

# **Kaipara KickStart Programme: Unsealed Roding Network – Prioritised Roads**

**Meeting:** Council Briefing  
**Date of meeting:** 6 May 2020  
**Reporting officer:** Curt Martin, PGF Roding Project Manager

## **Purpose/Ngā whāinga**

To provide information on the Kaipara KickStart programme's Unsealed Roding Network project.

## **Context/Horopaki**

Kaipara District Council (KDC) was successful in its application for funding through the Provincial Growth Fund (PGF) for a number of projects within the Kaipara KickStart programme that included the 'Unsealed Roding Network' project with a provisional budget of \$8.06m as set out in the Kaipara Roding Package Agreement 2. The agreement includes project funding of \$3.15m PGF funding, and \$4.91m National Land Transport Fund (NLTF) funding.

The NZ Transport Agency (NZTA), as the agency responsible for managing the NLTF, requires that investigations are completed to demonstrate that the project will deliver the expected outcomes and value for money. These investigations are required prior to physical works being carried out and allows the NZTA to assess which projects could receive NLTF funding.

The Unsealed Roding Network project's expected outcomes (Kaipara Roding Package Agreement 2 – Schedule One) are:

- i. Improving the quality of existing road surfaces.
- ii. Remediation and upgrade of existing roads to improve the level of service.

An Unsealed Network Centre of Excellence (CoE) has been developed within the Northland Transportation Alliance (NTA) to develop and provide advanced asset management practices that will assist with the decision making and the evidence required to support the NLTF investment in the unsealed network.

The CoE is a resource that offers continuity in the way upgrading, maintenance and renewal of the unsealed networks is managed. This CoE programme is fully funded via the PGF fund, and through implementation of the CoE into its business, the NTA will apply the critical thinking and quality measures that make up good asset management practices into the management of the unsealed network in Northland.

## **Discussion/Ngā kōrerorero**

The underlying goal of the CoE is alignment with the NZTA's Business Case Approach (BCA) and Investment Assessment Framework (IAF) to achieve the right investment, at the right time and in the right place with the evidence available to justify/support the investment decision.

A key deliverable of the CoE will be the provision of the Unsealed Roding Network's forward works programme (FWP) including prioritised routes, scope of work, and estimated costs in relation to KDC's approved-in-principle Unsealed Roding Network \$8.06m project.

The development of the FWP includes feedback from the Roding Advisory Group, and the Ministry of Business, Innovation and Employment (MBIE) appointed Oversight Advisor, amendments as and when required, and re-runs of the model to develop a final draft prioritised FWP for consideration and endorsement by the KKS Programme Steering Group (PSG).

The key phases of the development of the Unsealed Roding Network FWP are as follows:

- i. Segmentation of the network (complete).
- ii. Development of network evaluation criteria (complete).
- iii. Development of an unsealed roding network deterioration model (complete).

- iv. Analysis of KDC's unsealed roading network to develop a prioritised FWP – May 2020.
- v. NZTA assessment and preliminary approval of the prioritised FWP – August 2020.
- vi. Pavement testing and material supply analysis – October 2020.
- vii. Pavement design and cost estimates for the implementation of the prioritised FWP – February 2021.

Phases i, ii and iii are complete, and Phase iv is in progress with an initial draft priority list produced and distributed for feedback. The inputs to the prioritisation model will be reviewed and amended as new information comes to hand, and as practices evolve over time.

The approved programmed delivery date for the PSG's final endorsement of the final prioritised FWP is early February 2021. Approval of the prioritised FWP by the NZTA (as a co-funder) will also be required prior to implementation of the physical works.

The implementation of the physical works is programmed to be undertaken in three stages that coincide with the favourable weather windows in spring and autumn:

1. Stage 1 – March to June 2021.
2. Stage 2 – September to December 2021.
3. Stage 3 – March to June 2022.

However, options to accelerate the implementation of the physical works are being considered and in this regard, the prioritisation model and initial draft priority list of roads has been submitted to the NZTA for their endorsement.

### **Next steps/E whaiake nei**

Finalise the Unsealed Roding Network prioritised FWP and seek NZTA endorsement.