Regional Land Transport Plan 2021/2024 - Funding Uptake for the 2021/2022 Financial Year

			2021/2022 Financial Year Cumalative 1st, 2nd, 3rd & 4th Quarters Regional Strategic Objectives Being Met Regional Priorities Being Met																				
Activities/Programmes	w/c	App Auth	FAR Status	Annual 5 Budgeted Cost	Total Actual Expenditure to Date	Annual Progress %	Remaining Expenditure 2019/2020	Forecast Expenditure to June 2022	Actual Expenditure	Progress	Growth <u>,</u> Resillience, Sustainability & Environment	Choice People of Northland have transport choices	Safety Design & build for human vulnerability, promote safer choices & behaviour	Culture Acknowledge & reflect rich culture of Northland	Integration Improve integration of transport needs in land use planning	Priority 1 Reduced transport- related deaths & serious injuries	Priority 2 Regional & national connectivity	<u>Priority 3</u> Route resillience & route security	<u>Priority 4</u> Economic & torism development	Priority 5 Reducing the environmenta I effects of the transport network	Priority 6 Provide better transport options & consider transport disadvantaged	Priority 7 Future proofing & long term planning	Reasons for Variance and Remedial Action to be Taken
Emergency Works																							Emergency response for eight remaining sites will be completed next finanical
EW July 2020 - LR Maintenance	141	FNDC	69% App		\$2,534	1%	\$418,493	\$421,027	\$2,534	1%	x		x			x				x			year. Initial Response works completed this finanical year, two major slips will be
EW September/October 2021 - Construction	141	FNDC	69% App	\$394,141	\$281,913	72%	\$112,228	\$986,640	\$281,913	29%	×		×			×				×			constructed and completed in 2022/23. Initial Response works completed this financial year, minor repair works will be
EW February 2022 Cyclone Dovi - LR Maintenance	141	FNDC	69% App	\$263,061	\$223,129	85%	\$39,932	\$263,061	\$223,129	85%	x		x			×				×			attended to in the 1st quarter of the new financial year. Initial Response works completed this financial year, minor repair works will be
EW March 2022 - LR Maintenance EW - Whangarei District - March 2022 - LR Maint	141 141	FNDC WDC	69% App 53% App	\$213,000 \$600,000	\$74,037 \$540,777	35% 90%	\$138,963 \$59,223	\$213,000 \$600,000	\$74,037 \$540,777	35% 90%	x x x		x			x				x			attended to in the 1st quarter of the new financial year. Works partially completed in 2021-22, to be fully implemented in 2022-23. Delays over tendering during 2021-22, new contract awarded for Landslip 2 (Anzac Road intersection). Commencement date dependant on arrival of
EW Storm Event 17 July 2020 - LR Maintenance	141	WDC	53% App	\$835,000	\$535,280	64%	\$299,720	\$835,000	\$535,280	64%			^			^				^			material. Works to be completed during 2022-23. High St Slip Site 1 that formed during June 2020 storm. Initial tender and
EW Storm Event June 2020 - LR Maintenance EW Bayls Beach Entrance 7 Oct 2021 Event EW - Tropical Cyclone March 2022	141 141 141	WDC KDC KDC	53% App 62% App 62% App	\$632,919 \$205,513 \$192,000	\$338 \$7,743 \$0	0% 4% 0%	\$632,581 \$205,513 \$192,000	\$632,919 \$205,513 \$192,000	\$338 \$7,743 \$0	0% 4% 0%	x x x		x x x			x x x				x x x			Contract cancelled due to covid related cost increases. Site re-evaluated and a low cost solution will be carried out during 2022-23. Awaiting design. Project will be delivered in 2022/2023 financial year Reconcilliation required of RAMM. Expenditure claimed under incorrect work
Maintenance/Ops/Renewals																							
	111 - 222	FNDC	69% App	\$30,974,849	\$27,391,690	88%	\$3,583,159	\$30,974,849	\$27,391,690	88%	x	x	x	x	x	x	x	x	x	x	x	x	Maintneance and Operations completed this financial year, however there are carryforwards on all Renewals work categories into 2022/23. All operational and maintenance activity subsidy fully uptaken, some renewals not fully uptaken due to a combination of late funding approvals and supply
	111 - 222	wdc	53% App	\$28,758,973	\$26,905,720	94%	\$1,853,253	\$28,759,973	\$26,905,720	94%	x	x	x	x	x	x	x	x	x	x	x	x	issues due to covid restrictions. Renewal subsidy not fully uptaken to be carried forward to year 2022-23.
	111 - 222	крс	62% App	\$17,344,537	\$13,160,263	76%	\$4,184,274	\$17,277,870	\$13,160,263	76%	x	x	x	x	x	x	x	x	x	x	x	x	Late funding approval delayed program delivery. This will be caught up in 2022/2023 financial year
Investment Management																							Due to late submission and approval of funds, work activity unable to be carried out in 2021-22. Work due to commence and be fully implemented early in 2022-
Whangarei District Transportation Model Update	2	WDC	53% App		\$0	0%	\$50,000	\$50,000	\$0	0%													23. Due to staff shortage, three year review of the Regional Land Transport Plan 2021/2027 yet to commence. Funding not usitlised will be carried over into
Regional Land Transport Plan	1	NRC	54% App	\$358,034	\$159,070	44%	\$198,964	\$358,034	\$159,070	44%													2022/2023 financial year. One staff member down for the 2021/2022 financial period. Unspent portion will
Regional Public Transport Plan Regional Road Safety Plan	3	NRC NRC	54% App 54% Prob	\$6,247 \$267,512	\$0 \$159,070	0% 59%	\$6,247 \$108,442	\$6,247 \$267,512	\$0 \$159,070	0% 59%													be carried forward into 2022/2022 financial year. Provision made for minor amendments that were not required.
Road to Zero Safety Promotion, Education and Advertising	432	FNDC	69% App	\$1,788,028	\$1,449,748	81%	\$338,280	\$1,788,028	\$1,449,748	81%			x		x	x				x	x		The Far North REAP Contract and Activities completed this financial year. Due to Cvoid related restrictions some programmes were unable to be run in
	432	WDC	53% App	\$850,000	\$649,050	76%	\$200,950	\$850,000	\$649,050	76%			x		x	x				x	x		2021-22. New programmes to uptake full 2022-23 subsidy plus carry forward from 2021-22 to be implemented in 2022-23.
	432	KDC	62% App	\$165,075	\$165,075	100%	\$0	\$165,075	\$165,075	100%	x	x	x		x	x	×	v	x	x	x	x	Fully expended. All planned projects were undertaken. Savings incurred on one staff member under budget. Funding not utilised will be carried forward into the 2022/20223
	432	NRC	54% App	\$171,730	\$127,399	74%	\$44,331	\$171,730	\$127,399	74%						Â	Â		^		Â	^	financial year. Due to the knock on effects from late funding approvals, some projects were not
Low Cost/Low Risk Road Safety Projects	341	FNDC	69% App	\$1,850,000	\$201,822	11%	\$1,648,178	\$1,850,000	\$201,822	11%	x	x	x	x		x	x	x	x	x	x		fully implemented in 2021/22 and as such will continue into the next financial year. Several projects partially implemented due to late approval of funds:
	341	WDC	53% App	\$1,548,672	\$635,425	41%	\$913,247	\$1,548,672	\$635,425	41%	x	x	x	x		x	x	x	x	x	x		Investigation and designs comlpeted but implementation due in next construction season. Two of the four speed management tranches deffered to
	341	KDC	62% App		\$348,869	47%	\$396,131	\$745,000	\$348,869	47%	x	x	x	x		x	x	x	x	x	x		Late funding approval delayed program delivery.
Walking & Cycling Improvements																							
Low Cost/Low Risk Walking and Cycling Improvements	341	FNDC	69% App	\$226,000	\$200,442	89%	\$25,558	\$226,000	\$200,442	89%	x	x	x	x		x	x	x	x	x	x		The W&C projects completed this financial year.
Low Cost/Low Risk Walking and Cycling Improvements	341	WDC	53% App	\$934,720	\$934,720	100%	\$0	\$934,720	\$934,720	100%	x	x		x		x	x		x				Full subsidy uptake achieved, through new footpath construciton. Kamo stage 5 project deffered to 2022-23 and 2023-24 as works not completed
Cycleways Construction 2018/21 - Implementation	452	WDC	53% App	\$6,374,000	\$0	0%	\$6,374,000	\$6,374,000	\$0	0%	x	x	x	x		X	x	X	x	X	x		on PGF Ruamunga cycle project. Kamo stage 5 project deffered to 2022-23 and 2023-24 as works not completed
Cycleway Construction 2018/21 - Pre. Imp Cycleway Construction 2015/18 - Construction	452 452	WDC WDC	53% App 53% App		\$0	0% 0%	\$152,000 \$24,019	\$152,000 \$24,019	\$0 \$0	0% 0%	x x	x x	x x	x		x	x	X	x x	x x	x		on PGF Ruamunga cycle project. Kamo & Tikipunga Project complete, no further subsidy uptake required.
								. ,					x	x		x	x		x	x	x		This is a continuous progam spread across multiple Long Term Plans. Expenditure is expected to continue with delivery ramping up in 2022/23.
Mangawhai Shared Path - Phase 1	452	KDC	62% App	\$4,935,400	\$4,841,117	98%	\$94,283	\$4,935,400	\$4,841,117	98%	x	x	x	x		x	x		x	x	x		Expenditure is expected to be fully utilised in the 2023/2024 financial year. This is a continuous progam spread across multiple Long Term Plans. Expenditure is expected to continue with delivery ramping up in 2022/23.
Mangawhai Shared Path - Implementation Phase 2	451	KDC	62% App	\$444,000	\$0	0%	\$444,000		\$0		x	x							^				Expenditure is expected to be fully utilised in the 2023/2024 financial year.

Local Dood Improvements	-	-		- 1				1	1	1		1		1	1			1				1	1	
Local Road Improvements																								Due to the kneek on offects from late funding energy leanly investigations and
																								Due to the knock on effects from late funding approvals only investigaitons and design works have been undertaken for several structural projects, but these will
Low cost / low risk improvements 2021-24-Local																								be implemented in the following constuction/financial year.
Roads	341	FNDC	69%	Арр	\$4,568,000	\$1,647,121	36%	\$2,920,879	\$4,568,000	\$1,647,121	36%	x										x		
																								Subsidy virtally fully uptaken, some projects partially implemented due to late
Low cost / low risk improvements 2021-24-Local								1 .				×	X	x	x		x	x	X	х	x	x		approval of funding subsidy. Design and investigaiton complete for resilience
Roads	341	WDC			\$2,602,939	\$2,507,677	96%	\$95,262	\$2,602,939	\$2,507,677	96%													slips, but implementation will only occur in next construciton season.
Maunu Rd/Porowini Ave Int Improvements	324	WDC			\$200,000	\$18,812	9%	\$181,188	\$200,000	\$18,812	9%	X X		X			X							Implementation deferred to 2022-23
Maunu Rd/Porowini Ave Int Improvements	324	WDC	53%	Арр	\$20,000	\$11,495	57%	\$8,505	\$20,000	\$11,495	57%	×		×			×							Project implementaiton complete - defect liability period Design commenced, but implementaiton deffered to 2022-23 due to knock-on
Port Road/Kioreroa Rd Int Improvements	324	WDC	53%	App	\$730,000	\$144,983	20%	\$585,017	\$730,000	\$144,983	20%													delays relating to Covid supply issues.
Low cost / low risk improvements 2021-24-Local						121.0000		+	,	1,														Late funding approval delayed program delivery. This will be caught up in
Roads	341	KDC	62%	Арр	\$1,385,000	\$812,798	59%	\$572,202	\$1,385,000	\$812,798	59%	x	x	x	x		x	x	x	x	x	x		2022/2023 financial year
Provincial Growth Fund																								
Far North District Council																								
																								Ngapipito Road complete. Peria Road will not be completed this finanical, and
Ngapipito and Peria Rds Construction	324	FNDC	100%	Арр	\$4,492,686	\$4,492,686	100%	\$0	\$4,492,686	\$4,492,686	100%	x		×					x					due date for comletion is October 2022.
		-	1000	.		44.000.004	050(4000 405		44.000.000	050/													The second phase (new Contractor) is underway and is on track for completion in
Ruapekapeka Rd Construction	324	FNDC	100%	Арр	\$4,459,199	\$4,230,774	95%	\$228,425	\$4,459,199	\$4,230,774	95%	x		x					X					December 2022.
Whangarei District Council																								No Comment Required.
	324	WDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%													No comment required.
Kaipara District Council	524	1 VVDC	17/2		ÇŪ	ŲÇ	0/8	Ĵ.	, JO	Ĵ, Ĵ	078													
Poutu Rd Seal Extension - Const Stage 1	324	KDC	100%	App	\$3,912,456	\$3,912,456	100%	\$0	\$3,912,456	\$3,912,456	100%	×		x		х	x	x	x	x	×			Fully expended
Poutu Rd Seal Extension - Pre Imp Stage 2	324	KDC			\$310,000	\$310,000	100%	\$0	\$310,000	\$310,000	100%	x		x		x	x	x	x	x	x			Fully expended
																								Funding was moved out of this work category into Waipoua River Bend project
PGF Programme Support - Detailed Business Case	324	KDC	100%	Арр	\$160,587	\$160,587	100%	\$0	\$160,587	\$160,587	100%	×		x		х				х	x		x	to offset overspend.
															x									Funding was moved from the Programme Support work category into this work
Waipoua River Bend - Pre-Imp - Construction	324	KDC	100%	Арр	\$1,459,356	\$1,459,356	100%	\$0	\$1,459,356	\$1,459,356	100%	x		x	^	х	x			х	x		x	category to offset overspend.
Passenger Transport	+																							
																							×	Waka Kotahi approved subsidy increase to cover original overspend due to CPI
CityLink Bus Service	511	NRC	54%	Арр	\$1,856,231	\$1,793,057	97%	\$63,174	\$1,856,231	\$1,793,057	97%	x	×	x	x	х	x		X	x	×	x	x	cost increases.
Public Transport Facilities/Ops/Maint	514	NRC	54%	Арр	\$210,000	\$210,000	100%	\$0	\$210,000	\$210,000	100%	x	x	x	x	х	x		x	x	x	x	x	Funding fully utilised.
												x	- ×	x	x	x			- x	x	× ×	× ×	x	Increase in Total Mobility client travel post Covid yet to materialise. Non-utilised
Total Mobility Operations	517	NRC	60%	Арр	\$456,289	\$372,576	82%	\$83,713	\$456,289	\$372,576	82%	^	^	^	^	^	Î î		^	^	^	^	^	funding will be carried forward into the 2022/2023 financial year.
												x	×	×	×	x	x		x	x	x	x	x	No Applications were received for the instalation of wheelchair hoists. This
Total Mobility Wheelchair Hoist and Ramps	519	NRC	60%	Арр	\$50,000	\$0	0%	\$50,000	\$50,000	\$0	0%	Î Î		^		~	Â			^		^	^	funding will be carried forwrad into the 2022/2023 financial year.
	5.04		1000	.	A 45 000	434.000	550(420.400	445 000	434.000	550/	x	x	x	x	х	x		x	x	x	x	x	Increase in Total Mobility client travel post Covid yet to materialise. Non-utilised
Total Mobility Wheelchair Hoist Use Payments	521	NRC		App	\$45,000	\$24,900	55%	\$20,100	\$45,000	\$24,900	55%					v				v		×	x	funding will be carried forward into the 2022/2023 financial year.
SuperGold Card	522	NRC NRC		App	\$83,511 \$189,979	\$83,511 \$68,496	100% 36%	\$0 \$121.492	\$83,511 \$189,979	\$83,511 \$68,496	100% 36%	X X	x	x	x	x	l û			x x		x	x	Funding fully utilised.
Public Transport Ops and Management RITS - Nationally Shared Operational Costs	524 524	NRC		Арр Арр	\$189,979 \$16,625	\$68,496 \$0	0%	\$121,483 \$16,625	\$189,979 \$16,625	\$68,496	36%	x	x	x	x	x	Î Û		Ŷ	x	Ŷ	x	x	Management of services included under W/C 511. Awaiting final year end invoices
RITS - Direct Supplier Costs	524	NRC		Арр	\$58,147	\$0 \$0	0%	\$10,023	\$58,147	\$0	0%	Â	x	x	Â	x	Â		x	x	x	x	x	Awaiting final year end invoices
RITS - Operational and Maintenance	525	NRC			\$186,597	\$100,411	54%	\$86,186	\$186,597	\$100,411	54%	Â	x	x	x	x	Â		x	x	x	x	x	Awaiting final year end invoices
	525		5.70		-100,557	<i>v</i> 100,411	0,470	, , , , , , , , , , , , , , , , , , ,	\$100,007	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	5470	Î					Î						^	Planned increase in existing CityLink service to accomadate for scholar service
Low Cost Low Risk Improvements 21-24 - Public												x	x	x	x	х	x		x	х	x	x	x	and T2 lanes yet to be realised. The unspent will be carried over into the
Transport Services	532	NRC	54%	App	\$2,185,972	\$362,138	17%	\$1,823,834	\$2,185,972	\$362,138	17%			1										2022/2023 financial year.
	552		5470		÷2,103,372	<i>4302,130</i>	1/0	÷1,023,034	<i>42,103,372</i>	\$502,150	1/10	1												Planned implementation of T2 lanes in Whangarei yet to be realised. Waka
																								Kotahi required business case required to access national funding assistance yet
								1	1			x	X	x	x	х	x		X	х	x	x	x	to be submitted. The unspent protion will be carried forward into the 2022/2023
Low Cost Low Risk Improvements 21-24 - Public																								
Low Cost Low Risk Improvements 21-24 - Public Transport Infrastructure	532	NRC	54%	Арр	\$1,160,000	\$0	0%	\$1,160,000	\$1,160,000	\$0	0%													financial year.