

TRANSPORTATION UPDATE – September 2023

In a partnership of the four Northland Council's 'roading and transport departments', combining and co-locating the individual council staff and resources, the NTA works as part of Council to collectively create better, safer, and more accessible journeys across the district (and region) through structured maintenance and improvements in accordance with national safety and engineering standards, policies and guidelines.

EXECUTIVE SUMMARY

Far North REAP ((Rural Education Activities Programme) continued their work delivering Far North's Road Safety Education Programme, with a focus through September on Motor Cycle Awareness month, Driver Licencing and Bike Skills training.

A briefing is scheduled for the 9th October Te Koukou Transport Committee workshop on the Recommendations Report and Interim Speed Management Plan for the Kerikeri-Bay of Islands speed catchment, and the decision paper scheduled to be presented at the October Council meeting. Staff will also brief the Te Koukou Transport Committee on the draft policies and objectives for the 2024/27 Regional Speed Management Plan and the proposed three-year implementation programme.

Following approval by the Te Koukou Transport Committee to progress with submittal of the Transport Choices programme detail design package for Waka Kotahi approval, the Construction funding agreement has been signed by Council and is now awaiting Waka Kotahi signature. Staff have received notification that the deadline for completion of construction works has been extended by 12 months as is now June 30th, 2025.

Preparation of projects for the upcoming summer construction season is progressing well with work continuing on the programme including urban storm water replacement, road rehabilitation, culvert and bridge. As project planning has progressed further certainty has been obtained around the proportion of projects reported to be able to be fully delivered this year with this lifting from 66% (\$18.146M) to 70% (19.269M) compared with last month.

A total of 2056km of network inspections were completed, 450.8km of maintenance led grading completed (28% of unsealed network), along with a focus on pre-seal repairs, watertabling works, culvert replacement and new, sign and edge marker post replacement. Unsealed Rehabilitation works were completed on Opara Road, Motukiore Road and Diggers Valley Road. Several footpath renewals were completed in the Kaikohe-Hokianga Ward (Mangakahia Road) and Te-Hiku Ward (Masfen Terrace and Pukepoto Road).

Works continued with the 2022/23 Emergency event(s) recovery activities, with a further \$1.04M of repair and clean-up works completed in September, bringing the total of completed works to date to approximately \$9.38M (of a currently estimated total of \$48.48M attributed to 2022/23 events). Works complete in September included 13 dropout/retaining wall repairs.

65 new Corridor Access Requests received for works in the road reserve across Far North District in September. Five temporary traffic management safety audits completed (3 = 'High' or 'Acceptable' / 1 = 'Needs Improvement' - this site subsequently reaudited with improvements evident)

The Hokianga Ferry service carried a daily average of 480 passengers and 232 vehicles for the month of September 23, with revenue for the month 21.6% lower when compared to the same period last year. The schedule departures were 97.9% on time for the month, with 63 shuttling's and 16 charters.

Pleasingly the volume of customer requests has continued to reduce from recent months, with 369 requests received in September (down from 431 in August) and is now seeming to normalising to the pre-2022/23 historic average of 360 requests per month. At the end of September, there were 305 open requests which is a 31.8% reduction 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 in September included:

Motorcycle Awareness Month:

- In Moerewa 17 riders were assessed and passed their Basic Handling Skills assessment and 13 of those 17 went on to pass their Learner License Theory test. The other 4 riders either did not pass or did not feel confident enough to sit the test and TK from the Moerewa Driver Licensing will continue to work and prepare them for sitting their test. We received lots of positive feedback and comments about bringing this type of event to other locations throughout Northland. We had riders from Moerewa, Kerikeri, and Kaikohe.

Driver Licencing (Young Drivers and High-Risk Drivers)

- Some of the team have done further training and received their O endorsement on their licence meaning they are now qualified testing officers and can assess students for their restricted and full licences.

[Bike Northland](#) are contracted to deliver Council's bike safety and skills training and they utilise the Waka Kotahi programme [BikeReady](#). Bike Northland are delivering Grade 1 only at this stage and working with schools to build a Grade 2 programme which is where students are taken on the road. Bike Northland also help support the bikes in schools programme. Their key deliverables are summarised below:

2023/24 Far North District Council		
Course	Contracted	YTD
Grade 1	1050	500

SPEED LIMIT REVIEW PROGRAM

The speed limit reviews are part of a nationwide programme under the Government's Road to Zero Road Safety Strategy. The new Setting of Speed Limits Rule came into effect on 19th May 2022. The new Rule creates a focus on speed management and promotes a region wide approach to setting safe and appropriate speeds on both the local and State Highway network.

Consultation on the Kerikeri-Bay of Islands speed catchment has been completed and council hearings were held on 21st March 2023. Staff have prepared a Recommendations Report and Interim Speed Management Plan for council approval, now re-scheduled for the full Council meeting in October.

Work continues on our Regional Speed Management Plan, and we are on track for consultation in the last quarter of 2023. Staff will brief the Transport Committee on the draft policies and objectives for the Regional plan, as well as the proposed three-year implementation programme at the 9th October workshop with a decision paper following at the October 30 Transport Committee meeting.

TRANSPORT CHOICES FUNDING PACKAGE (CERF)

Signing of the Construction funding agreement for the Transport Choices, Climate Emergency Response Funding (CERF) projects below has been completed by Council and is now awaiting Waka Kotahi signature.

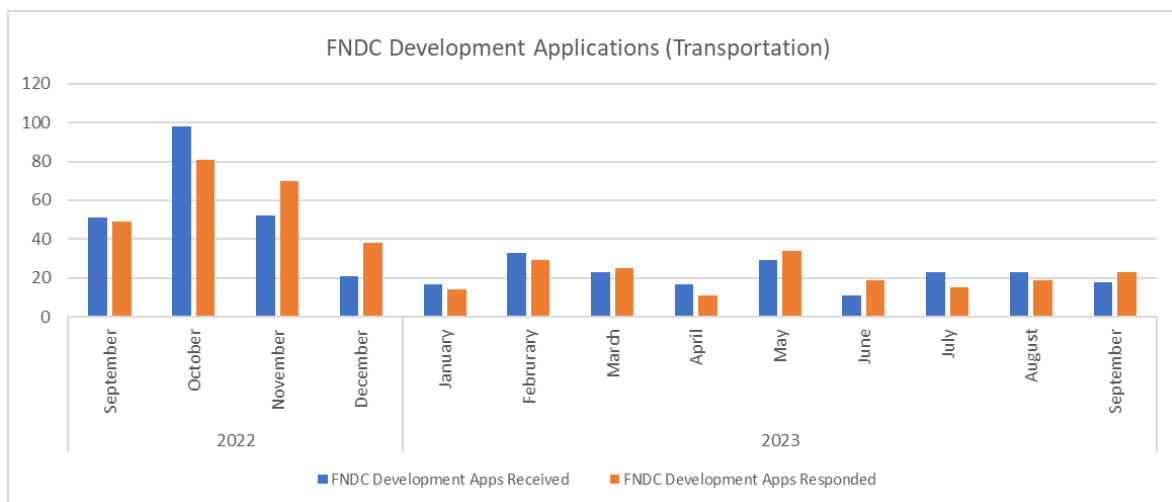
- Program 1 – FNDC01 Kerikeri Active Modes Network Connections
- Program 2 – FNDC02 Far North Bus Improvements

In response to concerns from councils throughout New Zealand the construction deadline the programme has been extended by 12 months to now be 30th June 2025. A briefing paper describing the changes to project milestones was distributed to councils from Waka Kotahi in late September.

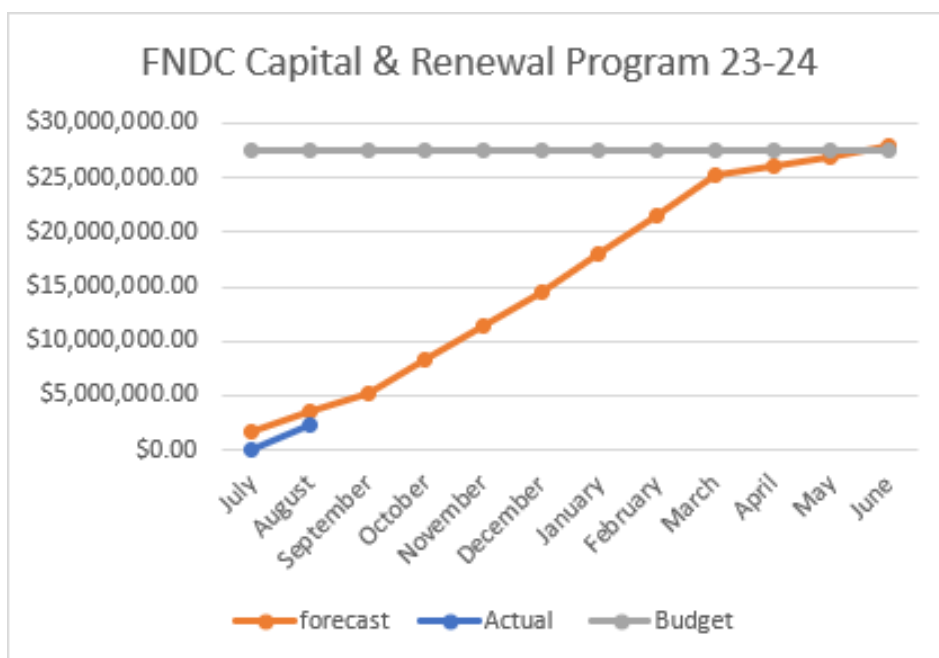
DEVELOPMENT APPLICATIONS (Transportation)

The following table and graph below provide information on the volume of development applications received for transportation assessment over the past 12 months. A total of 18 applications were received in the month of September (vs. 12 month rolling average of 30) and a total of 23 were processed. Six Alfresco assessments were received and five were processed this month.

Year	Month	FNDC			
		Development Apps		Alfresco	
		Received	Responded	Received	Respond
2022	September	51	49		
	October	98	81		
	November	52	70	2	2
	December	21	38	3	3
2023	January	17	14	1	0
	February	33	29	1	2
	March	23	25	2	2
	April	17	11	1	1
	May	29	34	0	0
	June	11	19	2	2
	July	23	15	1	1
	August	23	19	1	1
	September	18	23	6	5



FNDC TRANSPORT CAPITAL PROGRAMME DELIVERY



Works are continuing on the Capital Works programme activities with the improved weather and start of the construction season, seeing pavement works activities starting up. The year to date expenditure for the first two months slightly behind forecast, with this expected to be caught up as we move more into the summer construction season. (September actual expenditure data unavailable at the time of finalising report)

The current total forecast is slightly greater than approved budget primarily due to outcome of revised cost forecasts undertaken that take current escalation impacts into account. Discussions are presently in progress with Waka Kotahi to secure additional subsidy funding however if this additional funding is not provided the programme will be re-prioritised and re-forecast to ensure remains within approved budgets.

Project Risk Table

FNDC	No. of Projects	Description	Budget	% of Total Budget
🟢	33	Will be fully delivered this year	\$19,269,173.00	70%
🟡	16	Risk of partial delivery	\$8,292,536.39	30%
🔴	3	Risk of non delivery	\$112,000.00	0%
		Total	\$27,673,709.39	

**Note – delivery risks are presently indicated based on current knowledge and will be further refined as the programme planning is finalised over the next 2-3 months.*

As project planning has progressed further certainty has been obtained around the previously reported “red risk” and “orange risk” with this reflected in the proportion of projects reported to be able to be fully delivered this year lifting from 66% (\$18.146M) to 70% (19.269M) compared with last month.

Photo Wall FNDC September 2023



Kaitaia Awaroa Road rehabilitation project - Tree Removal



Sommerville Ave Kaitaia, urban stormwater replacement / road rehabilitation combined project



Gills Road Rehabilitation, Water tabling and shoulder strengthening



Wekaweka Road J18 Culvert Replacement – ongoing culvert installation



Churtons Road Bridge C13 Replacement – on-going works, close to completion.

FNDC TRANSPORT MAINTENANCE PROGRAMME

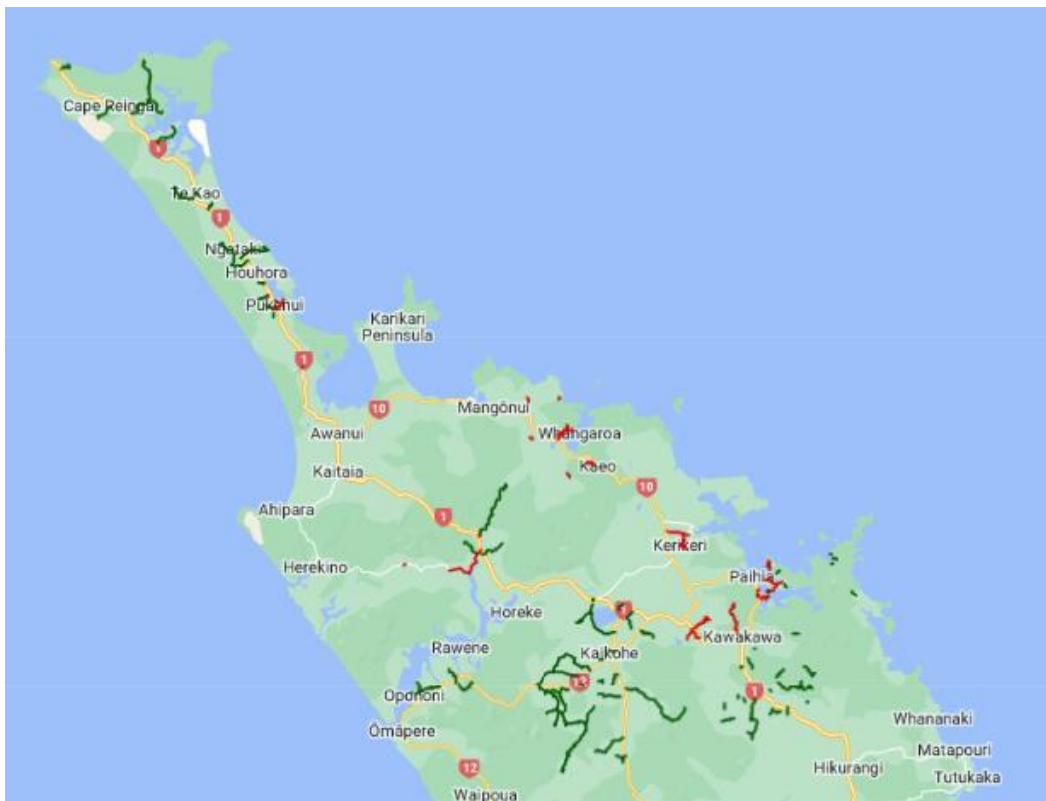
Key points of note for the September includes:

- Completed routine maintenance focused on pothole repairs for both unsealed and sealed road and grading.
- Programmed works completed were pre-seal repairs, watertabling works, culvert replacement and new, sign and edge marker post replacement.
- 2056km network inspection completed district wide
- Unsealed Rehab. Completed for the month is Opara Road and Motukiore Road for the South Area and Diggers Valley Road for the North Area.
- Additional unsealed rehabilitation sites have also been identified and confirmed for programme, with pavement testing and design underway.
- Footpath Renewals completed in the Kaikohe-Hokianga Ward on Mangakahia Road and Te-Hiku Ward on Masfen Terrace and Pukepoto Road.

Maintenance activities programmed for October 2023 relate to routine unsealed activities, sealed activities, drainage works, unsealed rehabilitation, footpath renewals and unsealed overlay, Daily site checks continuing all warning and Phase 2 reinstatement works for storm damages.

Network Inspections

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



Completed Grading

Excellent progress was made with network wide maintenance grading in September, with 28% (or 450.8km) of the unsealed network length completed, as represented in the map below.



EMERGENCY WORKS RECOVERY PROGRAMME

Table: Summary of Current Cost Estimates of Emergency Events for FNDC

FNDC – Phase / Cost in M \$	Expected Cost obo RAMM	FAR+ (%)	Claimed to Date
Rain Event Aug 2022 - Initial Response	0.18	69	0.18
Rain Event Aug 2022 - Initial Response + 20%	4.88	89	1.56
Rain Event Aug 2022 - Phase 2	0.38	89	0.24
Rain Event Aug 2022 - Phase 3	8.40	69	0.00
Rain Event July 2022	3.88	69	1.10
Rain Event November 2022	0.14	89	0.12
Post-Gabrielle:			
Storm Events Jan/Feb - Phase 1	4.70	100	1.26
Storm Events Jan/Feb - Phase 2	2.28	100	1.65
Storm Events Jan/Feb - Phase 3	1.60	69	0.29
Storm Event 9/05/2023 - Phase 1	1.33	var	2.61
Storm Event 9/05/2023 - Phase 2	3.95	var	0.00
Storm Event 9/05/2023 - Phase 3	13.15	69	0.00
Rain Event June 2023	3.60		0.36
Total	48.48		9.38

PHASE 2 DELIVERY

Minor works, less than \$100k (generally), per site, low risk, reinstatement of roads to pre-event condition (may require geo-tech assessment to support outcomes). Waka Kotahi funding approval through report applications.



Works completed in September:

Road	Start	End	Length	Asset Type	Fault
NEWTON ROAD	1026	1051	26	Retaining Walls	New construction - Drop out (m)
TAITA ROAD	5129	5139	10	Retaining Walls	New construction - Drop out (m)
WAOKU ROAD	2382	2407	25	Retaining Walls	Renew whole structure - Damaged wall (m)
ORIRA ROAD	2830	2874	44	Pavement - Unsealed	Digout - Subsidence (m2)
PERRY ROAD	858	876	18	Retaining Walls	New construction - Drop out (m)
WAIOTEMARAMA GORGE ROAD	2032	2046	14	Retaining Walls	New construction - Drop out (m)
MOTUKIORE ROAD	13543	13583	40	Retaining Walls	New construction - Drop out (m)
MOTUKIORE ROAD	9526	9606	80	Pavement - Unsealed	Digout - Saturated pavement (m2)
TOKAWHERO ROAD	4692	4722	30	Retaining Walls	New construction - Drop out (m)
CLASSEN ROAD	2249	2294	45	Pavement - Unsealed	Digout - Subsidence (m2)
WAIMATENUI / MATARAUA ROAD	13890	14127	237	Retaining Walls	New construction - Drop out (m)
MARLOW ROAD	4717	4727	10	Retaining Walls	New construction - Drop out (m)
MARLOW ROAD	4658	4678	20	Retaining Walls	New construction - Drop out (m)
AWAROA ROAD	4544			Vegetation	Tree removal - Dangerous trees (ea)
GILL ROAD (AWANUI)	0	9526	9526	Surface Water Channels	WT Heavy mtce / reform - Inadequate (m)
FISHER-RILEY ROAD	8864	10447	1583	Surface Water Channels	WT Heavy mtce / reform - Inadequate (m)
FISHER-RILEY ROAD	715	730	15	Retaining Walls	New construction - Drop out (m)
CHAMPIONS ROAD	502	537	35	Retaining Walls	New construction - Drop out (m)
FISHER-RILEY ROAD	534	544	10	Retaining Walls	New construction - Drop out (m)
OTANGAROA ROAD	13751	13763	12	Retaining Walls	New construction - Drop out (m)
GUMFIELDS ROAD	656			Environment	Make sites safe - Tomo (ea)
KOHUMARU ROAD	9484	9510	26	Drainage (Culverts)	Culvert renewal - Inadequate/damaged (m)
KOHUMARU ROAD	11318	11328	10	Drainage (Culverts)	Culvert renewal - Inadequate/damaged (m)

Works planned for October:

Road	Start	End	Length	Asset Type	Fault
PIPIWAI ROAD	8480	8490	10	Retaining Walls	New construction - Drop out (m)
TE OHU ROAD	946	959	13	Retaining Walls	New construction - Drop out (m)
WAIKARE ROAD	10600	10624	24	Retaining Walls	Renew whole structure - Damaged wall (m)
DAVIS ROAD	619	620		Drainage(Culverts)	Culvert renewal - Inadequate/damaged (m)
WAIMATE NORTH ROAD	3227	3527	300	Surface Water Channels	WT reconstruct - Over deepened/scouring (m)
TAITA ROAD	2588	2589	1	Drainage(Culverts)	Culvert renewal - Inadequate/damaged (m)
TE TIO ROAD	4575	4586	11	Retaining Walls	New construction - Drop out (m)
TE TIO ROAD	878	898	20	Retaining Walls	New construction - Drop out (m)
RAMSEY ROAD	2820	2870	50	Pavement - Unsealed	Digout - Deformation (m2)
WAOKU ROAD	2762	2787	25	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	8337	8352	15	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	9003	9028	25	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	9521	9561	40	Retaining Walls	New construction - Drop out (m)
KAHIKATOA ROAD	255	256	1	Drainage(Culverts)	Culvert renewal - Inadequate/damaged (m)
WAIMATE NORTH ROAD	7790	7820	30	Pavement - Sealed	Digout - Subsidence (m2)
POKAPU ROAD	9157	9179	22	Retaining Walls	Renew whole structure - Damaged wall (m)
OTATARA MARAE ROAD	513			Drainage(Culverts)	Install headwall structure - Scour (ea)
RAKAUTAPU ROAD	1680	1695	15	Retaining Walls	Renew whole structure - Damaged wall (m)
MANGAMUKA ROAD	4475	4486	11	Retaining Walls	Renew whole structure - Damaged wall (m)

PHASE 3 DELIVERY

The regional EWA process has now been completed, which provided initial geotechnical risk and option assessments to confirm the **Phase 3** funding qualification and requests. A panel established within the NTA, which included Waka Kotahi, met on a weekly basis over the course of three months to progressively work through a review of each site-specific EWA, as they were completed.

Of the total EWA's completed and reviewed, 66 have been found to have an acceptable lower cost/risk-based option, suitable to the road level of service, and will default back into the **Phase 2** funding category for direct delivery through the Maintenance Contracts. The delivery of this additional **Phase 2** programme will be issued with a 50% SME delivery requirement, to further support the ongoing use of small to medium local sub-contractor resources. Within this programme, there has been some low complexity repairs identified as requiring a component of either design or further geotechnical support.

All confirmed **Phase 3** sites will require detailed geotechnical investigation and design aspects, procurement consideration and project management oversight. As a way of accelerating the process of engagement with geotechnical consultants, in June an Expression of Interest (EOI) was put out to both local and non-local engineering consultancies, seeking confirmation of available resources, expertise and appetite to support our local roads emergency works recovery programme. Through this process, nine responses were received from viable consultancies, with representatives of each attending an introductory meeting. With the EWA review process completed, we have been working through a process at Waka Kotahi's request, to reconcile our funding requests utilising the cost estimates provided within the EWA's. This process has now been completed with updated funding requests submitted to Waka Kotahi.

Due to cost, complexity and risk, the **Phase 3** sites are not being delivered directly through the Road Maintenance & Renewals Contracts. A dedicated Project Management resource has now commenced, focussed on the delivery of in-depth geotechnical works and designs, while also working through contract procurement and delivery considerations.

Table: Summary of District EWA review outcomes:

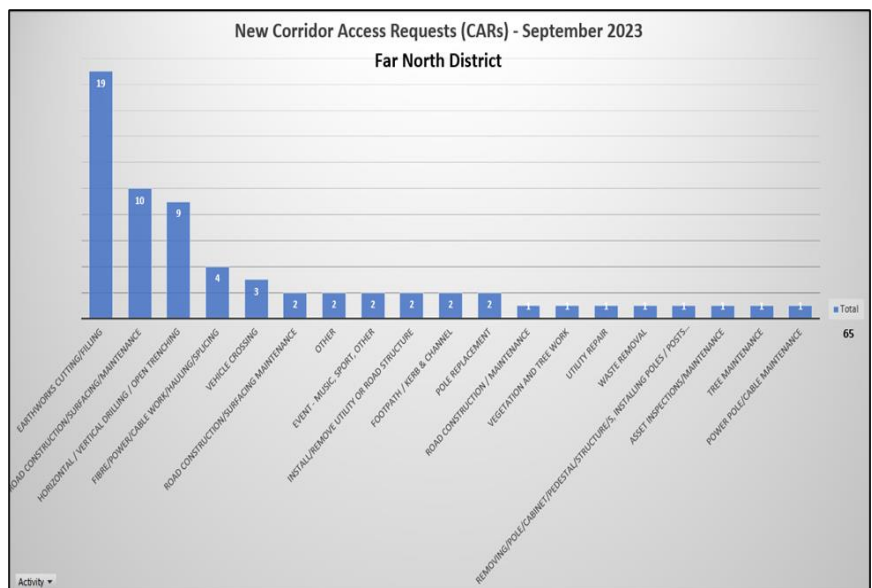
We are currently facing two to three financial years of Phase 3 recovery work scheduled ahead, across the wider Far North network and region. The application process for Phase 3 funding approvals can take several months to complete and to achieve Waka Kotahi funding approvals, with EWAs and procurement confirming cost estimates.

EWA review outcome	Count by Council
FNDC	94
Contractor Led Advisory Design	66
Council Led Strategic Choice	2
NTA Led Capital Procurement Process	26

Corridor Access Requests (CARs) and Temporary Traffic Management

CARs and Temporary Traffic Management Applications

65 new Corridor Access Requests were received for works in the road reserve across Far North district in September, noting these numbers are low for this time of year. 46 approved in the month. These numbers are low for what is expected this time of year. A breakdown of the activities in the graph below shows earthworks, road maintenance and drilling activities accounted for 60% of applications to work in the road reserve.



Work Completion Notifications, Reinstatement Inspections and Traffic Management Audits

There were 74 Corridor Access Requests (CARs) completion status updates. 32 excavation sites were set into a two-year warranty period.

CAR Status	Count of CAR Type
Far North District Council	74
Cancelled	37
Work Completion Notified	5
Work in Warranty	32
Grand Total	74

There were five temporary traffic management safety audits completed in September. Three sites scored 'High' or 'Acceptable' and one site scored 'Needs Improvement'. The stormwater upgrade site on Cobham Road was audited twice and scored 'Unacceptable' on the first audit which was reviewed by the TTM Review Panel. A follow up audit showed good improvement and a continuation of this has been evident on subsequent site visits. Communication to residents and businesses has been a focus for the STMS onsite to manage expectations. A parking complaint was dealt with when received.

Other TTM Updates:

- The CAR team reviewed and accepted a corrective action plan in response to an Organisational Notice of Non-Conformance Strike One - to be closed out in October.
- TTM Review Panels were held on 11th and 26th September.
- Rachel Taylor, Road Corridor Management Lead has been put forward to represent North Island RCAs on the TTM Industry Steering Group (ISG). The role of the ISG is to represent the views of the collective TTM industry to enable aligned decision making. The groups priority is to support implementation of the NZ Guide to TTM and the ISG reports to the Road Worker Safety Improvement Governance Group.

HOKIANGA FERRY (KOHU RA TUARUA)

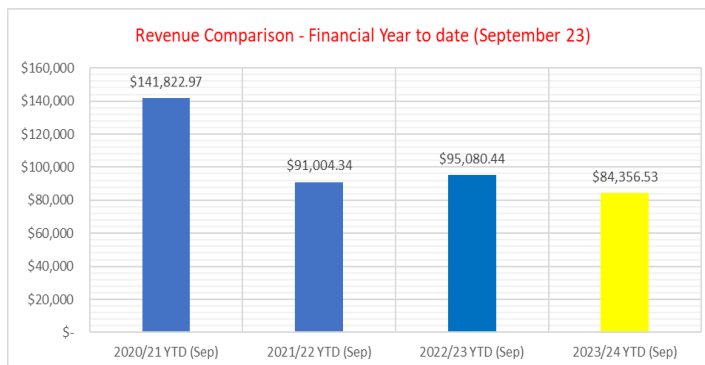
Revenue

September 2023 revenue was 21.6% lower when compared to last year for the same period. This has been attributed to a reduction in vehicle concession ticket purchase for the month which is the most expensive ticket type. The revenue comparison for the same period last year is provide (right)

September 2023	September 2022	Difference
\$28,377.83	\$ 36,200.87	\$7,823.04

The graph (right) provides a comparison of the revenue collected compared to previous years for the same period (30th September).

Effective from 1 July 2023, Community Services Card holders travelling on Hokianga Ferry Service are permanently eligible for 50% Public Transport fare discount.



Patronage & Service Information

The Ferry service carried a daily average of 480 passengers and 232 vehicles for the month of September 23. The schedule departures were 97.9% on time for the month of September with 63 shuttling's and 16 charters.

Unique visit to the Hokianga pages within Northland Ferries website were down by 15% this month when compared to same period last year. Northland Ferries & Hokianga Tourism are in ongoing discussions around onboard display opportunities to market and promote the Hokianga region.

There were no customer complaints received this month, only a request for an afterhours chartered trip. There were no mechanical or weather-related interruption to the service.

Planned, Routine & Preventive Maintenance

Routine & preventive maintenance activities carried out in September included:

- Engine & gearbox oil change.
- Jet unit oil change.
- Vessel service checks
- Installed "slippery when wet" signs on Narrows ramp.
- Cleaned bilges.
- Replaced toilet cistern.
- Vessel service checks
- Water blasted vessel super structure to remove algae.

Furthermore, this month a total of 13,300 litres of fuel were filled in the vessel. In the last twelve months, 176,796 litres have been purchased against 15,179 engine running hours that averages 11.6 litres per hour of operation.

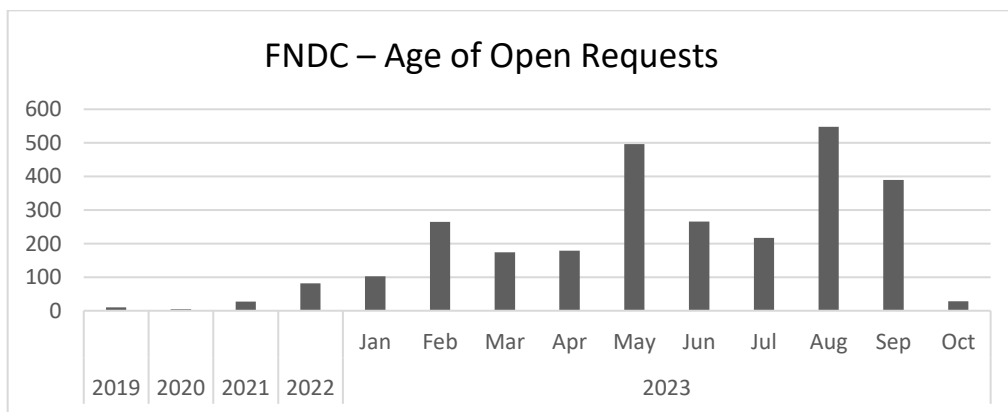
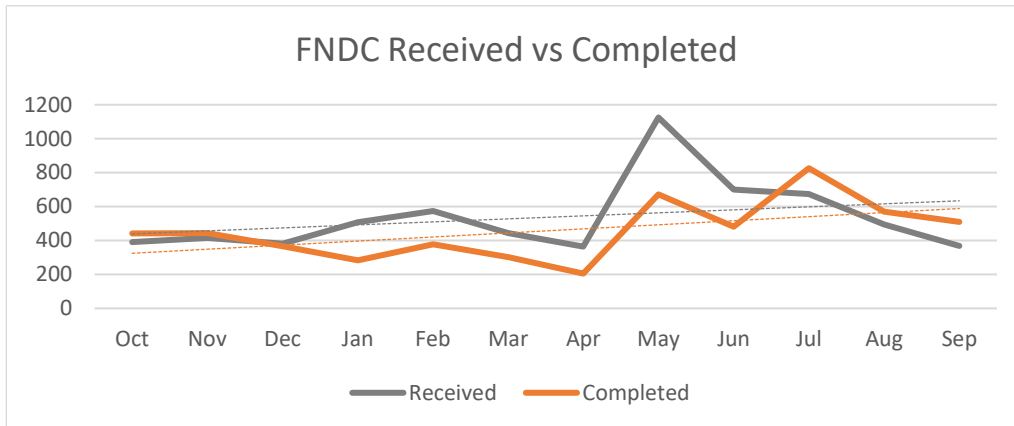
Health & Safety, Risks

There was one incident registered for the month by the crew that related to a domestic violence between two female passengers. The crew de-escalated the situation and reported the matter to Police. There were injuries sustained by the anyone. The vessel's monthly HSE audit was carried in accordance with the vessel's operating procedure.

An audit of ticket sales was also carried out using CCTV footage and Northland Ferries have confirmed that correct number of sales and concession clicks were made this month

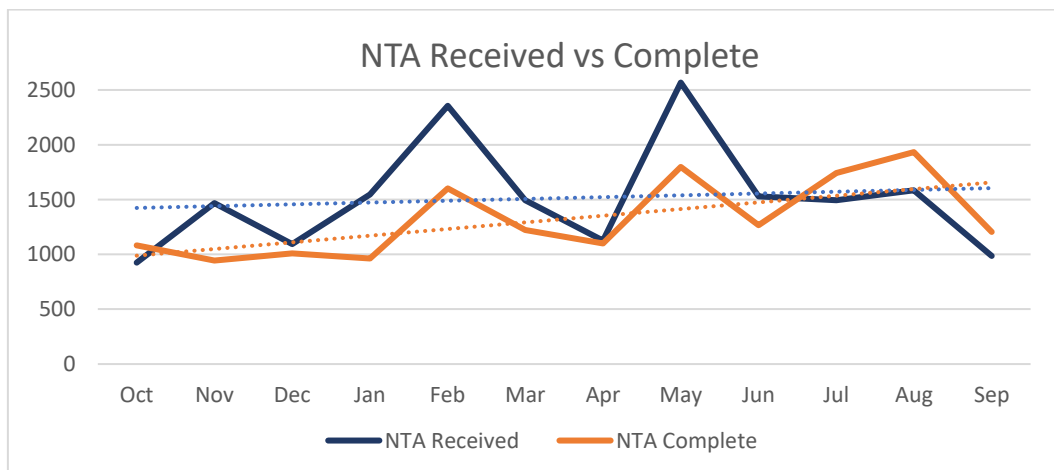
CUSTOMER REQUESTS

The volume of customer requests continues to reduce from recent months (369 requests received during September) and is below our historic average per month. This respite has help to allow staff and contractors to continue to work through more of the backlog of requests for our customers and communities. At the end of September, we had 305 open requests which is a 31.8% reduction from the prior month.

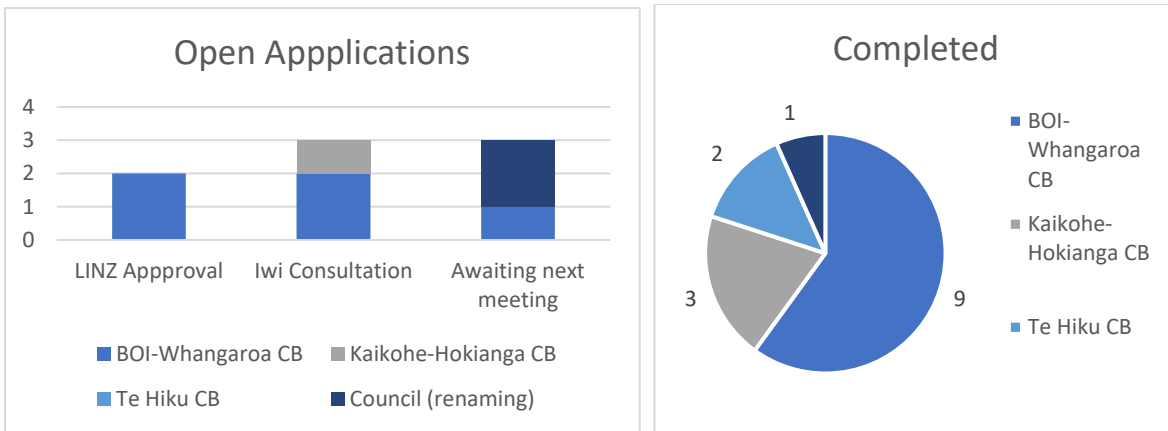


Northland Region Customer Requests

The following graphs demonstrates the peaks of customer requests across the region associated with the significant weather events. The recent months has seen a decline in request across the region and show the NTA now closing more requests than they have received.



Our Customer Service team also process Road naming and renaming applications. We have had a backlog of dated applications. With the assistance of the Te Hono and Democracy Services teams we are now up to date with applications.



Customer Feedback (note we only receive a small amount of feedback as customers often raise causal requests and the system is unable to send surveys):

