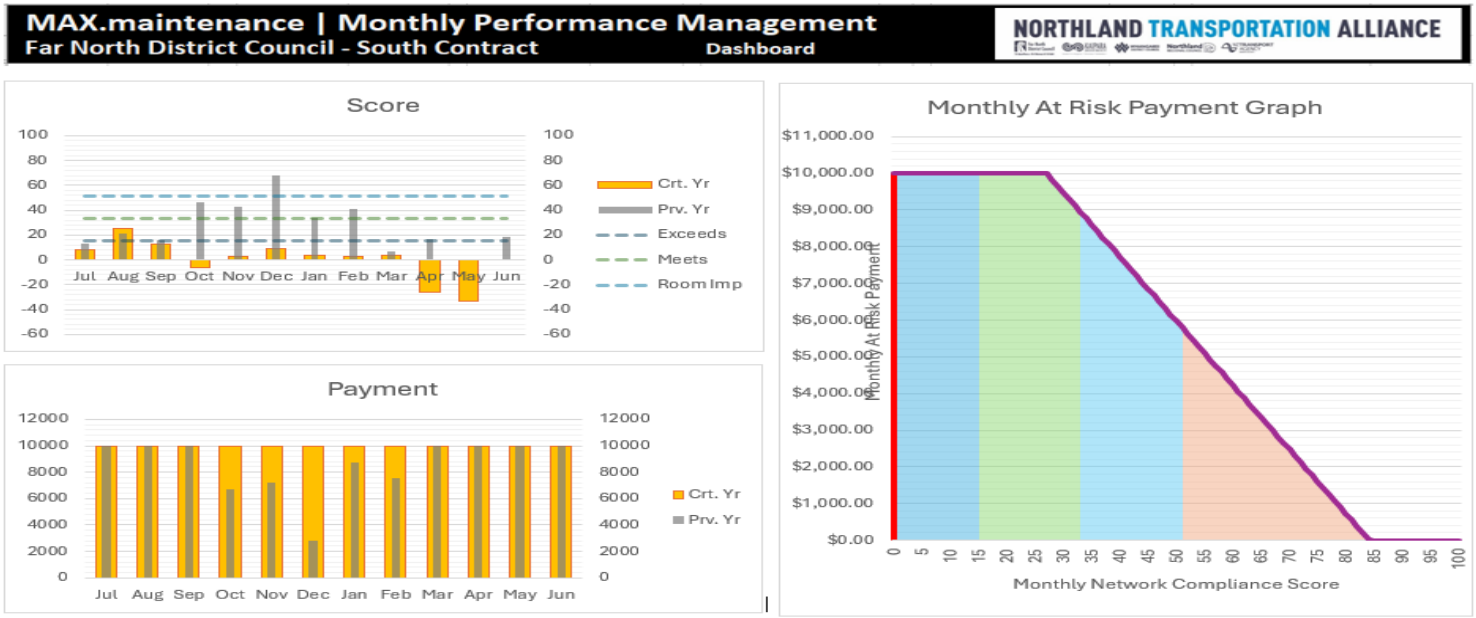
May 2024 Contract KPM Scores - North Contract Dashboard and trending Key Performance Measures (KPMs) - Fulton Hogan:



KPM #	Measure Group	Name	Performance Measure	Status	Target	Frequency	Result	Non Compliance	Duration	Weight	Score	Notes	Who Provides Input	Date Entered
11	Reliability & Response	Drainage Inspection Achievement	Annual Drainage Inspections are completed as required. This includes showing progress towards completion of 100%. 100% of all assets delivered each year. Monthly tolerance of <=5% below target (total inspected/total number) is complying, with a quarterly cumulative target of 25% achieved.	Active	90.5%	Monthly	90.46%	1	1	5	5		MAX.maint (#355)	31/05/2024
19	Reliability & Response	Contractor Customer Performance	The Contractor receives unsolicited written positive feedback from customers.	Active	P	Monthly	P	1	11	-3	-33	Four positive feedback for the month	Manual	11/06/2024
20	Reliability & Response	Routine Response Time	Routine response times are managed and attended to within the response times set. [Refer to the Part 5K OPM Response Times].	Active	95%	Monthly	91.97%	1	5	3	15		MAX.maint (#361)	31/05/2024
28	Quality & Quantity	Ordered Work Quality	Quality of completed ordered works (except sealed pavement renewals) is in accordance with the work specifications. Note that this activity will be split into separate Activities for performance reporting.	Active	90%	Monthly	74.10%	1	1	2	2	27 dispatches audited for the month, 7 failed	Manual	11/06/2024
31	Quality & Quantity	Unapproved Ordered Works	Ordered work presented for claiming has an approved estimate by the Engineer.	Active	90%	Monthly	85.71%	1	2	5	10		MAX.maint (#343)	31/05/2024

Table above highlights the specific KPMs where a continued duration of scoring (positive or negative) has a compounding impact on total result.

May 2024 Contract KPM Scores - South Contract Dashboard and trending Key Performance Measures (KPMs) – Ventia:



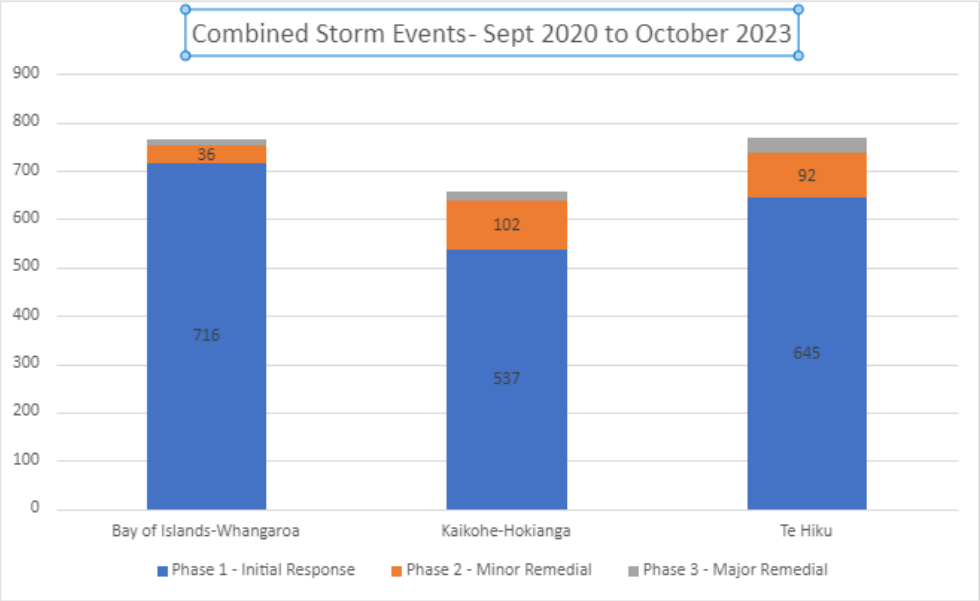
KPM #	Measure Group	Name	Performance Measure	Status	Target	Frequency	Result	Non Compliance	Duration	Weight	Score	Notes	Who Provides Input	Date Entered
19	Reliability & Response	Contractor Customer Performance	The Contractor receives unsolicited written positive feedback from customers.	Active	P	Monthly	P	1	11	-3	-33	Seven positive feedback received for the month	Manual	11/06/2024

Table above highlights the specific KPMs where a continued duration of scoring (positive or negative) has a compounding impact on total result.

EMERGENCY WORKS RECOVERY PROGRAMME

District Summary

Following requests from Elected Members, the graph and table below have been included to provide a summary of the distribution of Emergency Works response works completed across the District, broken down by Ward.



Response Phase (dispatches)	Bay of Islands-Whangaroa	Kaikohe-Hokianga	Te Hiku
Phase 1 - Initial Response	716	537	645
Phase 2 - Minor Remedial	36	102	92
Phase 3 - Major Remedial	14	19	33
Combined Phase 2 & Phase 3	***50***	***121***	***135***

Response Phase (% of dispatches)	Bay of Islands-Whangaroa	Kaikohe-Hokianga	Te Hiku
Phase 1 - Initial Response	**38%**	**28%**	**34%**
Phase 2 - Minor Remedial	16%	44%	40%
Phase 3 - Major Remedial	21%	29%	50%
Combined Phase 2 & Phase 3	***17%***	***41%***	***42%***

As demonstrated in the above data, while the BOI-Whangaroa ward had the highest volume of initial response events, with a greater volume of Phase 2 and 3 remedial activities required to be undertaken, the extent of damage across both the Kaikohe-Hokianga (41%) and Te Hiku (42%) wards was more significant

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.

As recovery works continue to progress nightly status updates are made to the Northland 2022/23 Slip Repair Map on FNDC's website. Phase 2 recovery work completed through May included completion of 18 retaining wall structures (to address under slips) across 15 individual roads.

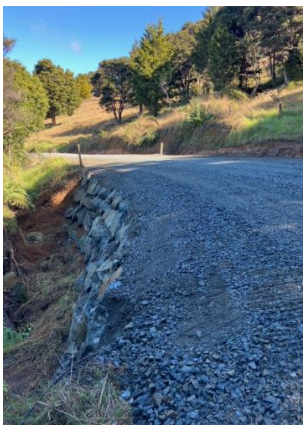
FNDC's Contractors remain committed to completing most of the phase 2 programme by the end of the current financial year (30 June 2024) with a full list of Phase 2 works completed in May and planned for June provided in the following tables.

Phase 2 Recovery Works completed in May

Road	Start	End	Length	Asset Type	Fault
CREAMERY ROAD	1667	1707	40	Retaining Wall	New construction - Drop out (m)
DIGGERS VALLEY ROAD	4735	4765	30	Retaining Wall	New construction - Drop out (m)
DIGGERS VALLEY ROAD	11597	11625	28	Retaining Wall	New construction - Drop out (m)
DUNCAN ROAD (KAINGAROA)	13952	13977	25	Retaining Wall	New construction - Drop out (m)
DUNCAN ROAD (KAINGAROA)	11464	11509	45	Retaining Wall	New construction - Drop out (m)
IWITAUA ROAD	10338	10368	30	Retaining Wall	New construction - Drop out (m)
KAUAEPEPE ROAD	96	118	22	Retaining Wall	New construction - Drop out (m)
KOHUMARU ROAD	6120	6135	15	Retaining Wall	New construction - Drop out (m)
LARMER ROAD	3550	3570	20	Retaining Wall	New construction - Drop out (m)
MANGATOETOE ROAD	5682	5698	16	Retaining Wall	New construction - Drop out (m)
MITCHELL ROAD	463	478	15	Retaining Wall	New construction - Drop out (m)
ORAKAU ROAD	5787	5793	6	Retaining Wall	New construction - Drop out (m)
OTA POINT ROAD	52	72	20	Retaining Wall	New construction - Drop out (m)
PARANUI-TOATOA ROAD	3255	3289	34	Retaining Wall	New construction - Drop out (m)
RUNARUNA ROAD	1814	1842	28	Retaining Wall	New construction - Drop out (m)
TE RORE ROAD	4782	4807	25	Retaining Wall	New construction - Drop out (m)
WAIOTEHUE ROAD	10096	10126	30	Retaining Wall	New construction - Drop out (m)
WAIOTEHUE ROAD	15059	15079	20	Retaining Wall	New construction - Drop out (m)






Phase 2 Recovery Works planned for June

Road	Start	End	Length	Asset Type	Fault
CHURCH ROAD (KAITAIA)	1404	1434	30	Retaining Wall	New construction - Drop out (m)
CHURCH ROAD (KAITAIA)	11263	11271	8	Retaining Wall	New construction - Drop out (m)
DIGGERS VALLEY ROAD	17498	17528	30	Retaining Wall	New construction - Drop out (m)
DIP ROAD	269	269	12	Retaining Wall	New construction - Drop out (m)
DUNCAN ROAD (KAINGAROA)	11424	11459	35	Retaining Wall	New construction - Drop out (m)
DUNCAN ROAD (KAINGAROA)	10069	10099	30	Retaining Wall	New construction - Drop out (m)
DUNCAN ROAD (KAINGAROA)	14443	14473	30	Retaining Wall	New construction - Drop out (m)
FERN FLAT ROAD	1139	1142	3	Retaining Wall	New construction - Drop out (m)
FRYER ROAD	1400	1412	12	Retaining Wall	New construction - Drop out (m)
FRYER ROAD	3471	3486	15	Retaining Wall	New construction - Drop out (m)
GUMFIELDS ROAD	706			Retaining Wall	New construction - Drop out (m)
HUMPHREY ROAD	3641	3661	20	Retaining Wall	New construction - Drop out (m)
IWITAUA ROAD	6179			Retaining Wall	New construction - Drop out (m)
IWITAUA ROAD	14872	14882	10	Retaining Wall	New construction - Drop out (m)
KAIMAUMAU ROAD	8693			Retaining Wall	New construction - Drop out (m)
KAIMAUMAU ROAD	8317			Retaining Wall	New construction - Drop out (m)
KOHUMARU ROAD	18083	18090	7	Retaining Wall	New construction - Drop out (m)
KOHUMARU ROAD	14964	14967	3	Retaining Wall	New construction - Drop out (m)
MATAWAIA-MAROMAKU ROAD	17940	17950	10	Retaining Wall	New construction - Drop out (m)
OMAUNU ROAD	6204	6216	12	Retaining Wall	New construction - Drop out (m)
OMAUNU ROAD	7285	7293	8	Retaining Wall	New construction - Drop out (m)
OMAUNU ROAD	12842	12862	20	Retaining Wall	New construction - Drop out (m)
OTANGAROA ROAD	8794	8800	6	Retaining Wall	New construction - Drop out (m)
PAPONGA ROAD	8772	8792	20	Retaining Wall	New construction - Drop out (m)
PERIA VALLEY ROAD	10121	10146	25	Retaining Wall	New construction - Drop out (m)
PIPIWAI ROAD	5780	5786	6	Retaining Wall	New construction - Drop out (m)
PROCTOR ROAD	3598	3603	5	Retaining Wall	New construction - Drop out (m)
PUHATA ROAD	3710	3720	10	Retaining Wall	New construction - Drop out (m)
PUKEMIRO ROAD	2934	2940	6	Retaining Wall	New construction - Drop out (m)
RANGI POINT ROAD	2224	2244	20	Retaining Wall	New construction - Drop out (m)
RANGIKOHU ROAD (EPIKAURI ROAD)	1314	1322	8	Retaining Wall	New construction - Drop out (m)
TAKAHUE ROAD	5846	5866	20	Retaining Wall	New construction - Drop out (m)
TAKAHUE SADDLE ROAD (BROADWOOD)	2381	2391	10	Retaining Wall	New construction - Drop out (m)
TARATARA ROAD	3525	3546	21	Retaining Wall	New construction - Drop out (m)
TE RORE ROAD	4661	4673	12	Retaining Wall	New construction - Drop out (m)
TE RORE ROAD	4948	5008	60	Retaining Wall	New construction - Drop out (m)
TE RORE ROAD	4228	4228	35	Retaining Wall	New construction - Drop out (m)
WAIKARE ROAD	12680	12693	13	Retaining Wall	New construction - Drop out (m)
WAIOTEHUE ROAD	8445	8465	20	Retaining Wall	New construction - Drop out (m)
WAIOTEHUE ROAD	8357	8384	27	Retaining Wall	New construction - Drop out (m)
WAIOTEHUE ROAD	8086	8136	50	Retaining Wall	New construction - Drop out (m)
WAIOTEHUE ROAD	5172	5232	60	Retaining Wall	New construction - Drop out (m)
WARNER ROAD	989	1000	11	Retaining Wall	New construction - Drop out (m)
WEKAWEKA ROAD	8465	8471	6	Retaining Wall	New construction - Drop out (m)
WEST COAST ROAD (KOHUKOHU)	29072	29077	5	Retaining Wall	New construction - Drop out (m)
WEST COAST ROAD (KOHUKOHU)	36157	36157	8	Retaining Wall	New construction - Drop out (m)
WEST COAST ROAD (KOHUKOHU)	30161	30201	40	Retaining Wall	New construction - Drop out (m)
WINDY HILL ROAD	1659	1684	25	Retaining Wall	New construction - Drop out (m)

PHASE 3 DELIVERY

The construction tender for West Coast Rd, Motuti was released to the open market in the first week of June, and the team are eagerly anticipated the outcome and the follow-on confirmation from NZTA that they will support the level of funding that might be required. NZTA have confirmed funding at current estimates, however indications are that the cost could be considerably higher than the estimates derived through the Emergency Works Assessment process. A peer review of the design is continuing in parallel. In the meantime, maintenance has been carried out to top up metal in the slip section and improve the TTM – this was completed in May.

Whangae Rd and West Coast Rd, Pangaru sites have construction tender packages being prepared currently so are expected to be on the market shortly.

Design options are being assessed for Kaitaia-Awaroa Rd (2 sites), Mangamuka Rd, Pawarenga Rd. Site investigations continue at Wainui Rd (2) and a site on Wainui-Matauri Bay Rd. A further two investigation/design packages are progressing with suppliers pricing their services – these cover Monument Rd and Waikare Rd (3 sites).

Derrick Road and Ruapekapeka Rd have had initial visual assessments completed, and the Asset Manager will advise on whether these will proceed to geotechnical investigations. A Coastal Engineer has been engaged to assess Waterfront Road in Houhora.

Council resourcing will need to be carefully considered and is a risk to the FNDC EW Programme. Securing Project Managers to pick up work packages underway together with upcoming work packages is expected to be challenging

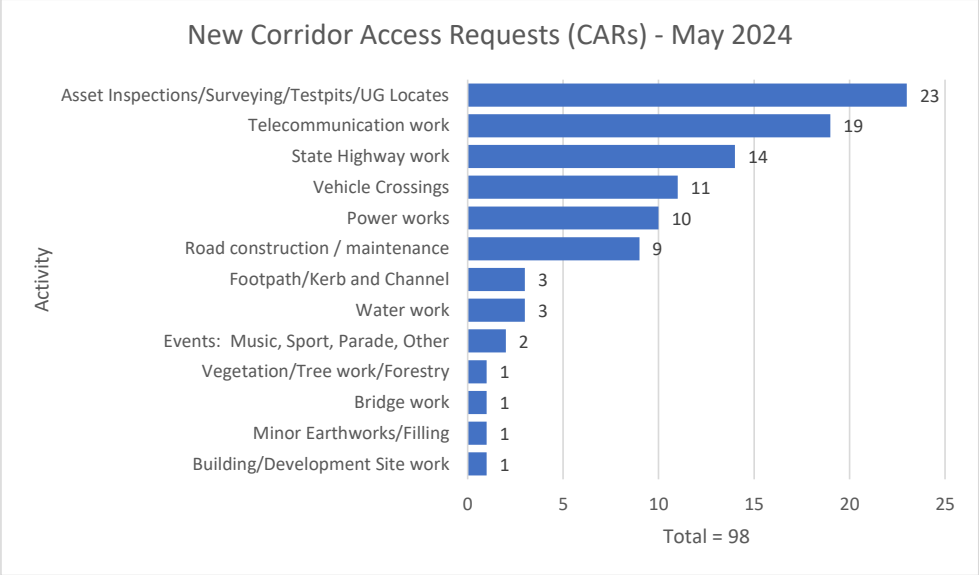
A strategy for the remaining Professional Services procurement and Construction procurement needs to be firmed up as soon as possible. Decisions required to progress a proposed strategy have been impacted by the disestablishment of NTA.

FNDC Phase 3 site list and status

Stage	Road	Start	Remediation Status	Total Expected Cost	Estimated Construction Start
Stage 1b	ORURU ROAD	2348	Complete	$632,500.00	Complete
Complex	WEST COAST ROAD (KOHUKOHU)	20915	Construction tender	$402,500.00	Q3 - Winter 2024
Complex	WEST COAST ROAD (KOHUKOHU)	16775	Construction tender	$4,025,000.00	Q4 - Spring 2024
Stage 1b	WHANGAE ROAD	4857	Construction tender	$690,000.00	Q4 - Spring 2024
Stage 1	KAITAIA-AWAROA ROAD	13525	Design review	$287,500.00	Q4 - Spring 2024
Stage 1	KAITAIA-AWAROA ROAD	26807	Design review	$230,000.00	Q4 - Spring 2024
Stage 1	MANGAMUKA ROAD	2948	Design review	$517,500.00	Q4 - Spring 2024
Stage 1	PAWARENGA ROAD	8151	Design review	$3,105,000.00	Q4 - Spring 2024
Stage 1b	DERRICK ROAD	475	Early assessment	tbd	tbd
Stage 1b	RUAPEKAPEKA ROAD	17614	Early assessment	tbd	tbd
Stage 1b	WATERFRONT ROAD		Early assessment	tbd	tbd
Stage 1	WAINUI ROAD	6561	Investigation	$805,000.00	Q4 - Spring 2024
Stage 1	WAINUI ROAD	4655	Investigation	$920,000.00	Q4 - Spring 2024
Stage 1	WAINUI-MATAURI BAY ROAD	4995	Investigation	$575,000.00	Q4 - Spring 2024
Stage 1b	BROADWOOD ROAD	296	Planning procurement	$172,500.00	Q4 - Spring 2024
Stage 1b	CHURCH ROAD (KAITAIA)	1404	Planning procurement	$230,000.00	Q1 - Summer 2025
Stage 1b	DUNCAN ROAD (KAINGAROA)	14443	Planning procurement	$546,250.00	Q4 - Spring 2024
Stage 1b	DUNCAN ROAD (KAINGAROA)	13894	Planning procurement	$115,000.00	Q4 - Spring 2024
Stage 1b	DUNCAN ROAD (KAINGAROA)	10105	Planning procurement	$747,500.00	Q4 - Spring 2024
Stage 1b	DUNCAN ROAD (KAINGAROA)	10069	Planning procurement	$517,500.00	Q4 - Spring 2024
Stage 1b	FISHER-RILEY ROAD	2528	Planning procurement	$632,500.00	Q1 - Summer 2025
Stage 1b	FRYER ROAD	2892	Planning procurement	$460,000.00	Q1 - Summer 2025
Stage 1b	FRYER ROAD	3487	Planning procurement	$230,000.00	Q1 - Summer 2025
Stage 1b	HONEYMOON VALLEY ROAD	5585	Planning procurement	$97,750.00	Q2 - Autumn 2025
Stage 1b	IWITAUA ROAD	6252	Planning procurement	$230,000.00	Q4 - Spring 2024
Stage 1b	LARMER ROAD	2117	Planning procurement	$690,000.00	Q4 - Spring 2024
Stage 1b	MANGAMUKA ROAD	7860	Planning procurement	$172,500.00	Q1 - Summer 2025
Stage 1b	MANGAMUKA ROAD	4535	Planning procurement	$138,000.00	Q1 - Summer 2025
Stage 1b	MATAWAIA-MAROMAKU ROAD	7182	Planning procurement	$172,500.00	Q2 - Autumn 2025
Stage 1b	PAPONGA ROAD	2453	Planning procurement	$805,000.00	Q1 - Summer 2025
Stage 1b	PARANUI ROAD	4460	Planning procurement	$172,500.00	Q1 - Summer 2025
Stage 1b	TAPUHI ROAD	8730	Planning procurement	$287,500.00	Q1 - Summer 2025
Stage 1b	TE RORE ROAD	3039	Planning procurement	$632,500.00	Q2 - Autumn 2025
Stage 1b	WAIARE ROAD	28047	Planning procurement	$287,500.00	Q4 - Spring 2024
Stage 1b	WAIARE ROAD	28085	Planning procurement	$287,500.00	Q4 - Spring 2024
Stage 1b	WAIKARE ROAD	19970	Planning procurement	$345,000.00	Q4 - Spring 2024
Stage 1b	WAIKARE ROAD	10600	Planning procurement	$230,000.00	Q4 - Spring 2024
Stage 1b	WAIKARE ROAD	8444	Planning procurement	$402,500.00	Q4 - Spring 2024
Stage 1b	WHANGAE ROAD	2700	Planning procurement	$230,000.00	Q4 - Spring 2024
Stage 1b	WHANGAPE ROAD	6228	Planning procurement	$575,000.00	Q2 - Autumn 2025
Strategic	GILES ROAD	577	Planning procurement	$115,000.00	TBC – Post 2024
Strategic	SMITH ROAD (HEREKINO)	2400	Planning procurement	$109,250.00	TBC – Post 2024

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 (TTM)



CARs and Temporary Traffic Management Applications

There were new 98 CAR applications received for works in the road reserve across Far North district in May. A breakdown of the activities in the graph shows Asset Inspection applications account for 25% of applications, followed by telecommunications work as new fibre upgrades kick off in the Far North in Moerewa and Kaeo. State Highway work accounts for 14% of applications requiring coordination between boundaries of NZTA Waka Kotahi and Council network. The balance of works was spread across activities.

There were 60 CAR applications approved in May for Far North district.

Work Completion Notifications, Reinstatement Inspections and Traffic Management Audits

As shown in the table below, there were 135 Corridor Access Request (CAR) completion status updates including 53 reinstatements being set into warranty. Three temporary traffic management safety audits were completed in May, with two sites scored as 'High' and the other audit scoring a rating of 'Needs Improvement'. Kelly Sproule, NTA Auditor/Inspector was approached with threatening behaviour on Park Road, Kaikohe. Support has been provided to Kelly.

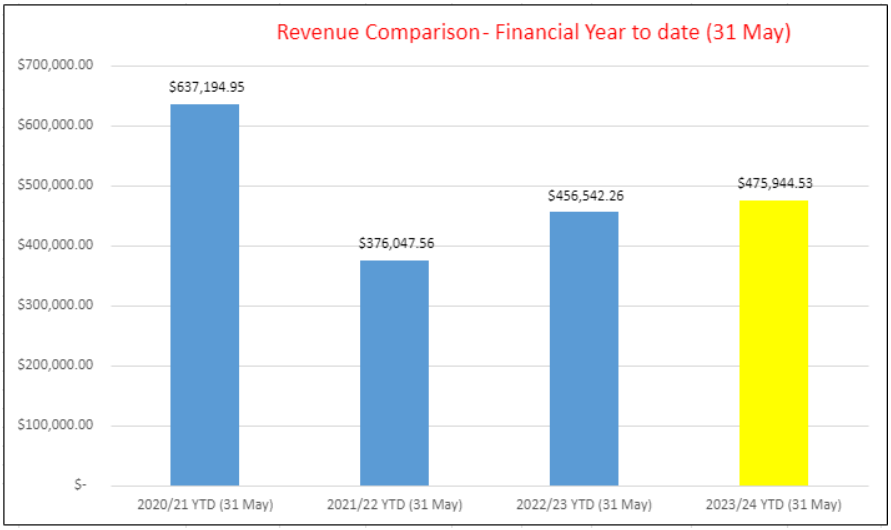
CAR Status	Count of CAR Type
Cancelled	46
Completion Notified	36
Work in Warranty	53
	135

A TTM Review Panel was held on 29th of May noting there were no Far North work sites requiring review this month.

HOKIANGA FERRY (KOHU RA TUARUA)

Revenue

Fare revenue Fare revenue was significantly up on last year because in May 2023 the Kohu Ra was out of service for its out of water survey and repairs and an alternative passenger ferry service operated in its place. The SH1 Brynderwyns closure continues to impact potential visitation to Northland. Following a slip, the works have been extended by "weeks".



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

May 2024	May2023	Difference
$36,496.09	$1,316.52	$ 35,179.57

Patronage & Service Information

The Ferry service carried a daily average of 525 passengers and 255 vehicles for the month of May 24. The schedule departures were 97.0% on time for the month with 75 shuttles and 4 after hours crossings for emergency services.
There were no customer complaints received or requests for service.
There were no mechanical or weather-related interruption to the service.

Planned, Routine & Preventive Maintenance

The following routine and preventive maintenance activities were carried out on the vessel this month which included:

Replace gear pressure sensors.	Engine oil changes	Service checks
Adjusted throttle micro switch on #3 engine.	Lube throttle cables	Replace gear cable
Replace engine 1 and 4 schottel relays for solid state.		

A total of 14,350.00 litres of fuel were filled in the vessel this month. In the last twelve months, 185,209.10 litres have been purchased against 13,873 engine running hours that averages 13.4 litres per hour of operation.

Asset Renewal

The following asset renewal activities are underway and due for completion this financial year:

a. Life jacket storage box fabrication and installation – Completed in April.
b. Passenger cabin seat replacement – Project is on track to be completed before the end of June 2024.
c. Graffiti mitigation in passenger cabin – Materials arrived and the main cabin and tolet areas have been painted with anti-graffiti coatings. Project is on track to be completed before the end of June 2024.
d. Engine room lighting – Materials arrived, and one engine room has been completed. Project is on track to be completed before the end of June 2024.
e. Deck Renewals preparatory works – Hull Non-destructive testing (NDT's) were completed in May and we await the formal report from Council's consultant.

Health & Safety Risks / Incidents

There were no incidents, accidents or near misses reported in May 24.

Streetlighting

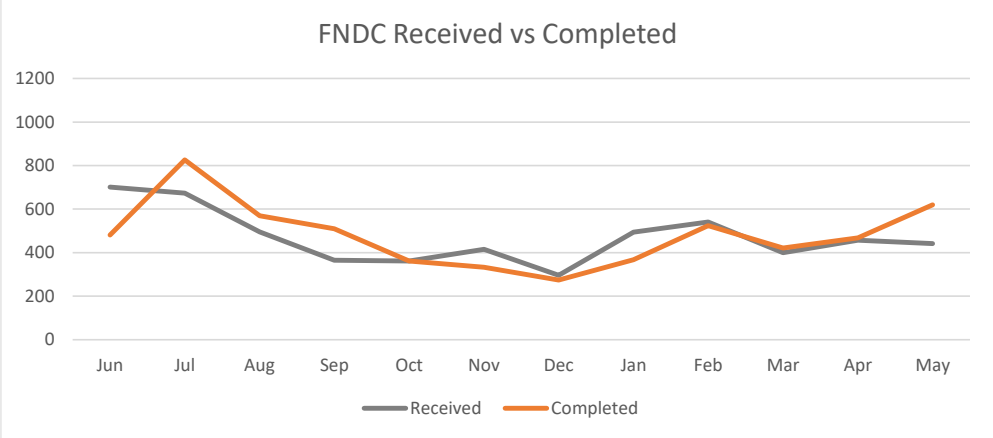
The streetlight maintenance and renewal contract's now in its second separable portion (2+2+1) and following activities are underway:

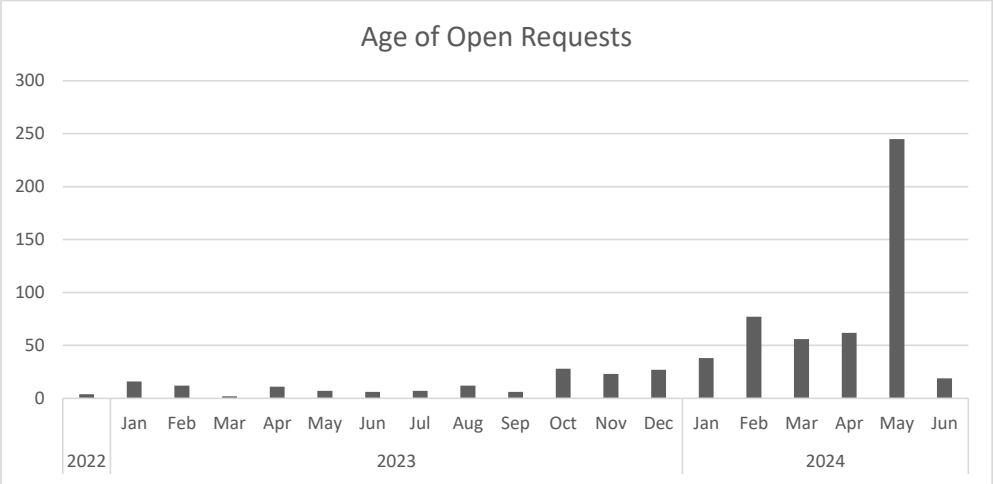
- A comprehensive annual day inspection for FNDC streetlight assets is work in progress, this includes pedestrian crossings, arterial, collector & minor roads as well as specified amenity lighting in the district. This is part of the annual asset condition assessment.
- 337 asset inspections were completed this month.
- Additional sample inspections of 32 CREE LED model luminaires under warranty were completed in May with the outcome notified to the supplier. There has been ingress of water and dust/dirt in some luminaires which has caused some to fail. We await the supplier's communications for next steps to determine a way forward.
- The Contractor is commencing an inspection and cyclic cleaning of Orangetek LED luminaires which have had failed shorting caps. The inspection includes installation of a free issued replacement caps while on site. Any faulty luminaires identified in the inspections will be returned to the supplier for replacement under a warranty claim.

Lighting design reviews for new developments are on-going. Design reviews for Kerikeri Road, King Street, Kerikeri and further revisions of Donald Road, Kaitaia were completed this month. The quality of some designs has not been acceptable and the need for improvement has been communicated to these designers.

CUSTOMER REQUESTS

The volume of customer requests has stabilised (442 requests received during the month) which has allowed some relief to the team to close out some open requests with an impressive 619 being closed during May. At the end of May, there were 358 open requests, being a 27.7% decrease from the prior month.





We are aware that there are still a larger than normal volume of requests sitting with the FNDC Transport and Roading (primarily results from the team's limited capacity to fully recover from the historic increased Emergency Weather event volumes). As noted below the team is making some great progress in resolving these requests and further effort and resourcing is planned in the coming month.

Contract 7/18/100 FNDC North Road Maintenance & Renewals **May 2024**

Summary

May has been another busy month with great progress made on all contract works. Maintenance crews have been busy with routine grading, mowing, sealed and unsealed potholing, cesspit grate clearing and culvert end clearing. June will see our teams focussing on our unsealed metalling and sealed bridge approach seal extension programs.

Storm damage continues to progress well with excellent progress made with a multitude of crews working across our network to complete all programmed repairs. Local subcontractors Harry Williams, Digger Solutions, Phil Jecentho, Far North Roading, Boss Logging, and our own local FH crews, have all continued to make great progress this month.

The winter months are also a chance for our team to upskill and complete training. This month we have had two members of staff complete our “Safe Person” training. This is training specifically designed to reduce bullying and harassment in the workplace, by providing members of our staff with the skills and connections to help and assist their work mates. This coincides with a national launch of our “Keep it decent” campaign, which is a new sexual harassment awareness training for all Fulton Hogan Staff.

Our people are our most important asset, the cover photo this month is of Rolly Noble (Construction Supervisor), his daughter Ana Nopera (Machine Operator) and his son Tipene Nopera (STMS). Creating a workplace where we are proud for our children to work at is one of our greatest successes for our branch.

Figure 1: Resilience project completed on Spains Road to improve road access during flood events

Contract 7/18/100 FNDC North Road Maintenance & Renewals **May 2024**

Works Programme

A total of **1,221** work items were completed this month. This included **1,043** 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 47 roads this month. A length of 204km was graded, which is 25% of our unsealed network length.
- Metalling was completed on 16 roads, with 1526m3 of metal applied.
- Potholing was completed on 51 roads, with 242 jobs completed
- Roadside mowing was completed on 45 roads this month
- Emergency works were completed for 3 jobs this month

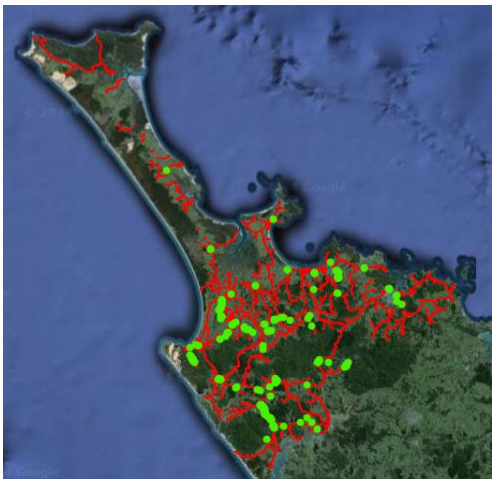


Figure 2: Locations of potholing completed (green)

Figure 3: Locations of grading completed (green)

Figure 4: Locations of roadside mowing completed (green)

Contract 7/18/100 FNDC North Road Maintenance & Renewals **May 2024**

Aggregate Usage

The following maintenance aggregate was used during May. This is the equivalent of 218 truck loads of metal:

- GAP 30 – 1526 m3
- GAP 40 – 0 m3

Cyclic Works Completed

- Nil

Drainage Maintenance and Renewals

- **404** cesspit grates were cleared
- **0** culvert marker were replaced
- **120** culvert ends were cleared
- **0** culverts were flushed
- **67**m of culvert pipes were replaced

Road Furniture Activities

- **33** signs posts were replaced
- **5** posts were painted
- **27** signs were replaced
- **23** signs were straightened
- **6** signs were cleaned
- **0** bridge edge markers were cleaned and **14** 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 May.

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 sent separately by FNDC.

Positive Feedback

Four unsolicited positive feedbacks were received this month.

Customer rang our Branch Manager Warren Gore, complimenting the good job completing the grading of Spains Road.

Feedback

GW GORE, Warren
To Coppins, Freya
Signed By Warren.Gore@fultonhogan.com

Hi Freya ,
I received a phone call from giving our team a compliment on the grading of Spains Rd, asking to pass on the compliment to the team.
He said that it is good to pass on the good stuff not just the complaint side.

Warren Gore | **Kaitaia Branch Manager** | **Fulton Hogan Ltd** | Whangatane Drive, Kaitaia, 482 | PO Box 484, Kaitaia, 441, New Zealand | Ext 9402 | P

Local residents from Parapara Road, emailed through their thanks for woks completed on Parapara Road. Residents were impressed with our crew dealing with their concerns within days of their requests for service being made to FNDC, and to quote them direct “are thankful to have such a good company looking after our Far North Roads” 😊.

Sent: Friday, May 31, 2024 10:59 AM
To: WEST, Gavin <Gavin.West@fultonhogan.com>
Cc: Steve McNally <steve.mcnally@fndc.govt.nz>
Subject: Huge Thank you!

This Message Is From an External Sender
CAUTION: This email is from outside our organisation. Do not click links or attachments unless you recognise the sender email address

On behalf of the Parapara Community we thank Fulton Hogan for your crew turning up and fixing Parapara Hill.

Thank you for responding to to the many RFS this week to fix the problems on this hill a few days later.

We are so thankful to have such a good company looking after our Far North Roads.

With so many roads needing repairs we are indeed truly grateful you are here fixing the hill so quickly.

This hill definitely needs to be sealed.

Nga mihi

BECA’s Principal Northland Geotechnical Lead, thanked Fulton Hogan and T8 for their assistance organising TTM for slip repair investigations.

Sent: Friday, May 3, 2024 7:53 AM
To: WEST, Billy <Billy.West@fultonhogan.com>; Pita <pita@t8.co.nz>
Cc: 3200745 - NTA - Phase 3 EW Slips Programme <project-77009@workspace.beca.com>
Subject: RE: No TMP lodged for CAR Application (No. 2378109) for Pawarenga Rd, Pawarenga, Pawarenga, Far North, 0496

Hi Billy and Pita

Just a quick thank you for your assistance with TTM over the past few weeks in the Hokianga. Things went very well with no incidents reported and your teams availability and flexibility certainly contributed to this success. Look forward to working with you again.

Cheers

The Taipa Stock & Saloon Car Club wrote noting thanks for our sponsorship and support of their Kings Birthday Weekend Event. Fulton Hogan has supported the club for many years and provides a roller free of charge for maintenance of the club's track for events such as this.

Taipa Stock & Saloon Car Club
132 Oruru Road Taipa
taipastockandsalooncarclubinc@gmail.com

20 April 2024

Fulton Hogan Northland
Whangatane Drive
Kaitaia

Dear Warren

Your continued sponsorship of the Club is greatly valued.

We would like to ask if you could help with equipment for our Kings Birthday Weekend Percy Poharama Memorial 1 & 2 June 2024.

Thank you for all your help throughout the season.

Please get back to if you would like to help with the machinery.

Kind regards

Maintenance Programme June 2024

- Grading, metalling and pothole repairs will continue to be completed when weather allows.
- Daily site checks continuing on all warning signage for permanent storm damage repairs that are yet to be programmed.
- Unsealed pavement renewals with commence this month, alongside the bridge approach sealing program.

Inspection Activities

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

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

North Area – May 2024	
Week 1	93.524 km
Week 2	381.532 km
Week 3	359.372 km
Week 4	51.746 km
TOTAL	**886.174 km**

Contract 7/18/100 FNDC North Road Maintenance & Renewals **May 2024**

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	Project complete.	
Midgeley Rd RP 600-1900	Project complete.	
Pawarenga Road RP 2306-2956		Project deferred by NTA.
Kaitaia Awaroa Road RP 28450 - 30140		Project deferred by NTA.
2023/24 Seal Extensions:		
Ruaroa Rd RP 3008-5681	Sealed first two sections.	

Reseals

Length Completed May 2024	Length Outstanding FY 2023/24
• 122 m completed	• 10.339km in reseal sites remaining, insufficient pre reseal repair budget to complete remainder of program.
Sites Completed May 2024:	
Collard Street RP 0-94 Long Street (Awanui) RP 150-178	

Our Local People – Monthly Staff / Subcontractor Profile

Leanne Covich – Office Manager

"What led you to join Fulton Hogan in Kaitaia?

"My Dad, He started in the industry when he was 14, only retiring at 72. His work ethic, quality of projects and knowledge of all things Roading inspired me to enter the industry at a young teenager and to "stick with it" over the years. I can say – it is in our blood! He taught me at the age of 8 to drive a bulldozer, we would spend weekends drag brooming jobs and then leave me to do his paperwork when we got home. Today - I proudly drive on roads that my Dad and Papa built, roads that I drag broomed, sand circled or traffic controlled, roads that my brothers are currently working on as Engineers or Managers – All this because of Dad."

How long have you worked for Fulton Hogan?

"I started at 16 years old as a labourer for the sealing crew, employed as a seasonal worker for the Kaitaia Branch, operating a roller on occasion and regularly wielding the stop/go paddle. This experience gave me the background to excel in the administration world as I knew what was required on the ground and could relate to the staff easily on the 'how, why, and when' of Fulton Hogan's requirements.

I started on the 2002 maintenance contract as an Administration Junior and through four successive FNDC Maintenance contracts was promoted to Office Manager in 2021. "

It's a family affair - Leanne pictured on the far left, with brother Gavin West (FH/FNDC Maintenance Manager), Dad Jim West (Retired grader driver & Foreman with 30+ years service to FH/FNDC), Mum Jenny West, Brother Billy West (FH/FNDC Construction Contracts Manager), and sister Gaylene Latimer.

Why we love Leanne!

Leanne is our very own 'Legend of the Far North'.

Leanne ensures that suppliers and subcontractors are paid on time and that our claims and invoicing are accurate. Leanne is a true exponent of the Fulton Hogan REAL values (Respect, Energy, Attitude and Leadership).

Leanne's extensive industry knowledge is something that can't be taught, it's only through years of hands-on work and mucking in that a person can hold such invaluable insight.

Leanne has made many meaningful relationships with clients, suppliers and subcontractors in her career and will always go the extra mile to help out in any way possible.

We very much appreciate your mahi Leanne 😊

Photos of some of this Month's Work …

Contract 7/18/100 FNDC North Road Maintenance & Renewals **May 2024**

Slip repair completed on Iwitaua Road by FH Excavator Operator George Proctor and crew. Along with a rock spall under slip repair we also completed a culvert replacement / extension and water tabling while we were there. The photo below shows the original slip.

Contract 7/18/100 FNDC North Road Maintenance & Renewals **May 2024**

Slip repair completed on Taratara Road by Jecentho Contracting Excavator Operator Roger Frear and crew.

Slip repair completed on Diggers Valley Road by Mike Harrison's Digger Solutions and crew.

Slip repair completed on Kauaepepe Road by Joe Pomare's Boss Logging crew.

Over slip repair completed on Waiotehue Road by Far North Roading crew.

Contract 7/18/100 FNDC North Road Maintenance & Renewals **May 2024**

Footpath Renewals & New

Length Completed May 2024	Length Outstanding FY 2023/24
•	
Sites Completed May 2024:	
• SH1 Awanui in progress	

Health and Safety

- 61 Leadership safety actions were completed, documenting safety conversations between our leadership team and crews.
- 7 Safety improvements suggestions were documented, including upgrades to the loader in the yard and looking into pre cast pram crossing installations
- H&S Training completed this month included “Safe person” training and “Keep it decent” sexual harassment awareness training.
- No injuries occurred this month.

Type	Number during period	Number to date	Days since last incident
LTI	**0**	**4**	**183**
MTI	**0**	**2**	**868**
FAI	**0**	**0**	**2068**

Regards,

Warren Gore
Kaitaia Branch Manager

Freya Coppins
Kaitaia Construction Manager

Contract 7/18/100 FNDC North Road Maintenance & Renewals **May 2024**

FAR NORTH DISTRICT COUNCIL

CONTRACT 7/18/101

Road Maintenance and Renewals Contract

MONTHLY REPORT – MAY 2024

Mangatawa Road

ventia

1. SUMMARY

What a fantastic Autumn we have had! Total rainfall for the year to date is 351mm vs. 1051mm last year. What a difference this makes. We were able to complete our reseals for the season totalling 54 KM in the FNDC. Our graders are now out in full swing, shaping and crowning up the roads for winter so they can shed water off the pavement into the water tables.

Our May programme included a variety of work including sealing, maintenance, construction activities, storm recovery works and sealed & unsealed rehabs.

Our pavement crew finished the bridge approach project on Orakau Road involving the strengthening and reshaping of 11 bridges which we are hoping to seal in the first week of June, weather depending. We are well underway on the Hautapu Road rehabilitation with the drainage, retaining, dig-outs and widening completed. We will be wrapping up this job in mid-June while the sealing and asphalt works will need to wait until October.

On our unsealed network, Waitaheke, Lodore and Waiare Roads were all rejuvenated with a fresh wearing course. These sections of pavement should bind together nicely over the winter months, with the 100mm wearing course allowing plenty of material for our graders to maintain their shape over the coming years.

The southern area of our network was the focus in May for drainage, as 15 new culverts and associated water tabling works were installed on roads such as Matawaia-Maromaku, Paiaka, Fords, Lovatt and Pipiwai.

Cyclic works continued across the region with the rural and urban spraying round completed for the year, and the annual sump clearing nearing completion. June will see the crack sealing, sweeping and full line remark complete.

Nga Mihi
Rob Savage

2. WORK PROGRAMME

A total of 2,669 individual work items were completed throughout the month of May, of which 1,880 were routine find and fix issues, 745 cyclic or annual rounds, 6 were programmed works, 30 renewals / capital projects, and 8 were callouts or emergency response works.

June 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. 413 completed, of which 45 have been audited by the NTA team.

Unsealed:

There are currently 0 un-sealed inspections running overdue. 158 were completed of which 22 have been audited by the NTA team.

Drainage

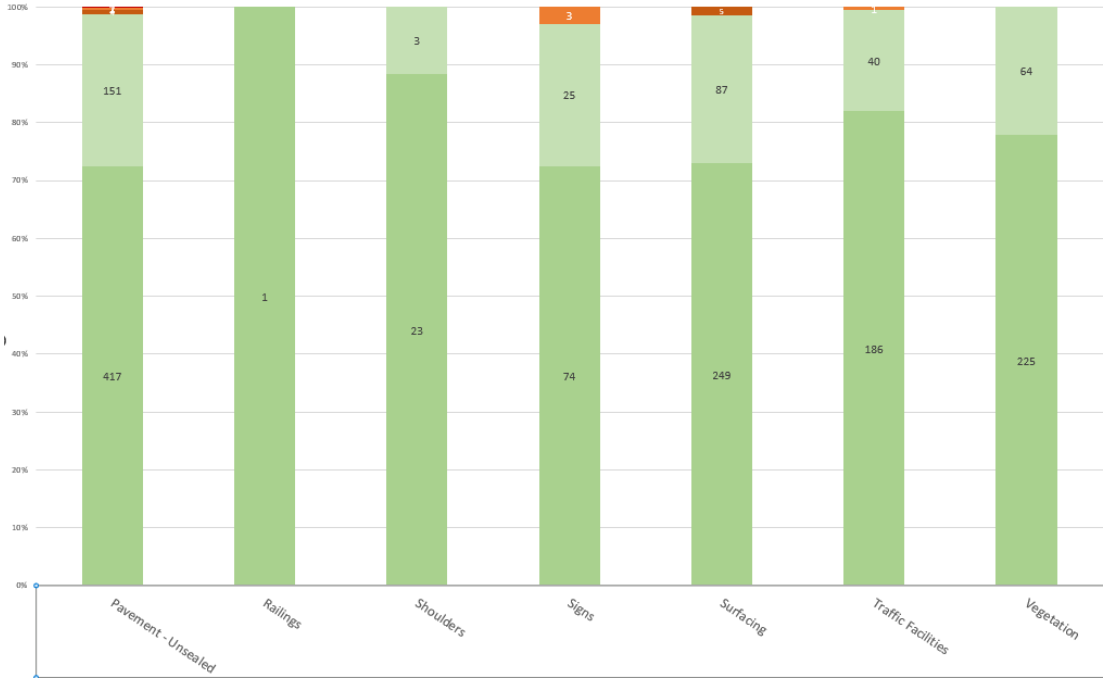
There are currently 0 drainage inspections running overdue. 59 completed.

Network Area Inspection	
South Area – May 24	
Week 1	229.0 km
Week 2	472.3 km
Week 3	298.5 km
Week 4	59.3 km **as of 28/5/24*
Total KM	**1,059.2 km**

4. ROUTINE WORKS COMPLETED

Routine maintenance activities completed in May:

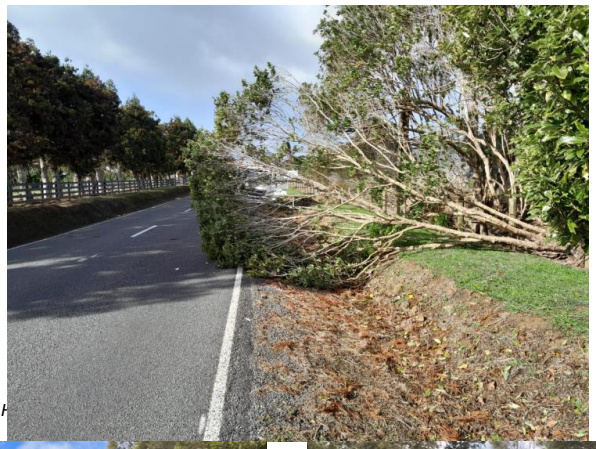
- 60 sealed potholes repaired.
- 3,941 unsealed potholes repaired.
- 259.06km of unsealed roads graded equating to 31.9% of the total unsealed network.
- 109 or 4% of dispatches for May have been audited by the NTA team. **As of 28/5/24*
  - *98 Routine*
  - *11 Ordered / Renewals / Cyclic / Emergency*
- 317 Catchpit entrances cleared

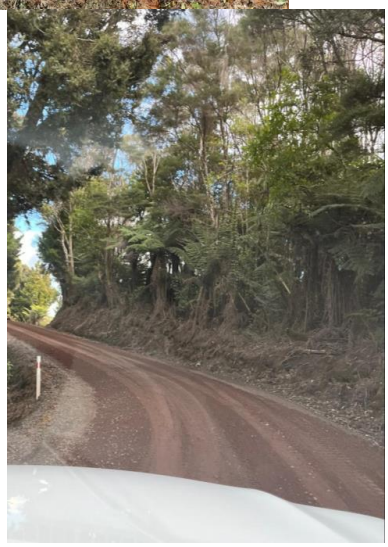


Routine Response Time

5. EMERGENCY WORKS

The only emergency works were some small trees that were blown over during a couple of strong days of wind late in the month. There was also a small rain event that swept across the region causing a few roads to become slippery and require an urgent metal top up. The main roads affected were Waikino and Pakanae Cemetry Road. Trucks and graders were sent to both roads as quickly as possible.





Pakanae Cemetery Road

6. DRAINAGE MAINTENANCE & RENEWALS

Drainage maintenance activities completed in May:

- 161m of heavy water tabling (Storm recovery packages & scheduled work)
- 94m of Culvert pipes replaced/new.
- 1 Culvert flushed

Rays team have had a big push in the Southern area of our network in May. Roads they have completed culvers on include Fords, Bolero, Paiaka, Lovatt, and Pipiwai. They will stay in the area until culvert installs on Inksters, Tipene and Horahora Roads has been completed.

Fords Road / Paiaka Road (headwalls still to be installed)

7. PREVIOUS WEATHER EVENTS

Darroch Contracting completed underslips on Orakau, Mitchell and Tirohanga Roads. We now have one remaining phase 2 underslip from Cyclone Gabrielle remaining on Waimatenui Road which will be completed in June.


Mitchell Road


Orakau Road

8. FOOTPATH MAINTENANCE/RENEWALS

The concrete crew renewed a section of footpath on Whitemans Road that was on a dangerous lean, 6-8% in the worst areas. They then moved over to Kaikohe and replaced some damaged paths on Windsor Road that they had uncovered while removing Kikuyu a few weeks ago.

Whitemans Road / Windsor Road

9. ROAD FURNITURE ACTIVITY

- 24 new signs installed or replaced (damaged or missing)
- 4 signposts replaced/new
- 30 signs re-erected or straightened
- 19 signs/posts cleaned
- 18 posts painted
- 245 Edge marker/delineators replaced or straightened

10. ORDERED WORKS

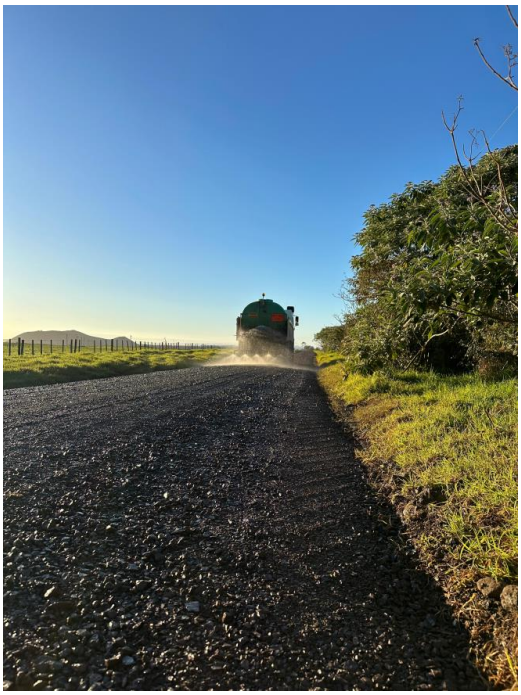
Ordered works were carried out:

- 120m of footpath cleared of vegetation
- 1 Kerb section and catchpit entry renewed
- 22.5m of edge breaks completed
- 2.815km of roadside vegetation cut back

11. UNSEALED NETWORK

Unsealed rehabs were carried out on:

- *Waitaheke Road – RP1648-2952*. Road received approximately 900m3 of new wearing course.
- *Lodore Road – RP5121-5905, 2023-4950*. Road received approximately 2900m3 of new wearing course.
- *Waiare Road* – RP18484-22000, 23000-24500, 25950-27143. Sites currently underway and include in Junes Monthly Report.

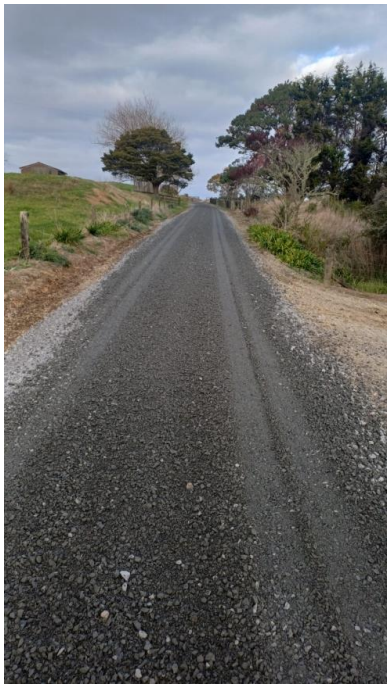



Waitaheke Road


Lodore Road

Maintenance metal (running course) was put on the following roads:

- Paroa Road
- Pakaru Road
- Russek Road
- Waikino Road
- Pakanae Cemetery Road



Russek Road before / after

12. PAVEMENT REHABILITATIONS

1. Hautapu Road

Hautapu Road Rehab has now had the drainage, widening, dig-outs and aggregate placed. Over the last couple of weeks, we had to carry out works near the State Highway entrance meaning this was closed and a detour was in place for residents. Thank you to the residents for your patience over this duration of this project, the result will be a fantastic new asset immune to corrugations and scours! Unfortunately, it is now too cold to seal this job, so we will be back in October when the temperature increases.

Hautapu Road Rehab

13. RESURFACING

At the beginning of May the surfacing team managed to complete 4 roads in Russel and part of Wehirua Road before cooler Autumnal conditions prevailed. A joint decision was made in May to stop the FNDC chip sealing operation due to the increasing risk of chip loss and seal failure.

May saw approx. 1.4km (9740 m2 FNDC) of completed reseals.

We used the remainder of May to carry out essential maintenance on our sealing equipment to ensure a problem free start next season.

We are currently awaiting confirmation of the 2024/25 sealing season sites so that we can proceed with pre-reseal inspections, repairs and surface treatment selection and designs.

Year-to-Date Reseal Figures:

At the conclusion of the 2023/24 chip sealing season Approximately 54.1 km's of roads within the FNDC network and 29.3 km's of roads in the KDC area were resealed by the end of May 2024 (Including both subsidised and unsubsidised works).

Wehirua Road

Asphalt Resurfacing

New sections of Asphalt paving was completed by our subcontractor Tarmac on three different roads around the region:

- Heritage Bypass
- Waipapa Road
- Tau Henare Drive (Waitangi)

The asphalt generally used for the surfacing layer is 50mm of AC14. For areas where there are structural repairs required, a thicker layer of AC20 is commonly used for additional strength. The existing 50mm surface is removed by a milling machine where it is carted away in trucks and can be reused in certain situations.

Waipapa Road

Heritage Bypass






Tau Henare Drive

14. ROAD ACCIDENT REPORT

No accidents to report.

15. RAMM ISSUES

No major issues in May 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

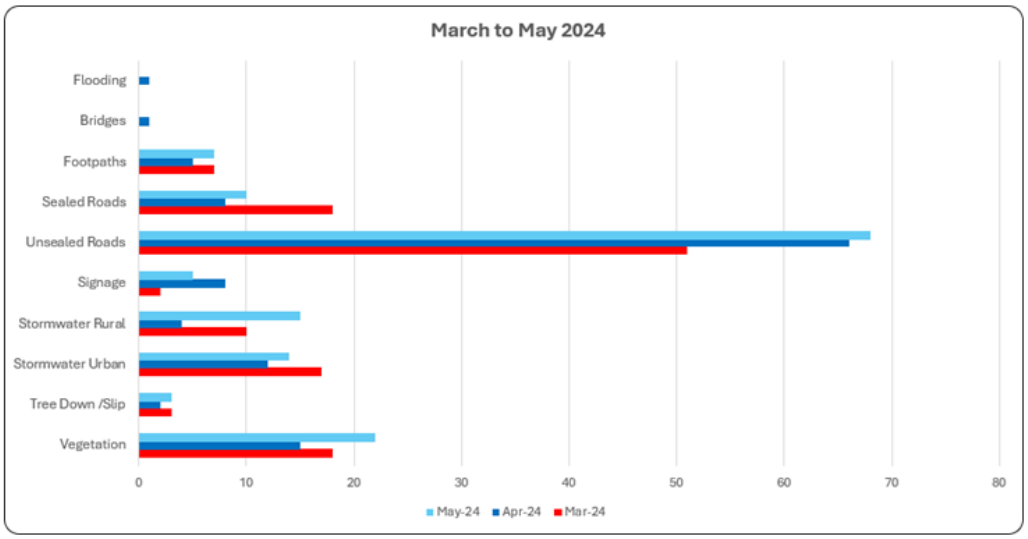
Ventia Customer Service Request Comparison, March to May 2024

Number of RFS's

Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total	
Mar-24	18	3	17	10	2	51	18	7	0	0	126	
Apr-24	15	2	12	4	8	66	8	5	1	1	122	
May-24	22	3	14	15	5	68	10	7	0	0	144	TBC

Percentage of RFS's

Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total	
Mar-24	14.3%	2.4%	13.5%	7.9%	1.6%	40.5%	14.3%	5.6%	0.0%	0.0%	100%	
Apr-24	12.3%	1.6%	9.8%	3.3%	6.6%	54.1%	6.6%	4.1%	0.8%	0.8%	100%	
May-24	15.3%	2.1%	9.7%	10.4%	3.5%	47.2%	6.9%	4.9%	0.0%	0.0%	100%	TBC



17. COMPLIMENTS

We received seven compliments for the month of May:

Customer phoned through saying – *"Thanks and appreciation from Sullivans Road Paihia residents for the works being completed."*

Customer emailed saying – "*Thank you to whoever go things moving, Oromahoe Road has now been graded."*

Customer txt saying – "*Good morning Ventia, Thank you for the quick response re. metalling Pakanae Cemetery Road, a job well done, have a great day."*

Kevin Johnson (FNDC GM) emailed saying – "*Please allow me to say thank you to you all on behalf of residents and parents, plus FNDC. Very many thanks for your prompt and attentive response and grateful to you all." Re. Waikino Road metalling.*"

Customer emailed saying – "*I see the contractors have resealed most of the upper and heading towards Kerikeri Road, Job well done."* Heritage Bypass.

Customer emailed saying – *"Recently Tapeka Road was re-sealed – Great, Thank you."*

Representative from He Poutama Taitamariki emailed saying – *"Excellent and thank you for the advice. Have a great day."* Tahuna Road.

18. HEALTH & SAFETY & WELLBEING

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

In our Branch Toolbox held on 14th of May, at the Kerikeri Sports Complex we covered off multiple internal events and reviewed processes and procedures including:

Safety Alerts from within Ventia and the wider Industry were discussed including:

- Concrete Truck Chute Strikes Workers Head
- Fall from Heights – Flat Bed Truck

Our in-Vehicle monitoring is showing a continued decrease in 3-Star drivers and still Zero 2-Star drivers. With the increase in 4-Start & 5-Star drivers on the increase, there is a healthy bit of competition to maintain that 5 Start ranking.

E Road

Our in-Vehicle monitoring is showing a steady decrease in 3-Star drivers and currently Zero 2-Star drivers. Also there has been an increase in 5-Star drivers with Puketona Branch having 5 out of the top 6 drivers in all of Ventia NZ.

0 x ★★ Drivers
13 x ★★★ Drivers
20 x ★★★★ Drivers
33 x ★★★★★ Drivers

Driver	Rank	Star
M.Aitken	1	★★★★★
J.Jonge	3	★★★★★
F.Silva	4	★★★★★
R.Kopa	5	★★★★★
S.Bryson	6	★★★★★

This month we congratulated Maggie Aitken at our branch toolbox meeting on her achievement as the top e-roads driver for the first quarter in our Branch. Maggie is one of our class 5 truck and trailer operators.

19. TRAINING

May saw more training completed, including Permit Receiver & Issuer Training US 17588.6 & 17590.7, Chainsaw Safety – Unit Standards 6916 & 6917, Sling Regular Loads Safely US 30072 and Moving Loads With Mobile Plant US 31245. A group of Staff attended, Understanding NZS 3917 – Conditions of Contract training in Auckland as professional development. Ventia also began the roll out of the second stage of Leadership Development Training with a Focus on Improving the Overall Safety Culture, the first groups to receive this were the Health & Safety Reps and Managers/Supervisors.

20. ENVIRONMENT

In May we had no notifiable incidents to report.

21. ANNUAL ROUTINE ACTIVITY ACHIEVEMENT

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

Biennial Painting of All Rails	**0%**	- on hold due to funding.
Biennial Parapet Painting of Bridges	**0%**	- on hold due to funding.
Annual Cleaning of EMP's	**43%**	complete
Annual Sucking of All Sumps	**88%**	complete
Biannual sweeping	**0%**	**start date early June*
Urban Vegetation Spraying	**100%**	complete
Rural Vegetation Spraying	**100%**	complete
Line marking Network Remark	**77%**	complete

22. SMALL TO MEDIUM ENTERPRISE (SME) BUSINESS ENGAGEMENT

Summary of SME engagement through the last financial year - 1st July 22 to 30th June 23. My apologies for the previous months report dates as they have stated incorrect dates. The 23/24 figures should be available in August 2024.

Measurement	Qty
Local Contractor component of work	41%

23. OTHER WORK IN PROGRESS

The Construction team progression on projects as per below:

Parnell Street - Rawene

Parnell Street is making good progress with the second retaining wall installed and backfilled. This was not without its set of problems with services running very close to the pole locations. DCL were brought into hydro-excavate, and a Top Energy Officer was on hand to do a stand over to make sure everyone was safe, and the installation went ahead without any incidents.

The kerb is being laid alongside the retaining wall work and has a new subsoil drainage system running beneath. The footpath is being prepped at the same time and will be poured in the coming weeks.

Parnell Street

Russell Boat Ramp

Russell Boat Ramp has started, and the crew has pushed hard to get everything lined up to keep the project on track. The carpark area had been cleared and the outer perimeter prepped for kerb installation.

Kerb was laid on Thursday 30/6 and already defines the carpark and improves the overall look. It will be a vast improvement once the carpark is sealed and line marked.

The boat ramp itself will be finished early June with the prep and pour coinciding with king tides. Sandbags will be used to create a barrier between the ocean and the ramp along with pumps to help protect the work. The top 150mm will be removed before steel work is added. A 50MPa concrete is booked for the pour with 8% Micro silica and an anti washout additive included. De-boxing will happen the following day which gives a 3-day window to finish the scheduled work for the ramp.

Russell Boat Ramp

24. AROUND VENTIA

Pink Shirt Day, with information shared about Bullying, what it is and how to deal with it. Within the Branch we had a “Pink“ themed office morning tea with some of the team really getting behind it.

Nga Mihi

Rob Savage

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

6.3 TE KOUKOU OPEN RESOLUTIONS UPDATE JULY 2024

File Number: **A4780942**

Author: **Maria Bullen, Democracy Advisor**

Authoriser: **Aisha Huriwai, Manager - Democracy Services**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To provide Te Koukou – Transport and Infrastructure Committee with an overview of outstanding Te Koukou – Transport and Infrastructure Committee and the previous term Committee decisions from 1 January 2018.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Open resolutions are a mechanism to communicate progress against decisions/resolutions.
- Open resolutions are also in place for all formal elected member meetings.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou – Transport and Infrastructure Committee receive the report Te Koukou – Transport and Infrastructure Committee Open Resolution Update July 2024.

1) TĀHUHU KŌRERO / BACKGROUND

Any resolution or decision from a meeting is compiled on an open resolution status report, to capture actions trigged by Te Koukou – Transport and Infrastructure Committee decisions. Staff provide updates on progress against tasks that are not yet completed.

At the request of the Te Koukou Chairperson the open resolution report also includes outstanding actions from two previous Infrastructure Committees back dated to 2018.

- Infrastructure Committee (February 2020 – September 2022)
- Infrastructure Network Committee (May 2018 – September 2019)

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The outstanding tasks are often multi-facet projects that take longer to fully complete. Where a decision differs to the recommendation of staff there may be unintended consequences or challenges that take longer for staff to work through.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION.

To provide Te Koukou – Transport and Infrastructure Committee with an overview of outstanding Te Koukou – Transport and Infrastructure Committee decisions from 1 January 2018.

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

There are no financial implications or need for budgetary provision in receiving this report.

ĀPITIHANGA / ATTACHMENTS

1. Open Resolution Report - A4792236 ⇩

OPEN RESOLUTION REPORT

Printed: Friday, 12 July 2024 3:59:50 pm

Division:
Committee: Te Koukou - Transport and Infrastructure Committee
Officer:

Date From: 1/01/2021
Date To: 12/07/2024

Meeting	Title	Resolution	Notes
Te Koukou - Transport and Infrastructure Committee 23/04/2024	Average Speed Safety Cameras for Kaitāia Awaroa Road	**RESOLUTION 2024/14** **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.** **CARRIED 5/2**	**14 Jun 2024 3:05pm** NZTA Waka Kotahi are currently carrying out speed investigations. Initial field visits with council staff identified viable sites for installation of the average speed cameras but additional investigation is required. Final installation is pending available funding in the 24-27 NLTP **11 Jul 2024 12:41pm** Cushla Jordan - no update.
Te Koukou - Transport and Infrastructure Committee 11/09/2023	SH11 Shared Use Path from Paihia to Waitangi	**RESOLUTION 2023/5** **That the Te Koukou – Transport Committee, in recognition of the importance of the Twin Coast Discovery route, recommend that Council:** **a) does not decline the funding for the proposed shared path along SH11 from Paihia to Waitangi; and that,** **b) the Community Board work with Northland Transport Alliance, the local community, including iwi/hapu, to redefine the scope of the project to enable the delivery of an affordable, fit-for purpose solution for the community.** **CARRIED**	**28 May 2024 4:08pm** Cushla Jordan- Due to the project not started, either "Tendered" or "Physical Works underway", Waka Kotahi will not allow this to be carry forward under Low-Cost Low Risk (LCLR), however, it is Council's decision if they wish to carry forward the Local Share portion. This project has not been identified under LCLR 2024-27. **11 Jul 2024 12:40pm** Cushla Jordan - no update.

7 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED

RESOLUTION TO EXCLUDE THE PUBLIC

RECOMMENDATION

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
7.1 - Confirmation of Previous Minutes - Public Excluded	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
7.2 - Matauri Bay Wastewater Treatment Plant	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(j) - the withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
7.3 - Te Koukou Public Excluded Open Resolutions Update July 2024	s7(2)(f)(i) - free and frank expression of opinions by or between or to members or officers or employees of any local authority s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

	disadvantage, negotiations (including commercial and industrial negotiations)	

8 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

9 TE KAPINGA HUI / MEETING CLOSE