

## Roading

Since the election and being appointed onto RTC, my focus has been on road condition and maintenance, and I have the following observations that I would like addressed.

I am well aware the RTC is tasked with looking at all Transport options for Northland and this is guided by GPS, NLTF, RLTF and other policies, however none look at the **key function of RTC** which is

“to regularly monitor and review progress towards the performance targets and outcomes relative to land transport in the current LTP and AP”.

I would like to see previous monitoring reports submitted to prior RTC meetings to establish if the major roads both SH and local have been noted as being fit for purpose and providing a robust and resilient route network.

I believe we have a fundamental funding problem that has caused excessive failures across the networks as the monitoring & review process has been either completely ignored if completed, or simply not done.

- I asked CE KING for the road maintenance contracts for the Far North, he responded I could look but they couldn't leave the building, that was last November. I still have not seen them as apparently, they sit with NTA in Whangārei who have moved offices. Interesting in a digital age!
- The maintenance program is reactionary not preventative – this means we simply cannot get ahead of the maintenance required which = **rapidly escalating deterioration and increased recovery costs**
- I would like to see a schedule of works for all operations, inspections & basic maintenance of culverts, water tables, manhole grates and sump covers, grader operations, a list of repeated failure sites resulting in potholes, slumps, over & under slips and what is planned to mitigate these failures moving forward.

The recent Panguru slips, engineer report clearly stated one of the slips was due to a blocked culvert, that would be a great site to use as an example of the monitoring/inspection programme and culvert maintenance timetable that led to the failure and road loss.

## Time lags till repair

I have read the requirements to get funding from central government prior to repairs. Motuti slip on Skyline to Panguru is another example that should be reviewed to look at how these timelines may be shortened, and how communicating exactly what is going on to the immediately affected communities can be improved.

While on communication, the recommendation from Cr Simon Reid RTC, after checking with a number of local trucking firms, that Brynderwyn reopening was for heavy traffic only in two way convoy, using traffic management, with cars and light vehicles using the detours either via Waipu/Mangawhai or Paparoa/Oakliegh. If that recommendation had been given proper consideration, the repair and maintenance work now required on the two bypass routes would have been reduced. Also the travel times for south bound fully loaded via Dargaville would have been reduced by over an hour. The local knowledge and skillset of current RTC members is significant and we are here to help.

National Land Transport Fund is not fit for purpose in the Rural & Provincial areas. This is something RTC picked up on early in the term, and a message we were sending to Central Government by lobbying multiple MP's over Waitangi weekend, with Gabrielle highlighting the concerns we had raised, and RTC managed to get the message presented directly to PM Hipkins in Dargaville, well done Ash.

It would seem the message has been received with PM announcing earlier this week that the NLT funding model would be reviewed to alter spend priorities.

## Roads In Summary

NTA and local council roading staff must focus on a review of basic road maintenance to recover and improve the existing network, with priority strategy clearly defined, publicised and communicated clearly to road users and ratepayers.

## **Other issues**

### **Kerikeri Domain**

Dealt with community concerns due to the continued creep into the **domain** green space, with footpaths most recently. My review indicated the construction plan had deviated slightly from the plans the community were shown during consultation. We need to remember this land was gifted to the community in 1936 for a specific purpose and that land needs to be carefully managed so it does not end up desecrating the original gifting families wishes.

**Kainga Ora development** – I met with Chairpersons of **Our Kerikeri & Vision Kerikeri** to hear the communities concerns over the proposed development, which has pointed to the need for urgent completion of the Spatial & Master Plan for Kerikeri and other towns, as the proposed developments when combined will have a significant impact on town infrastructure of reticulated sewer and water, parks and reserves and transport as well as the wrap around services delivered by central government covering health, education, police numbers, etc. These OKK & VKK while not opposed to affordable social housing solutions, their concern relates to the style and density of the proposed development and the impacts of that on the existing town architecture, housing density and height proposed, and the social pressures that high density housing may produce.

**Annual Plan/Budgets** the budgets for the coming year 23/24 is being constructed, analysed and reviewed now.

Rates will be impacted by decisions on the current and proposed council spend.

I believe we need to review the funding model on our local road network, to focus on basic maintenance. The National Land Transport fund (NLTF) dictates that spend, with a strong push of the current road income earned from Road user and fuel excise tax into other transport options i.e. rail, coastal shipping, cycleways and public transport.

The result of this dictate is that basic road maintenance funding has been effectively wiped out of our budgets. The results of maintenance neglect are very clear after the two storm events in past year, so we need to rethink that immediately. My report to the Regional Transport Committee included here expands on this. That will result in a shift in where roading funds are spent, or rates increase to look after our roads outside the NLTF may be needed. I am talking with our roading team to see how this may be advanced.

Project delivery has been impacted by a number of issues over the past two years, and while Northland & the Far North have benefitted from funding via Regional Development funds and other government initiatives, clear priority strategies need to be further developed to ensure we complete Capital projects as per the Annual & Long-Term Plans developed and consulted with the community to improve delivery and effectively utilise ratepayer money.

## **Climate Change Risk**

### **Waipapa Industrial development and Sports fields**

The Waipapa development occupies a historical flood plain, and FNDC needs to seriously consider developments such as this and in other areas that are or have been susceptible to Flooding, coastal erosion, hillside slips, etc and make some decisions around land use.

Continuing to allow buildings in these areas suggest inviting a calamity to happen at some stage as we have witnessed in the Hawkes bay and parts of Auckland.

Those of you old enough may recall Sir Bob Harvey the Waitakere Mayor back in the 80's/90's made the call to remove housing from a known flood plain/overland flow path in the

Kumeu area. That council of the day bought some property and added to existing park areas to ensure no future developments occurred in this high risk area.

Council is aware of the risks associated with buildings after the leaky home scenario, which cost owners, builders and council across NZ significant sums.

Northland Regional Council who are responsible for catchment and river work need to share or complete a risk analysis of susceptible areas to consider the implications of not doing something, and a starting point for FNDC is the Draft District Plan.