

Regional Transport Committee
Tuesday 13 June 2023 at 11.00am - 12.30pm

AGENDA

SUPPLEMENTARY

Regional Transport Committee Supplementary

Meeting to be held in the NRC, Council Chamber
36 Water Street, Whangārei
on Tuesday 13 June 2023, commencing at 11.00am - 12.30pm

Recommendations contained in the agenda are NOT decisions of the meeting. Please refer to minutes for resolutions.

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| 2.0A Receipt of Supplementary (Tabled) Items | |
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| 6.7 2023 Budget - Transportation announcements | 4 |

TITLE: **Receipt of Supplementary/Tabled Report: Report Title**

From: Erica Wade, Personal Assistant - General Manager Community Resilience

Executive summary

This supplementary report presented in this document was not included in the main agenda and has been included for information purposes.

Recommendation

That as permitted under section 46A(7) of the Local Government Official Information and Meetings Act 1987 the following tabled/supplementary report be received:

- Supplementary item 6.7: 2023 Budget - Transportation announcements

TITLE: 2023 Budget - Transportation announcements

From: Calvin Thomas, Northland Transport Alliance Manager

Authorised by Group Manager/s: Calvin Thomas, Northland Transport Alliance Manager, on 08 June 2023

Whakarāpopototanga / Executive summary

The purpose of this agenda item is to provide the Northland Regional Transport Committee with a summary of recent budget announcements related to Transportation to inform discussions on possible opportunities for Northland.

Ngā mahi tūtohutia / Recommendation

That the report '2023 Budget - Transportation announcements' by Calvin Thomas, Northland Transport Alliance Manager and dated 8 June 2023, be received.

Background/Tuhinga

To inform Committee discussions on transportation funding opportunities for Northland, the following items with a linkage to Transportation have been identified from the 18th May 2023 Budget announcements:

- National Resilience Plan - In addition to existing pipeline, allocation of \$6 billion into a new National Resilience Plan to support medium and long-term infrastructure investment. This programme will initially focus on building back better from the recent weather events but will also fund strategic investments to address our long-term infrastructure deficit and develop a credible pipeline to support our Infrastructure Action Plan.
- Infrastructure investment in affected regions - Investing to meet the immediate needs of afflicted regions, including reinstating our roads and rail network, and repairing and rebuilding whānau homes and damaged schools.
 - \$609m Operating
 - \$195m Capital
- Cyclone Recovery - \$1b for the previously announced cyclone recovery package.
- Public Transport (Community Connect) - \$327m for free public transport for under-13s, half-price for under-25s and half-price public transport for Community Service Card holders (noting the current half-price fares for the wider public and fuel subsidy is expected to end at the end of June). As part of the expansion of the Community Connect scheme, the Government is also providing funding for ongoing half-price fares for all users of Total Mobility, a transport service for people unable to use public transport due to impairment.
- Climate Emergency Response Fund - spending \$1.9b from the \$3.6b, which can only be spent on emissions reductions, and adaptation measures.

In a further clarification letter provided to Local Government representatives via the office of the Minister of Transport on 19th May 2023, the following transport related items were highlighted:

- There have been no reductions to the state highway or local road maintenance budgets as part of Budget 2023. The previous government flat lined road maintenance spending, which is why we've boosted it by nearly 50 per cent to help bring our roads back up to scratch. In fact, Budget 2023 has made a significant increase in investment for the maintenance of our transport network.

- Through Budget 23, this Government has provided a \$279 million investment package for state highways that will focus on slip prevention, flood mitigation and managing risk of sea level rise. An additional \$275 million is earmarked through Budget 2023 for Waka Kotahi and Councils to repair affected roads and get New Zealand's essential transport network operating again. This is in addition to the \$250 million response funding already provided.
- While the Budget 2023 document you reference indicates funding of \$430 million for local road maintenance over 2023/24, this excludes funding from a number of other sources, such as debt and Crown. An additional \$414 million of debt funding over 2023/24 brings total local road maintenance funding from the NLTF over this period to \$844 million, an increase of over \$70 million when compared with 2022/23.
- For state highway maintenance, Waka Kotahi NZ Transport Agency is making a record investment of \$2.8 billion over 2021-24 to maintain the state highway network, including an estimated \$240 million for emergency works. This represents a 30 percent increase over the 2018–21 period.
- A further \$60.7 million has been approved to top-up the NLTF during 2023/24 to help off-set higher costs in previous years for emergency works on local roads and state highways.

To further inform discussions, the recently published "Actions to address the compounding effects of 2022/23 extreme weather events" booklet, highlighting Northland's immediate priority resilience improvements needs, is provided as an attachment. Members are also referred to the recently circulated document entitled "Northland State Highway Network Flood Mitigation Strategy 2008".

This item is provided as a placeholder to enable Regional Transport Committee members to discuss strategic opportunities and identify analysis that may be required, to ensure the Regional Transport Committee can effectively advocate to secure the necessary priority funding Northlands roading network needs.

Attachments/Ngā tapirihanga

Attachment 1: Actions to address the compounding effects of 2022-23 Extreme Weather Events [↓](#) 

NORTHLAND'S FRAGILE LOCAL ROAD NETWORK ACTIONS TO ADDRESS THE COMPOUNDING EFFECTS OF 2022/23 EXTREME WEATHER EVENTS

May 2023

Compiled by

NORTHLAND TRANSPORTATION ALLIANCE



Mā te mahitahi ka waihanga te huarahi e manaaki ana i te tangata puta noa i Te Tai Tokerau
Collectively creating better, safer and more accessible journeys across Northland

On behalf of the Northland Mayoral Forum

Final as at 11am, 5 May

NORTHLAND'S REQUESTED ACTIONS

*In addition to the repair of damage presently being completed under Emergency Works, Northland requests the immediate actions and **\$185.5M of investment in Council's Roading assets** to provide a more reliable, resilient, and safer transport network*

- *Confirmation of required Government Funding to Waka Kotahi to progress the Business Case for the NEW SH1 Brynderwyns Expressway*
- ***\$107.5M** to support immediate resilience, safety and capacity improvements for the two primary SH1 Brynderwyns local road Brynderwyns detour routes.*
- *Provision of up to **\$17M** of supplementary Emergency Works Financial Assistance being Council(s) anticipated local share component for completion of Extreme Weather Event recovery and repair works through 2023/24.*
- ***\$36M** (at \$12M per annum for three years) to progress the repairs of 116 of the total 1126 historic slips on Northlands category 4 and 5 local road routes.*
- ***\$25M** one-off investment in drainage improvement activities across 3,391km of Northland's Unsealed Networks.*
- *Guarantee the continuation of current approved funding provided to Waka Kotahi to support and complete SH1 Mangamuka Gorge repairs and associated detour route improvements.*



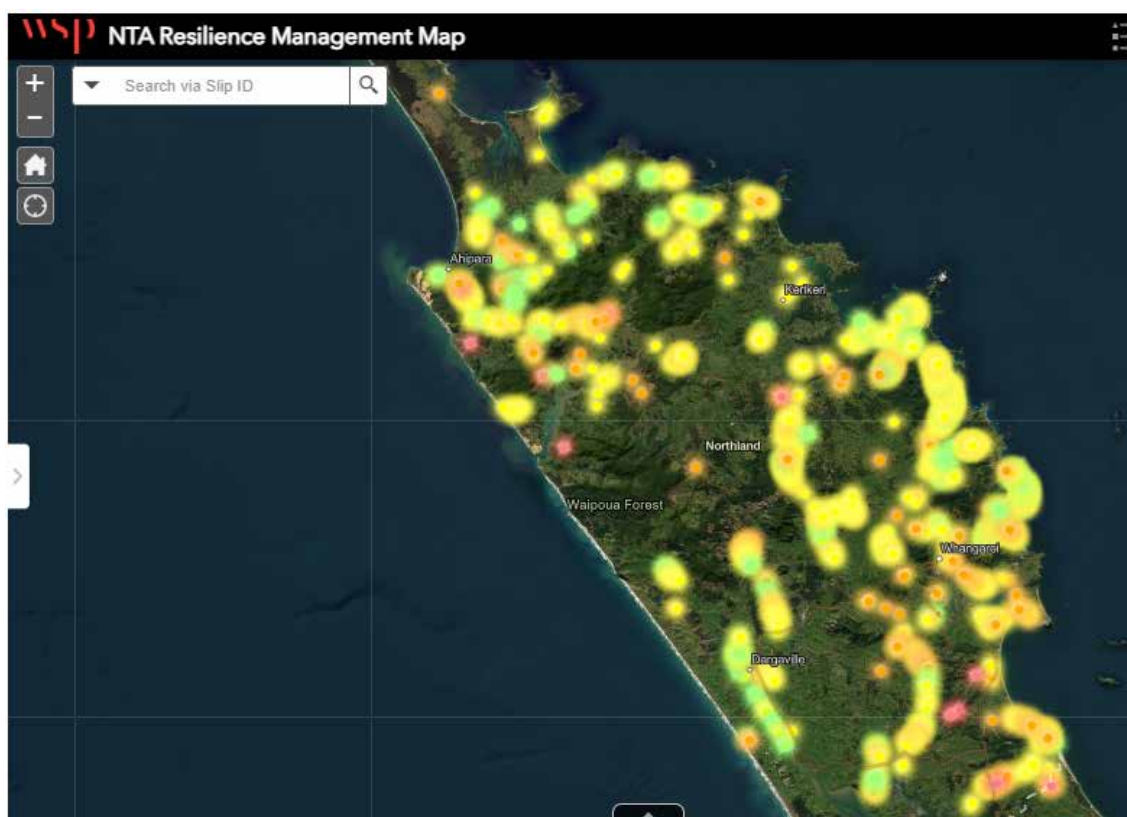
MANAGING AND UNDERSTANDING NORTHLAND'S FRAGILE LOCAL ROADING NETWORK

The Northland Transportation Alliance (NTA) has undertaken an exercise to define the individual road criticality across Northland's local roading network.

Roads are categorised according to several criteria: forestry; schools, marae/churches; quarries; living zone (District Plans); width rating; remoteness; if it is a detour route, and land use (as examples).

Based upon all the criteria, an overall rating was defined and that rating was then validated by staff who knew the network.

The heat map below provides a snapshot of all identified existing slips on category 5 (most critical) and category 4 roads **prior to the Cyclone Gabrielle event**.



PRE-CYCLONE GABRIELLE NORTHLAND LOCAL ROADING CONDITION

- Pre-Cyclone Gabrielle there was an average of one recorded slip per km (1126 live slips across 1,110 km) along these category 4 and 5 routes, with 557 affecting a live lane.
- 557 slips requiring a single lane closure.
- Estimated on-going maintenance cost of \$7.25M per annum requiring usage of existing routine maintenance budgets.
- Current approved 2021/24 Northland Land Transport Fund (NLTF) Low Cost Low Risk funding of approximately \$11.4M is estimated to be able to address 32 slip sites (2.8%) over the 2021/24 period.
- To date recommended repair options have been determined for 116 of the total 1,126 recorded slips with an estimated cost for these 116 sites of **\$36.28M**.

WATER IS THE ENEMY OF ROADS.

Effective operation of drainage assets (watertables, culverts, cut outs etc.) is key to providing a resilient roading network, especially for an unsealed road.

Through \$8M of work carried out in Kaipara, as part of the Provincial Growth Fund (PGF) Unsealed Roads Centre of Excellence programme, it has been proven that where appropriate investment has been made in drainage and associated improvements these roads perform better and are more resilient in extreme weather events.

Over the past five years of operating Northland's five aligned inspection led maintenance contracts we have been identifying more than double the volume of drainage related defects than the existing maintenance, renewals and improvements budgets are able to fund. This growing defect backlog further contributes to the extent of network damage in the event of an extreme rainfall event.

Northland Councils are not able to maintain their way out of this drainage condition deficit and, unless addressed, the resulting weather event impacts will continue to escalate. **A one-off funding injection of \$25M is required** (across 3,391km of unsealed network) to address the known condition deficit and lift network drainage assets to a condition that is able to be maintained effectively within existing budgets in the future (Far North District Council - \$11.81M/1,602km || Kaipara District Council - \$8.15M/1,105km || Whangarei District Council - \$5.04M/684km).

This one-off investment in drainage will more than repay itself over time as an investment made to ensure Northland's unsealed network is future ready and mitigating against future significant slips.

LOCAL ROAD EVENT IMPACTS

2022/2023

In the 10 months since July 2022 the Northland roading network has suffered approximately **\$75M** of damage from at least ten discrete significant weather events listed below

- July 2022 (x 2 extreme rainfall events)
- August 2022
- November 2022
- January 2023 (Cyclone Hale + Auckland Anniversary weekend)
- February 2023 (Cyclone Gabrielle + 24 February Mangawhai rainfall event).
- May 2023 (x 2 Orange rain warning events)

2022/23 EXTREME WEATHER EVENTS PRE-CYCLONE GABRIELLE

The figures below are a summary of previously approved Emergency Funding (current estimate totalling \$23.7M) related to multiple extreme weather events in this current financial year (since July 2022) summarised as:

- Far North District Council – \$18.4M (includes \$2.7M local share)
- Kaipara District Council – \$1.8M (includes \$0.68M local share)
- Whangarei District Council – \$3.5M (includes \$1.6M local share).

CYCLONE GABRIELLE INITIAL RESPONSE

The table below provides a summary of the total number of individual roads identified as having issues responded to, which impacted on network usage (slips, fallen trees, flooding, damaged bridges etc). There are many other roads with issues identified that did not impact on the network usage such as drainage asset issues, trees fallen onto berm areas, footpath obstructions, seawall damages, etc.

| Council | Individual (#) roads closed | Individual (#) network (roads) impacted (minus closures) | Total (#) roads impacted |
|------------|-----------------------------|--|--------------------------|
| Whangārei | 68 | 99 | 167 |
| Kaipara | 60 | 44 | 104 |
| Far North | 55 | 124 | 179 |
| Regionally | 183 | 267 | 450 |

Multiple incidents on a single road are reported as a single incident

COUNCIL'S INCREASED FINANCIAL ASSISTANCE REQUIREMENTS

The normal Funding Assistance Rate (FAR) for the Northland District Councils are:

- Far North District Council – 69%
- Kaipara District Council – 62%
- Whangārei District Council – 53%.

When funding request for the year exceeds 10% of approved Maintenance, Operations, and Renewals (MOR) budget the FAR is increased by 20%, with Councils required to contribute the cost balance (Local Share) which generally is provided for through Emergency Response Reserve Fund provisions.

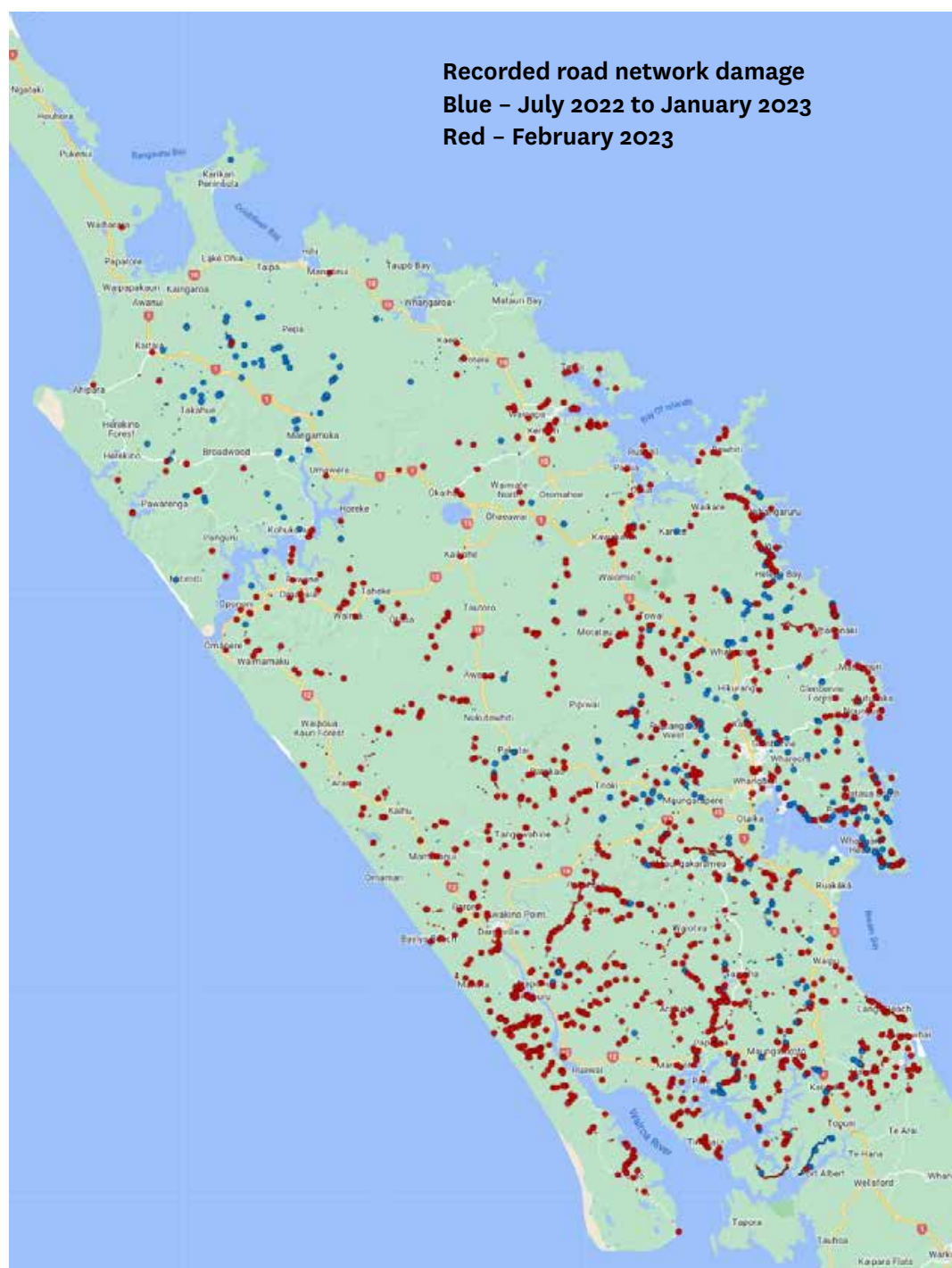
Given the extent of the current damage, the anticipated local share will exceed the total presently held in reserves and if further funding is not provided will require re-prioritisation of existing maintenance programmes and budgets. This will result in significant negative long-term impacts and deterioration of the quality of Northland's already strained local road networks.

A one-off special funding assistance rate increase of 40% above the normal FAR has been provided for initial response and minor works that can be executed through to 30th June 2023 for the Cyclone Gabrielle and associated storm events.

Northland's District Councils are requesting Government Funding support for the anticipated **\$17M total local share component** of the 2022/23 Extreme Event repair works that continue through into 2023/2024 and beyond, made up as follows:

| 2022/23 events | Current repair estimates | Remaining works for 2023/24 | Base FAR | Local share required at base FAR | Local share required at base FAR +20% |
|----------------|--------------------------|-----------------------------|----------|----------------------------------|---------------------------------------|
| Far North | \$29.10M | \$25.20M | 69% | \$7.81M | \$2.77M |
| Kaipara | \$25.10M | \$14.40M | 62% | \$5.47M | \$2.59M |
| Whangārei | \$17.20M | \$8.30M | 53% | \$3.90M | \$2.24M |
| Total | \$71.40M | \$47.90M | | \$17.18M | \$7.60M |

2022/23 RECORDED WEATHER EVENT LOCAL ROAD NETWORK IMPACTS



NORTHLAND STATE HIGHWAY ONE CLOSURE IMPACTS (BRYNDERWYNS & MANGAMUKA)

The section of State Highway 1 connecting Northland to Auckland is Northland's single most vital transport link connecting freight, Northland communities, and visitors. Weather events of 2022/23 have again demonstrated the vulnerability of this transport corridor and the associated detour routes, at times resulting in Northland being cut off from the rest of the country, and extended periods of highway closures significantly increasing travel times and associated costs (estimated Regional impact of \$1M/day).

Northland Council's recognise that a significant strategic long term investment strategy is required to improve the reliance and safety of this corridor and, while this will take several years to complete, have identified the following three key immediate requirements to mitigate the effects of continued Northland State Highway Closures.

1. Appropriate funding be provided to Waka Kotahi to re-initiate and progress the Single Stage Business Case for the SH1 Whangārei to Te Hana corridor (including the Brynderwyns section) that commenced in 2017 but subsequently put on hold in 2018.
2. Continuation and completion of the committed \$100M programmes to reinstate SH1 Mangamuka Gorge and complete targeted resilience and safety improvements on the associated State Highway and Local Road detour routes.

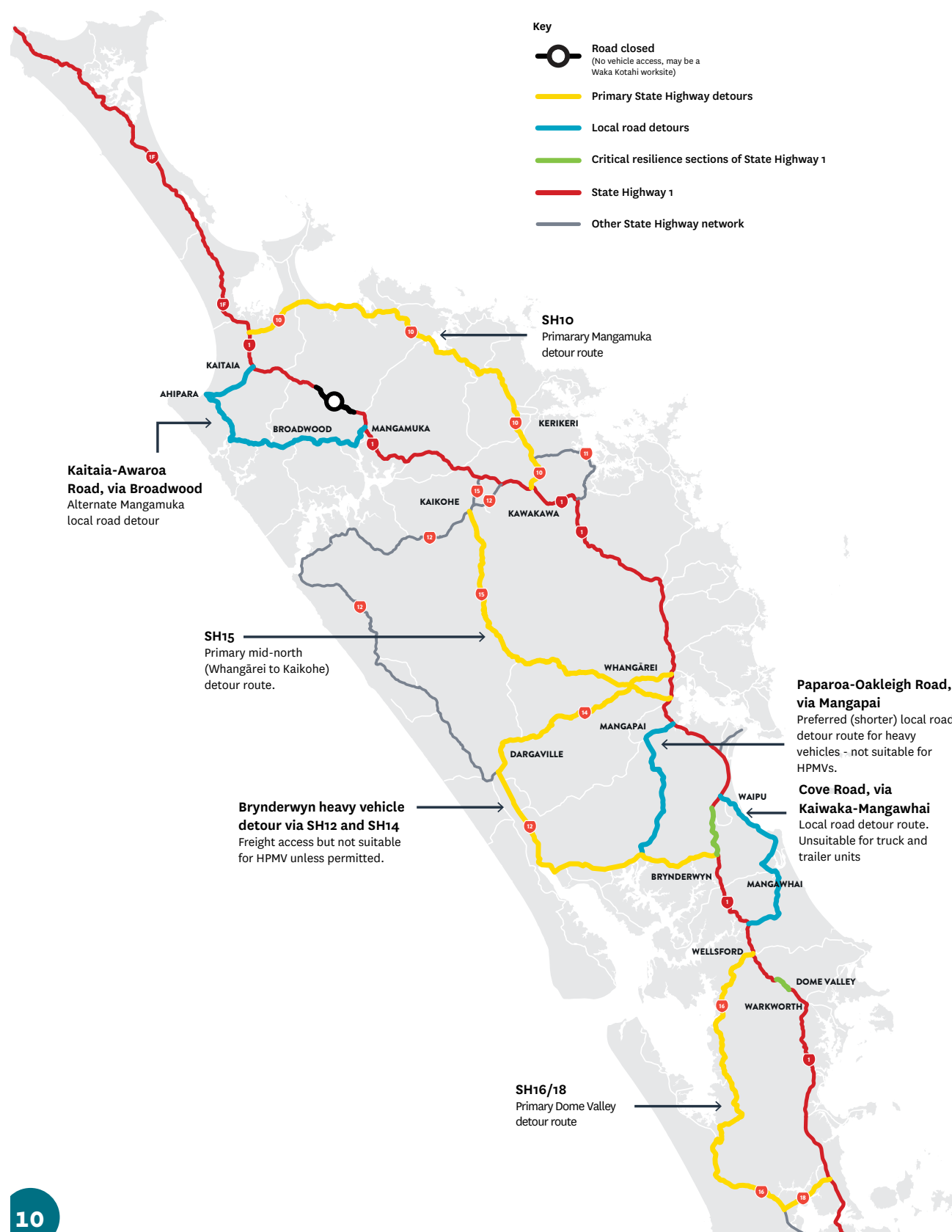


3. In addition to funding already committed to address weather event damage and impacts of increased traffic volumes and loadings, an immediate investment of \$107.5M is requested to upgrade the Eastern and Western local road Brynderwyns detour routes to be suitable as primary Heavy vehicle detour (including HPMV's) and improve resilience and safety. The scope of identified works required to achieve this includes:

- Upgrading of all (11) single-lane bridges to two lanes
- Bring forward identified pavement / surface renewals and associated improvements to ensure road condition is suitable for increased detour route volumes and loadings
- Targeted road realignments, including removal of existing hairpin constraints (2) on Cove Road (Eastern route)
- Target passing lanes and / or slow vehicle bays.
- Route widening on existing under width sections
- Implementation of Identified medium to high Resilience improvements

| Local road detour routes | Route length (km) | One-lane bridge replacements | Route improvements | Total |
|--|-------------------|------------------------------|--------------------|-----------------|
| Western route Paparoa - Oakleigh | 40.58 | \$13.0M | \$36.0M | \$49.0M |
| Eastern route Kaiwaka-Mangawhai-Waipu | 42.58 | \$16.0M | \$42.5M | \$58.5M |
| | | \$29.0M | \$78.5M | \$107.5M |







NTA

