

Regional Transport Committee

Tuesday 10 June 2025 at 10:30am

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the Council Chamber
36 Water Street, Whangārei
on Tuesday 10 June 2025, commencing at 10:30am

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

MEMBERSHIP OF THE REGIONAL TRANSPORT COMMITTEE

Chairperson, NRC Councillor Joe Carr

FNDC Councillor, Steve McNally

WDC Councillor, Simon Reid

KDC Councillor, Ash Nayyar

Deputy Chairperson – NRC Councillor, John Blackwell

Waka Kotahi Director Regional Relationships, Steve Mutton

KiwiRail Programme Director Northland, Eric Hennephof

KARAKIA / WHAKATAU

RĪMITI (ITEM)

Page

1.0 NGĀ MAHI WHAKAPAI/HOUSEKEEPING

2.0 NGĀ WHAKAPAHĀ/APOLOGIES

3.0 NGĀ WHAKAPUAKANGA/DECLARATIONS OF CONFLICTS OF INTEREST

4.0 NGA WHAKAAE MINITI / CONFIRMATION OF MINUTES

4.1 Confirmation of Minutes - 1 April 2025 4

5.0 RECEIPT OF ACTION SHEET

5.1 Receipt of Action Sheet 11

6.0 NGA RIPOATA PUTEA / FINANCIAL REPORTS

6.1 Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report 13

7.0 NGA RIPOATA MAHI / OPERATIONAL MATTERS

7.1 Chair's Report 20

7.2 Road Controlling Authority Reports 24

7.3 NZTA Waka Kotahi Update for Te Tai Tokerau 92

7.4 KiwiRail Update 109

7.5 Regional Road Safety Report 112

7.6 Committee Members Priorities and Updates 126

Opening Karakia

He hōnore, he korōria ki te Atua

He maungārongo ki te whenua

He whakaaro pai ki ngā tāngata katoa

Hangā e te Atua he ngākau hou

Ki roto, ki tēnā, ki tēnā o mātou

Whakatōngia to wairua tapu

Hei awhina, Hei manaki, hei tohutohu i a matou

I runga I ngā huarahi, ngā ara puta noa te rohe,

Hei ako hoki I ngā mahi I ngā ra, ngā marama, nga tau e heke mai ana

Amine

Honour and glory to God

Peace on Earth

Goodwill to all people

Lord, develop a new heart

Inside all of us

Instil in us your sacred spirit

Help us, care for us, guide us

On our highways and roads across the region,

In all the things we need to learn over the days, months and years to come

Amen

Closing Karakia

Unuhia, unuhia

Unuhia ki te uru tapu nui

Kia wātea, kia māmā, te ngākau, te tinana, te wairua i te ara takatā

Koia rā e Rongo, whakairia ake ki runga

Kia tina! TINA! Hui e! TĀIKI E!



TITLE: Confirmation of Minutes - 1 April 2025


From: Haylee Labelle, Personal Assistant Community Resilience

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 14 May 2025
Group Manager/s:

Ngā mahi tūtohutia / Recommendation

That the minutes of the Regional Transport Committee meeting held on 1 April 2025, be confirmed as a true and correct record and that these be duly authenticated by the Chair.

Attachments/Ngā tapirihanga

Attachment 1: RTC minutes - 1 April 2025 [↓](#) 

Regional Transport Committee
1 April 2025

Regional Transport Committee Minutes

Meeting held in the Council Chamber
36 Water Street, Whangārei
on Tuesday 1 April 2025, commencing at 10:30 am - 12:30pm

Tuhinga/Present:

Chairperson, NRC Councillor Joe Carr
Deputy Chairperson, NRC Councillor John Blackwell
FNDC Councillor, Steve McNally
WDC Councillor, Simon Reid
KDC Councillor, Ash Nayyar (online)
Waka Kotahi Director Regional Relationships, Steve Mutton
KiwiRail Programme Director Northland, Eric Hennephof

I Tae Mai/In Attendance:

Full Meeting

WDC Councillor – alternate, Phil Halse
FNDC Councillor - alternate, Ann Court
KDC Councillor – alternate, Rachel Williams
NRC Councillor, Marty Robinson
FNDC Manager of Transportation Services, Edward Varley
KDC Acting Roding Manager, Curt Martin
Group Manager - Community Resilience, Louisa Gritt
WDC GM Infrastructure, Jim Sephton
NRC Transport Manager, Chris Powell
NZTA Representative, Kathryn King (online)
NZ Transport Agency – Principal Investment Advisor, Martin Taylor
NRC Policy Specialist, Micael Payne (online)
NRC Regional Transport Coordinator, Kayla Gunson
AA Representative, Tracey Rissetto
Northland Road Safety Trust, Ashley Johnson
WDC Programme Manager - Road Safety Promotion, Nicole Korach
Member of the public, David Eke
Member of the public, Hugh Stratton

The Chair declared the meeting open at 1030am.

Ngā Mahi Whakapai/Housekeeping (Item 1.0)

Ngā whakapahā/Apologies (Item 2.0)

There were no apologies.

Nga whakapuakanga/Declarations of Conflicts of Interest (Item 3.0)

It was advised that members should make declarations item-by-item as the meeting progressed.

Regional Transport Committee
1 April 2025

Confirmation of Minutes - 11 February 2025 (Item 4.1)

Report from Haylee Labelle, Personal Assistant Community Resilience

Moved (Mutton/Carr)

That the minutes of the Regional Transport Committee meeting held on 11 February 2025 be confirmed as a true and correct record and that these be duly authenticated by the Chair.

Carried

Receipt of Action Sheet (Item 5.1)

Report from Haylee Labelle, Personal Assistant Community Resilience

Moved (Williams/Hennephof)

That the action sheet be received.

Carried

Secretarial notes: The speed bump in Kawakawa was discussed which has been causing issues for vehicles. It was decided by NZTA that the platform would be removed and rebuilt with a lower angle to resolve these concerns. Clarified with NZTA that no raised platforms are being installed on state highways. The specific issue in Kawakawa was highlighted as an exception due to its location on a bypass. Recreation Road, Kaikohe was mentioned and it was decided to take this item offline for further discussion.

Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report (Item 6.1)

Report from Chris Powell, Transport Manager - Northland Regional Council

Moved (Reid/Carr)

That the report 'Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report' by Chris Powell, Transport Manager - Northland Regional Council and dated 6 March 2025, be received.

Carried

Secretarial notes: The funding applications submitted by each approved authority to NZTA cover the period from July 1 to February 28. The quarterly report will be lodged with NZTA on April 16, including feedback from various road controlling authorities on the funding update. The chair emphasized the importance of avoiding significant carry overs to maintain credibility and ensure efficient use of funds.

RTC Identified a risk around recruitment and retention challenges (particularly senior staff) and the need for efficiency and productivity within the roading teams. Suggestions made for creating cadet positions and regional training strategies.

Actions:

- 1. RTC to write a letter to NZTA to acknowledge the performance achieved this construction season (Carr/Balckwell)**
- 2. KDC to discuss extension of increased FAR for KDC with NZTA offline as per late tabled request received after agenda circulated and not discussed at the meeting**
- 3. GMs of councils to update RTC at the next meeting on their strategies to address recruitment and retention.**

Regional Transport Committee
1 April 2025

Road Controlling Authority Reports (Item 7.1)

Report from Chris Powell, Transport Manager - Northland Regional Council

Moved (McNally/Reid)

That the report 'Road Controlling Authority Reports' by Chris Powell, Transport Manager - Northland Regional Council and dated 6 March 2025, be received.

Carried

Secretarial notes: FNDC are Looking into the possibility of reopening closed quarries to source aggregate for the far north district.

NZTA Waka Kotahi Update for Te Tai Tokerau (Item 7.2)

Report from Steve Mutton, NZTA - Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau

Moved (Mutton/Reid)

That the report 'NZTA Waka Kotahi Update for Te Tai Tokerau' by Steve Mutton, NZTA - Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau and dated 10 March 2025, be received.

Carried

Secretarial notes: There are currently 150 people working on the Northland Corridor. Geotech continues on the Warkworth to Te Hana route with 10 drilling rigs in there. Met the first stage of procurement for PPP and EOI have gone out to the market, this will be a staged approach. Speed limits are under review with a 6-week consultation period recently started. Results from earlier consultation will be available soon. NZTA is exploring an increased speed limit for the Puhoi to Warkworth route as the road was designed to accommodate higher speeds. Noted a significant increase in restricted and full licence pass rates. Currently on track to be out of Mangamuka by the end of April. Progress on Loop Road being made with the work due for completion by the end of the year. Talked about procurement and the ability to unbundle work to offer it to smaller contractors (to build their capacity) with an integrated delivery model. The chair expressed the appreciation of the committee for the resources put into the RONS project

KiwiRail Update (Item 7.3)

Report from Eric Hennephof, KiwiRail - Programme Director Northland

Moved (Hennephof/Carr)

That the report 'KiwiRail Update' by Eric Hennephof, KiwiRail - Programme Director Northland and dated 10 March 2025, be received.

Carried

Secretarial notes: Formal hui have been held with respective local hapu (Patuharekeke and Parawhau) who they are partnering with in the development of the reference design. Hapu form part of the project team and have contributed to the Safety in Design, Environment in Design, and Sustainability in Design workshops. Hapu have provided valuable input into the Archaeological Authority application and review project reports as they become available. Local hapu have had the ability to monitor in a cultural capacity the majority of the geotechnical investigation. KiwiRail are continuing to work with Fonterra on improving the entrance to their siding and the siding itself. Some additional funding has been realised for the repair of some further critical culverts along the NAL.

Regional Transport Committee
1 April 2025

Regional Road Safety Report (Item 7.4)

Report from Nicole Cauty, Road Safety Project Manager and Chris Powell, Transport Manager - Northland Regional Council

Moved (Blackwell/Mutton)

That the report 'Regional Road Safety Report' by, Nicole Cauty, Road Safety Project Manager and Nick Marshall, Transportation Strategy & Planning Lead, dated 14 March 2025, be received.

Carried

Secretarial notes: Update provided that the current road toll is six, compared to 14 at the same time last year, showing an improvement in road safety. The police will focus on speed enforcement for the next six weeks, with an emphasis on reducing speed-related incidents. Efforts are being made to improve safety around schools, with police identifying schools where students' travel safety needs to be addressed. Police have been sending through more reports on minor crashes. Noted that Road Safety week is approaching. The bill has passed for oral fluid testing (drugs). NZTA congratulated the team on their efforts to reduce the road toll but would like to see a focus on restraints and impairment as this continues to be an issue.

Action:

1. Road Safety Project Manager to check if any data is available to share with NZTA on an increase of road incidents following long periods of dry weather

Regional Transport Infrastructure Resilience Study (Item 7.5)

Report from Chris Powell, Transport Manager - Northland Regional Council

Moved (Carr/McNally)

That the report 'Regional Transport Infrastructure Resilience Study' by Chris Powell, Transport Manager - Northland Regional Council and dated 7 March 2025, be received.

Carried

Secretarial notes: Discussed the scope and importance of the Regional Transport Infrastructure Resilience Study, which aims to collect and integrate data from various sources to support funding applications and prioritisation of projects for the Regional Land Transport Plan. The study will provide a strong business case for funding applications to NZTA and other relevant authorities, ensuring efficient use of available funds. The study will involve collaboration with road controlling authorities, civil defence, and other stakeholders to gather comprehensive data on transport infrastructure resilience.

KDC wants to ensure that Northland's frequently used detour routes are recognised as critical roading infrastructure and ask that it's noted where each council has a shared local road boundary (eg Cove Rd -KDC/WDC). For KDC this may also need to include local road boundaries shared with Auckland Council (Mangawhai Rd /Cames Rd - KDC/AC (feeding onto Lawrence Rd & onto Kaiwaka-Mangawhai Rd KDC)). SH1 detour onto Paparoa Oakleigh Rd is also frequently used.

KDC asked that the current condition of unsealed detour routes be noted and that NZTA recognises the added maintenance these detour routes require, for themselves, also the local councils and that future funding may be required to seal these detour routes. Local councils are the ones dealing with high amounts of service requests from ratepayers living on these detour routes. Unfortunately, as we know councils do not receive FAR for sealing unsealed roads, but I strongly believe councils should receive a FAR to assist with sealing critical detour routes, collaboration with neighbouring councils and NZTA is crucial.

Regional Transport Committee
1 April 2025

Action:

1. Ensure that key detour routes are included in the resilience investigation and business case for investment.

Government Procurement Rules - Consultation (Item 7.6)

Report from Chris Powell, Transport Manager - Northland Regional Council

Moved (McNally/Reid)

That the report 'Government Procurement Rules - Consultation' by Chris Powell, Transport Manager - Northland Regional Council and dated 13 March 2025, be received.

Carried

Secretarial notes: Reviewed the government procurement rules consultation focusing on three main areas of impact on procurement strategies. Each council negotiates with NZTA on their procurement strategy. RTC agreed to prepare a high level combined submission from the road controlling authorities to address the proposed changes in procurement rules. The deadline for submissions is April 8. Noted that road controlling authorities are able to make their own submissions. The impact is any amendments NZTA makes to their policy.

Action

1. General Managers to produce a combined submission on the Government Procurement Rules for the chair of RTC to authorise and approve for submission.

Committee Members Priorities and Updates (Item 7.7)

Report from Chris Powell, Transport Manager - Northland Regional Council and Kayla Gunson, Regional Transport Coordinator

Moved (Williams/Blackwell)

1. That the report 'Committee Members Priorities and Updates' by Chris Powell, Transport Manager - Northland Regional Council and Kayla Gunson, Regional Transport Coordinator and dated 10 March 2025, be received.
2. The supplementary verbal updates provided by Regional Transport Committee members be received.

Carried

Secretarial notes: Cr Nayyar asked that this item added to the minutes Hokianga Road /Normanby (which is a state highway 12) passing through town, requires a roundabout/ traffic light. This has been pending for many years/talked about and has to be sorted out as being considered very dangerous by pedestrians/ disabled people apart of frequent near misses on regular basis. Face book link https://www.facebook.com/groups/793669218936253/?multi_permaLinks=972906387679201

A number of issues were raised by KDC Rachel Williams which will be either responded to by NZTA, considered for inclusion in the next RLTP (which will be a full review) or during the development of the Northland Integrated Transport Strategy.

Action:

1. NZTA and KDC to discuss Hokianga Rd/Normanby Road offline

Regional Transport Committee
1 April 2025

Whakamutunga (Conclusion)

The meeting concluded at 12:00pm.

Unconfirmed

TITLE: **Receipt of Action Sheet**

From: Haylee Labelle, Personal Assistant Community Resilience

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 27 May 2025
Group Manager/s:

Whakarāpopototanga / Executive summary

The purpose of this report is to enable the meeting to receive the current action sheet.

Nga mahi tutohutia / Recommendation

That the action sheet be received.

Attachments/Ngā tapirihanga

Attachment 1: Action Sheet [↓](#) 

Regional Transport Committee Action Sheet						
Action	Meeting date	Agenda Item	Action	Person(s) responsible	Status	Notes
2	6/08/2024	6.1 Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report	FNDC to determine what funding remains and any carry overs and inform their RTC elected member.	FNDC Elected Member		3/9/24 - NRC Secretariat emailed Tanya Proctor asking for an update on this action (no response) 11/9/24 - NRC Secretariat emailed Tanya Proctor asking for an update on this action (no response)
11	1/10/2024	6.9 Committee Members Updates	Have a conversation about Mangakahia Rd/Broadway intersection roundabout	FNDC / NZTA	In Progress	25/3/25 No further update. (in progress) 17/01/25 NZTA continues to seek previously developed minor improvement project designs that were initially declined by FNDC due to concerns over the removal of car parks. 11/12/24 NZTA is seeking a previously developed minor improvement project that was initially declined by FNDC due to concerns over the removal of car parks.
1	11/02/2025	6.1 Northland Tracks and Trails Presentation	Seek feedback from NRC management on the appropriate channel for reporting updates on the Northland tracks and Trails, e.g. through the RTC, JRED or Northland Inc and communicate with NTT	Chair		
1	1/04/2025	6.1 Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report	RTC to write a letter to NZTA to acknowledge the performance achieved this construction season	Chair/Chris P	Completed	17/4/25 Letter sent and circulated to RTC members 14/4/25 draft letter sent to Cr Carr for review 8/4/25 Chris P to support drafting of letter
2	1/04/2025	6.1 Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report	KDC to discuss extension of increased FAR for KDC with NZTA offline as per late tabled request received after agenda circulated and not discussed at the meeting	KDC Representative	Completed	21/5/25 KDC have discussed FAR extension for NIWE emergency works. Decision pending and expected late May.
3	1/04/2025	6.1 Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report	GMs of councils to update RTC at the next meeting on their strategies to address recruitment and retention.	Council GMs	In Progress	15/4/25 FNDC Update provided: At present FNDC transportation is undertaking a review of the structure of the transportation team and have identified issues with current levels of resourcing since the disbandment of the NTA. The new structure is designed to provide redundancy for key operational roles, and an identifiable career progression path through the roles that previously did not exist. In addition, consideration is being given to the creation of two intern/cadet roles at a level below degree qualification as we have identified that this is an area where we need to attract new staff to infill retirements in three to five years' time. At present the restructure has not been discussed with staff, and I cannot release details at this time. 14/4/25 Email sent to Ed Varley, Curt Martin and Jim Sephton by NRC secretariat 11/4/25 to send the FNDC, WDC and KDC GM's an e-mail including the Action wording and advise that we will be seeking an answer prior to the next meeting.
4	1/04/2025	7.4 Regional Road Safety Report	Check if any data is available to share with NZTA on an increase of road incidents following long periods of dry weather	WDC Road Safety Project Manager	In Progress	22/5/25 Email from Road Safety Manager to advise that it has turned into quite a big piece of work – but it is in progress. There is a project going on where we are looking at high-risk roads for some extra signage and this piece of work fits into that – so we won't be able to talk to it at the June RTC but possibly the next 7/4/25 NRC Transport Manager has forwarded this task to the WDC Road Safety Manager to undertake
5	1/04/2025	7.5 Regional Transport Infrastructure Resilience Study	Ensure that key detour routes are included in the resilience investigation and business case for investment.	NRC Transport Manager		
6	1/04/2025	7.6 Government Procurement Rules - Consultation	General Managers to produce a combined submission on the Government Procurement Rules for the chair of RTC to authorise and approve for submission	WDC & KDC representatives	Completed	8/4/25 Submission sent to MBIE and circulated to RTC members and alternates
7	1/04/2025	7.7 Committee Members Priorities and Updates	Discuss Hokianga Rd/Normanby Road offline with NZTA	KDC Representative	Completed	2/4/25 Email from NZTA to KDC: While I acknowledge the concerns raised by the community, currently there is no active project for this intersection under NZTA as it doesn't have the DSI rate to prioritise investment, nor does it offer significant efficiency improvements. It could be considered as a walking and cycling project, however, the national Walking and Cycling (W&C) programme is currently oversubscribed, and therefore unlikely to secure funding.

TITLE: **Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report**

From: Chris Powell, Transport Manager - Northland Regional Council

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 29 May 2025

Whakarāpopototanga / Executive summary

This report covers subsidy claims submitted to the New Zealand Transport Agency Waka Kotahi for the first financial year of the Regional Land Transport Plan Three Year Review that covers the 2024-2027 three-year funding period and details the funding assistance uptake by each Approved Road Controlling Authority for the financial period 1 July 2024 to 30 April 2025.

Ngā mahi tūtohutia / Recommendation

That the report 'Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report' by Chris Powell, Transport Manager - Northland Regional Council and dated 15 April 2025, be received.

Background/Tuhinga

Section 106 of the Land Transport Management Act 2003 stipulates that: -

(1) The functions of each regional transport committee (other than the regional transport committee for Auckland) are—

(a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and

(b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.

In addition to the above, one of the functions of the Regional Transport Committee (RTC) is to monitor the progress of the relevant Regional Land Transport Plan Three Year Review (RLTP).

This report provides the RTC with a quarterly update on the uplift of funding assistance applied for through the Northland Regional Land Transport Plan Three Year Review and approved in the National Land Transport Programme 2024-2027 (NLTP) for the Far North District Council, Whangarei District Council, Kaipara District Council, New Zealand Transport Agency Waka Kotahi and the Northland Regional Council transport related works and projects. These are tabled at each Regional Transport Committee (RTC) meeting for consideration.

Please Note: - At the time of submitting this paper, no information had been provided by the Far North District Council.

It is important to note that to obtain all the information for the compilation of the attached funding sheets, the financial figures reflected in this report are a full month in arrears of the RTC meeting itself.

These reports and attached spreadsheets provide the RTC with information relating to how each Activity Class/Programme: -

- Is tracking regarding the uptake of the funding assistance approved through the National Land Transport Programme 2021-2027 - Three Year Review for the relevant financial year.
- Supports the five Regional Strategic Objectives reflected in the Regional Land Transport Plan 2021-2027 – Three Year Review.
- Supports the seven Regional Priorities included in the Regional Land Transport Plan 2021-2027 – Three Year Review.

It also details: -


- The probability of all the approved funding assistance being fully uplifted in the relevant financial year, and
- The reasons for any variations and action to be taken.

As this report updates the RTC on the national funding assistance (subsidies) uptake for those Activities/Programmes approved in the NLTP reflected, the **Attachments** do not include non-subsidised projects or work categories.

The base information contained in the attachments is sourced directly from the New Zealand Transport Agency's Waka Kotahi '2024-2027 National Land Transport Programme for Northland.

Any questions regarding the information reflected in the **spreadsheets** can be directed to the relevant approved Road Controlling Authority.

Attachments/Ngā tapirihanga

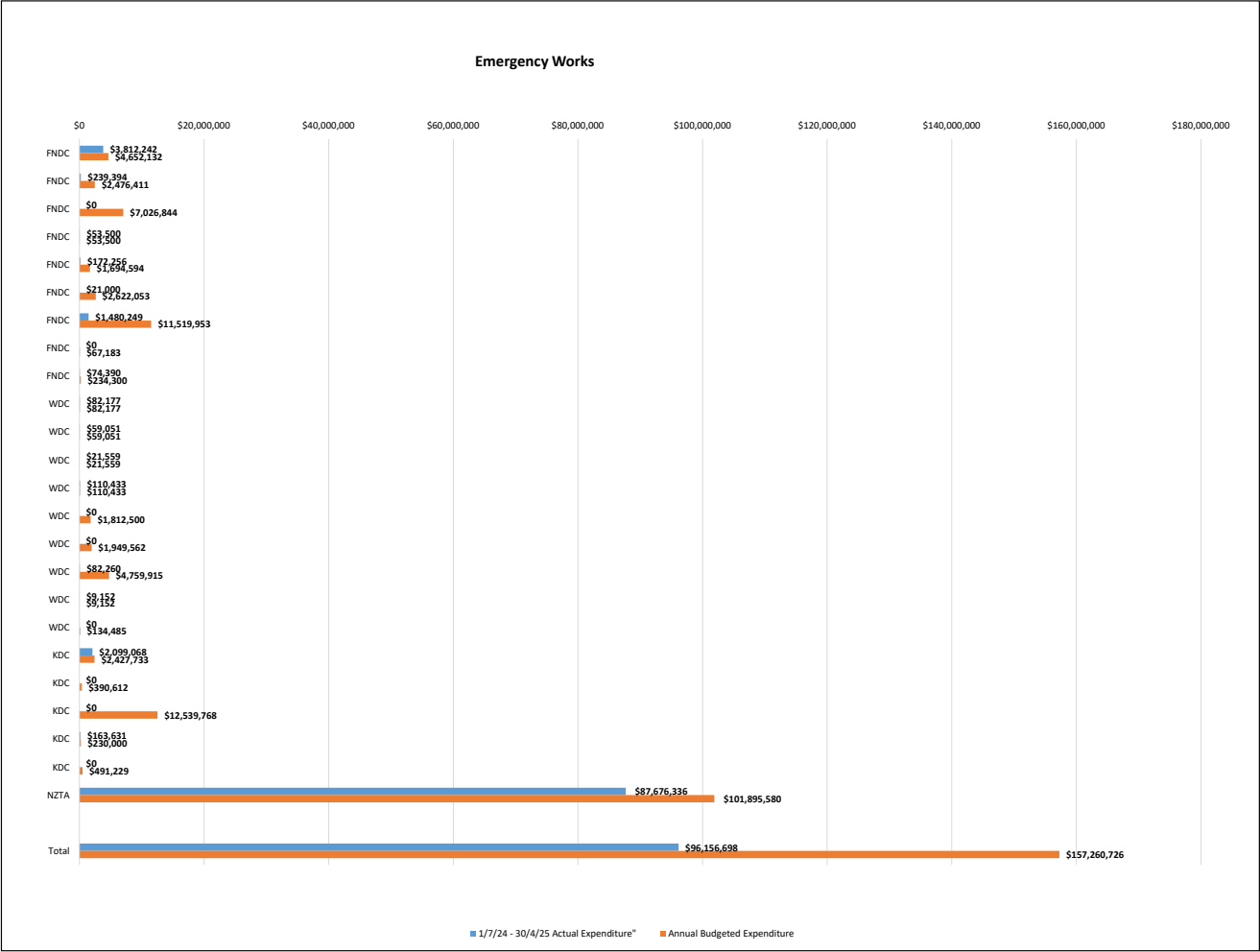
Attachment 1: Funding Uptake Report [↓](#) 

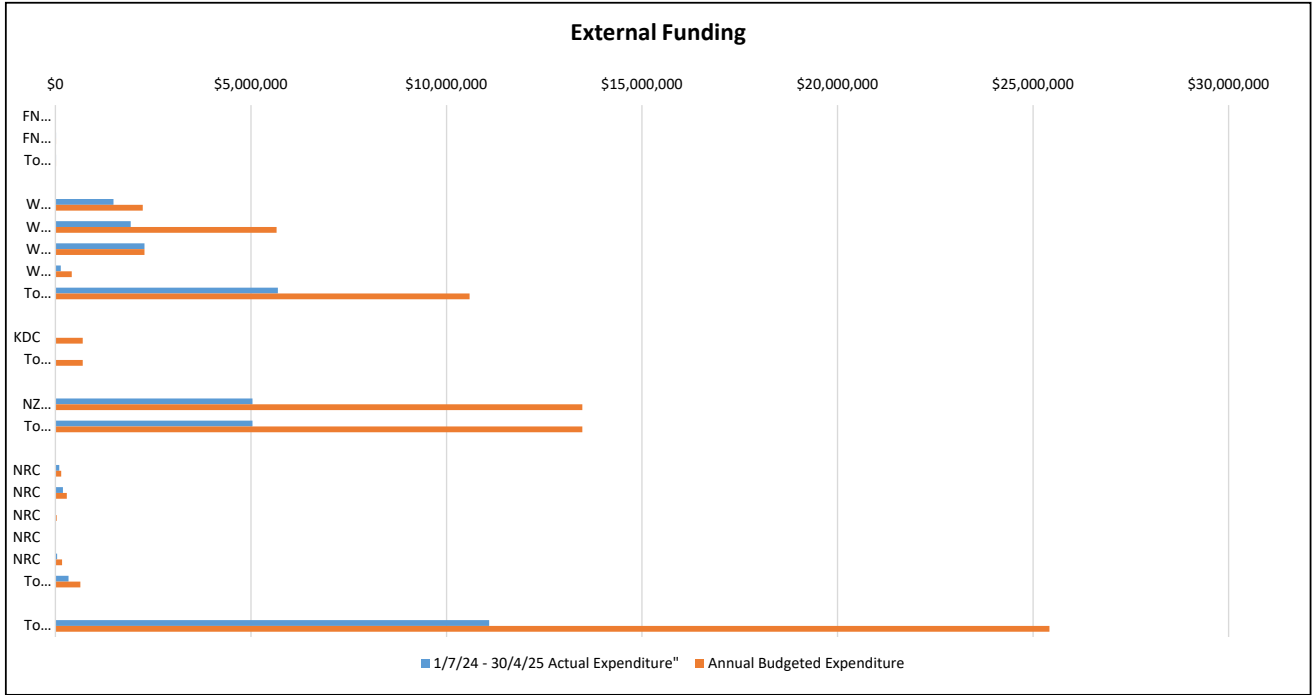
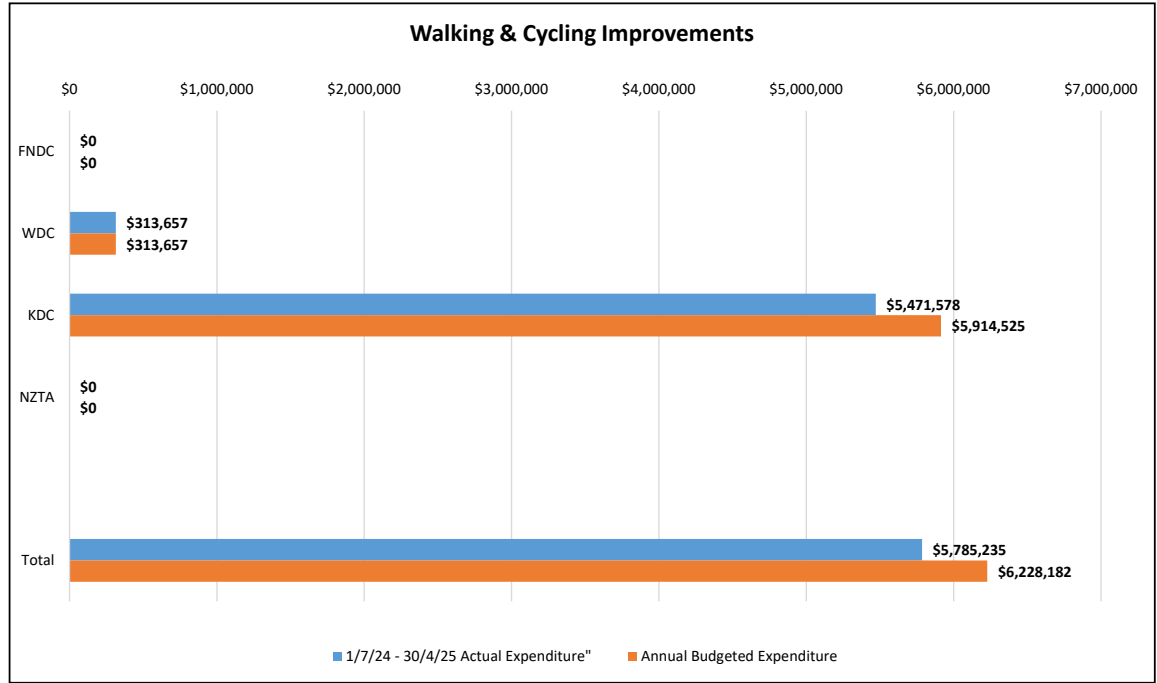
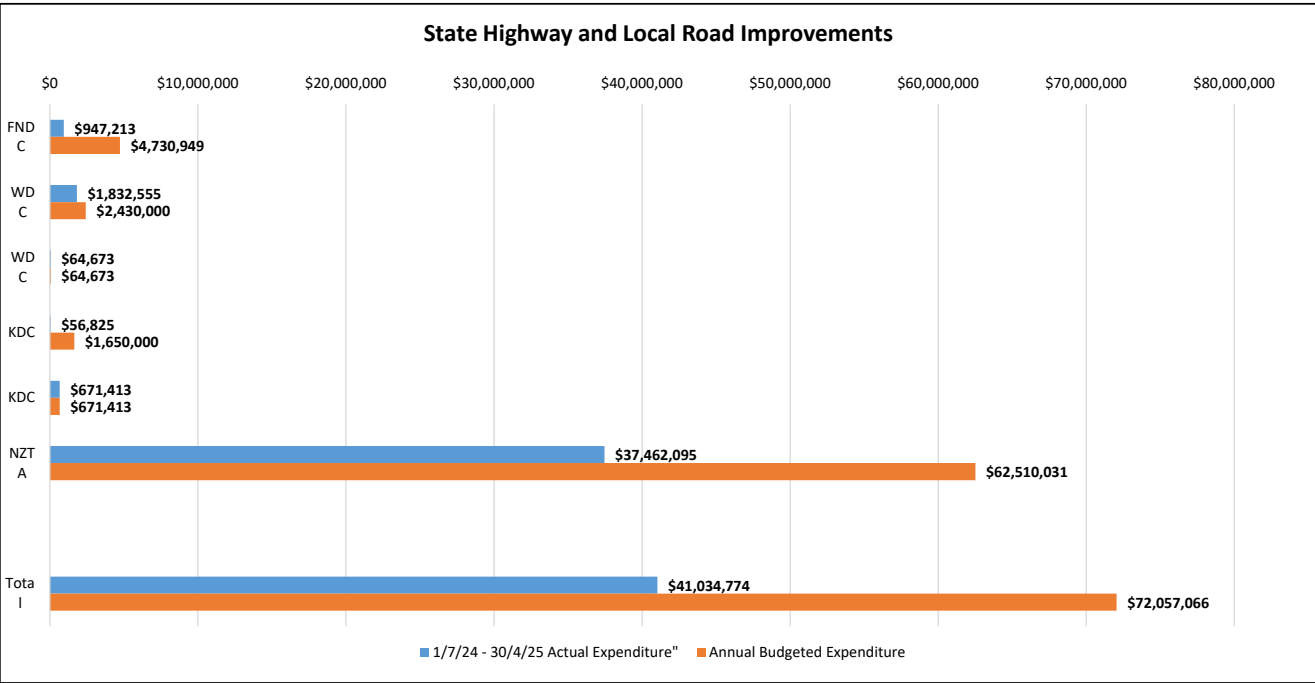
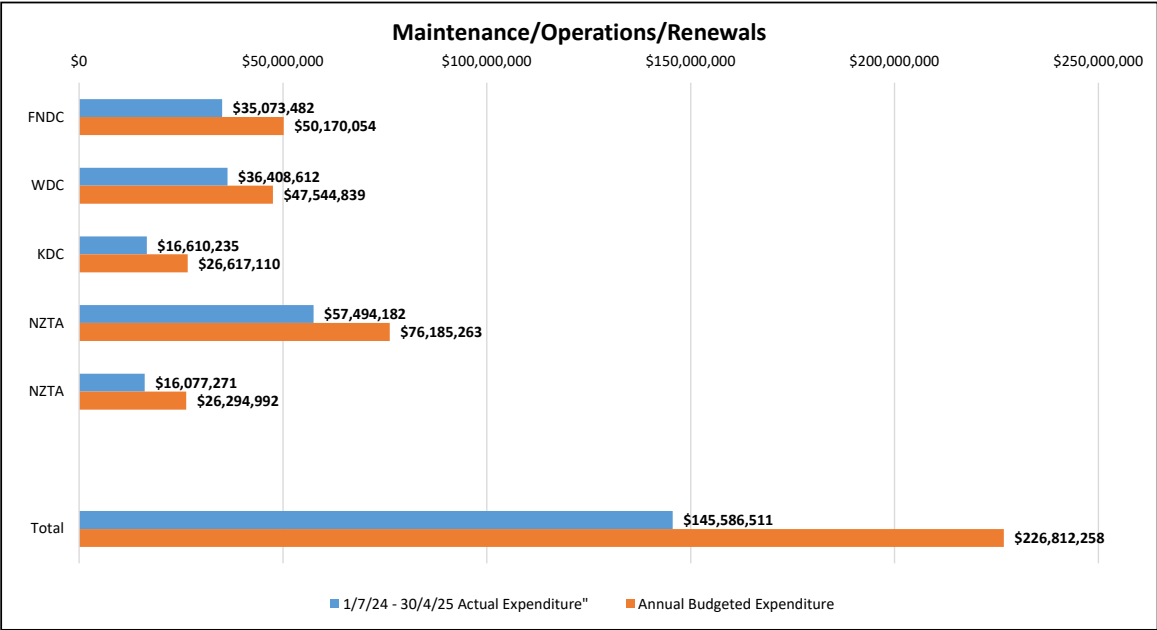
Regional Land Transport Plan 2021/2025 - Funding Uptake for 2024/2025 Financial Year

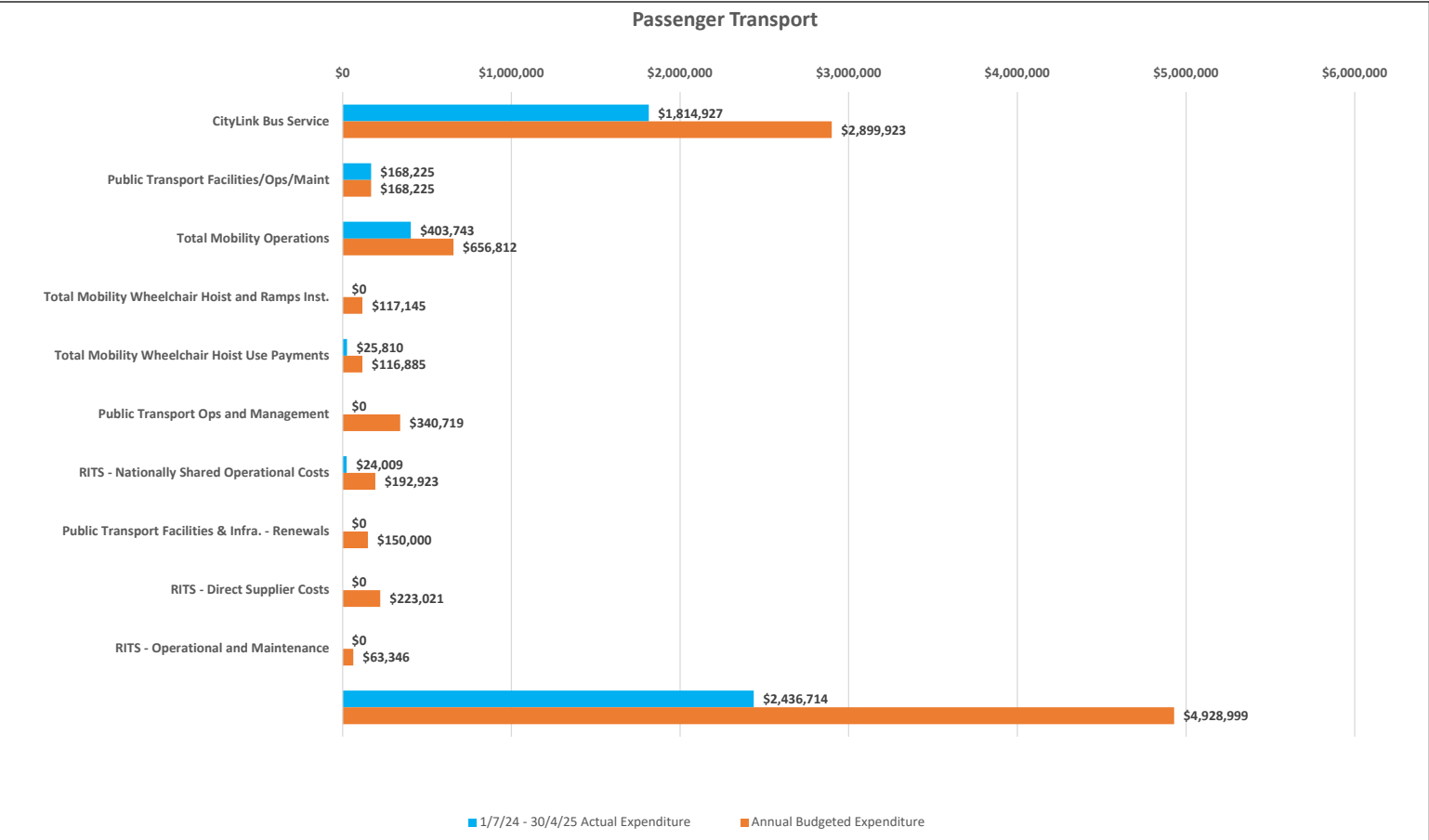
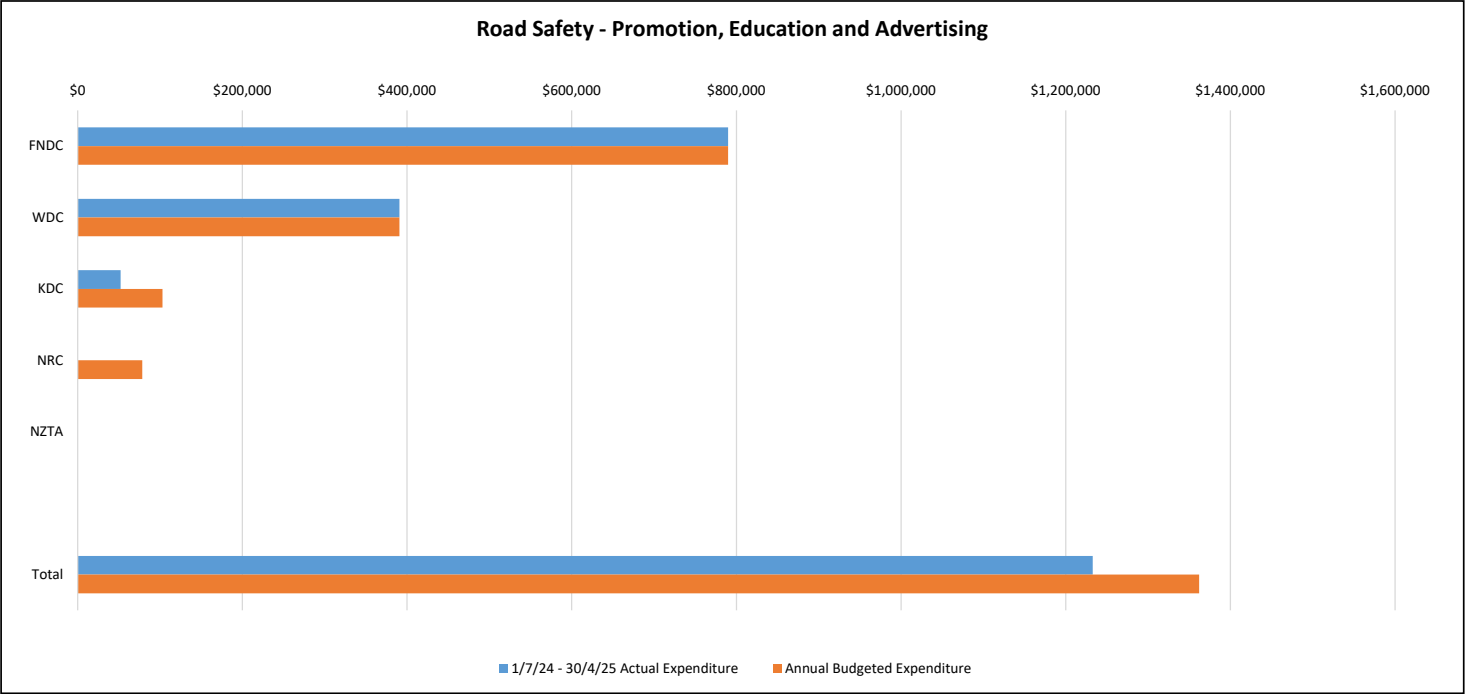
1 July 2024 - 30 April 2025.

Activities/Programmes	W/C	App Auth	FAR	Status	2024/2025 Financial Year			Forecasted Remaining Expenditure 2024/2025	Cumulative 1/7/2024 - 30/4/2025			Probability of Full Funding Uptake in 2024/2025 Financial Year	Reasons for Variance and Remedial Action to be Taken
					Annual Budgeted Cost	Total Actual Expenditure to Date	% of Budget Spent		Forecast Expenditure to end April 2025	Actual Expenditure	Progress for Year to Date		
Emergency Works													
EW - August 2022 - LR Maintenance	141	FNDC	71%	App	\$4,652,132	\$3,812,242	82%	\$839,890			#DIV/0!		No information received.
EW - August 2022 - LR Maintenance	141	FNDC	91%	App	\$2,476,411	\$239,394	10%	\$2,237,017			#DIV/0!		No information received.
EW - August 2022 - LR Maintenance	141	FNDC	91%	App	\$7,026,844	\$0	0%	\$7,026,844			#DIV/0!		No information received.
EW - Ann W/end & Cyclone Gabriella 2023 - LR	141	FNDC	100%	App	\$53,500	\$53,500	100%	\$0	\$53,500	\$53,500	100%	High	Funding fully uplifted
EW - Ann W/end & Cyclone Gabriella 2023 - LR	141	FNDC	91%	App	\$1,694,594	\$172,256	10%	\$1,522,338		\$172,256	#DIV/0!		No information received.
EW- June 2023 - LR Maintenance	141	FNDC	91%	App	\$2,622,053	\$21,000	1%	\$2,601,053		\$21,000	#DIV/0!		No information received.
EW- May 2023 - LR Maintenance	141	FNDC	91%	App	\$11,519,953	\$1,480,249	13%	\$10,039,704		\$1,480,249	#DIV/0!		No information received.
EW- October 2023 - LR Maintenance	141	FNDC	91%	App	\$67,183	\$0	0%	\$67,183		\$0	#DIV/0!		No information received.
EW- October 2023 - LR Maintenance	141	FNDC	91%	App	\$234,300	\$74,390	32%	\$159,910		\$74,390	#DIV/0!		No information received.
EW - Storm Event July 2022 - LR Maintenance	141	WDC	53%	App	\$82,177	\$82,177	100%	\$0	\$82,177	\$82,177	100%	High	Funding fully uplifted
EW - Storm Event November 2022 - LR Maintenance	141	WDC	53%	App	\$59,051	\$59,051	100%	\$0	\$59,051	\$59,051	100%	High	Funding fully uplifted
EW - March 2022 - LR Maintenance	141	WDC	53%	App	\$21,559	\$21,559	100%	\$0	\$21,559	\$21,559	100%	High	Funding fully uplifted
EW - February 2023 Cyclone Gabriella - NIWE - Local Roads	141	WDC	93%	App	\$110,433	\$110,433	100%	\$0	\$110,433	\$110,433	100%	High	Funding fully uplifted
EW - February 2023 Cyclone Gabriella - NIWE - Local Roads	141	WDC	53%	App	\$1,812,500	\$0	0%	\$1,812,500	\$100,000	\$0	0%	Low	Some of the work will be completed before end of 2024/25. Balance will be carried over
EW - February 2023 Cyclone Gabriella - NIWE - Local Roads	141	WDC	53%	App	\$1,949,562	\$0	0%	\$1,949,562	\$100,000	\$0	0%	Low	Some of the work will be completed before end of 2024/25. Balance will be carried over
EW - February 2023 Cyclone Gabriella - NIWE - Local Roads	141	WDC	73%	App	\$4,759,915	\$82,260	2%	\$4,677,655	\$1,200,000	\$82,260	7%	Medium	Repairs progressing. Balance will be carried over
EW - Storm Event 17 July 2020 - LR Maintenance	141	WDC	53%	App	\$9,152	\$9,152	100%	\$0	\$9,152	\$9,152	100%	High	Funding fully uplifted
EW - Storm Event May 2023 - LR Maintenance.	141	WDC	73%	App	\$134,485	\$0	0%	\$134,485	\$10,000	\$0	0%	Low	Minimal works left to carry out. Balance of budget unlikely to be needed
EW - Feb 2023 Cyclone Gabriella NIWE - Local Roads	141	KDC	62%	App	\$2,427,733	\$2,099,068	86%	\$328,665	\$2,427,733	\$2,099,068	86%	High	Project will be completed by financial year end.
EW - Feb 2023 Cyclone Gabriella NIWE - Local Roads	141	KDC	92%	App	\$390,612	\$0	0%	\$390,612	\$150,000	\$0	0%	High	Project will be completed by financial year end.
EW - Feb 2023 Cyclone Gabriella NIWE - Local Roads	141	KDC	92%	App	\$12,539,768	\$0	0%	\$12,539,768	\$1,500,000	\$0	0%	Low	Two-year Emergency Works programme - Forecast NIWE 2024-25 total uptake is \$6.5m. Programme to be completed in 2025/26 financial year.
EW - Jan 2025 Mangawhai High Speed Wind Event		KDC	82%		\$230,000	\$163,631	71%	\$66,369	\$200,000	\$163,631	82%	Medium	On programme. Final costs may be less than budget.
EW - May 2023 - LR Maintenance	141	KDC	82%	App	\$491,229	\$0	0%	\$491,229	\$150,000	\$0	0%		Included in conjunction with other Cyclone Gabrielle EW Programme.
Emergency Works	141	NZTA	100%	App	\$ 101,895,580	\$ 87,676,336	86%	\$14,219,244	\$94,280,538	\$ 87,676,336	93%	High	Programme nearing completion.
Total - Emergency Works		Total			\$157,260,726	\$96,156,698	61%	\$61,104,028	\$100,454,143	\$4,428,726	4%		
Maintenance/Ops/Renewals													
		FNDC	71%	App	\$50,170,054	\$35,073,482	70%	\$15,096,572		\$35,073,482	#DIV/0!		No information received.
		WDC	53%	App	\$47,544,839	\$36,408,612	77%	\$11,136,227	\$36,408,512	\$36,408,612	100%	High	Anticipated all of the budget forecast will be spent by the end of 2024/25 financial year.
									\$17,500,000	\$16,610,235			M&R activities scheduled for full uptake with the exception of WC212 Resurfacing, WC215 Structures component replacements & WC 216 Bridges and structures renewals which are in investigation and design phase. Expected to uptake full three-year WC215 & WC216 NLTP budgets by June 2027.
State Highway Pothole Prevention		KDC	62%	App	\$26,617,110	\$16,610,235	62%	\$10,006,875			95%	Low	Programme completed. Variance (escalation) will carry over into year 2
Maintenance & Opserations of State Highways		NZTA	100%	App	\$76,185,263	\$57,494,182	75%	\$18,691,081	\$63,508,745	\$57,494,182	91%	High	Variance due to delay in materials and escalation. Carried over to year 2
		NZTA	100%	App	\$26,294,992	\$16,077,271	61%	\$10,217,721	\$22,903,782	\$16,077,271	70%	High	
Total - Maintenance/Ops/Renewals		Total			\$226,812,258	\$145,586,511	64%	\$65,148,476	\$117,417,257	\$145,586,511	124%		
State Highway & Local Road Improvements													
Low cost / low risk improvements 2021-24-Local Roads	341	FNDC	71%	App	\$1,089,790	\$0	0%			0	#DIV/0!		No information received.
Low cost / low risk improvements 2021-24-Local Roads	341	FNDC	71%	App	\$4,730,949	\$947,213	20%	\$3,783,736		\$947,213	#DIV/0!		
Low cost / low risk improvements 2021-24-Local Roads	341	WDC	53%	App	\$2,430,000	\$1,832,555	75%	\$597,445	\$200,000	\$1,832,555	916%	High	Approved LCLR should be be fully spent.
Port Road/Kioreroa Rd Int Improvements	324	WDC	53%	App	\$64,673	\$64,673	100%	\$0	\$64,673	\$64,673	100%	High	Funding fully uplifted
Low cost / low risk improvements 2021-24-Local Roads	341	KDC	62%	App	\$1,650,000	\$56,825	3%	\$1,593,175	\$50,000	\$56,825	114%	Low	Late approval of programme. To be re-phased to match local share phasing. Programme completed by June 2027.
Low cost / low risk improvements 2021-24-Local Roads	341	KDC	62%	App	\$671,413	\$671,413	100%	\$0	\$671,413	\$671,413	100%	High	Funding fully uplifted
State Highway Improvements		NZTA	100%	App	\$62,510,031	\$37,462,095	60%	\$25,047,936	\$51,801,190	\$37,462,095	72%	Medium	Project phasing has driven variance. Expect full uptake in NLTP period
Total - State Highway and Local Road Improvements		Total			\$72,057,066	\$41,034,774	57%	\$31,022,292	\$52,787,276	\$41,034,774	78%		
Walking & Cycling Improvements													
No Projects Listed	N/A	FNDC	N/A	App	\$0	\$0	0%	\$0	\$0	\$0	0%	N/A	No projects listed under this cost centre.
Cycleway Construction 2018/21 - Implementation	452	WDC	53%	App	\$313,657	\$313,657	100%	\$0	\$313,657	\$313,657	100%	High	Funding fully uplifted
Mangawhai Shared Path - Implementation Phase 2	452	KDC	62%	App	\$5,914,525	\$5,471,578	93%	\$442,947	\$5,500,000	\$5,471,578	99%	High	On programme for funding to be fully uplifted by financial year end.

No Projects Listed	N/A	NZTA	N/A	App	\$0	\$0	0%	\$0	\$0	\$0	0%	N/A	No projects listed under this cost centre.
Total - Walking and Cycling		Total			\$6,228,182	\$5,785,235	93%	\$442,947	\$5,813,657	\$5,785,235	100%		
External Funding													
<u>Far North District Council</u>													
Community Connect - Admin		FNDC	100%	App	\$1,364	\$0	0%	\$1,364	\$0	\$0	#DIV/0!		No information received.
Community Connect - Ferry Concessions		FNDC	100%	App	\$15,681	\$15,681	100%	\$0	\$15,681	\$15,681	100%	High	Funding fully uplifted
		Total			\$17,045	\$15,681	92%	\$1,364	\$15,681	\$15,681	100%		
<u>Whangarei District Council</u>													
CERF - TC - Transport Choices Package - Implementation	452	WDC	100%	App	\$2,236,525	\$1,482,915	66%	\$753,610	\$2,000,000	\$1,482,915	74%	High	CERF - Raumanga Shared Path and CBD Cycle Parking. Costs still to come through. All of budget will be taken up this financial year
CERF - TC - Transport Choices Package - Implementation	561	WDC	100%	App	\$5,654,155	\$1,925,641	34%	\$3,728,514	\$2,400,000	\$1,925,641	80%	High	CERF - Whangarei City Bus Improvements - T2 laning on Kamao Rd under way.All of budget will be taken up this financial year
CERF - TC - Transport Choices Package - Implementation	452	WDC	100%	App	\$2,278,710	\$2,278,710	100%	\$0	\$2,278,710	\$2,278,710	100%	High	Funding fully uplifted
LC/LR Crown Resilience Programme	341	WDC	77%	App	\$420,000	\$137,807	33%	\$282,193	\$200,000	\$137,807		Medium	Carry over any unspent to Y2 & Y3
		Total			\$10,589,390	\$5,687,266	54%	\$4,764,317	\$6,678,710	\$5,687,266	85%		
<u>Kaipara District Council</u>													
LC/LR Improvements 2024-27 - Crown Resilience													
	341	KDC	N/A	App	\$700,000	\$13,500	0%	\$686,500	\$50,000	\$13,500	27%	Medium	Construction underway and majority of the works programmed to be completed by 30 June 2025. Weather depending, remaining works programmed to be completed by end of July 2025.
		Total			\$700,000	\$13,500	0%	\$686,500	\$50,000	\$13,500	27%		
<u>NZTA</u>													
Crown Funded		NZTA	100%	App	\$13,472,589	\$5,038,891	37%	\$8,433,698	\$8,626,093	\$5,038,891	58%	High	Variance due to phasing.
		Total			\$13,472,589	\$5,038,891	37%	\$8,433,698	\$8,626,093	\$5,038,891	58%		
<u>NRC</u>													
CERF - Bus Driver Ts & Cs - Implementation	511	NRC	54%	App	\$145,945	\$100,162	69%	\$45,783	\$122,000	\$100,162	82%	High	Funding will be fully uplifted by financial year end.
CERF - Community Connect Scheme - Implementation	517	NRC	100%	App	\$290,268	\$191,631	66%	\$98,637	\$242,000	\$191,631	79%	High	Funding will be fully uplifted by financial year end.
CERF - Community Connect Scheme - Implementation	511	NRC	100%	App	\$31,833	\$0	0%	\$31,833	\$26,500	\$0	0%	High	Funding will be fully uplifted by financial year end.
CERF - Community Connect Scheme - Implementation	525	NRC	100%	App	\$2,768	\$0	0%	\$2,768	\$0	\$0	0%	High	Funding will be fully uplifted by financial year end.
SuperGold Crad Allocation - Implementation	522	NRC	100%	App	\$168,062	\$42,918	26%	\$125,144	\$140,000	\$42,918	31%	Low	Lower than antiapiad use of SuperGold Card. There has been a marked move by these card holders to the Total Mobility Scheme due to the increased subsidy provided and the resulatnt lower cost to the client.
		Total			\$638,876	\$334,711	52%	\$304,165	\$530,500	\$334,711	63%		
Total - External Funding		Total			\$25,417,900	\$11,090,049	44%	\$14,190,044	\$15,900,984	\$11,090,049	70%		
Road Safety													
<u>Safety Promotion, Education and Advertising</u>													
	432	FNDC	71%	App	\$790,000	\$790,000	100%	\$0	\$790,000	\$790,000	100%	High	Funding fully uplifted
	432	WDC	53%	App	\$390,666	\$390,666	100%	\$0	\$390,666	\$390,666	100%	High	Funding fully uplifted
						\$52,122			\$52,122			Medium	Additional unsubsidised budget approved by KDC (required as a result of reduced NLTP approved budget) - NZTA claim phased to match total programme budget. Full uptake of subsidised programme scheduled by June 2027
	432	KDC	62%	App	\$103,000		51%	\$50,878	\$75,000		69%	Medium	programme scheduled by June 2027
	432	NRC	54%	App	\$78,333	\$0	0%	\$78,333	\$65,000	\$0	0%	Medium	Awaiting invoices from WDC.
No Projects Listed	N/A	NZTA	N/A	App	\$0	\$0	0%	\$0	\$0	\$0	0%	N/A	No projects listed under this cost centre.
Total - Road Safety		Total			\$1,361,999	\$1,232,788	91%	\$129,211	\$1,320,666	\$1,232,788	93%		
Passenger Transport													
<u>CityLink Bus Service</u>													
CityLink Bus Service	511	NRC	54%	App	\$2,899,923	\$1,814,927	63%	\$1,084,996	\$2,416,600	\$1,814,927	75%	High	Funding will be fully uplifted by financial year end.
Public Transport Facilities/Ops/Maint	514	NRC	54%	App	\$168,225	\$168,225	100%	\$0	\$168,225	\$168,225	100%	High	Funding fully uplifted
Total Mobility Operations	517	NRC	60%	App	\$656,812	\$403,743	61%	\$253,069	\$547,300	\$403,743	74%	High	Funding will be fully uplifted by financial year end.
Total Mobility Wheelchair Hoist and Ramps Inst.	519	NRC	60%	App	\$117,145	\$0	0%	\$117,145	\$0	\$0	0%	Low	Provision made for the installation of of wheelchair hoists. No applications have been received to date.
Total Mobility Wheelchair Hoist Use Payments	521	NRC	100%	App	\$116,885	\$25,810	22%	\$91,075	\$97,404	\$25,810	26%	Low	Lower than antiapiad use of wheelchair vans. Any unspend funding will be declared surplus.
Public Transport Ops and Management	524	NRC	54%	App	\$340,719	\$0	0%	\$340,719	\$284,000	\$0	0%	Medium	Staff hours allocated to other PT related costs centres and need to be re-allocated.
RITS - Nationally Shared Operational Costs	525	NRC	54%	App	\$192,923	\$24,009	12%	\$168,914	\$0	\$24,009	0%	High	Pending receipt of invoices for this cost centre from ORC and NZTA.
Public Transport Facilities & Infra. - Renewals	534	NRC	54%	App	\$150,000	\$0	0%	\$150,000	\$0	\$0	0%	High	Awaiting invoices from WDC. Funding will be fully uplifted by financial year end.
RITS - Direct Supplier Costs	524	NRC	65%	App	\$223,021	\$0	0%	\$223,021	\$0	\$0	0%	High	Pending receipt of invoices for this cost centre from ORC and NZTA.
RITS - Operational and Maintenance	524	NRC	54%	App	\$63,346	\$0	0%	\$63,346	\$0	\$0	0%	High	Pending receipt of invoices for this cost centre from ORC and NZTA.
		Total			\$4,928,999	\$2,436,714	49%	\$2,492,285	\$3,513,529	\$2,436,714	69%		
Grand Total Funding Uptake from NLTP					\$494,067,130	\$303,322,769	61%	\$174,529,283	\$297,207,512	\$211,594,797	71%		







TITLE: Chair's Report

From: Chris Powell, Transport Manager - Northland Regional Council

**Authorised by
Group Manager/s:** Louisa Gritt, Group Manager - Community Resilience, on 03 June 2025

Whakarāpopototanga / Executive summary

The Chairman of the Regional Transport Committee will talk to a paper on the preferred option for the State Highway 1 alignment across the Brynderwyns Hills.

Ngā mahi tūtohutia / Recommendation

That the report 'Chair's Report' by Chris Powell, Transport Manager - Northland Regional Council and dated 3 June 2025, be received.

Background/Tuhinga

An independent investigation on the most appropriate alignment for State Highway 12 across the Brynderwyns Hills was completed in 2023 and provided to New Zealand Transport Agency Waka Kotahi (NZTA) for consideration.

The information sourced, designs, peer reviewing and finalisation of the recommendations was undertaken with the assistance of local individuals and companies.

The Chairman of the Regional Transport Committee compiled a briefing paper on the above and wishes to introduce Geoff Gover who was instrumental in seeing this work through to its conclusion

Attachment 1 is a synopsis of the history, parties involved and recommended outcome of the report.

Attachments/Ngā tapirihanga

Attachment 1: Brynderwyns Annoucement [↓](#) 

PREFERRED BRYNDERWYNS ALIGNMENT ANNOUNCEMENT IS DUE AT LAST

The members of the Northland Regional Transport Committee (RTC) have for decades identified that the two high risk sections of the Auckland to Whangarei State Highway corridor are Dome Valley and the Brynderwyns. The RTC is pleased with the New Zealand Transport Agency's pace in identifying the preferred option for the 4-Lane Brynderwyns alignment.

WARKWORTH TO TE HANA. Much work has been done by NZTA on design, consenting and purchasing property for this section of SH1. This is not easy section because of the terrain and geology. Bypassing the Dome with a 4-lane Expressway will have significant benefits not only to Northland but NZ Inc. Turning the first sod won't happen soon enough!

The Northland Regional Transport Committee is a statutory committee of Northland Regional Council which is comprised of five councillors and one NZTA representative. The elected members have been concerned about the two potential Brynderwyns Western Alignments. Going back to 1998 the Whangarei Council RTC representative and Bream Bay councillor Phil Halse identified that the unstable southside of the Brynderwyns should be bypassed on stable ground to the east as the further west one goes, the more unstable the ground is and the poorer the soil-types are for construction.

Local knowledge is valuable and has proven to be right.

Ken Rintoul and myself visually traversed the gradients for a new road line in 2007 and reported that we had what appeared to be a viable alignment to an RTC meeting in 2007.

OUR SUGGESTED ALIGNMENT HAS PROVED TO BE VIABLE

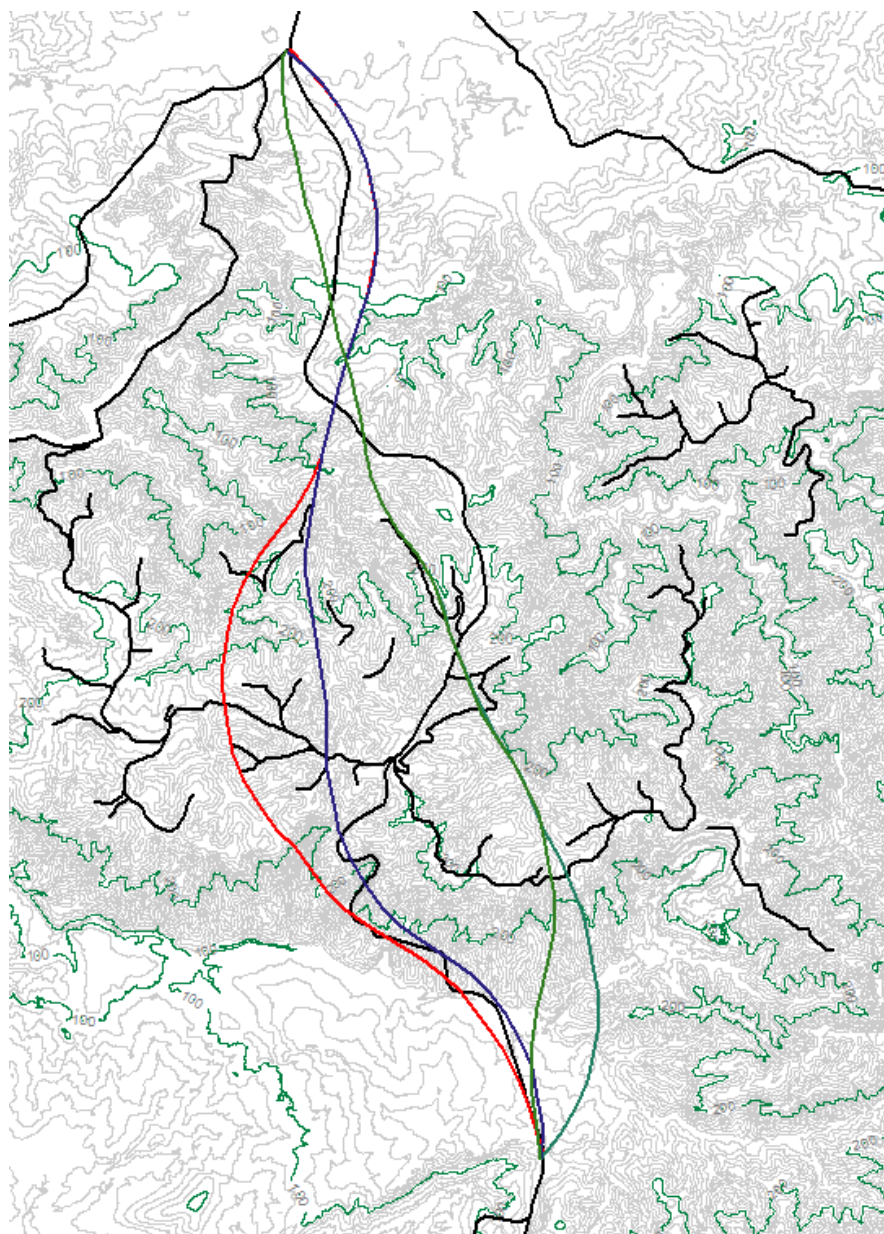
In 2023 this South Brynderwyns eastern alignment was plotted on a topographic map by engineer Craig Greenfield, and the long section showing cuts and fills and gradients was produced by Kaikohe surveyor Nigel Ross. The information was given to NZTA. This was peer reviewed by Tony Davies Colley and Whangarei engineers and surveyors Reyburn Bryant, whose CAD alignment confirmed that we were on the right track. Engineer Geoff Gover further refined this, creating "Option Four", a 4-lane 2.8 km highway with a maximum gradient of 8% from the Brynderwyns Summit to the short passing lane south of Atlas Quarry.

THE OTHER ALIGNMENTS WEST OF BRYNDERWYNS PROVE TO BE NOT VIABLE

After reaching this conclusion NZTA sought Geoff Gover's assistance, and Geoff produced a design for 4-laning the entire Brynderwyns meeting NZTA's Expressway 110km/hour standards of 8% max longitudinal grade and minimum horizontal (corner) radius of 1160 metres. This alignment has the great advantage of crossing the existing Brynderwyns highway twice, so most of the work can be completed without traffic control.

BRYNDERWYNS ALIGNMENT OPTIONS

NORTH



SOUTH

Black line is the existing State Highway

The green line is probably the best alignment given the constraints. The green line on the northern side could link with the purple line at the intersect or could follow the existing highway, which would save costs.

Further, Geoff has access to one of the most powerful North American AI CAD programs. When loaded with Northland's LIDAR Survey data, and NZTA's Expressway geometric specs and start and end point positions the program finds the best alignment and produces cut and fill data on its long section.

Geoff put in as the start point the SH12/SH1 (Coates Monument) and as finish point the bottom of the north side of the Brynderwyns (Durham Road). The result was confirmation of the GREEN ALIGNMENT above.

On behalf of the RTC I thank all the above-mentioned Northland professional engineers who have all provided their expertise AT NO COST.

Northland has not only the capacity to do the Brynderwyns RONS investigation and design work, but has the capacity to do the construction.

I am concerned that Northland does get the opportunity to put together a design build consortium rather than just put it the whole Northland Corridor from Warkworth to Whangarei to the international market.

Joe Carr

0276015448

TITLE: Road Controlling Authority Reports

From: Chris Powell, Transport Manager - Northland Regional Council

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 29 May 2025
Group Manager/s:

Whakarāpopototanga / Executive summary

This report serves to provide the Far North, Whangarei and Kaipara District Councils progress reports to their respective Infrastructure Committees.

Ngā mahi tūtohutia / Recommendation

That the report 'Road Controlling Authority Reports' by Chris Powell, Transport Manager - Northland Regional Council and dated 13 May 2025, be received.

Background/Tuhinga

To assisting in updating the Regional Transport Committee (RTC) on the progress of Regional Land Transport Plan 2021/2027 – Three Year Review, the Far North, Whangarei and Kaipara District Councils table a copy of the latest progress reports presented to their respective Infrastructure Committees.

In addition to the above, the Far North, Whangarei and Kaipara District Councils also make available for information purposes, a copy of their respective Quarterly Reports, a requirement of the Minister of Transport through the Government Policy Statement on Land Transport 2024.

The 2024/2025 financial year 3rd Quarter Reports are attached.

Please Note: - At the time of submitting this paper, no information had been provided by the Far North District Council.

At the April 2025 RTC meeting, the issue around the problems being experienced regarding recruitment and retention of roading staff was raised and discussed. The Elected Representatives agreed that the Far North, Whangarei, and Kaipara District Councils be approached and asked what plans they have in place around recruiting, training, and retaining staff.


Far North District Council.
No information received.


Whangarei District Council.
No information received.


Kaipara District Council.
Recruited a Roading Manager and advertising for a Lead Asset Engineer.


Roading staff will be available at the meeting to answer any questions that may be raised.


Attachments/Ngā tapirihanga

Attachment 1: WDC Infrastructure Committee Report [↓](#) 

Attachment 2: WDC 3rd Quarter NZTA Report [↓](#) 

Attachment 3: KDC Infrastrucure Committee Report [↓](#) 

Attachment 4: KDC 3rd Quarter NZTA Report [↓](#) 

Attachment 5: FNDC Infrastructure Committee Report [↓](#) 



Monthly Report Transport

May 2025
(statistics to 31 March 2025)



Transport and Community Infrastructure – Monthly Report

Reporting Officer: Jeff Devine (Transportation Manager)

Meeting Date: 15 May 2025

Contents

1	Executive Summary	3
2	Health and Safety	4
3	Customer requests and feedback	6
4	Performance	7
4.1	Performance Measures	7
4.2	Network Performance	8
5	Key Activities	9
5.1	Network Coordination Team (NCT)	9
5.2	Road Maintenance & Renewals Contracts	12
5.3	Emergency Works Recovery Programme	16
5.4	Road Lighting	17
5.5	Traffic Signals & Intelligent Transport Systems	17
5.6	Mechanical Bridges	18
5.7	Active Transport	21
5.8	Road Safety	22
6	Contractor Performance	26
6.1	Maintenance & Renewals Contracts	26
7	Significant Risks and issues	30
8	Capital Work	31



1 Executive Summary

This report covers the operational and capital works for the month of March 2025

Planning

Focus has been on the development of the Parking Strategy and Draft City Centre Parking Plan to be presented at the Council Briefing in April.

The team continue to work with Community Groups in One Tree Point to assist in the development of the shared path.

Maintenance

Completion has climbed from under 40 percent in May 2023 to the mid-90s by March 2025. Performance has consistently sat between 85–100 percent, demonstrating the team's resilience against seasonal dips and swift recovery after lower months.

Focused WDC supervision and contractors shift to structured annual and seasonal planning have minimised ad hoc works, smoothed variability, and enable more of a corridor wide delivery model.

The team are continuing a focus on quality. 265 work items audited in March including 141 on ordered works (of which 99.3% passed) and 124 on routine works items (96.0% passed).

Capital Programme delivery

Resealing works are mainly complete with a number of AC sites remaining to be completed in May. Pavement rehabilitation programme is mainly complete with minor defects to be closed out and sealing of Tatton Road,

The Rose Street Bus and T2 Lane projects have a funding end date of end of June and therefore there is significant focus on completing these projects on time and budget. Noting Rose Street Bus terminal is forecast for completion late July / early August. Staff are working with contractors to see how this can be reduced.

The Springs Flat Project is a significant portion of the upcoming work, and the construction phases has commenced.



2 Health and Safety

Statistics for the Transportation Department - March 2025

Type of incident	Employee reported incidents	Contractor reported incidents	Member of the public reported incidents in our workplaces	Totals
WorkSafe notifiable incident	0	0	0	0
Lost time injury (LTI)	0	0	0	0
Medical treatment injury (MTI)	0	1	0	1
Minor injury	0	0	0	0
Pain and discomfort report	0	0	0	0
Stress and fatigue	0	0	0	0
Incident – Occupational health exposure	0	0	0	0
Near miss incidents	1	2	0	3
Incident – non work medical condition affecting the worker or person	0	0	0	0
Totals	1	3	0	4

Employee reported incidents

The employee reported incident concerned a contractor worksite where a loader struck an overhead powerline. A full investigation report has been requested from the contractor.

Contractor reported incidents

The medical treatment injury occurred when a contractor worker was lifting tools out of a truck and the person strained their shoulder.

Safety observations

Transportation employees also reported one safety observation this month concerning poor traffic management at a contractor worksite.

Type	
New Hazard	0
H&S Concern	1
H&S Success	0
H&S Suggestion	0
Total	1

Physical inspections

There is an internal requirement for physical health and safety inspections of sites to be undertaken at least monthly. The only inspections being reported will be those available from our H&S system as these are now readily locatable. Other inspections may have been undertaken, but they are difficult to readily locate. Below is a table of inspections done by Transportation staff.



The ones showing were undertaken by the CAR team. Work has been done through April to ensure the rest of the department are using the same system.

Type of monitoring	
HS016 – Full site inspection	0
HS102 – Be safe engagement	0
HS030 – Site spot check	3
HS140 – TTMP site	10
Total	10

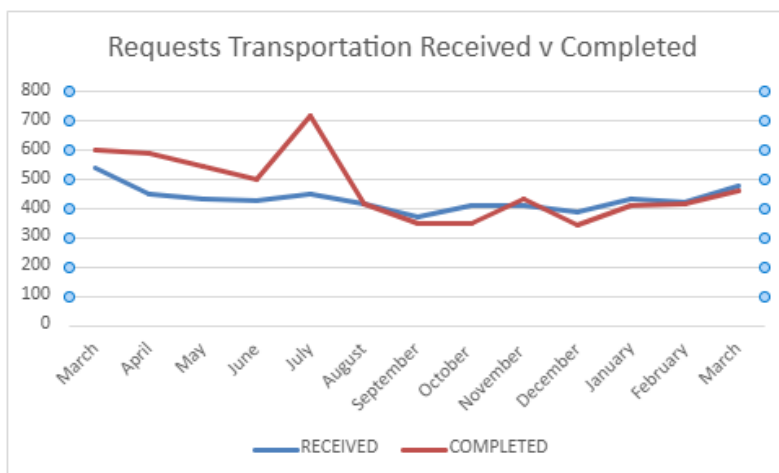
Hazard reviews

A review of transportation hazards got underway this month. Several new hazards were identified including security, inadequate temporary work sites, aggression, burns from bitumen, rough sleepers and working under power lines. These will be added to the hazard register and mitigations developed.



3 Customer requests and feedback

In March 2025, the Transportation Team received 478 requests, our contractors and staff closed off 461 requests.



Top Request Types – March 2025	
Request Type	Number of Requests
Road surface damage and maintenance	213
Footpaths and shared path maintenance	48
Request for new roading improvements	52
Road lighting and other electronic systems	22
Road Structures damage and maintenance	31
Traffic Light Phasing	11

Compliments

CC251432 - Kauri Mountain Road – Fulton Hogan

Grading. Great job, thanks very much to the operator who did this yesterday 13 March. Very good job removing all the deep judder bars.

CC251438 - Brewer Road – Fulton Hogan

Big thank you to the FH grader operator. Grader driver did an excellent job on our road today, also did an exceptional job smoothing corrugations on all hills. Appreciate and thank you.



4 Performance

4.1 Performance Measures

Our District's roading network will be maintained in a satisfactory condition and in accordance with national safety and engineering standards.

Performance Measure	2024 – 25 targets	Compliance
The change from the previous financial year in the number of fatalities and serious injury crashes on local road network, expressed as a number. (*does not include roads administered by Waka Kotahi/NZTA)	≤0	N/A *Measured annually
The average quality of a ride on a sealed local road network, measured by smooth travel exposure.	≥84%	N/A Measured annually
The percentage of the sealed local road network that is resurfaced.	≥9%	N/A Measured annually
The percentage of the sealed local road network that is rehabilitated.	≥0.7%	N/A Measured annually
The percentage of customer service requests relating to roads and footpaths to which the territorial authority responds within the time frame specified in the LTP.	≥60%	95.2% March
We will support alternative transport methods.		
The percentage of footpaths within a territorial authority district that fall within the level of service or service standard for the condition of footpaths that is set out in the territorial authority's relevant document (such as its Annual Plan, Activity Management Plan, Asset Management Plan, annual works programme or LTP).	≥ 98% in fair or better condition	N/A Measured annually
Total length of footpath network provided compared to requirements of Council Engineering Standards.	≥ 55% of network provided	N/A Measured annually

* Note Annual Results not available yet.



4.2 Network Performance

Road Safety

Year to date fatal injuries – 2021 to 2025

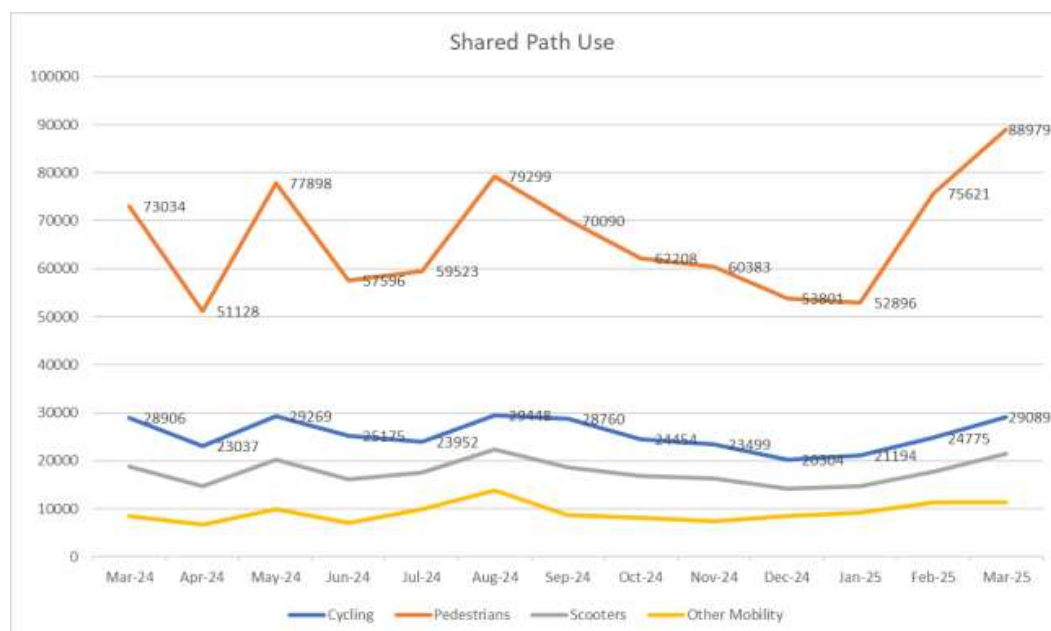
Year	2021		2022		2023		2024		2025	
Road Type	SH	LR	SH	LR	SH	LR	SH	LR	SH	LR
Number of Fatal's	2	1	1	1	1	2	6	1	0	1

SH – State Highway, LR – Local Road

Active Modes

Cycling, walking, scooting and other mobility (mobility scooters and other active modes of transport) counts continue to be monitored across the shared path network.

March 2025 saw an overall 16% increase in movements across the network compared to February 2025. Pedestrian movements saw the biggest increase of 21%.





5 Key Activities

5.1 Network Coordination Team (NCT)

Assurance Checks

We continue to increase our presence each month by being visible to contractors and TTM companies, specifically engaging conversation on NZGTTM. Ten sites were visited and none were deemed unsafe; there was opportunity to have discussion on simplifying some of the sites.

Meeting with Fulton Hogan planned due to a couple of community issues at two different sites; we are reviewing how they present their work under the Global CAR to ensure that Conditions are adhered to.

TTM site inspections

We are reviewing our TTM Worksite sheet in Assura again; this will better align to NZTA ¼ reporting on TTM where they have redefined some terminology:

- RCAs shall undertake site inspections and report the status of the TTM sites for the quarter period only – not year to date. A site is to be identified as active or inactive and if it is unattended, unnecessary or redundant.

Sites are classed as:

- **Active sites** are where TTM is in place and operational
 - These were previously known as attended sites
- **Unattended sites** are where TTM setups are in place without any personnel actively monitoring or managing the site
 - No change from how we have assured checked these previously
 - Unattended sites still require regular inspections to ensure that conditions remain safe and that the traffic management measures are still effective
- **Inactive sites** are where TTM is in place, but the site is not currently active with ongoing work or personnel present
 - During inactive site hours, the traffic management plan should include specific controls to ensure the site remains safe despite the absence of workers.
 - A good example is where we Condition as an example network sensitive sites or roads i.e. set up before 7am and not active until 9am
- **Not necessary or redundant sites** are where TTM is deemed unnecessary or have become redundant.
 - Unnecessary TTM has always been “audited”; difference now is that NZGTTM is the driver and not CoPTTM

Waze (Navigation App)

This app was introduced to the team prior to Christmas from the NZTA Northland Journey Manager. Although in our infancy regarding using the app, we are starting to add in planned road closures, long term work sites etc. Once loaded in Waze, google maps is updated and a user may be presented with an alternate route to avoid the closure or works etc.



Unnecessary or Redundant TTM

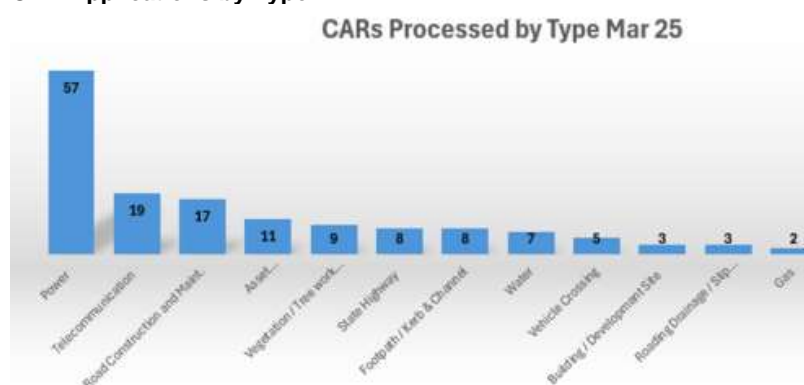
The SH North Corridor Manager and the NZTA North Journey Manager are collaborating with the NCT, and collectively we are challenging TTM companies to risk assess the requirement for “side road” signage. At minimum we are sending a consistent message to companies in the WDC catchment area regarding both local roads and SHs. This first step aligns to the NZTA reporting requirements as detailed above.

CAR Applications Received

- 271 applications received; increase from February
 - Of which 118 were cable locate requests



CAR Applications by Type





Road Closures



Works in Warranty

- The team is fully resourced, and we achieved a significant reduction in two metrics
- Awaiting Sign Off & Works in Warranty continue to be a WIP

	Sep	Oct	Nov	Dec	Jan	Feb	Mar
WIP	1388	1564	1659	1790	1843	1370	1404
Awaiting Completion Sign Off	29	83	121	181	188	110	33
Works in Warranty	2255	2252	2265	2251	2251	1571	957



5.2 Road Maintenance & Renewals Contracts

Key Achievements: *Note that this will be put into a graph for future reports*

- Key activities included commencement of unsealed grading operations and unsealed rehabilitation works. A total of **5352** dispatches (individual works items) were completed across the network between 28 February 2025 and 31 March 2025.
- **265** individual work items audited in March, of which 6 were found to not be up to standard, resulting in held claims, and rework ordered – Noting that there are works items that do not meet quality standards that are not included within this metric as they are identified and intercepted prior to contractors' claims being presented.
 - 28.2% of ordered works items being audited for compliance (141 jobs audited) of which 99.3% passed, and
 - 2.56% of the routine works items being audited for compliance (124 jobs audited) of which 96.0% passed.
- Works delivered across 1185 out of 1564 local roads giving 75.7% network coverage for March.
- Programme Completion Compliance on both maintenance contracts – 80% target!
 - 89.38% WDC North – Fulton Hogan
 - 80.5% WDC South – Downer

Photos from across the network:





Russell Rd – 1500mm Culvert Replacement



Whangaruru Wharf Rd – Water tabling

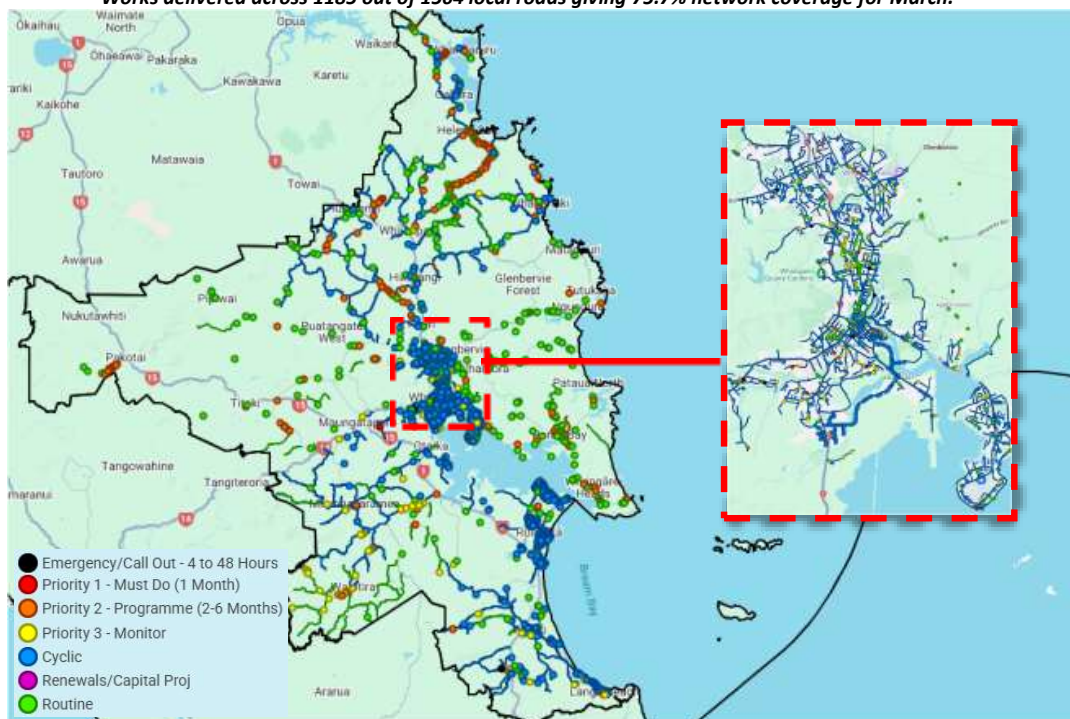


FH Contracting Team undertaking digouts on Tatton Road Rehab.	Sealing completed on Roydon Drive Rehab.
	



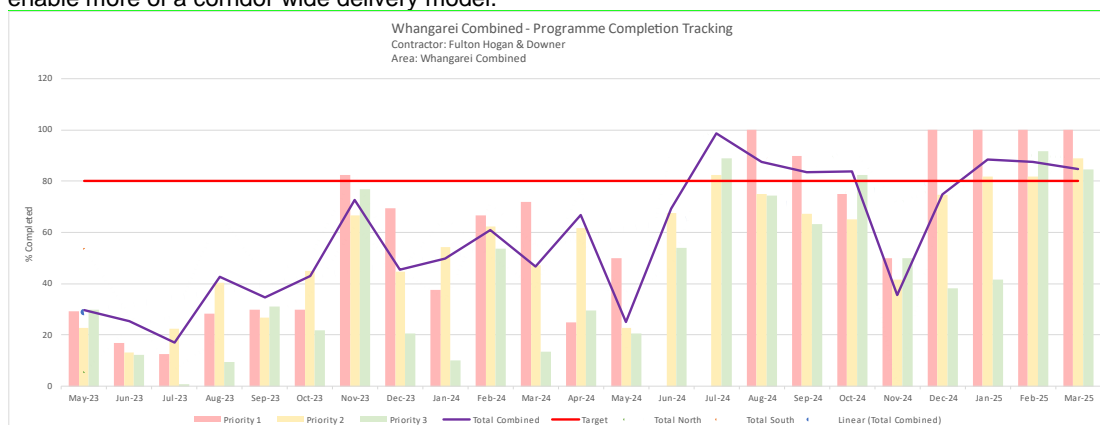
March 2025 – All Works completion overview

Works delivered across 1185 out of 1564 local roads giving 75.7% network coverage for March.



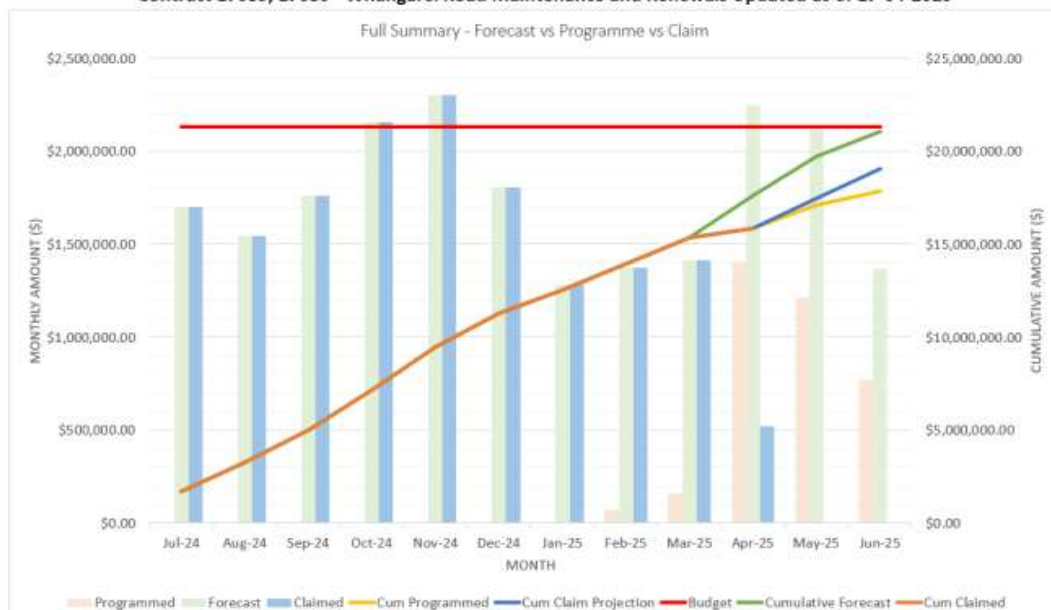
March Programme Completion Summary

With combined completion climbing from under 40 percent in May 2023 to the mid90s by March 2025—first breaching and then holding the 80 percent target since June 2024—performance has consistently sat between 85–100 percent, demonstrating the team’s resilience against seasonal dips and swift recovery after lower months. At the same time, the North and South delivery rates have continued to be converged, reflecting balanced resource allocation and unified improvement across contract areas. Focused WDC supervision and contractors’ shift to structured annual and seasonal planning have minimised ad hoc works, smoothed variability, and enable more of a corridor wide delivery model.





Contract 17085, 17086 - Whangarei Road Maintenance and Renewals Updated as of 17-04-2025



The above now excludes resurfacing and rehabs. Note April column is only showing part claim

5.3 Emergency Works Recovery Programme

Phase 3 Delivery

Investigation and option reports are being reviewed for Memorial Drive. Consultants continue to work on information that will support a direction for the Whangarei Heads slips at Reotahi and Taurikura. The site at Mania Club has moved to Phase 2 delivery – this involves councils maintenance contractor re-constructing the shoulder and re-leveling the pavement. Panel agreements have all been signed and works are being priced for construction.

Location	RP	Estimated bud	stage
Finlayson Brook Road	RP 7452 to RP 7522 (length 70 metres)	\$251,000.00	Planning
Finlayson Brook Road	RP 7529 to RP 7644 (length 115 metres)	\$1,340,000.00	Planning
Memorial Drive	RP 2247 to RP 2259 (length 12 metres)	\$1,100,000.00	Investigation
Memorial Drive	RP 2535 to RP 2550 (length 15 metres)	\$585,000.00	Investigation
Memorial Drive	RP 2599 to RP 2620 (length 20 metres)	\$1,250,000.00	Investigation
Otuhī Road	RP 4891 to RP 4961 (length 70 metres)		Monitor
Pipiwai Road North	RP 24500 to RP 24530 (length 30 metres)	\$365,000.00	Planning
Whangarei Heads Road North	RP 20673 to RP 20813 Reotahi (length 123 metres)	\$460,000.00	Planning
Whangarei Heads Road North	RP 21287 to RP 21336 Manaia (length 49 metres)	\$460,000.00	Planning
Whangarei Heads Road North	RP 21651 to RP 21796 School (length 76 metres)	\$2,300,000.00	Monitor
Whangarei Heads Road North	RP 23904 to RP 23945 Taurikura (length 39 metres)	\$460,000.00	Planning
Shoemaker	RP 4954 to RP 4987 (length 33 metres)	\$96,106.00	completed
SNOOKS RD	RP 7240 to RP 7246 (length 30 metres)	\$800,000.00	Design
WAIPU GORGE RD	RP 3741	\$92,794.00	completed
MAUNGAKARAMEA RD	RP 8312 to RP 8342 (length 30 metres)	\$777,000.00	completed
BAY VIEW RD	RP 359 to RP 389 (length 30 metres)	\$350,000.00	Construction
KAIKANUI RD	RP 10153 to RP 10188 (length 35 metres)	\$250,000.00	Construction
KARAKA RD	RP 4990 to RP 5070 (length 80 metres)	\$870,000.00	Construction
KAURI MOUNTAIN RD	RP 1677 to RP 1757 (length 80 metres)	\$725,000.00	Design
CROWS NEST ROAD	RP 6372 to RP 6422 (length 50 metres)	\$583,625.00	Design



5.4 Road Lighting

Currie Electrical welcomed back David Adams as the Contracts Manager for the road lighting contract. David has a wealth of practical experience and network knowledge having worked for Currie Electrical maintaining the lighting system and more recently with North power. We are very pleased with the continuity of service we are receiving.

5.5 Traffic Signals & Intelligent Transport Systems

- Much of the works done in April relates to assisting the Kamo Priority Lane project by way of upgrading the existing Bank St pedestrian crossing at the Whangarei Primary School. Even so normal maintenance and fault response activities continue for the entire network.
- There has been comment regarding congestion at Hospital Rd. WDC is working with NZTA to install additional detection on Hospital Rd to ensure that the system registers queues on Hospital Rd correctly. This requires a software upgrade to the intersection which is currently being procured.
- Initially we intend to install the hardware and implement as much vehicle detection as possible to assist with queue management, however full functionality is dependent on new software being installed. The initial installation is currently programmed for late April, subject to weather and resources being available.
- In the longer term NZTA is considering options to improve the operation of this intersection, but funding still needs to be obtained for that work.

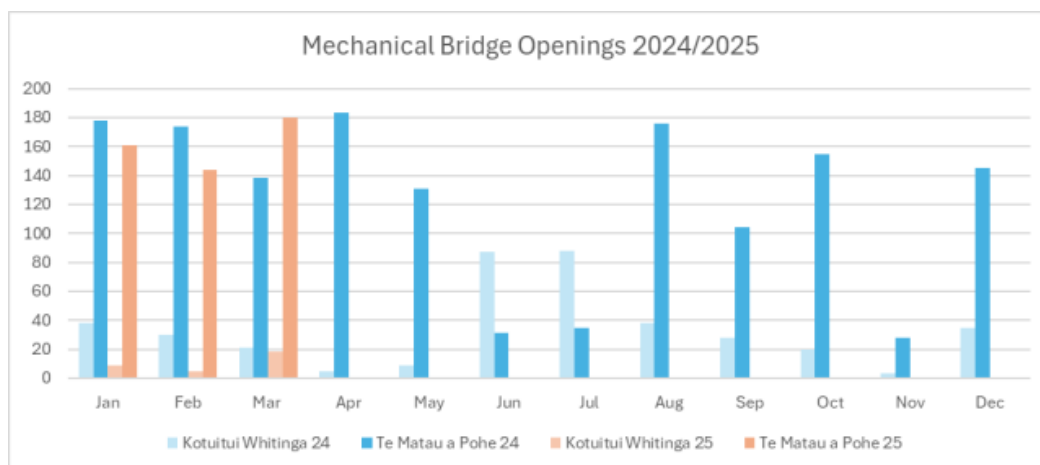
5.6 Mechanical Bridges

- Te Matau a Pohe W1 machinery pit: The structural steelwork module fabrication for the platforms is now essentially complete and installed, just need 2 additional gates picked up by the final inspection, expected completion end April.
- This platform addresses a significant fall from height hazard into the pit, and into the water when accessing the area. The lifting beams also remove the need for personnel retrieval equipment to be erected when entering the pit, which is a high hazard confined space (risk of death due to non-breathable atmosphere).
- Photos of the completed platform:





- Over the winter months we have the following maintenance works planned for Te Matau a Pohe:
- A proof lift test sequence to test the capability to lift the bascule on a single hydraulic cylinder – this is required to enable cylinders to be withdrawn for refurbishment and is expected to take approximately a day to complete.
- Replacement of the steel hydraulic pipes underneath the structure which have become corroded due to the aggressive environment they operate in.
- Staff are currently in discussion with affected parties to determine the final timing of the pipe replacement works as this will involve a bridge closure to marine traffic for a few days while works are completed.



A chart showing 2025 openings to date compared with 2024 for the mechanical bridges is shown above. This shows statistics for Feb and March. April statistics will be available next report.



5.7 Active Transport

Bike Skills Training

Bike Northland Contract 24009 – delivering Cycle Skills in school and supporting the Bikes in School's program. Bike Northland also offer adult cycle skills which are covered in the Grade 1.5/2 category:

2024/25 Whangarei District Council		
Course	Contracted	YTD
Grade 1 (beginners)	1240	1041
Grade 1.5/2/Adults	500	1070

Summary of Activities for March:

- A total of 420 students participated in Cycle Skills and other cycle activities during March 2025
 - Grade 1 – 279 students (Onerahi, Parua Bay, Portland and Tikipunga Schools)
 - Grade 2 - 105 students
 - I Have A Dream sessions after school programme total of 8 sessions
- Whangarei Intermediate School MTB Day at Kai Iwi Lakes x 2



Whangarei Intermediate School at Kai Iwi Lakes.



Grade 1 at Parua Bay School.



5.8 Road Safety

Fatal Crash Investigations

Ngunguru Road, Glenbervie 5.910km, 29 July 2023 (CSU-2023-WHG-000179)

The coroner's office opened Hearing on Papers for this fatal crash. Council provided a letter summarising action taken and planned, based on independent Fatal Crash investigation by NCC.

Road Safety Promotion activities

Council have been working with Road Safety partners to coordinate the events for Road Safety Week which is coming up May 12th to 18th. Partners include Northland Road Safety Trust, Northland Police, Hato Hone St John, Rescue Helicopter, Bike Northland, SADD, NZTA and Plunket.

The week includes:

- A school visit each day to work with the crossing patrol students and encouraging schools to run road safety week events/discussions.
 - Morningside Primary, St Francis Xavier, Onerahi Primary, and Hora Hora Primary.
- Three child restraint workshops with Plunket and NZ Police encouraging families to come get their car seats checked to ensure they are installed correctly, and for any child restraint advice. To be held in Raumanga (Bunnings carpark), Onerahi (Onerahi Police Station carpark), and Otangarei (outside Otangarei Marae).
- Design a helmet competition run by Bike Northland.
- First of this year's series of Rider Down workshops – a safety and first responder workshop for motorcyclists. This course is designed specifically for motorcyclists who ride in groups and provides valuable safety advice not only about riding but also how to respond to a rider who has come off their bike. This initiative is supported by Hato Hone St John.
- The annual road safety walks around the Town Basin loop on Friday the 16th.
- Media spotlights on local community road safety heroes.

Northland Road Safety Trust (Contract 21034) is contracted to deliver on road safety promotions activity and below is a summary of the Road Safety Promotion activities during the month.

STOP ALCOHOL IMPAIRED DRIVING (SAID)

Allocated Number March '25:	12
Attended:	8
Completed:	7
Year To Date 24-25:	60

FATIGUE STOPS AT URETITI

Dates:	Completed:	Vehicle Stopped:	Interactions:
28/03/2024	Yes	86	185
25/10/2024	Yes	82	174
13/12/2024	Yes	69	120
24/01/2025	Yes	107	221
Start Date: 07/03/2025	5 Allocated	3 Completed	24 YTD 24-25

DRIVE SMARTA

DRIVE SOBA (RECIDIVIST DRINK DRIVING)

Complete: 12/01/24-13/05/24	9 Completed
Complete 10/06/24-26/08/24	4 Completed
Complete 07/10/24-16/12/24	8 Completed
Current: 03/02/25-14/04/25	8 Current
Year to Date 24 - 25	20

CHILD RESTRAINTS (PLUNKET)


Where/When:	What:	Results:
6, 13, 20 & 27th March 2025 @ 33 King Street, Whangarei	Car seat checks, installations and advice by qualified technician.	23 families, 22 full installations, 12 technical faults being corrected, 23 general advice.
March '25 events:	Car seat education talk and car seat checks @ Te Puawai Ora Group	15 families, 5 technical faults being corrected, 6 general advice.
March '25 referrals:	Car seat education talk and car seat checks @ Te Puawai Ora Group	1 convertible seat + 2 booster.

DRUG IMPAIRED DRIVING PROGRAMME

Start Date: 12/02/2025	7	5	21
Next Course: 09/05/2025	Allocated	Completed	YTD 24-25

RIDE FOREVER MOTORCYCLE SAFETY PROGRAMME - MARCH 2025

Motorcycle Safety Programme	Participants Attended
Bronze License Programme	4 out of 4 completed
Silver License Programme	6 out of 6 completed
Gold License Programme	8 out of 8 completed
Total YTD 24-25	119 completed




SILVER FERN FARMS

Silver Fern Farms Driver Licensing Programme 2025


DARGAVILLE, KAIPARA

32 licences obtained in 2025 to date:

- 18 Full licences
- 14 Restricted licences








DESIGN YOUR OWN HELMET COMPETITION!



WIN A BIKE HELMET WITH YOUR OWN DESIGN!

Design your own helmet using the template. Winners will get their helmet design brought to life by a professional artist!

Entries close Friday 31 May 2025




WHANGAREI 2025

Northland at a glance:
Workshops held 12th and 13th March 2025

2
Volunteers



2 Workshops



4 Schools



219 Students



Schools attending: Kamo High School, Tauraroa Area School, Tikipunga High School and Pompallier College
*Please note we have confirmed further workshops in June to Whangarei Girls' High School and Otago High School and also in Kerikeri High School

Schools participating:	Students:
Kamo High School	87
Tauraroa Area School	45
Tikipunga High School	32
Pompallier College	55
Total students	219

School:	Most Impactful Session:	Reason for Choice:
Pompallier Catholic College	Crash Investigators	Talking to the brave woman who survived the crash and how one decision makes such a bit impact
Pompallier Catholic College	Crash Investigators	Very engaging and made me think about the real consequences for myself, people around me and strangers of driving fast or dangerously. I found our guest speaker's story very interesting and really hit home seeing an actual human being effected and witnessing their story firsthand, instead of just seeing a video etc.
Kamo High School	Crash Investigators	I like diving deeper into things that happened such as the crash, it was cool too hear the stories and figure out what could of happened and how to stop them happening again
Tauraroa Area School	Drive S.O.S.	I liked observing the stuff around you that you don't really look out for, I will now





Rider Down

Prevention, Scene Management & First Aid
9:30am - 2:00pm

Saturday 17th May - Bream Bay Ambulance Station, 4 Tamingi St, Ruakaka
Sunday 15th June - Kerikeri Ambulance Station, 357 Kerikeri Rd, Kerikeri

REGISTER NOW

➤



Scan the code with your camera on your phone or go to: <https://forms.office.com/r/jwCRSHf7y4B>

Learn how to save your life and fellow riders in the event of a serious crash.

For more information contact:
RoadSafetyEducation@wdc.govt.nz

RIDER DOWN FIRST AID COURSES ARE BACK AFTER POPULAR DEMAND:

 **Saturday 17th May 2025 - Bream Bay Ambulance Station, 4 Tamingi Street, Ruakaka & Sunday 15th June 2025 - Kerikeri Ambulance Station, 357 Kerikeri Road, Kerikeri.**

This workshop covers:

- Cause & Prevention of motorcycle crashes
- Scene safety
- Moving the patient (or not)
- Getting help!
- Patient assessment – breathing, bleeding, bones
- Helmet removal (or not)
- Patient positioning
- Cardiopulmonary Resuscitation (CPR)





DRIVER LICENSING PROGRAMMES - MARCH 2025					
		Passed	Active (getting Mentored)	YTD 24-25	# Of Mentors
People Potential Whangarei	Learners: Restricted/Full:	10 out of 12 N/A	N/A 12	63 34	N/A 3
Blue Light (Police):	Learners: Restricted/Full:	0 87 out of 106	60	0 499	3
Howard League	Special License Endorsements:	3 out of 3 forklift 1 out of 2 HMY	55	59	3
Ngatiwai Trust:	Learners: Restricted/Full:	2 out of 2 12 out of 12	N/A 25	56 180	N/A 2
Kamo High School:	Learners/ Restricted:	Defensive Driving Course started Feb-March 25	60 gateway students	33	2
Northern Health School:	NZQA Licensing Programme:	15 Learner Licenses	N/A	26	3



6 Contractor Performance

6.1 Maintenance & Renewals Contracts

Monthly Contractor Performance

Contract	Supplier	Performance	Comment
Road Maintenance (North)	Fulton Hogan	Exceeds Expectations	Final monthly network compliance score of 13 – Refer additional detail below.
Road Maintenance (South)	Downer	Meets Expectations	Final monthly network compliance score of 16 - Refer additional detail below.
Parking Meter Maintenance	Mobicom	Good	No issues
LHBr Hydraulics	LC Hydraulics	satisfactory	Contractor has completed W1 safety works and is moving on to hydraulics now
LHBr Electrics	McKay Electrical	Satisfactory	Contractor working electrical maintenance as expected.
LHBr Operations	Northern District Security	Good	Bridge operations are being managed well & as expected.
Streetlight Maintenance	Currie Electrical Ltd (CSLi)	Good	Improved contract engagement and coordination with the appointment of a new Contracts Manager.
Traffic Signal Maintenance	CSLi	Good	Contractor working on new works associated with T2 project and renewals

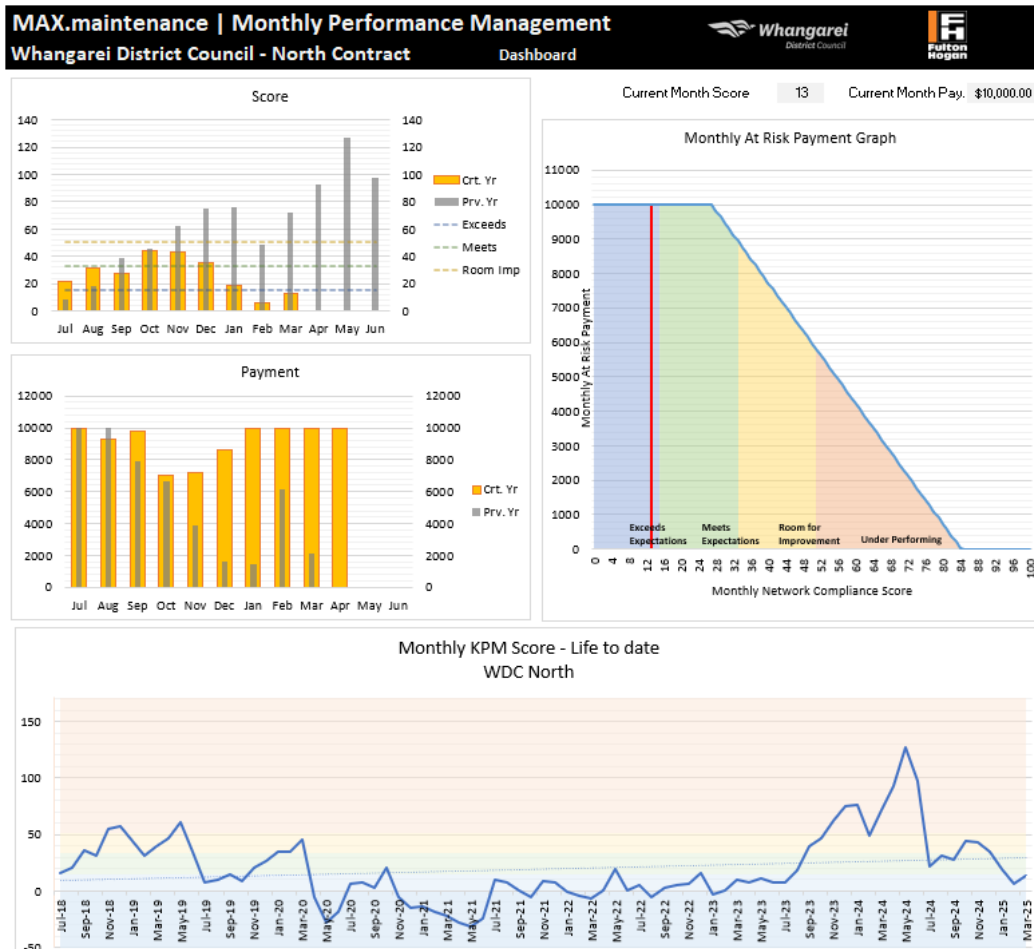
Maintenance Contract KPM overview

Both Downer and Fulton Hogan carried February's performance into March with ongoing strong performances.

Routine response times for both contracts were close to full compliance, with only a few minor jobs causing failures. These instances were primarily due to data management challenges rather than actual delivery issues. Overall, both contractors are trending positively in response time compliance and Key Performance Measure (KPM) scoring, with Downer continuing to show a clear and measurable improvement in routine response times over the past 12 months. In the North contract area, annual drainage inspections are still behind schedule; however, additional resources from their State Highway Network Outcomes Contract (SHW NOC) remain allocated to ensure targets are met by year-end.

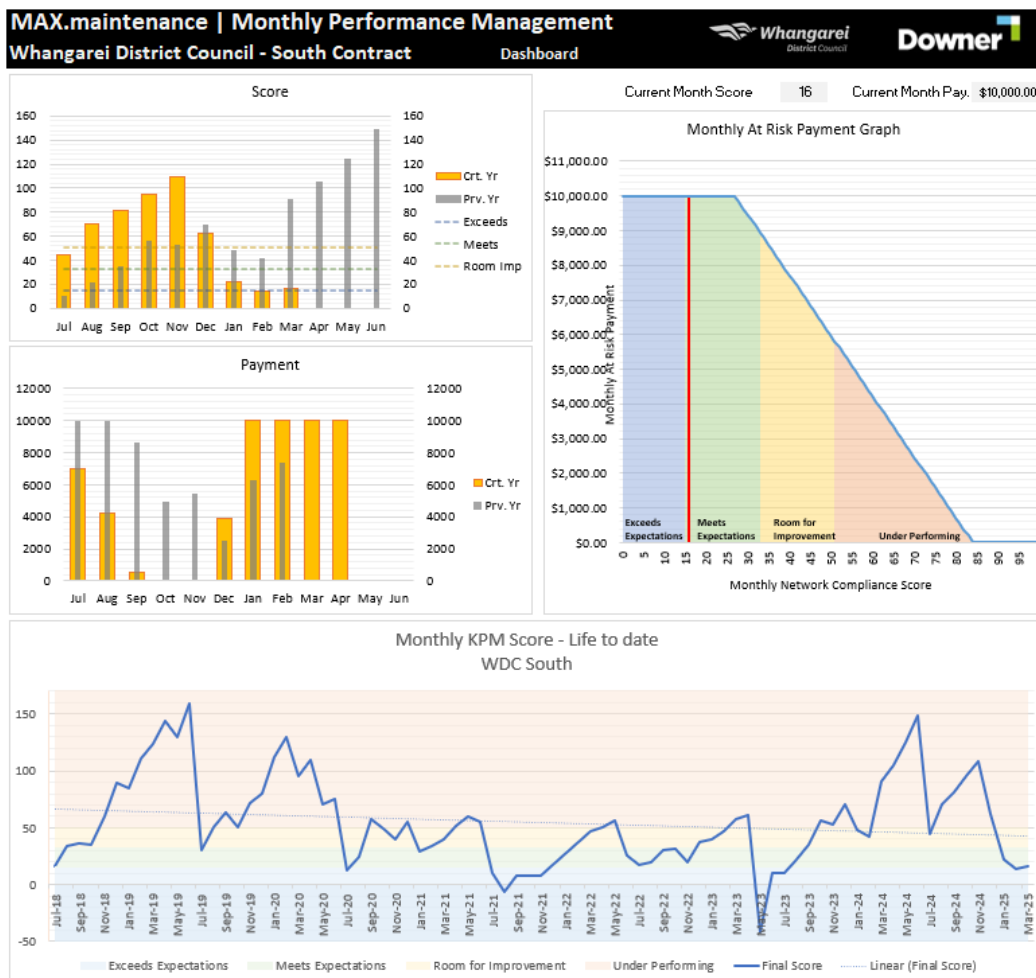
KPMs remain a key discussion point at monthly contract meetings.

Additional breakdown of any key metrics is available on request.



Overview of failed KPMs

Name	Performance Measure	Target	Result	Duration	Notes
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.	55%	37%	3	





Overview of failed KPMs

Name	Performance Measure	Target	Result	Duration	Notes
Inspection Quality - Sealed	Audit of the sealed network inspections show that the Contractor is identifying the correct maintenance need in relation to routine and ordered works.	95%	94.8%	1	
Routine Response Time C5 Roads	Routine response times are managed and attended to within the response times set. Attendance to Response Times for higher Critical 5 Roads.	95%	91.7%	1	
Routine Response Time C4 Roads	Routine response times are managed and attended to within the response times set. Attendance to Response Times for mid Critical 4 Roads.	95%	94.5%	1	



7 Significant Risks and issues

Risk event	Cause & Consequence	Controls and Mitigation
Cost increases result in reduction of maintenance and operation activities	Funding for M&O was reduced by Waka Kotahi at the start of the LTP. Cost escalations of circa 12% have further exacerbated these issues.	Reprioritise works Consider alternative investment paths – e.g., improved treatment of unsealed roads rather than unsubsidised seal extensions.
Impact of storm damage response on current programme and Business as Usual works	Up to \$10M additional repairs works on top of BAU maintenance programme and Capital delivery programme.	Reprioritise works to ensure deliverable programme. Defer works to following year.
Rose Street bus Terminal programme delays	Delays in establishing levels on site and subsequent manufacturing of steel work has resulted in a several week delay. This would push the project completion date past the funding contract agreement date. This could risk funding allocation as no funds will be paid after the contract completion date.	Staff are working with the contractor to explore how the programme completion date can be brought forward, i.e. additional resources on site. Working with Finance to understanding possible options.



8 Capital Work

Delivery against Capital Programme

Sealed pavement renewal is largely complete with approximately with 5% of programmed works remaining.

The Rose Street Bus and T2 Lane projects have a funding end date of end of June and therefore there is significant focus on completing these projects on time and budget.

The Springs Flat Project is a significant portion of the upcoming work, and the construction phases have commenced now that council approval has been granted.

Project updates

Transport Capital Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Port / Kioreroa Intersection Upgrade (CIP)	Construction	Jul-22	Jun-25	
<p>Roundabout, pedestrian crossings and Kiwirail infrastructure is complete, and a final completion certificate has been issued.</p> <p>RAG is Amber as the coordination of the software between pedestrian signals and Kiwirail signals has been further delayed by Kiwirail and is now not expected to occur until mid 2025.</p> <p>Contractor/Consultant: United Civil Construction / WSP</p>				
Waterfront to City Centre Connection (John Street)	Deliver	TBC	TBC	
<p>The Draft Concept was completed in Feb and staff are waiting for approval to present to all EM's at a Council Briefing.</p> <p>The team are working closely with our Transport Dept to ensure the design aligns with the Parking Strategy & City Centre PMP. The implementation of John Street will require an increase in the parking supply to offset any lost on street parking.</p> <p>Engagement with Council's advisory groups, hapū reps and affected businesses is on hold pending Council Briefing.</p> <p>The project is on budget but is now behind program due to the delay in presenting to all EM's.</p> <p>Consultants: Isthmus/ Flow/ Chester/ Bluewater</p>				
Ratepayer subsidised seal extensions	Design	March-25	May-26	
<p>Gray Road RP 25 – 1325 (1.3km) Investigation and design stage - Works will no longer be started this financial year due to delays in getting designs completed and works priced. Will now be tendered for construction 25/26</p> <p>McLean Road – RP 400 – 1910 (1.5km) To be delivered through FH Maintenance Contract to expedite delivery this construction season. Works underway, expected sealing date May</p>				



Transport Capital Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Ormandy Road – RP 4791-6791 (2.0km). Investigation and design stage - Consultant – Beca. Expected construction 25/26.				
Dave Culham Drive	Construction	Jan - 25	April - 25	
Works are practically complete – minor planting to be completed in early May to close out the project.				
New Footpath – Kopipi Cres Ngunguru	Design	June 25	Sept 25	
Council approved the allocation of three years funding totalling \$750k to undertake stages 1 to 3 at the March Community Development Meeting. Allowance will be made in the tender documents for tenderers to price stages 4 and 5 as separable portions. Works progressing to finalise the detailed design and tender documents.				
Future Footpaths	Investigation	TBC	TBC	
King Street Hikurangi – Investigation stage (Briefing paper being prepared to confirm funding source through EM Community Request fund preliminary estimates \$750k - \$1m) Marsh Road – Ruakaka – Investigation stage. Slako Crescent – Ruakaka – Investigation stage concept design completed Albany Road – One Tree Point – Investigation Stage Whangarei Heads Road – Waikaraka – Investigation Stage				
LCLR programme	Investigation	TBC	TBC	
Brief Title	Description			Delivery year
Mains / Cairnfield Int	Intersection improvement - remove slip lane			24/25
Footpath upgrades	<ul style="list-style-type: none">Central Ave – From SH1 to Fifth Ave 24/25Kiripaka Rd / Ngunguru Rd - Tikipunga falls area 25/26.Corks Rd – From Wairau Drive to Tiaki Rise 25/26 & 26/27Weir Cres - 26/27			24/25 -26/27
Kotata Rise safety improvement	Guard rail on the bend at the bottom of hill			25/26



Transport Capital Projects	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Whangarei Heads guard rail	Wharf road guard rail. Both sides if enough pending available budget		25/26	
Parua Bay safety improvements	Safety improvements and new footpath		25/26	
Te Maika intersection improvements	Safety improvements to reduce speed		25/26	
Whau Valley pedestrian crossing	New signal crossing at Whau Valley Primary School		25/26	
Riverside Drive Pedestrian Crossing	Relocate existing crossing to safer location		26/27	
Kamo Village signal crossing	New signalised crossing at car park entrance / grant street		26/27	
Ngunguru / Sands Road RAB	Roundabout - design only		26/27	
Ngunguru Rd safety improvements	Extent of works to be confirmed		26/27	



Transport Choices Programme

Key Progress

- Raumanga Shared Path Stage 4 lighting has commenced on site.
- The Kamo Priority Lane Section 2-line work is complete except for snags and the provision of signalised crossing is making good progress.
- Rose Street Bus Hub is underway on site.

Transport Choices Programme	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Kamo Active Modes - WHGR02	Close Out	Oct-23	Dec-24	
<p>Kamo Shared Path Stage 5 – Village Works is complete.</p> <p>Kamo Slow Streets / Clark Road is complete</p>				
Raumanga Active Modes - WHGR03	Delivery	Oct-23	May-25	
<p>Raumanga South Slow Streets project is complete.</p> <p>Raumanga Shared Path Stage 4 (lighting and minor footpath works) construction is underway.</p> <p>Raumanga Reserve playground safety links are complete.</p> <p>Cafler Park Boardwalk is complete.</p> <p>First Ave Alleyways is complete.</p>				
Public Transport - WHGR04	Construction	Oct-23	July-25	
<p>RAG Status is red due to the likelihood that Rose Street Bus Hub project will have spent going past June, which is the deadline for funding. Also seeking certainty that we can successfully hold a soft opening for Rose Street before the end of June which is a requirement from our founder.</p> <p>Kamo Priority Lane project is still at Amber status as has additional funds allocated that go beyond this current financial year and is nonetheless likely to spend all but a minor portion of project budget this financial year. Soft opening for this project is in hand.</p> <p>The Kamo Priority Lane has completed line marking for both sections with the exceptions of the snag list.</p> <p>NRC would like the lane to be live for 3 months to see that there are no adverse effects on running times and that the passenger numbers are increasing before they start a phased increase in the bus services.</p> <p>There are three other elements of the project that are underway.</p> <p>There is an ancillary concrete works package of works that is currently being priced by the market, estimated to be completed in the next 6 weeks.</p> <p>The signalised crossings work is being carried out by the ITS Maintenance Contractor and is programmed to be complete by the end of June. Some of these will replace zebra crossings which will allow traffic flow to be improved.</p> <p>The bespoke enforcement camera poles have a 12-week manufacture lead time. We are expecting them to be installed in July and for testing to be carried out over the subsequent four weeks ready to start collecting infringement data late August.</p>				



Transport Choices Programme	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
<p>These project works are being paid for via CERF and the additional 500k approved by the Council for Section 2 (Whau Valley lights to Hailes Road).</p> <p>Existing and historical travel time and occupancy rate data is available from NRC to allow a base line to be established, and any improvements monitored. Monitoring information for the lane will be collected after the NRC bus services have assumed their maximum frequency level as a result of the project, which may be by December 2025. (It is also collected continuously, and interim data is available upon request from NRC).</p> <p>Bus Shelter Upgrade - project is complete.</p> <p>Rose Street Bus Terminal Upgrade</p> <p>A-Line Construction are the main contractors - construction is progressing but is behind programme by approximately seven weeks. The team is working with the contractor to review the programme and determine how to accelerate works to reduce this delay. Noting works will not be completed prior to June. Current completion date early August.</p>				

Infrastructure Acceleration Fund

Funding for the Springs Flat project has been approved by Kainga Ora. This project is broken into three separate projects as detailed in the table below.

All projects are in design and progress to construction is dependent final approval by council.

Infrastructure Acceleration Fund Programme	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Springs Flat Roundabout & Approach Roads	Developed Design	March-25	Feb-27	
<p>The detailed design is approximately 98% complete. The conditions for the WDC and NRC consents are being worked through, and the consents should be granted in the next few weeks.</p> <p>The Infrastructure Agreement with the supermarket developer and the contract for the Stage 1 enabling works was approved at the March Infrastructure Committee meeting. Works are commencing on site to carry out permitted activities such as access tracks, fencing, some vegetation clearance and lizard management.</p> <p>The Infrastructure Agreement for the Beacondale Link developer is likely to be brought to the April Council meeting for approval.</p> <p>Two houses are being temporarily located onto residual Council owned land at the site (6 Pearce Dr) and a subdivision of this surplus land is being planned to maximise the value of the land and houses. This house removal work has been paused while the Stage 1 works are underway.</p> <p>The purchase of five properties has been completed. Another partial property purchase is being settled in April and the final partial property purchase was approved at the March Council meeting.</p> <p>Consultant: Northern Civil Consulting Engineers. Contractor: Stage 1 – DCGroup/BDX</p>				




Infrastructure Acceleration Fund Programme	Current Phase	Estimated Construction Start Date	Estimated Completion Date	RAG Status
Gillingham Road Bridge Replacement	Detailed Design	Apr-25	Feb-26	
<p>The NRC and WDC consents for the Gillingham Bridge have been granted.</p> <p>The construction contract was awarded to local contractor United Civil Construction at the March Infrastructure Committee meeting. Construction works are commencing on site.</p> <p>Consultant: WSP Contractor: United Civil Construction</p>				



Photo Wall – Transport

CON17085 Rd Mtce & Renewal Nth – Pipiwai Rd (North) Rehab	CON17086 Rd Mtce & Renewal Sth – Three Mile Bush Rehab
CON17086 Rd Mtce & Renewal Sth – Raumanga Valley Rehab	CON25002 Flyger Rd Rehab
McLean Rd Seal Extension	CON17085 Rd Mtce & Renewal Nth – Tatton Rd Rehab



	
<p>CON24045 Public Transport Improvements (City) 25/26 - Works to improve existing bus stop at High Street with a dugout repair, renewed K&C and new foot path connection and seat.</p>	

Whangarei District Council – 3rd Quarter NZTA Report

Temporary Traffic Management

Potholes

Temporary Traffic Management

View Site

2024/25

Q1 (Jul-Sep)

Costs are year to date. Site counts are for the quarter.

NLTP YTD Cost (\$000's)	\$6,904
TTM YTD Cost (\$000's)	\$1,229
TTM Cost %	18%
Confidence in TTM Cost	1 / 5
Total Site Inspections for the quarter	7
Redundant Sites for the quarter	0

Q2 (Oct-Dec)

Costs are year to date. Site counts are for the quarter.

NLTP YTD Cost (\$000's)	\$18,685
TTM YTD Cost (\$000's)	\$3,048
TTM Cost %	16%
Confidence in TTM Cost	2 / 5
Total Site Inspections for the quarter	10
Redundant Sites for the quarter	0

Q3 (Jan-Mar)

Costs are year to date. Site counts are for the quarter.

NLTP YTD Cost (\$000's)	\$35,967
TTM YTD Cost (\$000's)	\$4,388
TTM Cost %	12%
Confidence in TTM Cost	3 / 5
Total Site Inspections for the quarter	28
Redundant Sites for the quarter	0

Temporary Traffic Management

Potholes

Potholes

2024/25

No data entered
Q1 (Jul-Sep)

No data entered
Q2 (Oct-Dec)

Q3 (Jan-Mar)

No. Identified by Road Users	15
Average Time to Create Work Order	2hrs 20mins
No. Identified by RCA/Contractors	363
Confidence in % Completed in LoS Timeframe	4 / 5
Confidence in % Completed in 24hrs	4 / 5
Completed entering the Pothole results	✓

View Categories



Kaipara te Oranganui

**KAIPARA
DISTRICT**

Two Oceans Two Harbours

Kaipara District Council Briefing Agenda

Date: Wednesday, 7 May 2025
Time: 9.30 am
Location: Kaipara District Council
Mangawhai Conference Room
1C Molesworth Drive
Mangawhai

Broadcast live on the KDC
YouTube channel

Elected Members: Mayor Craig Jepson
Deputy Mayor Jonathan Larsen
Councillor Mike Howard
Councillor Gordon Lambeth
Councillor Ron Manderson
Councillor Ash Nayyar
Councillor Pera Paniora
Councillor Mark Vincent
Councillor Rachael Williams
Councillor Eryn Wilson-Collins

*For any queries regarding this meeting please contact
the Kaipara District Council on (09) 439 7059*



	Pages
1. Transportation and Emergency Works Update – May 2025	2
2. Development Contributions Policy Review update	18
3. Project Delivery Update – May 2025	80
4. Reserve Contributions (Use of) Policy	98
5. Community Assistance Policy Review	108



Transportation and Emergency Works Update – May 2025

Meeting: Council Briefing
Date of meeting: 7 May 2025
Reporting officer: Nick Bennetts, General Manager Service Delivery

Purpose | Ngā whāinga

To provide an update on the months roading and transportation activity and the emergency slip remediation work.

Discussion | Ngā kōrerorero

Downers have provided their report for March 2025 (refer **Attachment A**).

Kingston Infrastructure Ltd have provided their report for April 2025 (refer **Attachment B**).

Next steps | E whaiake nei

Elected Members note the information provided in the report.

Attachments | Ngā tapiritanga

	Title
A	Monthly Report – March 2025
B	Kaipara Emergency Works update – April 2025



Road Maintenance Services

Monthly Report - March 2025



EXECUTIVE SUMMARY

Sealed Roads - We are happy to report that we have successfully started the FY24/25 Re-Seal Program on the 10th of March 2025. We have already completed 53% of the 200 000m2 re-seal program. This equates to **approximately \$1, 2m of re-seals completed in the greater Dargaville area** (Tangowahine Valley) during March 2025.

Moir Street Rehab – Good progress has been made. We are on track to get this section of road sealed by Easter 2025!

Seal Extensions – We are happy to report that **Settlement Road** has successfully been completed! **Devich Road** – Drainage upgrades have started, with Polycom stabilization and Sealing planned by mid- April 2025. **Comes Road** design is nearly finalized with works starting late April 2025. **Black Swamp Rd** – drainage upgrades have started with Polycom Stabilization & sealing planned mid-late April 2025.

Unsealed Roads - We are coming to the end of the dry season and plan to increase works across the Unsealed Network. A large program of metal pavement strengthening is planned from mid-April, May & June 2025. During March 2025, we carried out 37,5km of Shape Correction across the unsealed network. 268 potholes were repaired and 1860m3 of metal was imported for unsealed road pavement strengthening.

Slips – On the 24th of October 2024 Downer was engaged to obtain pricing and remedial options for the repair several slips left over from the previous Contract (ex-cyclone Gabriel). To date, we have completed 12 Slips and are working hard to get the next estimates and options approved for construction. A positive meeting was held on the 20th of Mar 2025 between the NZTA & KDC to fast track the approval process. Some of the more complexed Slips are subject to time constraints that need Detailed Geotechnical Investigation, Designs and Land consent requirements. (Some Slips are also being delivered through the GETS & KDC)

Drainage works – We continue to focus on clearing culvert ends and reinstating water tables. We have also managed to upgrade Drainage infrastructure on Settlement, Devich & Black Swamp Road.

Victoria Street Rehab - which was brought forward from the FY25/26 program to this FY24/25. We are expecting the final Design by the end of April 2024, with physical works starting in May 2025.

Nga Mihi,
Deon Van Rooyen

Mar-25	
Unsealed Roads Graded (kms)/including shape corrections	37.573
Unsealed Potholes Repaired (no.)	268
Unsealed Roads - metal improvements (m3)	1860.67
Sealed Roads potholes repaired (no)	38
Signs reinstated (no)	128
Dangerous Trees removed (no)	5
Emergency call outs responded to (no)	3
Slips Cleared	0
Sealed Roads re-sealed (m2)	107232.7
Preseal Patches (STAB, D/O, M&F) - m2	750.00
Maintenance Patches (STAB, D/O, M&F)	0
Drainage - water tabling (m)	2820
Culvert ends cleared (no)	24
New Stormwater Culverts installed (m)	90.5
Slips Repaired	2
Kerb & Channel Replaced (m)	46




Re-Seal Program well underway in the Dargaville area.



HEALTH & SAFETY

- No Major HSE incident reported during the month of March 2025.
- 1 x near miss reported for the month (please read info below)
- Please refer to the insert report below, for near misses reported during the month.
- 4 HSE Weekly Hot Topic HSE Toolbox held with all Staff Members each Monday morning at 07h15am.
- Monthly HSE Representative meeting.
- 12 Safety Behavioral Conversation held during the month (SBC's)
- 12 x Critical risk Observations held during the month (CCI's)
- External HSE audits conducted by KDC – on audit which was found to be satisfactory.
- Additional Information has been uploaded to the MS Team Site.





Transport & Infrastructure

W/C 24.03.2025
No.082

T&I Hot Topics Toolbox

This week

- HiPo Learning overview
- Overhead Services Guide
- Banned items register



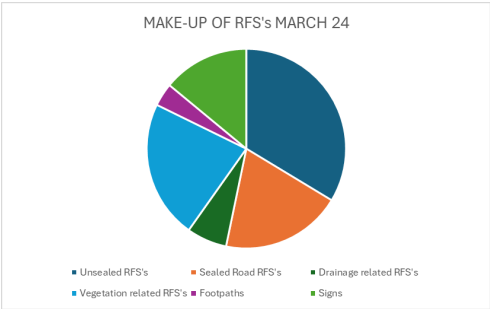
Council Monthly Contractor Health and Safety Report - HS015
Mar 2025.

Name of Contracting Company:		Downer NZ							
Date	Type of Incident	Description	Actions taken	Nature of injury	Body part affected	Location of incident	Open / Closed	Action Held By	Controls in place
26/03/2025	Incident - Near miss	Sub-Contractor (Parata) STMS, whilst backing-up a TTM vehicle into a drive way, the truck clipped one of Dwoner Ute's parked on site, causing minor damage to the Downer vehicle	Parata Employee sent for a D&A test and event report filled out. (Test results came back negative). Disciplinary taken with STMS by Parata	No Injury	Not Applicable	Devich Road	closed	Downer NZ	findings shared with Crews and toolbox held



CUSTOMER REQUESTS & FEEDBACK

- At the start of the new Contract in July 2024, we were averaging 200 RFS's per month.
 - Gradually the RFS numbers have declined. Currently we are averaging just over 100 RFS's per month.(please refer to the graph in the bottom right of this page)
 - Dec 24 & Jan 25 did see a decline (possibly due to many people being on holiday)
- During the month of March 2025, we received 107 number request for services from our Customers. (reported up to the 25th of March 2025), of which most of these relate to the Unsealed and Sealed road network. (refer to the top RHS of this page)
- Excellent Customer feedback** was received during the month, with no fewer than 6 written thank-you recognition from our Customers.



RFS

REQUEST FOR SERVICES (reported up to 23rd day of the month)	
Total RFS recived from 24 th of last month to 23rd of this month	107
This is made up of:	
Unsealed RFS's	36
Sealed Road RFS's	21
Drainage related RFS's	7
Vegetation related RFS's	24
Footpaths	4
Signs	15

From: Rena Kivikivi <triller.court@hotmail.com>
Sent: Thursday, 27 February 2025 6:10 am
To: KDCRoading <KDCRoading@downer.co.nz>
Subject: Re: Service Request 2500794 - Tangowahine Settlement East Rd

[External Email] This email was sent from outside the organisation – be cautious, particularly with links and attachments.

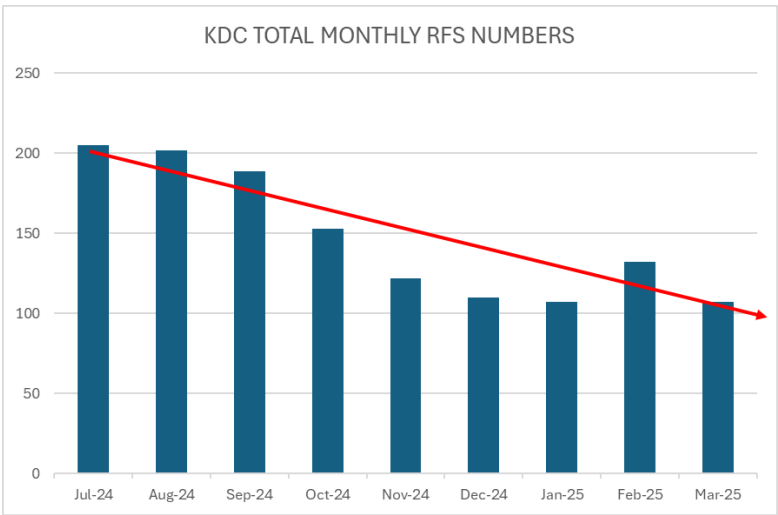
Thankyou so much for following up on the above request which had been dealt with and completed. We really appreciate the service. A job well done! Please convey our thanks and appreciation to all involved.

From: Diane Pulham <dianegale1060@hotmail.co.nz>
Sent: Saturday, 1 March 2025 1:51 pm
To: KDCRoading <KDCRoading@downer.co.nz>
Subject: Fw: Service Request2411149 Ranfurly st

[External Email] This email was sent from outside the organisation – be cautious, particularly with links and attachments.

Caroline, Thank you so much having the roading dept contact me and - sorting the problem so promptly - It has made the foot path a lot safer - (The KDC have been passing this problem from one to another for the last five years) Once again Thanks for the great service it was great to talk face to face about it. Kind Regards Derek Pulham. and Thanks to Roding department..

- Response times were met** this month to attend to RFS & Emergency callouts.
- A new set of KPI's are being finalized, which will take effect from the 1st of July 2025.



SEALED MAINTENANCE & SEALED RENEWAL ACTIVITIES

Pre-reseal repairs for the 2024/25 have been completed. Re-seal designs using emulsion have been completed.

Re-Seal works started on the 10th of March 2025. To date, we have already completed 53% = 107 232 m² (approximately \$1,2m of re-seals in March 2025 in the greater Dargaville area.)

Key challenges include:

- Waterproofing of the network appears to be a real issue due to the back log from the previous Contract (deferred sites)
- There are significant other general maintenance repairs needed across the network, which are being prioritized in next years FWP.

Key work undertaken on the sealed network includes:

- 100% of the pre-seals needed to re-seal 24/25 Sites, have been completed.
- All Designs for emulsion re-seals have been completed.
- 750m² of Stabilized patches completed.
- Re-Seal works started on the 10th of March 2025, and 53% completed (107 232m² completed out of the 200 000m² planned).
- Settlement Road Sealing completed.
- Devich Road sealing planned mid- April 2025.
- Black Swamp Sealing is planned late April 2025.
- Moir Street Sealing is planned by 18 April 2025.

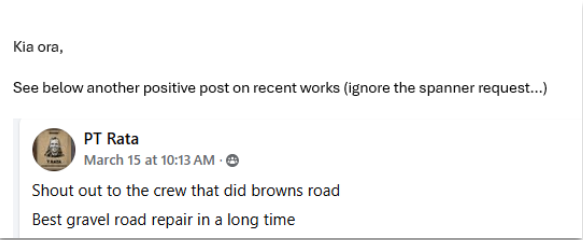


Re-Seal activities well underway in Tangowahine Valley (North of Dargaville)



UNSEALED MAINTENANCE ACTIVITES

March 2025 brings us to the end of the dry season. We look forward to getting stuck into the metal strengthening program over the remaining 3 months of this FY 24/25. During the month we have received **great feedback** from our Customers. (examples below)



- During the month, we focused on shape corrections and managed to shape correct 37,5km of unsealed roads.
- 1860m3 of metal strengthening was completed
- 268 number potholes were filled.

Upcoming Unsealed Rd Programmed works:

UNSEALED ROADS METALLING PROGRAM (Apr-Jun 25)

APRIL 2025.	m3 Metal Programmed	MAY 2025.	m3 Metal Programmed
ROAD NAME: Kirikopuni Valley Rd	360	ROAD NAME: Katui Rd	170
ROAD NAME: Lawrence Rd (Valley Rd End)	280	ROAD NAME: Mangatu Rd	740
ROAD NAME: Curnow Rd	420	ROAD NAME: Redhill Rd	470
ROAD NAME: Ford Rd (SH to First Bridge)	40		
ROAD NAME: Hilltop Rd	90		
ROAD NAME: Pakeho Rd	18		
ROAD NAME: Pasley Rd	100		
ROAD NAME: Pukehuia Rd	430		
ROAD NAME: Waihue Rd	529		

Settlement Road – March 2025(right)



Brown Road shape correction (left)

DRAINAGE MAINTENANCE ACTIVITIES

We received 7 number RFS's related to Drainage during March 2025. We are expecting this number to steadily increase as we enter the winter season.

- We continued to focus on clearing inlet and outlet stormwater culvert ends, with 24 number culvert ends cleared during March 2025.
- Water tabling – 2820m reinstated during the month.
- 90m on new Culverts installed.

Below a list of roads where drainage maintenance was carried out:

Avoa Rd, Avoca South Rd, Driver Rd, Tangowahine Settlement Rd, Walker Terrace, Maropui Rd, Devich Rd, Bagnal Rd, Paradise Rd, Pukehuia Rd, Omana Rd, Roberts West Rd, Black Swamp,



Water tabling on Avoca East Rd



Water tabling on Omana Road

Upcoming Programmed Drainage Works

DRAINAGE PROGRAM (water tabling, Culvert clearting, flushing & headwalls)		
APRIL 2025 DRAINAGE SITES	MAY 2025 DRAINAGE SITES	JUNE 2025 DRAINAGE SITES
Waikara Rd	Marlborough Road	Gibbons Rd
Sommerville Rd	Scotty's Camp Road	Baldrock Rd
Paerata Road	Katui Road	Pukenui Road
Bull Road	Mangatu Rd	Valley Rd



Stormwater renewals- Devich Rd

OTHER MAINTENANCE & RENEWAL ACTIVITIES

Slips - Introduction:

On the 24th of October 2024 Downer was requested by KDC to look at cost effective remedial options to repair Slips through the Road Maintenance Contract. These mainly relate to the minor slips left over by Cyclone Gabriel in 2023.

The majority of the Slips are, however, subject to time constraints due to either requiring land consents, detailed geotechnical investigations or complex Designs. Some Slips are being delivered through GETS /KDC.

Slips - completed

- Mahuta Gap RP 1419 - **completed**
- Glinks Rd RP1050 – **completed**
- Whakapirau Rd RP 8150 - **completed**
- Avoca North Rd- RP 200, RP 600, RP 3800 – **completed**
- Murray Rd – RP 1650 – **completed**
- Heatly Rd – RP1584 – **completed**
- Murray Rd RP 2600 & 3360 – **completed**
- Acadia Rd- RP 2050 – **completed**
- Bull Road R 2330 – **completed**

Slips in Progress

- Whakapirau Rd, RP 7562, RP 7,680, RP 10,000- works planned to start May 2025
- Tangowahine Valley Rd – RP 4586 starting mid-April 2025
- Bickerstaffe Rd RP 7655 – starting mid-April 2025
- Mason Rd – RP 2086 – starting mid-April 2025
- Pouto Rd RP 56 959– Design completed, being priced, works to start in May 2025
- Houto Rd RP 2270 – being priced at present, planned to start end April 2025.
- Mangarata Block Rd RP 2360 – currently being priced – planned May 2025
- Girls High School Rd RP 1010 – currently being priced – planned May 2025

Seal extension

- Settlement Rd sealing has been **completed**.
- Devich Road. Enabling works planned from the 10th of March 2025. Stabilization & Sealing are planned for early April 2025.
- Comes Road- First section completed. Second Seal Extension section under Design. TBC, pending final design.

Rehabs:

- Whakapirau Rd- works fully completed including road markings.
- Moir St – works started 17 February 2025 and progressing well. Seal Planned to be completed by 18 April 2025
- Victoria St – Test pits completed. Designs are still in progress. Works planned from May-June 2025.



Acadia Road - Slip Repaired



FORWARD WORKS PROGRAMMES

KDC FY 24/25 HIGH LEVEL PROGRAM OUTLOOK

Activity / Description of works	Start	End Date	Status	Mar-25					Apr-25				May-25					Jun-25			
				1-Mar-25	8-Mar-25	15-Mar-25	22-Mar-25	29-Mar-25	5-Apr-25	12-Apr-25	19-Apr-25	26-Apr-25	3-May-25	10-May-25	17-May-25	24-May-25	31-May-25	7-Jun-25	14-Jun-25	21-Jun-25	28-Jun-25
RE-SEAL PRGORAM FY 24/25:																					
RE-SEAL PROGRAM FY 24/25 ENABLING WORKS	Oct-24	Feb-25	completed																		
SEALING 200 000m2 FY 24/25 Program	Mar-25	Apr-25	started																		
REHABS:																					
MOIR STREET REHAB																					
Drainage upgrades	Feb-25	Mar-25	completed																		
Pavement	Mar-25	Apr-25	started																		
Sealing Stage 1	Mar-25	Apr-25																			
Sealing Stage 2	Apr-25	Apr-25																			
Finsishing/landscaping																					
VICTORIA STREET REHAB																					
Test Pits /Investigation	Feb-25	Mar-25	completed																		
Design	Mar-25	Apr-25	started																		
Drainage works	May-25	May-25																			
Stabilization & Seal	May-25	Jun-25																			
SEAL EXTENSIONS:																					
SETTLEMENT RD SEAL EXTENSION	Dec-24	Mar-25	completed																		
DEVICH RD SEAL EXTENSION	Jan-25	Mar-25	started																		
DRAINAGE UPGRADES	Mar-25	Mar-25	started																		
POLYCOM STABILIZATION	Apr-25	Apr-25																			
SEALING DEVICH RD	Apr-25	Apr-25																			
BLACK SWAMP RD - SEAL EXTENSION																					
DRAINAGE UPGRADES	Mar-25	Apr-25																			
POLYCOM STABILIZATION	Apr-25	Apr-25																			
SEALING BLACK SWAMP	Apr-25	Apr-25																			
CAMES ROAD SEAL EXTENSION																					
New Design & Re-pricing	Mar-25	Mar-25	started																		
Earthworks	Apr-25	Apr-25																			
Pavment & Sealing	May-25	May-25																			



FORWARD WORKS PROGRAMMES

The following is a summary of the key activities, estimated dates and target resources.

Activity	Estimate Timeframe	Planned Resources	Comments
Rehabilitations Projects (Pavement Renewals) <ul style="list-style-type: none"> Whakapirau Road Moir Street Victoria Street 	Completed Jan 2025 Start 17 Feb 25 May/June 2025	Downer & Harrisons Downer TBC	Fully completed including line markings. Progressing well ahead of schedule. Sealing is planned to be completed by 18 Apr. Test pits & lab tests - completed. Design still in progress.
Reseals (Surfacing Renewals) <ul style="list-style-type: none"> Pre-reseal Repairs Reseal Programme – 200,000 m2 Cames Road Repairs & Cape Seal 	Complete Feb 25 10-30 April 25 Dec 25 – Apr 25	Downer & Harrisons Downer Downer & Harrisons	Pre-reseal Repairs are 100% complete. Re-Seals started on the 10 th of March 2025 and 53% complete. First Coat seal has been completed. Cape Seal targeted for May 2025.
Unsubsidised Construction Projects <ul style="list-style-type: none"> Cames Road Seal Widening Cames Road Seal Extension Settlement Road Seal Extension Devich Road Seal Extension Blackswamp Road Seal Extension 	completed May 25- Jun 25 Dec 25 – Apr 25 Mar 25 –Apr 25 Apr 25 – Apr 25	Downer & Cullens TBC Downer Downer Downer	Works completed Re-Designed for Option 2. Currently being re-priced based on new Design. Completed. Enabling works completed. Polycom Stabilization & Sealing - mid Apr 25 Enabling works started. Stabilization & sealing planned late Apr 25.

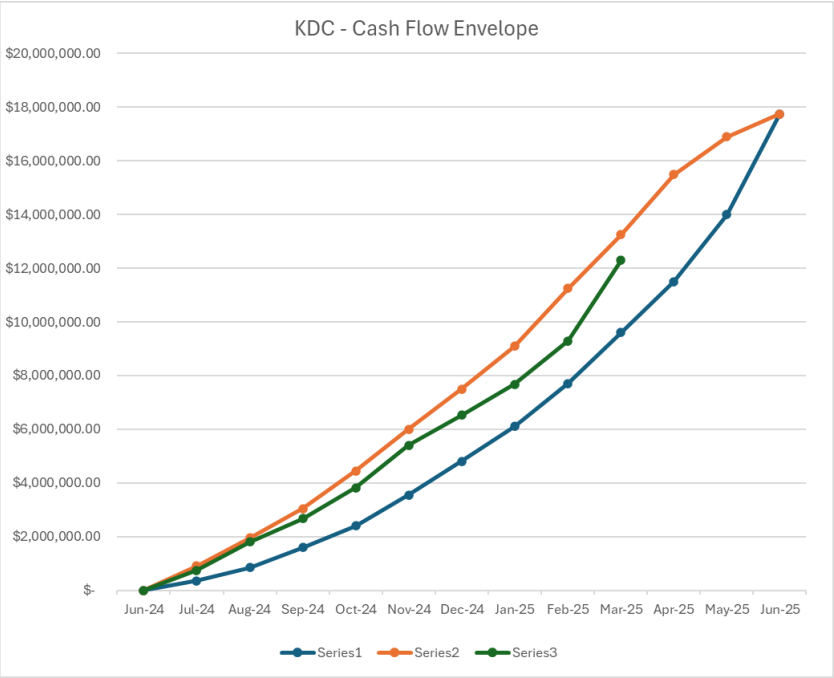


FORWARD WORKS PROGRAMMES

Activity	Estimate Timeframe	Planned Resources	Comments
Unsealed Road Projects (Renewals & Maintenance) <ul style="list-style-type: none"> Aggregate Overlays Grading Programme Unsealed Road Strengthening 	Apr – Jun 25 On-going Apr-Jun Apr – Jun 25	Downer Downer Downer – Kevin Reid	Planned for Autumn when pavements have more moisture in them Continue monthly as required – main work in Autumn into Winter Planned for Autumn. Programme confirmed and uploaded to RAMM
Drainage Projects (Renewals & Maintenance) <ul style="list-style-type: none"> Culvert ends clearing (ongoing) Culvert Renewals – Devich Rd Culvert Renewals - Black Swamp Rd 	On going Completed Mar-Apr 2025	Downer Downer Downer	
Slip Repairs in progress. Whakapirau Rd, RP 7562, RP 7,680, RP 10,000 Tangowahine Valley Rd – RP 4586 starting mid-April 2025 Bickerstaffe Rd RP 7655 – starting mid-April 2025 Mason Rd – RP 2086 – starting mid-April 2025 Pouto Rd RP 56 959– Design completed, being priced, works to start in May 2025 Houto Rd RP 2270 – currently being priced, planned to start end April 2025. Managrata Block Rd RP 2360 – currently being priced – planned May 2025 Girls High School Rd RP 1010 – currently being priced – planned May 2025	May-Jun 2025 May 2025 Apr 25-May 25 Apr 25-May 25 May 25-Jun 25 May 2025 May 2025 May 2025	Harrisons Harrisons Parata Asset Construction TBC TBC TBC TBC	Approval received to proceed Approval received to proceed Approval received to proceed Approval received to proceed Being priced for approval Being priced for approval Being priced for approval Being priced for approval



FINANCE & COMMERCIAL



Indicative Budget for FY 24/25
Lower & Upper Limit forecast (envelope)
Total to Date spend to end of March 2025 = \$12,286 196* (incl. forecast for Mar 25)

Month	Month Only	Total To Date
Jul-24	\$ 741,058.29	\$ 741,058.29
Aug-24	\$ 1,056,007.41	\$ 1,797,065.70
Sep-24	\$ 866,243.29	\$ 2,663,308.99
Oct-24	\$ 1,153,974.28	\$ 3,817,283.27
Nov-24	\$ 1,588,066.09	\$ 5,405,349.36
Dec-24	\$ 1,112,513.33	\$ 6,517,862.69
Jan-25	\$ 1,156,328.00	\$ 7,674,190.69
Feb-25	\$ 1,612,006.00	\$ 9,286,196.69
Mar-25	\$ 3,000,000.00	\$ 12,286,196.69

Forecast

A key component of this contract is to support the local economy and local businesses by using local suppliers and subcontractors. A Local Spend Target of 30% has been set.

During the Tender and Procurement Stage the Local Suppliers had their opportunity to submit their prices to KDC of which nine Local Suppliers were pre-approved through KDC procurement process. This included a set of rates approved by KDC.

We are still on target to achieve the 30% target, however being challenged by serval Local Contractors being too busy with outside works, (example- wind farm works) or Contractors not providing value for money to our Customers. The following Local Contractors have been included to meet the requirements of our Program.

- Parata Contractors
- BSG Civils
- Masons



Attachment B

Kaipara Slips (Emergency Works) update 22 April 2025

As noted in the March project update, after the discussion with NZTA 20 March 2025, it was agreed Council should prioritise slip repairs (not focus on what was previously Phase 3 definition) within the approved \$15m budget to provide resilience slips through to 30 June 2025.

This means remaining slip repairs are being delivered under three work streams.

- 1) Straight forward projects via individual site pricing obtained under Councils Road Maintenance Contract (Contract 1033) using a combination of smaller suppliers. These sites involve solutions such as H-pile walls (below \$100k) or “shear-keys” that used or bettered the tendered rates for pavement rehabs. This aligns with how Council is delivering the significant pavement renewals such as Moir Street Mangawhai, or unsubsidised seal extensions on Devich Road, Cames Road and Settlement Road.

Sites with approved suppliers engaged include:

- Mason Road RP2086 – reinforced soil slope
- Bickerstaff Road RP7655 – shear key
- Whakapirau RP7562 & RP7680 – H pile wall from Brynderwyn stockpile
- Tangowahine Valley Road RP4586 – counterfort drain and reinforced soil slope
- Pouto Road RP56959 – minor realignment
- Pahi Road RP2708 – shear key

- 2) Medium complexity sites via a two stage Registration of Interest (ROI) then invited pricing. Houto Road RP2270 will be replaced with Pahi Road RP4036

#	Site & Location	Proposed Repair Solution
1	Houto Rd RP2270 & RP2800/2880	Road Realignment
2	Pouto Rd RP56959	Road Realignment
3	Pouto Rd RP40944	RSS & Shearkey
4	Pukehuia Rd RP15773	Timber Pole Wall
5	Bickerstaffe Rd RP4591	RSS & Timber Pole Wall
6	Bickerstaffe Rd RP6150	RSS & Timber Pole Wall
7	Tangowahine Valley Rd RP13670	MSE Wall & Micropiles
8	Lawrence Rd RP1600	RSS & Timber Pole Wall
9	Whakapirau Rd RP7860 & RP7980	Road Realignment

Attachment B

- 3) Sites that have completed designs and are high priority to complete before 30 June will be tendered on the Government Electronic Tender Service (GETS). Emergency Works Panel members could tender on these, as could any of the local suppliers.

The four GETS tenders closed 22 April 2025 covering:

- Colville Road RP140 and RP210 – Pole walls and reinforced soil slopes
- Golden Stairs Road RP4824 – Pole wall and reinforced soil slope
- Tinopai Road RP16190 – Road realignment and new sealed pavement
- Bickerstaff Road RP9200 – Road realignment

NZTA had a follow-up meeting on 10 April, confirming Council's actions would align with their funding rules subject to documenting the procurement processes discussed, which has been submitted to staff for signoff.

As part of the Registration of Interest (ROI) document and the GETS tendering processes, we are requiring contractors to indicate confidence and capacity in completing allocated jobs by 30 June. Hence still forecasting \$8m expenditure subject to no delays with land entry approvals and negotiations.

Blair King

Slips and Resilience Programme Lead

Kaipara District Council – 3rd Quarter NZTA Report

Temporary Traffic Management

Potholes

Temporary Traffic Management

V

2024/25

Q1 (Jul-Sep)

Costs are year to date. Site counts are for the quarter.

NLTP YTD Cost (\$000's)	\$1,844
TTM YTD Cost (\$000's)	\$440
TTM Cost %	24%
Confidence in TTM Cost	3 / 5
Total Site Inspections for the quarter	16
Redundant Sites for the quarter	0

Q2 (Oct-Dec)

Costs are year to date. Site counts are for the quarter.

NLTP YTD Cost (\$000's)	\$7,985
TTM YTD Cost (\$000's)	\$944
TTM Cost %	12%
Confidence in TTM Cost	3 / 5
Total Site Inspections for the quarter	33
Redundant Sites for the quarter	0

Q3 (Jan-Mar)

Costs are year to date. Site counts are for the quarter.

NLTP YTD Cost (\$000's)	\$13,489
TTM YTD Cost (\$000's)	\$1,260
TTM Cost %	9%
Confidence in TTM Cost	3 / 5
Total Site Inspections for the quarter	41
Redundant Sites for the quarter	0

Temporary Traffic Management

Potholes

Potholes

2024/25

No data entered
Q1 (Jul-Sep)

No data entered
Q2 (Oct-Dec)

Q3 (Jan-Mar)

No. Identified by Road Users	6
Average Time to Create Work Order	6hrs 17mins
No. Identified by RCA/Contractors	480
Confidence in % Completed in LoS Timeframe	3 / 5
Confidence in % Completed in 24hrs	3 / 5
Completed entering the Pothole results	✓

View Categories

FNDC Transport Update May 2025

- Network Improvement Plan
- Emergency Works Programme & Resilience Programme
- Bridge Programme
- Reseal and Rehab Programme
- Maintenance and Operations





Emergency Works Programme

Delivery Programme confirmed

- Construction Panel Procurement
 - Evaluations completed
 - Confirmed panel members and work packages with approval by Council February 2025
 - Recruitment of internal staff for programme delivery completed
- Professional Services Procurement continues in smaller packages
 - Timing to support delivery program
 - Ensure construction panel has consistent pipeline
- Council website Slip Map reflecting program

Emergency Works Programme Phase 3



West Coast Rd Construction

Planning	Investigation	Design	Construction Ready	Construction underway	Construction complete
Church Rd	Waikare Rd	Monument Rd	Duncan Rd	Ngapipito Rd	Whangae Rd
Fisher - Riley Rd	Waikare Rd	Giles Rd	Duncan Rd	West Coast Rd Pangaru	Matawai Maromaku Rd
Iwitaia Rd	Waikare Rd	Mangamuka Rd (4535)	Whangae Rd	West Coast Rd Motuti	Fryer Rd
Larmer Rd		School Rd	Honeymoon Valley Rd		Duncan Rd
Mangamuka Rd (4535)		Smith Rd	Whangape Rd		
Paponga Rd		Wainui Rd	Wainui Rd		
Paranui Rd		Broadwood Rd	Wainui - Matauri Bay Rd		
Smith Rd		Wainui Rd	Pawarenga Rd		
Te Rore Rd			Kaitaia - Awaroa Rd		
Waiare Rd (28047)			Kaitaia - Awaroa Rd		
Waiare Rd (28085)			Mangamuka Rd		
Waterfront Rd					

Motuti Project Flyover



Bridge Programme

Construction Complete –

- Hihi Bridge 06

Construction Underway–

- Foreshore Rd Footbridge

Investigation Underway-

- Broadwood Rd H16 & H18
- Hupara Rd
- Iwitaia Rd H27 & H30
- Fisher – Riley Rd
- Hihi Bridge 06



Hihi Bridge Completed

	Task Name	Total Cost	Qtr 3, 2024				Qtr 4, 2024				Qtr 1, 2025				Qtr 2, 2025				Qtr 3, 2025				Qtr 4, 2025				Qtr 1, 2026				Qtr 2, 2026				Qtr 3, 2026				Qtr 4, 2026				Qtr 1, 2027				Qtr 2, 2027			
			Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun											
303	▾ Bridge Renewals (\$9M)	\$9,110,000.00																																																
304	▸ Hihi Bridge 07	\$1,200,000.00																																																
307	▸ Hihi Bridge 06 (unconfirmed)	\$0.00																																																
312	▸ Foreshore Road B07 Footbridge	\$410,000.00																																																
317	▸ Broadwood Road H16	\$440,000.00																																																
322	▸ Broadwood Road H18	\$440,000.00																																																
327	▸ Hupara Road T06	\$330,000.00																																																
332	▸ Iwitaia Road H27	\$440,000.00																																																
337	▸ Iwitaia Road H30	\$440,000.00																																																
342	▸ Fisher-Riley Road E63	\$410,000.00																																																
347	▸ Bridge Resilience Yr 2 & 3	\$5,000,000.00																																																

Programming completed for Year 1 only.



7FNDC Road Maintenance / Renewals Programme

Far North District

February-March 2025

Planned
2024-25

Activity	Programmed	Completed to Date	Percentage Complete	Comment
Resurfacing	78 km	44.8 km	58%	On program
Pre-Reseal Repairs	43,631 m²	43,115 m²	99%	On program
Rehabilitation	7.1 km	3.6 km	50%	Further 2km under construction
Culvert Cleaning (P1&P2)	2525	2443	97%	On program
Water Table Clean	100 km	75 km	75%	On program
Sealed Road Dig Out	12,966 m²	8285 m²	64%	On program
Unsealed Rd Rehab	62.1 km	42.8 km	69%	On program
Maintenance Aggregate	66,395 m³	50,525 m³	76%	On program
Seal Extension	3.43 km	1.5 km	44%	On program. West Coast Rd is well underway, clearing and drainage work completed and pavement under construction.



Road Maintenance Update

- **Culverts** – all P1 now cleaned RFS and P2 underway -1500 total cleaned
- **Water tables 71km** cleaned 3 year program being developed. Year 1 on program
- **Preseal repairs** now 75% complete – on program
- **Rehabilitation** – sites selected designs delivered by contractors
- **Seal Extension-** program underway
- **3 year Dig out Program** year 1 being finalised work commenced January
- **RAMM audit** complete
- **Dust control** program finalised and underway– Otta seal trial 2 x 500m sites completed December 2024 now monitoring – performing well
- **Inspection** regime changed to audit network condition not inspect inspector
- **Quarry project** – Identify FNDC quarries and investigate reopening Stage 1 data search for previous reports
- **Line marking** – full north remark programmed partial south – considering thermoplastic for specific locations
- SP4 in place 1 July 2025
- New Contracts being prepared to commence July 2026

New Maintenance Contracts

Separable Portion 4 Approved by Council March 2025 for 1 July 2025 start

New Contracts

Program

Phase 1 – stakeholder interaction / working group – Complete 20 Dec 2024

Phase 2 – Contract development – Complete July 2025

Phase 3 – Procurement – Contracts awarded February 2026

Contract start date - Incumbent - April 2026

New contractor – 1 July 2026

Move to find and fix trial using cyclical maintenance patrols to begin 1 April and integrated into SP4

Maintenance Contract Development 3 Phases



TITLE: NZTA Waka Kotahi Update for Te Tai Tokerau

From: Steve Mutton, NZTA - Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 29 May 2025

Whakarāpopototanga / Executive summary

The report will be taken as read. Steve Mutton will provide a verbal update on the main points

Ngā mahi tūtohutia / Recommendation

That the report 'NZTA Waka Kotahi Update for Te Tai Tokerau' by Steve Mutton, NZTA - Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau and dated 15 April 2025, be received.

Background/Tuhinga

NZ Transport Agency will provide a report to the Regional Transport Committee on their Northland activities.

Attachments/Ngā tapirihanga

Attachment 1: NZTA Waka Kotahi Update [↓](#) 

Regional Transport Committee

NZTA Update for Northland

June 2025



Te Kāwanatanga o Aotearoa
New Zealand Government

Northland focus

NZ Transport Agency

Maintenance and Operations

- We've completed our biggest season yet for Northland, successfully delivering the first year of a major road rebuild programme under the 2024-2027 NLTP period.
- Over the season (Sep 2024 – May 2025) we've renewed approx. 204 lane km of state highway – including about 26 lane km rebuilt, 18.52 lane km resurfaced and 159 lane km resealed (including skid resistance improvements).
- Drainage improvements continue to the end of June 2025. This included upgrades alongside rebuild sites to help extend the life of new road surfaces.
- April brought heavy rain across the region. Our contractors were out in challenging conditions responding quickly to slips, fallen trees and surface flooding, while keeping major road rebuild projects moving where possible.
- Winter work will focus on essential maintenance like unblocking drains, clearing vegetation, and patching potholes to keep roads safe and open. Our aim is to keep roads in the best state possible until the proper remedial work can begin again in the spring.
- Planning is underway for next season with a similar volume of work expected and a focus on carefully prioritising roads of greatest need, and any deferred maintenance.

NZ Transport Agency



Northland Corridor

Roads of National Significance (RoNS)

Progress updates

Ara Tūhono - Warkworth to Te Hana

- Site investigations continue
- Expressions of Interest (EOI) have closed and evaluation is underway
- Requests for a Proposal (RFP) will open mid 2025
- Preferred bidder will be selected early 2026
- Construction is expected to start late 2026

Te Hana to Port Marsden Highway and Port Marsden Highway to Whangārei

- Letters have been sent to potentially affected landowners in the emerging preferred corridor. We expect these to arrive by mid-June.
- Public drop-in sessions will be held between mid-June and July
- The Investment Case will go to NZTA Board in August/September 2025
- 1:1 meetings with impacted landowners will start from September 2025

NZ Transport Agency



Collecting core samples in Dome Valley

SH1 Mangamuka Gorge Slip repairs

- The recovery works are complete. The team and machinery are fully off site.
- The gorge was recently closed twice due to 2 slips caused by April's record heavy rain. These recent slips were overslips (where material falls from the upslope above the road) and are easier to manage than the more complex under slips we've repaired throughout the recovery project.
- Both slips were cleared, and concrete barriers were installed on the road shoulder at the slip sites. This is to stop any remaining material that may fall during future weather events from reaching the road to help prevent future road closures.
- The repairs we completed in 2020/2021 and 2023/2024 held up well in the recent weather events and these areas required no additional work.
- The geology and varying terrain through the Mangamuka Gorge means the area will always be susceptible to movement.
- The risk of major slips and long closures has been reduced due to the extensive recovery work completed in the gorge. The recent works are designed in a way that any future movement is expected to be much less severe, helping minimise disruptions.

NZ Transport Agency



Slip A7 – All recovery works are now complete (30 April 2025)



Slip at site A11 cleared & concrete barriers in place (2 May 2025)

SH1 Loop Road Safety Improvements

- The bridge is now fully open for traffic and we are in the final stages of the project, installing barriers, traffic islands, chip sealing and planting.
- Crews are working on the live site, with lane splitting to allow work without closures. Keeping road users informed of layout changes has been a priority, with site signage, updates to stakeholders, traffic bulletins and letter drops and calls to residents.
- The project is due to be completed quarter 3 this year.



New Otaika Bridge now open for traffic in both directions

State highway speed management

Speed limit reversals

- The programme of speed limit reversals on impacted state highways is underway. These will be complete by 1 July 2025.
- More information on locations and implementation dates here: [Dates reversed speed limits apply | NZ Transport Agency Waka Kotahi](#)

Speed reviews

- After community requests to keep current lower speeds we are reviewing speed limits on 3 additional sections of urban connector state highway, also impacted by speed limit reversal requirements:
 - SH11 Te Haumi, SH1 Moerewa, SH1 Kaitaia north
- These speed limits must automatically reverse to the previous higher speed limit by 1 July 2025 – the speed reviews propose re-setting to the current lower speeds just after 1 July 2025.
- Consultation on the proposals closed in May and we expect to confirm the outcome in early June.
- More information: [New consultation on urban connectors | NZ Transport Agency Waka Kotahi](#)

NZ Transport Agency



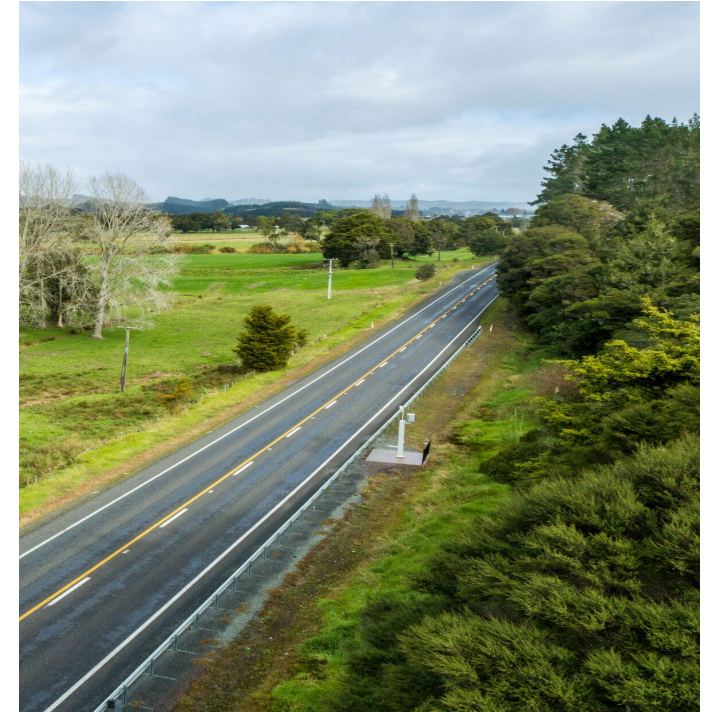
Northland safety cameras

Kawakawa safety camera

- Kawakawa safety camera on SH1 is now enforcing the new 100km/h speed limit
- Compliance continues to be high – 94% in April this year compared to 34% before the camera was installed.

Kaitaia-Awaroa Road - new average speed cameras

- NZTA is planning to start construction of 4 average speed safety cameras on an approximately 11km stretch of Kaitaia-Awaroa Road. The cameras will work together.
- A speed survey in May 2024 showed that around 75% of drivers were speeding. Between 2018 and 2023 there were 2 people killed and another 13 were seriously injured in crashes on this stretch of road.
- The types of crashes that happen here, the volume of traffic and driver behaviour all tell us that there is a serious risk of people being killed or seriously injured in crashes on Kaitaia-Awaroa Road.
- That risk can be significantly reduced if more people drive to the speed limit. By installing safety cameras here we can encourage that.
- Work is expected to start in June and will include installing underground power supplies, completing foundation works and installing metal barriers.
- The poles and cameras will not be installed until later this year.



State highway speed management

110km/h speed limits

- Auckland's Northern Gateway Toll Road – the speed limit increased to 110km/h on 26 May.
- We're working through the steps to consider a speed limit increase to 110km/h on Ara Tūhono – Puhoi to Warkworth and will have a decision on this soon.

NZ Transport Agency

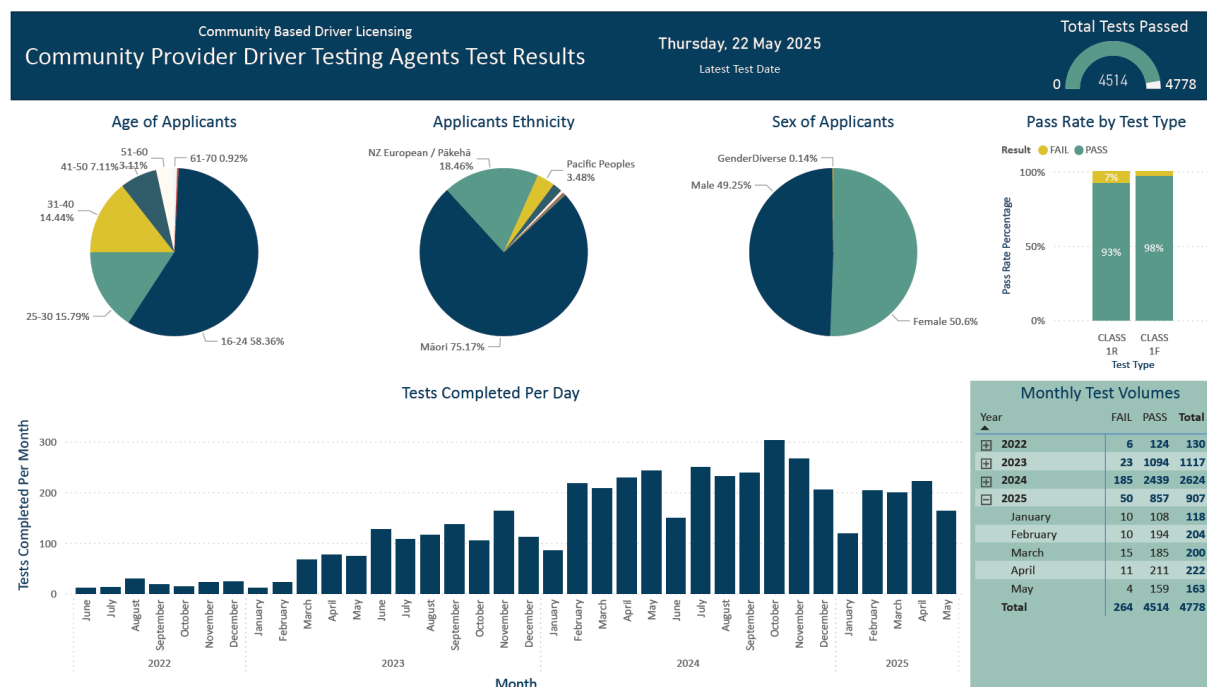


Driver licensing

Community Based Driver Licensing Initiatives

- Over 4770 tests have been conducted using Community Driver Testing Officers (CDTOs) across the rohe to date.
- Over 75% of those tests are for people identifying as Māori.
- October remains as the highest number of tests conducted in a month period to date (303).
- CDTO pass rates for both 1R (93%) and 1F(98%) remain well above the national average. This continues to reflect the quality of the driver training and support programmes supplied by the community providers in the rohe - students are not put forward to test until they are ready.

CDTO Activities in Te Tai Tokerau:1 June 2022 – 26 May 2025



National Focus

NZ Transport Agency

Safety cameras

From 1 July 2025 NZTA will be responsible for all safety cameras

- Our mobile cameras will be on roadsides from mid-May
- Speeding drivers in New Zealand will now be detected by cameras in SUVs (we'll use different colours and models). Later this year we'll add trailers to the fleet
- Our SUVs and trailers won't be marked, they also won't be hidden. They'll be visible to drivers
- Unsigned mobile safety cameras are twice as effective at reducing crashes than sign-posted mobile cameras
- Mobile safety cameras reduce deaths and serious injuries when they discourage speeding everywhere. That's why we deploy them nationwide 'anytime, anywhere'
- Where there is a risk of people being killed or seriously injured in a crash, you can expect to see our cars and trailers
- Police officers will continue to issue notices for the offences they detect



Q3 reporting on ministerial expectations

- 50 councils responded by deadline
- We have worked to simplify the reporting process
- Q4 reporting will take place in July - date yet to be confirmed
- We would like to hear from councils who haven't engaged as to what support we can give

NZ Transport Agency



Emergency works

- Following consultation with approved organisations (AOs), NZTA's Board has decided not to make changes to the enhanced funding assistance rates (FAR) for emergency works for response to and recovery from more frequent and larger events
- NZTA will consider how to incentivise AOs to invest in maintenance and resilience programmes to increase the overall resilience of the road network as part of the development of the 2027-30 NLTP
- We will also work with the Ministry of Transport on the development of the Government Policy Statement on land transport 2027
- The emergency works FAR policy will be revisited in the 2027-30 NLTP period
- In response to consultation feedback, some minor changes have been made to emergency works investment policies
- More information is available online www.nzta.govt.nz/planning-and-investment/emergency-works-policy-review/

Setting of Speed Limits 2024

Land Transport Rule

- NZTA as regulator is responding ASAP to queries and doing what we can to assist, within the constraints of the Rule
- Reminder: 1 July 2025 is the deadline for reversals to be implemented
 - Reversed speed limits set in the National Speed Limits Register (based on list of specified roads submitted by 1 May 2025),
new signs and road markings in place
- Maintenance & Operations Investment Advisors are reviewing NLTF bids and updating RCAs on the outcome
- **Questions?**
Policy intent: speedrule@transport.govt.nz
Implementation: speedmanagementprogramme@nzta.govt.nz
Funding: TS_MO_InvestmentAdvisors@nzt.govt.nz

NZ Transport Agency



Hei konā mai



Te Kāwanatanga o Aotearoa
New Zealand Government

TITLE: **KiwiRail Update**

From: Eric Hennephof, KiwiRail - Programme Director Northland

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 20 May 2025
Group Manager/s:

Whakarāpopototanga / Executive summary

Verbal update to be provided by Eric Hennephof in addition to the newsletter

Ngā mahi tūtohutia / Recommendation

That the report 'KiwiRail Update' by Eric Hennephof, KiwiRail - Programme Director Northland and dated 15 April 2025, be received.

Attachments/Ngā tapirihanga

Attachment 1: KiwiRail Newsletter [!\[\]\(c50c8b7b2cc2cf9ff925edec0ee94c0d_img.jpg\) !\[\]\(8bed43dc33ecdde61e2f76c8f5517125_img.jpg\)](#)



Northland Rail Programme May 2025

Kia ora,

With the approach of winter we have experienced more weather events in Northland, and it's great to see that the resilience upgrades we have made on the rail line in recent years have really come into their own.

Since Cyclone Gabrielle we have been improving culverts to better manage water flows, stabilising slip-prone slopes and securing embankments to protect against track washouts. They have been holding up well during recent weather events, enabling freight trains to keep running.

With significant Government

investment, our upgrades on the North Auckland Line (NAL) to take larger trains between Swanson and Whangārei started in 2019. We had completed this work when the January 2023 weather event and then Cyclone Gabrielle hit the region – leaving about 200 damage sites in their wake.

While weather repairs were underway, in September last year we completed track upgrades north of Whangārei to Kauri, where Fonterra has its dairy plant. Late last year we completed the upgrade to our Whangārei rail yard, to support moving greater rail volumes in the future.

Our rail infrastructure upgrades and rebuild after the weather events are all but done and we're now making improvements at our Otiria rail yard.

We're also continuing with testing and other background work on the proposal to build a new rail line to Marsden Point and reopen the mothballed line to Otiria, which will be going to the Government to consider funding.

If you have any questions about the work we're doing, please contact us at: northlandrail@kiwirail.co.nz

Eric Hennephof
Northland Rail Upgrade
Programme Director

Inspecting the mothballed line between Kauri and Otiria

This week we begin initial inspections of the 55km stretch of line between Kauri and Otiria. It has been close to nine years since trains have run on the line and rail staff will be out physically walking along the corridor to get an understanding of the state of the track and the 45 bridges.

The information gathered will help us understand the cost and scope of work needed to reopen the line, as part of the Marsden Point Rail Link (a new rail line to Northport / Marsden Point near Whangārei) project. We expect to submit the final business case for the Marsden spur and the reopening of the line north of Kauri by mid-2025.

Once the business case is submitted and if we receive approval to proceed by Ministers, further detailed inspections between Kauri and Otiria may be required.



For any queries, email us at northlandrail@kiwirail.co.nz

1

Otiria yard upgrade

The final part of our Government funded Northland Rail upgrade is work at our Otiria rail yard, which will play an important part as a logistics hub and for forestry if the rail line between Kauri and Otiria is to be reopened.

We have been engaging with the local community and begun improving fencing and security at the site, to eliminate previous issues with trespass, anti-social behaviour and fly tipping, and improve the area for our neighbours.

We have also acquired consents and begun flood protection works in the yard which will link to storm-water management work in the area already completed by Whangārei District Council (WDC).

Work currently underway includes:

- installing three swales, or channels, to improve and control stormwater flows across the rail yard. This project will complement the spillway works WDC have already completed upstream.
- installing three sets of culverts, which connect the swales, to allow for greater water flows during storm and flood events.

Fencing ranges from timber fencing at the rear of private properties that



One of the culverts being installed at Otiria rail yard.

back onto the yard, wire mesh security fencing along roads and some farm-type fencing around the lower-security log yard.

Work at Otiria is progressing well and is expected to be completed around July 2025



A swale channel being dug out and lined, before a layer of stones (known as Rip Rap) are added.



Mesh security fencing installed along Otiria Road.

For any queries, email us at northlandrail@kiwirail.co.nz

2

TITLE: Regional Road Safety Report

From: Nicole Cauty, Road Safety Project Manager and Chris Powell, Transport Manager - Northland Regional Council

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 29 May 2025

Whakarāpopototanga / Executive summary

This Report updates the Regional Transport Committee on the progress made on the Northland Road to Zero program for local roads in Northland.

Ngā mahi tūtohutia / Recommendation

That the report ‘Regional Road Safety Report’ by, Nicole Cauty, Road Safety Project Manager and Nick Marshall, Transportation Strategy & Planning Lead, dated 28 May 2025, be received.

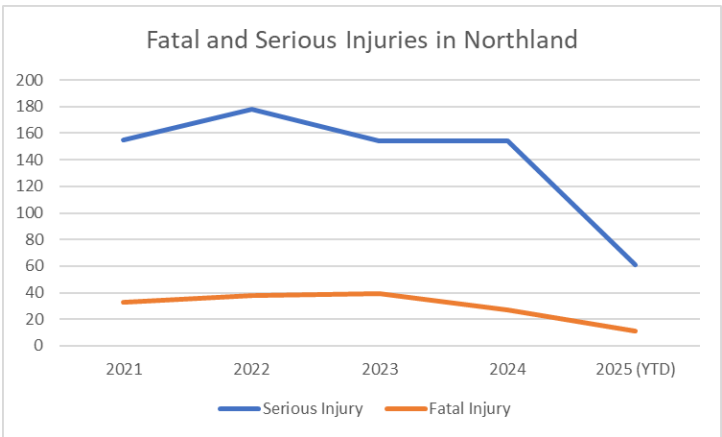
Background/ Tuhinga

The three district councils with NZTA have developed a comprehensive education and promotion programme to support, in conjunction with other road safety partners, the reduction of deaths and serious injuries on Northland roads.

Road Trauma Update

The fatal injuries data are broken down in the tables below. Compared to 2024 nationally there had been 114 fatal injuries and for Northland there had been 20 fatal injuries to date. There has been a good improvement for Northland in 2025 so far.

See below graph which breaks down the fatal and serious injuries from 2021 to 2025 year to date.



Calendar Year 2025 - 1 January – 31 December, Provisional Road Fatalities Statistics

Fatalities Jan – Dec 2025	Far North	Whangārei	Kaipara	Northland	National
Local roads	1	2	0	3	73
State highways	3	2	3	8	65
TOTAL	4	4	3	11	138

Breakdown of the 2025 Deaths year to date: 11 Deaths

Fatal injuries per month												
Month	Jan	Feb	Mar	April	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Fatal	2	2	2	2	3	0	0	0	0	0	0	0

Fatal injuries by gender	
Male	9
Female	2

Fatal injuries by role	
Driver	7
Passenger	0
Motorcyclist	0
Cyclist	2
Pedestrian	2

Fatal injuries by age group	
0 – 14 years	0
15 – 19 years	1
20 – 24 years	1
25 – 39 years	1
40 – 59 years	6
Over 60 years	2

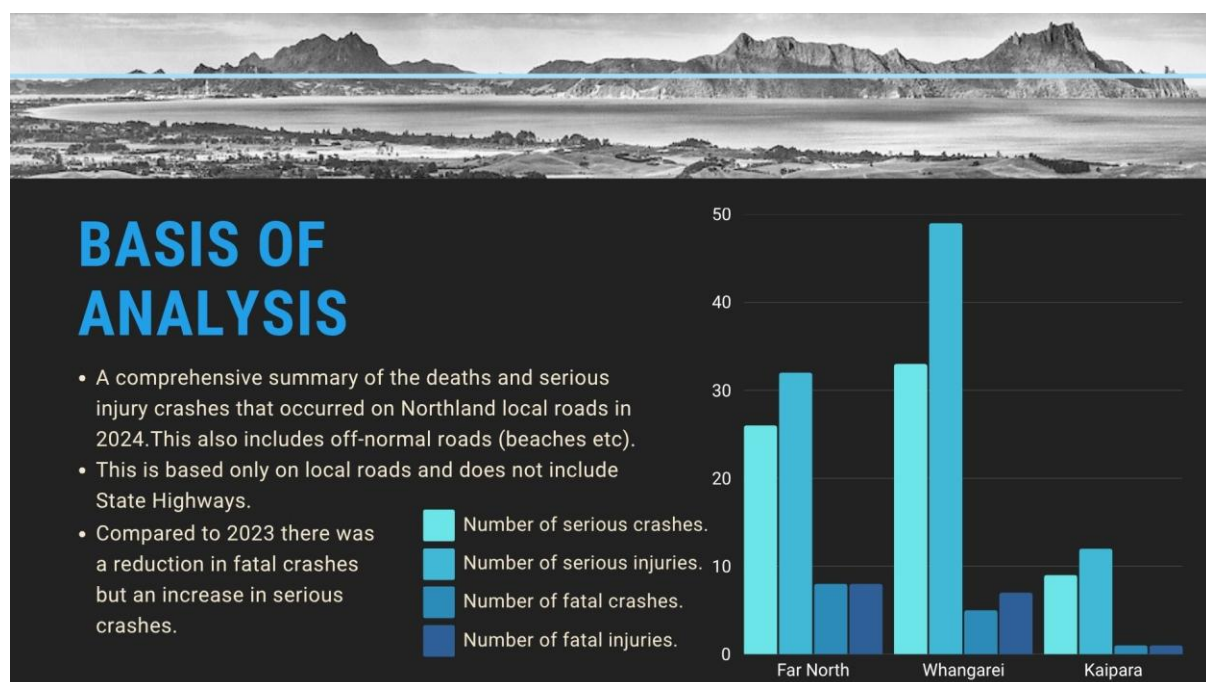
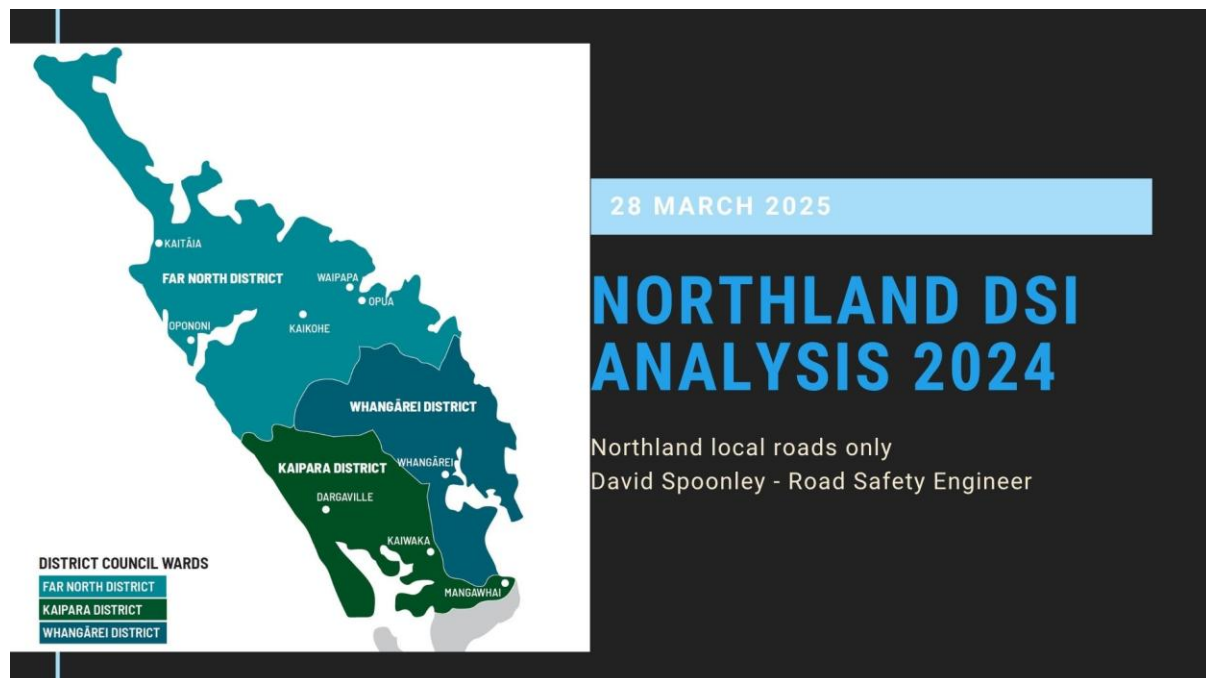
Fatal injuries by speed corridors (Local Roads)		Fatal injuries by speed corridors (State Highways)	
100 km/h	1	100 km/h	2
80 km/h	0	80 km/h	2
70 km/h	0	70 km/h	1
60 km/h	0	60 km/h	1
50 km/h	2	50 km/h	2
Total	3	Total	8

Annual Deaths and Serious Injuries 2024 Local Road Analysis – Completed by David Spoonley

Each year, an independent safety engineer David Spoonley does an analysis on crashes on local roads, this does not include any crashes that happen on Northland state highways. This is used to see how the region is tracking, identifies any emerging trends, and supports the road safety action planning team to assess what the target areas need to be.

The presentation below is presented to the road safety action planning team each year, and its promising to see there have been some improvements in the last year, particularly for the Far North

District. There was a decrease of fatal injuries across the region, but unfortunately, there was an increase in serious injuries.



THE NOT SO BAD

- Heavy commercial vehicles continued to generally not be a problem with 5 reported crashes (4 in the Far North and 1 in Whangarei).
- The majority of crashes happened on sealed roads (82%).
- All districts had a reduction in crashes happening in the dark and are below the national average of 36% (Far North - 35%, Kaipara - 0%, and Whangarei - 23%)
- Fatigue (although not always reported) was found to not be an issue with only 1 crash in the Far North being reported as fatigue being a contributing factor - this may be more a state highway issue with the longer trips.



THE BAD

1. Alcohol



- This is a significant issue for Northland - although there have been improvements.
- Nationwide, non-SH, in the last 5 years 38% of DSI crashes had an alcohol factor.
- For Northland, the % of proven and possible alcohol crashes for 2024 on local roads are:
 - Far North - 24% (46%,51%)
 - Whangarei - 37% (30%,29%)
 - Kaipara - 10% (56%,64%)
- A significant improvement apart from Whangarei - still an area that needs a lot of attention.

Red is 2023 and yellow is 2022

THE BAD

2. WoF/CoF



Red is 2023 and yellow is 2022

While this does not necessarily contribute to a crash and may not alter the outcome of a crash, it does mean the car may not have had an inspection in over a year. It may also be an indicator to the owner/drivers general attitude toward road safety.

- Nationwide, non-SH, in the last 5 years 24% of DSI crashes had no WoF/CoF.
- In Northland, the % of crashes where the vehicle did not have a current WoF/CoF in 2024:
 - Far North - 35% (44%,42%)
 - Whangarei - 28% (30%,26%)
 - Kaipara - 40% (17%,9%)
- With rising cost of living we expected to see this issue worsen so is good to see improvements with the exception of Kaipara.

THE BAD

3. Licence Status



Red is 2023 and yellow is 2022

- These are based on drivers who had never had a licence, were disqualified or were driving outside of their licence conditions.
- In Northland, the % for these crashes:
 - Far North - 41% (47%,30%)
 - Whangarei - 34% (43%,26%)
 - Kaipara - 10% (22%,9%)
- Nationwide, non-SH, in the last 5 years 23% of DSI crashes involved the primary driver not meeting their licence conditions, including holding no licence, disqualified etc.
- With continued initiatives regarding community testing officers, this could reduce some of these figures in coming years - need to ensure we are targeting the appropriate people.

THE BAD

4. Restraints/Helmets

Probably our biggest frustration, as it is generally available and free to use.

- Nationwide, non-SH, in the last 5 years 18% of DSI injuries were not wearing a restraint when one was available.
- In Northland, the % of crashes where a seatbelt or helmet was not worn:
 - Far North - 29% (**44%**, 30%)
 - Whangarei - 26% (**15%**, 26%)
 - Kaipara - 10% (**33%**, 0%)
- The improvements are welcome but disappointing to see Whangarei slip again.

Red is 2023 and **yellow** is 2022



THE BAD

5. Motorcycles

Northland saw a significant reduction in motorcycle crashes on local roads in 2024. 12% (**26%**) of crashes reported in 2024 involved a motorcycle (road/dirt bike).

- Nationwide, non-SH, in the last 5 years 20% of DSI crashes involved a motorcycle/moped.
- In Northland, the % of crashes where a motorcycle was involved for 2021:
 - Far North - 14% (**31%**, 18%)
 - **Whangarei - 23% (**22%**, 20%)**
 - Kaipara - 10% (**22%**, 18%)

Red is 2023 and **yellow** is 2022



OTHER NOTES

- Proven positive drug results increased, and potential to increase further with new testing potentially coming in later in 2024.
 - Far North - 11% (12%,0%)
 - Kaipara - 10% (0%,0%)
 - Whangarei - 24% (5%,14%)
- A higher number of crashes happened on wet roads, these are getting above the national average of 16%. Potential slippery road issue, particularly in Whangarei.
 - Far North - 24% (16%)
 - Whangarei - 30% (28%)
 - Kaipara - 10% (38%)

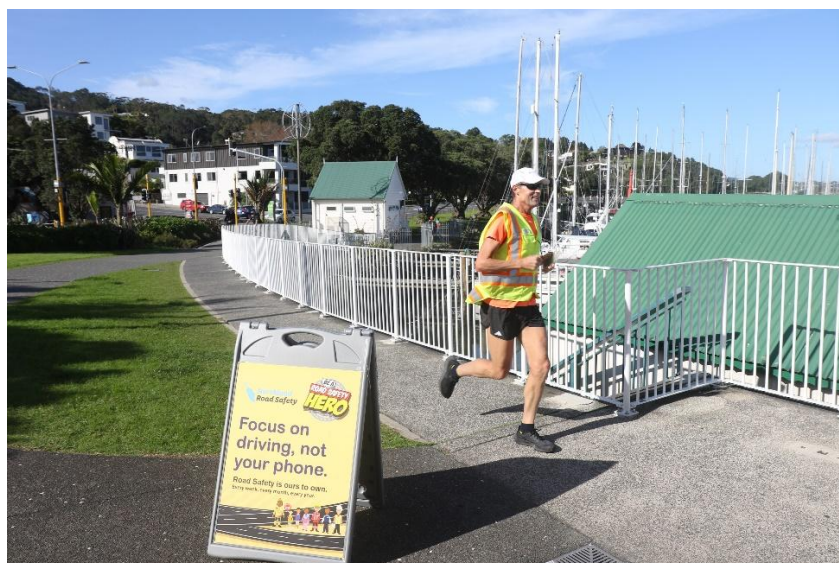
Red is 2023 and yellow is 2022

- Our high risk rural road programme is looking promising with one route in Kerikeri potentially needing some attention:
 - Far North - 23% (16%)
 - Whangarei - 8% (20%)
 - Kaipara - 10% (11%)
- There is a high number of crashes that occur on low volume or remote roads where there is little chance of enforcement or upgrade works:
 - Far North - 41% (48%,40%)
 - Whangarei - 26% (18%,29%)
 - Kaipara - 60% (55%,45%)
 - How do we reach these people?
- The percentage of crashes where the person was 100% legal and good to go is quite low, some improvements on last year.
 - Far North - 7% (1%,0%)
 - Whangarei - 31% (20%,34%)
 - Kaipara - 10% (22%,45%)
 - Nationwide, in last 5 year, non-SH - 50%

Road Safety Week

Road Safety Week was another hugely successful week that ran from 12th to 18th May – we use this week to raise awareness for road safety issues and celebrate heroes, but also to raise awareness of the programmes that are on offer for the region throughout the year. This year the team:

- Visited a school each day to acknowledge students and parents being safe around school drop off, was a great opportunity to discuss walking and cycling safely to school. The team visited Morningside Primary, St Francis Xavier, Onerahi Primary, Hora Hora Primary, Ahipara School, Kaitaia Primary, Kaitaia Intermediate, and Pukemiro School.
- Held three child restraint workshops with Plunket, Auckland Transport and NZ Police encouraging families to come get their car seats checked to ensure they are installed correctly, and for any child restraint advice. They were held in Bunnings carpark Ruamanga, Onerahi Police Station carpark and Otangarei Marae carpark.
 - The team also visited two daycares for morning drop off to check seats – Educare Tikipunga and Educare Norfolk Street.
 - The team checked/reinstalled a total 77 car seats and the error rate of seats installed incorreccted was approximately 86%.
- Ran a design your own helmet competition run by Bike Northland. The winners of this are still to be decided.
- Held the first of this year's series of Rider Down workshops – a safety and first responder workshop for motorcyclists. This course is designed specifically for motorcyclists who ride in groups and provides valuable safety advice not only about riding but also how to respond to a rider who has come off their bike. This initiative is supported by Hato Hone St John. The course had 20 attend and participants rated it incredibly highly and thanked Council for the opportunity to take part.
- Held the annual road safety walk/relay around the Town Basin loop on Friday the 16th May which had approximately 200 – 300 people attend. Fulton Hogan took out fastest team and NZ Police Road Policing team took out best effort.







Constable Alana Cameron -
Road Policing NZ

Steve Westgate - Road
Safety Campaigner



Jacob Papera - Road Crash
Survivor

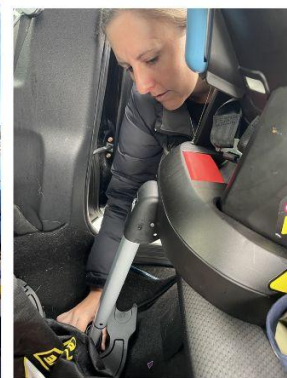
Caitlin Knox - Kaitiaki o Ara
(SADD) Student



Sara Eivers - Critical Care
Paramedic, Rescue Helicopter

Dan Smith - Fire and
Emergency NZ







Fatalities

Date	Time	Location	Notes
20/01/2025	5.00am	SH14, Tangiteroria	Single vehicle failed to navigate a left-hand bend and collided with a tree.
28/01/2025	10.20pm	Settlers Way, Okaihau	Cyclist has collided head on with a car.
06/02/2025	11.16am	Kaikanui Road, Helena Bay	Cyclist travelling around a downhill bend has collided with a ute travelling uphill.
19/02/2025	10.40pm	SH10, Kaingaroa	Single vehicle failed to take a right-hand bend collided with a tree and rolled down a bank. Driver ejected.
07/03/2025	9.40pm	SH10, Waipapa	Single vehicle failed to take a left-hand corner. Left the road, rolling and colliding with trees.
31/03/2025	2.27pm	SH11, Puketona	Toyota 'people mover' has crossed the centreline and collided with an oncoming truck.
18/04/2025	2.00pm	SH12, Ruawai	Single vehicle Isuzu travelling west on SH12 Ruawai crossed the centreline and collided with a bank on the far side of the road.
24/04/2025	9.34am	SH1, Otaika	Adult pedestrian walking north on the edge of the south bound lane. Has fallen between rear axle sets of a truck and trailer unit which was travelling at low speed.
08/05/2025	4.30pm	SH1, Whakapara	Pedestrian crossing the road from BP Whakapara to a parked vehicle. Has been struck in the northbound lane. Passed away in hospital 11 days after the crash.

21/05/2025	1.15pm	SH12, Matakohe	Single vehicle has lost control on right hand bend, travelled across and off the side of the road, rolling onto its roof.
24/05/2025	1.25am	Riverside Drive, Whangarei	Single vehicle crash. Driver has failed to take right hand bend, hitting a barrier before continuing on to collided with metallic crossing pole.

Fatalities are currently 11 for 2025 (as at 26/05/2025). At the same time in 2024, the road toll for Northland was 20. In five of these fatalities, the deceased was not wearing a seatbelt.

The national road toll for 2025 (as at midnight on 26/05/2025) is 135.

Impairment

Between the dates of 1 July 2024 and 18 May 2025:

- 151,037 breath tests were conducted (compared with around 110,000 for the same period last year).
- 72% of tests were conducted in times considered 'high-risk' for drinking.



Northland Police have also been conducting regular impairment checkpoints during mornings and early afternoons. These consistently yield drivers impaired by alcohol or drugs, along with disqualified/suspended/forbidden drivers. Some are not allowing an appropriate amount of time to pass after consuming large amounts of alcohol the night before. A man was apprehended on his way to work in Awanui with a breath alcohol reading of over 800 micrograms of alcohol per litre of breath.

Speed

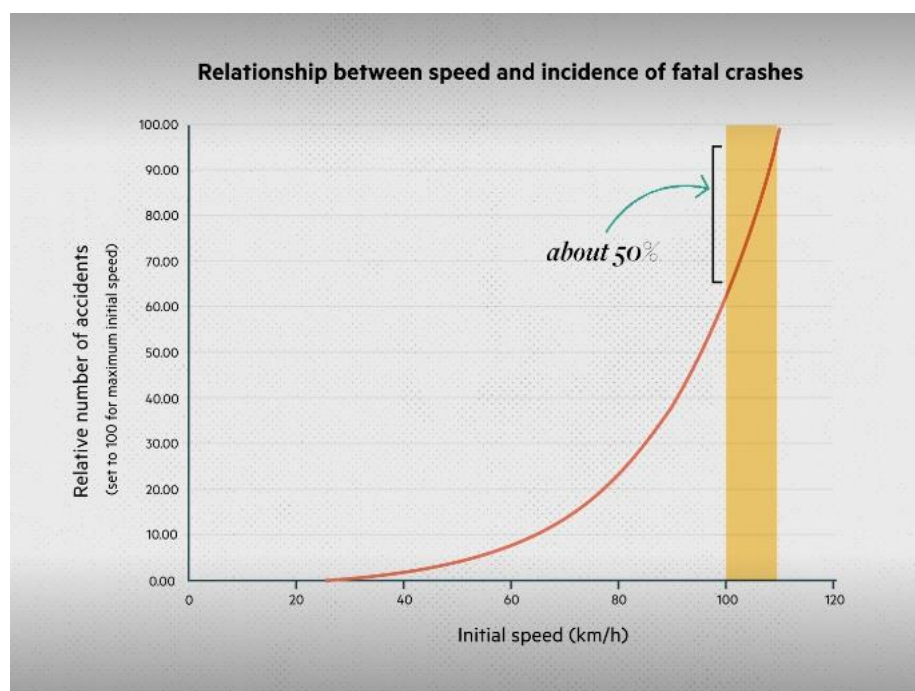
Between 1 July 2024 and 18 May 2025:

- 18,315 officer issued infringements were served (compared with around 12,800 for the same period last year).
- 12,625 (69%) were on roads with an 80km or higher speed limit.



Staff have noted there is still a mistaken belief by a large cross section of the Northland population that there is a 10km tolerance above the speed limit, before an infringement will be issued. This is not the case and many of our speed infringements are issued for speeds less than 10km over the limit. Additionally, there seems to be a commonly held view that there is no restriction on passing lane speed. Many have found out the hard way that this is not the case.

Kinetic energy quadruples for every doubling in speed. This means that the impact of a crash at 110km/h would be near 50% worse than at 100km/h.



Northland has received support from Tamaki Makaurau Road Policing teams for various speed operations including the use of Police motorcycles which have been very well received by the public. The Auckland staff were very complimentary of the community engagement and noted the challenges operating in a district that is vastly different to those in Tamaki Makaurau.



Attachments/Ngā tapirihanga

Nil

TITLE: **Committee Members Priorities and Updates**

From: Chris Powell, Transport Manager - Northland Regional Council and Kayla Gunson, Regional Transport Coordinator

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 03 June 2025

Whakarāpopototanga / Executive summary

The purpose of this agenda item is to provide each Elected Representative of the Northland Regional Transport Committee the opportunity to communicate the key strategic transportation issues identified by their respective Council/Organisation via either a written report or verbal update.

Members reports can help provide a list of strategic outputs for further consideration by the RTC.

Council roading and transport staff will be present at the meeting to provide responses to any questions or requests for information raised as part of their respective member updates.

Ngā mahi tūtohutia / Recommendation

1. That the report 'Committee Members Priorities and Updates' by Chris Powell, Transport Manager - Northland Regional Council and Kayla Gunson, Regional Transport Coordinator and dated 26 May 2025, be received.

Background/Tuhinga

Under the Northland Regional Transport Committee Terms of Reference, the functions of the Committee are defined as:

1. To prepare for approval by the Northland Regional Council:
 - a Regional Land Transport Plan for the Northland region, or any variations to the plan or any reports on the plan prepared under the Land Transport Management Act 2003;
 - a) a Regional Land Transport Plan for the Northland region, or any variations to the plan or any reportst on the plan prepared under the Land Transport Management Act 2003;
 - b) a Regional Public Transport Plan, or any variations to the plan prepared under the Land Transport Management Act 2003; and
 - c) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.
2. To adopt a policy that determines significance in respect of variations made to the Regional Land Transport Plan.
3. To regularly monitor and review progress towards the adoption and implementation of the Regional Land Transport Plan.
4. To approve procedures and requirements for implementing the council's public passenger transport service registration functions under the Act.

5. To advise the council on any significant legislative changes, programmes, plans or reports relating to the region's land transport system.
6. To liaise with Ministry of Transport, New Zealand Transport Agency, the Commissioner of Police, district councils, Northland's Road Safety Forum and other interests on land transport matters and advise the council on appropriate new initiatives.
7. To regularly monitor and review progress towards the performance targets and outcomes relative to land transport contained in the current Long-Term Plan and Annual Plan. members are tasked to regularly monitor and review progress towards the performance targets and outcomes related to land transport contained in the current Council Long-Term Plan and Annual Plan.

The objective of these regular member updates is to provide staff with clear understanding of the Regional Transport Committee's key strategic issues and priorities to inform works associated with the 2024/2027 RLTP (and individual Council LTP's where applicable). These reports can help provide a list of strategic outputs for further consideration by the RTC.

Members have raised several items to be discussed as follows (these are listed in detail within attachment 1):

- Cr Reid – Springs flat round about and dirt bike riders
- Cr Nayyar - KDC Proposed District plan. Proposed roundabout/traffic lights Hokianga Rd/Normanby St and Night lighting SH12 bridge.

Attachments/Ngā tapirihanga

Attachment 1: Committee Members Priorities & Updates [!\[\]\(de95854c7ee024cfadc48187bbb781b2_img.jpg\)](#) 

Committee Members Priorities and Updates

Cr Reid – Whangarei District Council

1. Springs Flat roundabout - Cr Reid is concerned that this project is going to cause considerable traffic disruption under its present design.
2. Dirt bike riders - Cr Reid has raised concerns about the increase in dirt bike riders in Whangarei. Cr Reid has approached NZ Police. Our discussion centered around the funding criteria for the Police Team.

It appears that the NZTA criteria is focused on the higher speed issue as being the focus for funding. i.e. they are putting resource into the open road speedsters, rather than across the board issues such as this is. The limitations around the Police ability to pursue these offenders, as it stands, is very limited. The approach is more concern around the safety of these offenders, than focus on the danger they present to pedestrians and other road users.

Cr Reid has advised that he has seen pedestrians on the Shared Path network in Whangarei literally chased off the path by these riders. In the city centre, he witnessed a rider yelling at pedestrians crossing the street during a crossing only phase. Two other instances of riders blatantly running red lights, one of these occasions, actually while doing a 'wheel stand' across the intersection through cars travelling in the correct phase of the lights. The frustration the Police have is massive. These people are there to protect the public from this very element of society, yet as deemed by the 'powers that be', are actually powerless.

To aid our Police in retaining their funding, and to enable them to do their job, I would ask this committee, to encourage the funders to shift the funding parameters. This will give Police some actual power to maintain law and order. At the moment it is more like the Wild West out there.

Cr Nayyar - Kaipara District Council

1. Proposed District Plan KDC: has proposed Light Industrial area on both sides of SH 14 Awakino Point, Dargaville. as pointed out by many residents/constituents during Proposed District Plan consultations, they have suggested a speed reduction from 100 to 70/50 in the proposed zone on SH 14 from Field days crossing (Awakino East Road) to bridge on Awakino river. NZTA may have its own submissions on this matter. This is real safety issue as many access points will be opened through subdivisions in future. I am wondering If there is any scope for taking SH 14 from the affected area to a new highway detour to old train route leaving scope for development around the existing highway and avoids the touchy issue of access points needed for so many properties to develop on both sides of existing highway?
2. Proposed Roundabout/Traffic lights at Hokianga Road crossing at Normanby Street (SH 12). The matter has been raised verbally with our committee member Steve Mutton earlier on in Feb 25 with no response provide so far. The issue I has been raised many times in the past and the crossing is dysfunctional, choking point and a high-risk area for accidents/injuries. The below link gives you a good understanding and gravity of the issues raised by many constituents on Dargaville Grapevine and Info sharing page
<https://www.facebook.com/groups/273703769493385/>[Facebook link](#)

3. Night lighting is required at SH 12 Bridge while entering into Dargaville. It is 100 speed zone at the Bridge and is used by large tankers/Logging trucks alongside all other road users viz cars, bicycles, M/cycles and pedestrians. The bridge does not have pedestrian crossing or overhang. Safety again is a concern. The issue has also been raised with NZTA with no positive response so far.