



MINISTERIAL BRIEFING NOTE

Subject	Itinerary and supporting information for Northland visit on 19 December 2014
Date	15 December 2014
OCU number	BRI-0474
Priority	Routine

Contact for telephone discussion (if required)

Name	Position	Direct line	Cell phone
Ernst Zöllner	Regional Director Auckland and Northland	(09) 969 9553	021 241 5308

Action taken by Office of Minister of Transport

- Noted
- Approved
- Seen by Minister
- Referred to
- Needs change
- Withdrawn
- Overtaken by events

15 December 2014

Minister of Transport

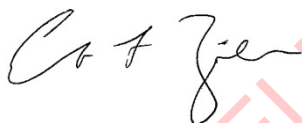
Itinerary and supporting information for Northland visit on 19 December 2014

Purpose

1. You are scheduled to visit Northland on Friday 19 December 2014. You will be met at Whangarei Airport by Sheryl Mai, Mayor of Whangarei and Bill Shepherd, Chair of Northland Regional Council.
2. This briefing note provides information on the itinerary and the sites, projects and issues being viewed and discussed. It follows information provided to you on 5 December 2014 on the Northland transport network and key issues for local leaders (BRI-0470 refers).

Recommendation

3. It is recommended that you note the content of this briefing note.



.....
Ernst Zöllner

Regional Director Auckland and Northland

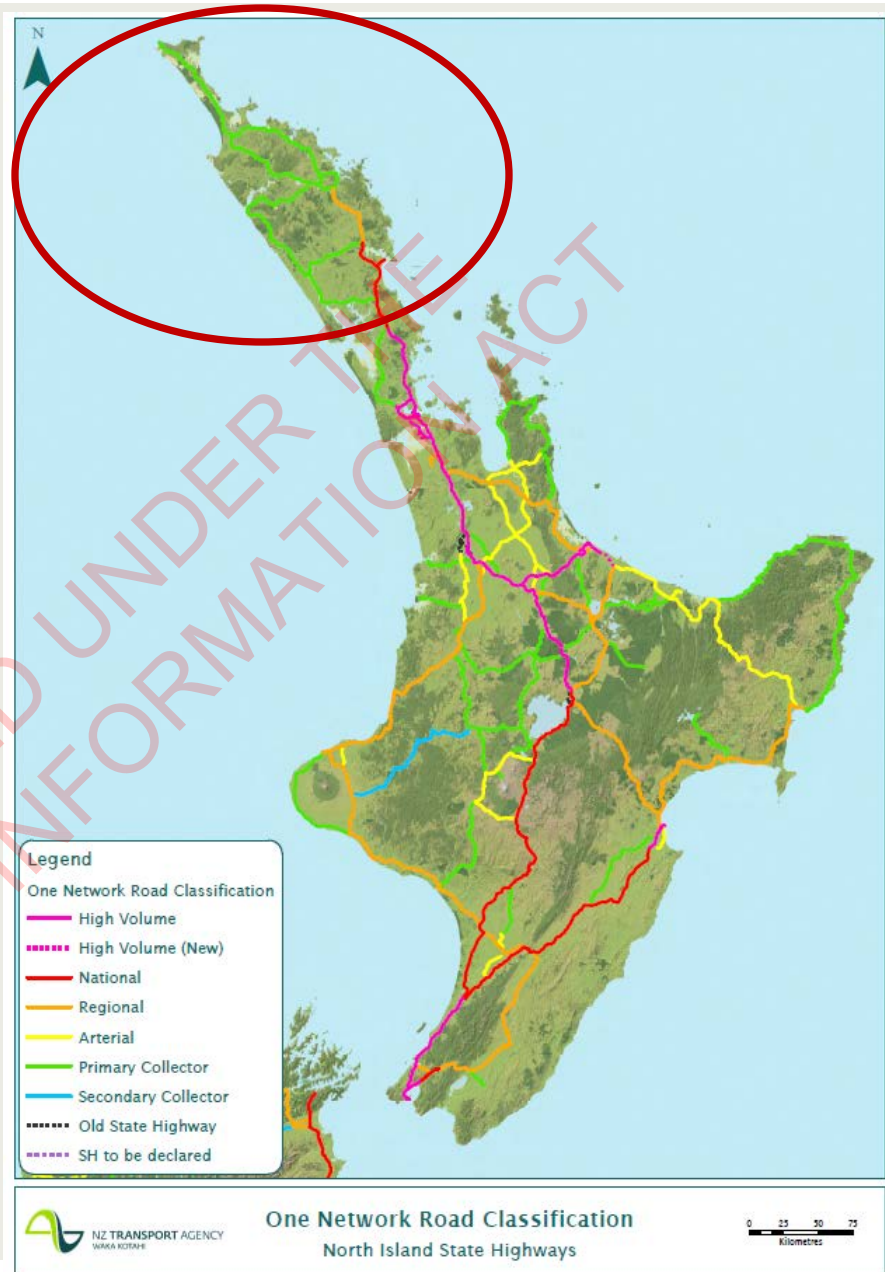
.....
Hon Simon Bridges, Minister of Transport

Noted/Approved/Declined

..... /...../.....

Northland

Itinerary and background information for visit by Minister of Transport on 19 December 2014



Friday 19 December

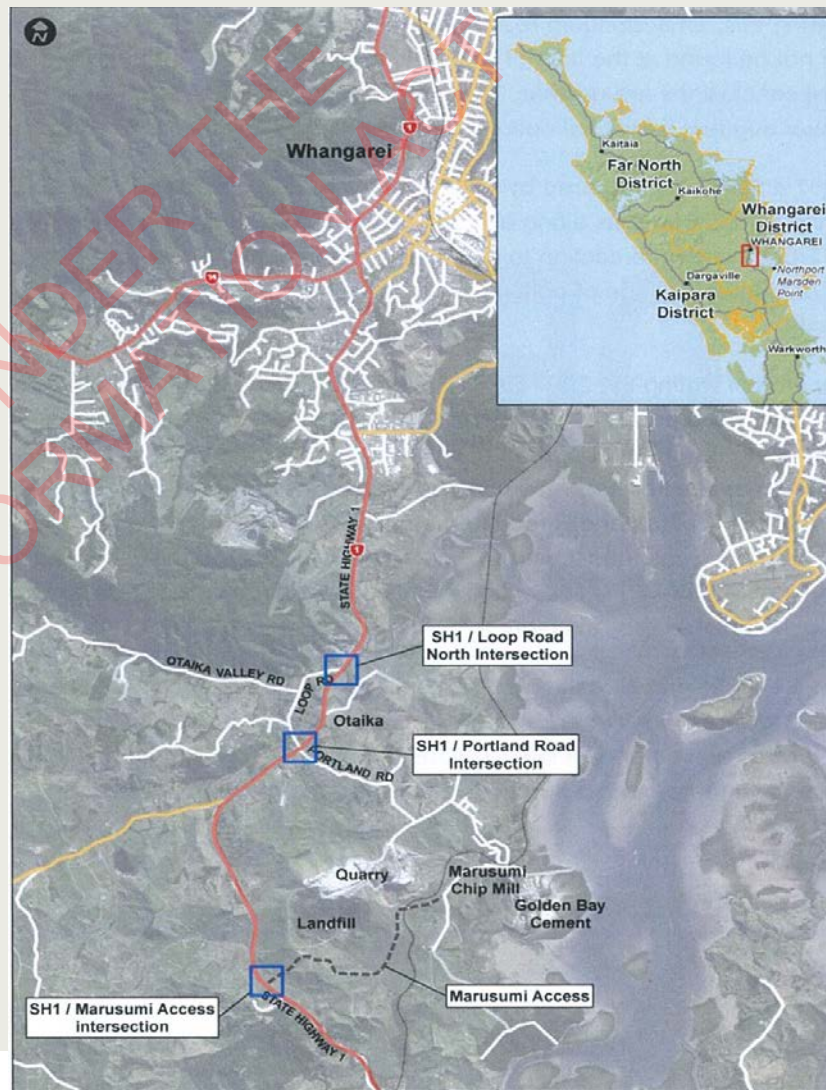
Time	Details
9.30am	Minister arrives at Whangarei airport to be met by Sheryl Mai, Mayor of Whangarei District Council (WDC) Bill Shepherd, Chair of Northland Regional Council (NRC). <i>Travel in NRC vehicle into town.</i>
10am	Morning tea at Northland Regional Council offices with representatives from NRC, WDC, Kaipara District Council and the NZ Transport Agency (NZTA). Programme: <ul style="list-style-type: none">• Informal introductions and conversations• Formal welcome from Bill Shepherd• Short presentations from Whangarei District Council and Kaipara District Council• Short response from the Minister
10.45am	Short tour to view transport issues and projects in and around Whangarei. <i>Travel in NRC vehicle with representatives from NRC and WDC.</i> <ul style="list-style-type: none">• Loop-Portland-Smeatons Road (refer to attached information sheet 1)• Otaika Valley Road and southern end of proposed 'SH13' (refer to attached information sheet 2)• Hospital Road proposed improvements
12noon	Depart Whangarei for Kawakawa along SH1. <i>Travel in NZTA vehicle with representatives from NZTA and NRC.</i> <ul style="list-style-type: none">• SH1 Whangarei urban improvements (refer to attached information sheet 3)• Akerama Curves (refer to attached information sheet 4)• SH1 Maromaku slip, south of Kawakawa
12.45pm	Quick lunch in Kawakawa hosted by John Carter, Mayor of the Far North District Council (FNDC), followed by a tour of some of the district's key roading issues. <i>Travel in FNDC vehicle with representatives from FNDC.</i> <ul style="list-style-type: none">• SH1 Maungamukas• July storm damage repair work (refer to attached information sheet 5)
5pm	Minister arrives at Kerikeri airport

Itinerary information sheets

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(1) Loop-Portland-Smeatons Road

- Safety and efficiency (nationally strategic state highway)
- Key freight route (linking forestry to Northport)
- Loop Road Strategic Business Case underway
- Detailed business case to be complete in 2015. Will inform project detail and construction timeframes



(2) 'SH13' Mangakahia Road

Over the last decade the Crown has invested around \$88 million to develop an inland freight route between SH1 at Kaikohe and SH1 south of Whangarei, mainly to support the forestry sector. This route is used by an average of 200 trucks per day.

There is strong regional consensus around the need for the route to be further upgraded by the Crown (including the upgrade of the Loop and Portlands Road intersection with SH 1) and for the whole route to be declared a new State Highway '13'.

The Transport Agency is considering the request; early assessment is that it meets 'strategic' but not 'significance' criteria.

Strategic Freight Routes - Northland



(3) SH1 Whangarei urban improvements

- Improving the operation and relieving congestion of SH1 and at key intersections through Whangarei urban area.

- State Highway 1/14
(completed in 2014)

- Central to Fourth (\$3.5M,
start 2015)

- Kensington to Manse
(\$5M, start 2016)

- Tawera Road intersection
(\$8M, start 2017)



1 WHANGAREI IMPROVEMENTS

SH1 CORRIDOR - OVERVIEW PLAN

1
Kamo Bypass - Stage 2
Intersection Project
(Completed)

2
Kensington to Manse
Intersection Project

Kamo Bypass

Whau Valley Rd

Bedlington St

Kamo Road

Percy St

Kensington Park

Kensington Ave
Intersection

Kensington Ave

Manse St

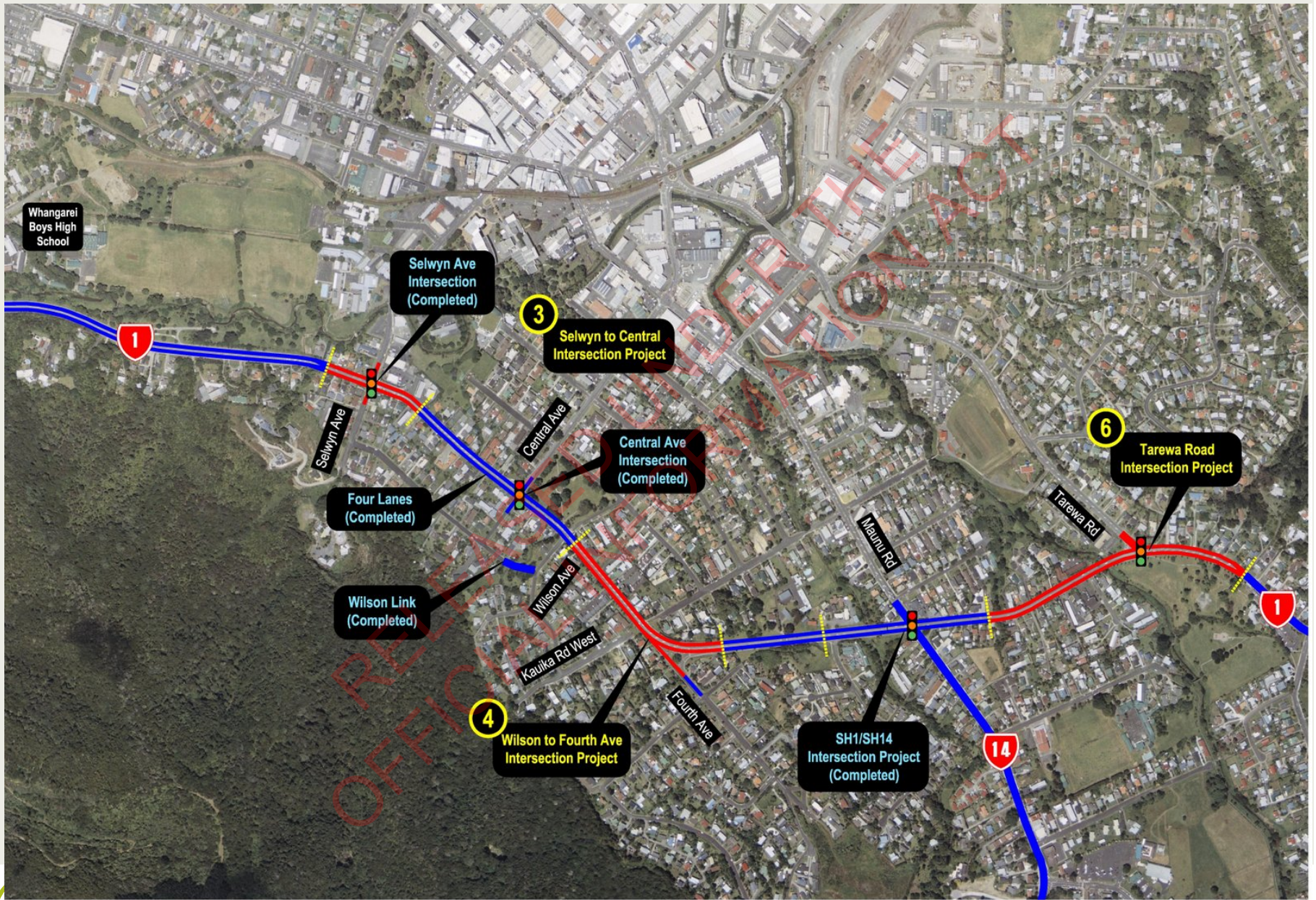
Manse Street
Intersection

Whangarei Girls High School

Whangarei Boys High School

Ph: 0800 PROGRESS (0800 776 47377) • www.nzta.govt.nz/projects/whangarei





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(5) July storm damage repair work

- **Completed works:** Transport Agency contractors undertook temporary repairs during and immediately after the storms to repair pot holes. The repairs were only temporary due to the poor weather but all works will be completed to the required standards by the end of construction season which started on 1 October 2014. All work has been completed to repair damage sustained on State Highway 1 (Brynderwyns) and at State Highway 12 at Kaihu.
- **SH1 Maromaku slip, south of Kawakawa:** This was the largest slip to affect the network after the July storm. Geotechnical work to investigate the stability of the land in the area of the slip is underway, and design work on the permanent repair to the highway is being completed. The Transport Agency plans to start work to repair the highway next March and to have that work completed and the highway fully restored before next winter. In the meantime, the two-way temporary diversion route will remain in operation.
- **SH1, Turntable Hill north of Moerewa:** Drainage work has started, and piling works to stabilise the highway and hill will start on 8 December 2014. Repairs will continue until the Christmas break and recommence after the holiday. Repairs are expected to be completed by the end of February 2015. During this period, the uphill passing lane will remain closed for safety.
- **SH12 Waipoua forest:** Geotechnical works to investigate the stability of the land will start shortly, and repairs to the slip are planned to start in March 2015. Talks are underway with local and national bodies on the most effective way to treat waste from the repair site to prevent any risk to surrounding kauri trees. Until the repair works are complete, this section of SH12 will be reduced to a single lane under a 'give and take' system.

Since July 2014, \$18.4 million has been invested to repair storm-damaged roads in Northland.

The Transport Agency has contributed nearly \$15 million of the \$18.4 million spent to date. Of this amount just over \$11 million has been spent on the repairs of local roads, of which the Government has funded the largest share of nearly \$8 million from the National Land Transport Fund (see figures to the right).

Far North District Council has two additional tranches of reinstatement works yet to be assessed and approved.

	FAR	APPLIED FOR	NZTA SHARE
Kaipara			
EW 2014/15 various sites	73%	\$1,768,145	\$1,290,746
Whangarei			
EW 2014/15 various sites	54%	\$2,732,179	\$1,475,377
Far North			
Emergency works repair July/Aug 2014 (initial)	74%	\$1,574,434	\$1,165,081
Emergency works repair July/Aug 2014 (permanent)	74%	\$4,957,000	\$3,668,180
NZTA State Highways			
EW Brynderwyns slip July 2014	100%		\$300,000
Kaihu River scour slip July 2014	"		\$1,100,000
Kaiwaka slip SH1 Northland	"		\$423,885
Katetoke Stream bridge approach	"		\$614,900
Maromaku slip July 2014	"		\$2,525,000
EW Turntable Hill Northland July 14	"		\$206,000
EW various sites Northland storms	"		\$2,244,498

People information sheets

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Morning tea – confirmed attendees

Hosted by Northland Regional Council

Organisation	Name / Title
Northland Regional Council	Bill Shepherd, Chair Malcolm Nicolson, Chief Executive Cr John Bain, Regional Transport Committee Chair
Whangarei District Council	Mayor Sheryl Mai Cr Greg Martin Jeff Divine, Roading Manager
Kaipara District Council	Peter Winder, Commissioner Jill McPherson, Acting Chief Executive Henry van Zyl, Roading Manager
NZ Transport Agency	Ernst Zollner, Regional Director Auckland and Northland Brett Gliddon, State Highway Manager Auckland and Northland Jacqui Hori-Holt, Northland Journey Manager

Key Northland transport leaders

Northland Regional Council



Bill Shepherd, Chairman and Chair of Northland Mayoral Forum

First term on the Northland Regional Council representing the Coastal North Constituency and I have also been elected the Chairman. Has governance experience on boards of both regional and national organisations across a wide range of sectors. I have headed or been a trustee of the NZ Hockey Federation, Hockey Northland, New Zealand Federated Farmers, Northland Business Development Trust, Enterprise Northland Trust, Northland Regional Council Community Trust and Destination Northland.



Malcolm Nicolson, Chief Executive

Malcolm Nicolson commenced his role as Northland Regional Council's Chief Executive Officer in January 2012. He is passionate about unlocking the immense reservoir of opportunity that exists in Northland and serving the diverse communities of the region. He spent 12 years as the head of Far North Holdings Limited (FNHL), which was set up by the Far North District Council in 1997 to handle its commercial activities.



Cr John Bain, Chair, Regional Transport Committee

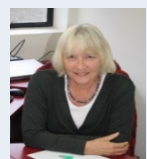
John Bain has been a Councillor for the Northland Regional Council and Chair of the Regional Transport Committee for seven years. He works closely with the district council representatives and NZTA to coordinate the large roading network of the province which is 38% of the length of the North Island."

Kaipara District Council



John Robertson, QSO, Chairman of the Commissioners

John has public sector experience as a former Member of Parliament and a former Mayor of Papakura, and Chair of Infrastructure Auckland. He is an accredited member of the Institute of Directors, is a Chartered Accountant and a professional director.



Jill McPherson, Acting CEO,

Acting Chief Executive Jill has been with Kaipara District Council for two years, initially as a General Manager and a member of the Executive. Prior to Kaipara Dr McPherson has extensive managerial experience at Auckland City Council.

Whangarei District Council



Mayor Sheryl Mai

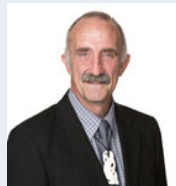
She served two terms as a councillor before taking a break to travel overseas. On her return she contested and won the mayoralty of Whangarei in 2013. Mayor Sheryl Mai was born in Putaruru, a small town in New Zealand's central North Island. She was raised and educated both there and in Rotorua before studying horticulture at Massey University.



Mark Simpson, Chief Executive

Has held the CEO role with Whangarei District Council since September 1998, has extensive engineering experience in New Zealand, Australia and United Kingdom. He has specialised in the development of appropriate service standards for wastewater and storm water reticulation and treatment systems, and for solid waste collection and disposal.

Far North District Council



Mayor John Carter

Being involved in the Community has always been really satisfying. Was appointed New Zealand's High Commissioner to the Cook Islands in 2011 and became Mayor of the Far North District of New Zealand in October 2013.

Here's what I believe in... **Local** – Let's put the "local" back into local government; **Consultation** – Talk with the people not AT them! **Employment and the local Economy** – creating opportunities, creating wealth; **Unity** - Working together in harmony; **Council Staff** – Taking pride in our work.



Jacqueline Robson, General Manager Infrastructure and Asset Management

She is a Civil Engineer with over 20 years of experience. She is responsible for setting strategic objectives in the Long Term Plan and the Asset Management Plans, and then ensuring that these objectives are met. Her role also includes building key stakeholder relationships and lifting customer satisfaction. Prior to the Far North District Council, Jacqui worked as: Manager, Investigation and Design North at Auckland Transport. Jacqui's engineering expertise covers all phases of design, construction, operations and maintenance.

Key issues background sheets

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Key points on Northland's transport system

An isolated region that's heavily dependent on its roading network, with...

1. Uncertain and limited rail, sea and air links
2. Limited travel choices, with only Whangarei offering an urban bus service
3. An extensive (and relatively expensive) road network which is in generally good condition but with weak points
4. Steady decline in travel demand across the state highway and local networks
5. State highways move most of the region's traffic but having substantially lighter traffic per km than other regional networks in the Upper North Island
6. Highly concentrated regional traffic volumes
7. High reliance on trucking to service the steadily growing freight demand
8. Important tourist routes which can be developed further
9. Significant and growing resilience challenges
10. Reasonable road safety performance with areas of high risk

Three key transport issues currently being raised by all Northland leaders

- 1. The importance of the Inland Freight Route.** There is strong regional consensus around the need for the route to be further upgraded by the Crown (including the upgrade of the Loop and Portlands Road intersection with State Highway 1) and for the whole route to be declared a new State Highway '13'. Refer to information sheet (2).
 - *The Loop to Smeatons Road intersection business case is being advanced with use of a Crown grant (refer to information sheet 1). The Transport Agency is considering the request for the rest of the Inland Freight Route to be declared a state highway.*
- 2. The critical importance of better access to and from Auckland.** There is strong support for the Puhoi to Warkworth Road of National Significance and a subsequent long-term strategy and programme for Warkworth to Whangarei (not just to Wellsford) to address weak links such as Te Hana Bridge and the Brynderwyns.
 - *The Transport Agency is developing a programme business case for the long-term development of the Auckland to Whangarei national strategic route. A draft is due in June 2015.*
 - *Puhoi to Warkworth project proposed to be procurement as a PPP starting 2017.*
 - *Safety improvements to Brynderwyns underway (refer next page).*

Brynderwyn Hill safety and resilience upgrade

Extensive safety improvements on State Highway 1 on the Brynderwyn Hill started last week.

The \$16 million Transport Agency project on the Brynderwyns to improve safety for all road users is located on the north side of the hill near the summit. The project includes several improvements:

- Widening the highway
- Removing tight corners
- Installing a median wire rope barrier to separate north and south bound traffic
- Providing a new lookout over Bream Bay, Hen and Chicken Islands and the Waipu Plains

3. The need to address the resilience challenges. The July 2014 storms caused extensive damage to the region's roading network and highlighted the vulnerability of some communities' access to services, employment, ports and the rest of New Zealand. Extensive calls have been made for increased investment from the Transport Agency and the Crown to address known areas of risk.

There are four aspects to the Transport Agency's response:

- **Restoration and rehabilitation** of the storm damage. Substantial progress has been made to date.
- **Mitigation:** Improved focus on readying parallel routes and services, and providing backup systems. Addressing catchment management issues where road works are unable to solve the issue or are not most cost effective solution.
- **Preparedness:** This includes ensuring collective understanding and readiness across partner organisations.
- **Prevention:** A proposed new \$3 million - \$18 million preventative maintenance programme for 2015-18 to address known areas of risk. Six proposed new state highway improvement projects for 2012-15 to upgrade infrastructure such as bridges, walls and culverts (refer next pages).

Proposed SH improvement projects for inclusion in the 2015-18 RLTP

Resilience trouble spot	Status	Cost estimate (\$000)
North of Te Hana Bridge	Manage and response plan - detour routes	50
SH1 Turntable Hill	Proposed Preventative Maintenance Application approval confirmed in March 2015	650
Saleyards Road	Proposed Preventative Maintenance Application approval to be confirmed March 2015	415
Shedewys Hill (end of existing retaining wall)	Proposed Preventative Maintenance Application approval to be confirmed March 2015	550
Shedewys Hill (small slip being topped up)	Proposed Preventative Maintenance Application approval to be confirmed March 2015	550
Lookout Hill 2 - South	Proposed Preventative Maintenance Application approval to be confirmed March 2015	500
Lookout Hill 2 - North	Proposed Preventative Maintenance Application approval to be confirmed March 2015	500
Substation North (south underslip) - Culvert 8	Manage and response plan - detour routes will be part of Te Hana study	50
Substation (north underslip)	Manage and response plan - detour routes will be part of Te Hana study	50
Rock wall shoulder slump	Proposed Preventative Maintenance Application approval to be confirmed March 2015	250
Callaghans Road	Proposed Preventative Maintenance Application approval to be confirmed March 2015	500

This project list will be further refined in January 2015. Applications for funding will be subject to national prioritisation.

Resilience trouble spot (continued)	Status	Cost estimate (\$000)
Puketotara Road	Proposed Preventative Maintenance Application approval to be confirmed March 2015	415
Bush Point	Proposed Preventative Maintenance Application approval to be confirmed March 2015	320
Thompson Place	Proposed Preventative Maintenance Application approval to be confirmed March 2015	60
July Road	Proposed Preventative Maintenance Application approval to be confirmed March 2015	165
Mitimiti North	Manage and response plan - detour routes will be part of Tehana study	50
Long Hill passing lanes	Proposed Preventative Maintenance Application approval to be confirmed March 2015	150
Zidich Hill	Proposed Preventative Maintenance Application approval to be confirmed March 2015	240
Waipoua	Proposed Preventative Maintenance Application approval to be confirmed March 2015	83
Cape Reinga to Awanui (no detours)	Manage and Response Plan	TBA
Mangakahia Road	Corridor Study proposed	TBA
Kaeo	Flooding - NRC hydrologic solution works completed this has been successful with the SH flooding during high tide - Management & Response Plan required	20
Mangonui - Kaeo - Puketona	Corridor Study - Flooding and Underslips	TBA
Kaitaia - Ohaewai	Corridor Study - Flooding and Underslips	TBA
Moerewa / Kawakawa / Taumarere	Flooding - work with NRC to understand hydrology of the area	TBA
Brynderwyns	Manage and Response Study - detours routes for Paparoa / Oakleigh and Mangawhai	20
Whangarei to Dargaville	Corridor Study	TBA
Paihia	Flooding - work with NRC to understand hydrology of the area	TBA
Whangarei to Kawakawa	Flooding - work with NRC to understand hydrology of the area	TBA
Opononi Foreshore Erosion	Initial investigation for Foreshore Erosion	TBA
Ohaewai to Omapere	Corridor Study	TBA
Mangakahia Road - SH14/12 intersection	Corridor Study	TBA

Some of the more specific issues being raised by regional leaders

Kaipara District	Whangarei District	Far North District
Support for addressing a substantial renewals backlog following an extensive rates revolt. <i>Good progress is being made.</i>	Completion of the extensive improvements being made to State Highway 1 through the urban area. <i>Good progress being made.</i>	Greater support for emergency works to address storm damage on the local roading network. <i>Most claims received to date have been accepted and progressed, but some differences persist around what are best value for money solutions.</i>
Addressing safety issues around specific points such as the Matakohe bridges on State Highway 12. <i>Project is included in draft 2015-18 RLTP.</i>	Corridor improvements to State Highway 14 in Whangarei linked to substantial growth at the regional hospital site. <i>Agreement to develop a long term corridor plan by mid 2015, and project included in draft 2015-18 RLTP.</i>	Despite its Funding Assistance Rate lifting from 58% to 64%, leaders argue that additional National Land Transport Fund and Crown funding is needed to improve quality of all roads including projects around Kerikeri and Pahia to address seasonal congestion issues. <i>The draft 2015-18 RLTP includes a substantial package to address resilience and congestion concerns, but its possible that these projects will not be able to receive funding in 2015-18 due to national demand.</i>
Improving the resilience of the Papanoa-Oakleigh road, which is a diversion route for State Highway 1 Brynderwyns. <i>Being considered as part of state highway preventative maintenance package for 2015-18.</i>	Support to address dust mitigation for residents on unsealed roads where there have been significant increases in forest logging truck movements. <i>Transport Agency not able to support these local mitigation efforts from the NLTF but is supporting the councils with national guidance and peer support.</i>	
<i>Comment: A small rural road controlling authority which is restoring its financial capacity and which operates at a reasonable level of capability</i>	<i>Comment: A well-performing road controlling authority with strong capability, a history of investment in required works but at risk of deferring some required renewals</i>	<i>Comment: A 'stressed' road controlling authority with limited capability and capacity due to extensive vacancies and high staff turnover</i>