

NORTHLAND REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

AGENDA

**FOR A MEETING TO BE HELD IN
THE COUNCIL CHAMBER, NORTHLAND REGIONAL COUNCIL,
36 WATER STREET, WHĀNGĀREI, ON WEDNESDAY 3 APRIL 2013,
COMMENCING AT 10 AM**

MEMBERSHIP OF THE COMMITTEE

Cr J Bain, Chairman

Cr J Carr	Mr G Martin
Mr R Wright	Mr K Rintoul
Mr S Westgate	Mr T Baker
Mr P Winder	Mr S Town
Mr A Norman	Inspector M Hodson
Mr H Mountain	

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

OPEN MEETING

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ISSUE: Confirmation of Minutes – 3 October 2012

ID A305240

To: Regional Transport Committee, 3 April 2013

From: Chris Taylor, Council Secretary

Date 25 March 2013

Summary: The purpose of this report is to present the unconfirmed minutes of the Regional Transport Committee meeting held on 3 October 2012. It concludes with the recommendation that the committee confirm the minutes as a true and correct record.

Normal Operations

Report:

The minutes are **attached**.

Compliance with decision making processes:

Councils are required to keep minutes of proceedings in accordance with the Local Government Act 2002.

Recommendation:

That the minutes of the Regional Transport Committee meeting held on 3 October 2012 be confirmed as a true and correct record.

NORTHLAND REGIONAL COUNCIL REGIONAL TRANSPORT COMMITTEE

Minutes of the meeting held in the Council Chamber,
36 Water Street, Whāngārei, on Wednesday 3 October 2012
commencing at 10 am

Present:

Northland Regional Council

Cr J Bain, Chairman
Cr J Carr

Whāngārei District Council

Mr G Martin

Far North District Council

Mr W Brown (from 10.10 am)

Kaipara District Council

Mr S Soole

NZ Transport Agency

Mr S Town

Economic Development

Mr K Rintoul

Access and Mobility

Mr H Mountain

Safety and Security

Sergeant S Dixon

Cultural Interests

Mr R Wright

Public Health

Mr A Norman

Environmental Sustainability

Mr S Westgate

In Attendance:

Full Meeting

NRC Chairman – Craig Brown
NRC Growth and Infrastructure Manager – Vaughan Cooper
NRC Transport Operations SPM – Chris Powell
NRC Public Passenger Transport Officer – Sharlene Selkirk
NRC Transport Projects Officer – Ian Crayton-Brown
Council Secretary – Chris Taylor

Part Meeting

NRC CEO – Malcolm Nicolson (from 10.22 am)
NRC Transport Administration Assistant – Anita Foss
WDC GM – District Living – Paul Dell
FNDC Councillor - Steve McNally
FNDC GM Infrastructure and Asset Management - David Penney

The Chairman declared the meeting open at 10.02 am and welcomed both Stephen Soole and Sergeant Steve Dixon, encouraging their full participation in the meeting.

Apologies (Item 1)

Moved (Bain/Carr)

That the apologies from Mayor Wayne Brown for delayed arrival be received.

Carried

Declaration of Conflicts of Interest (Item 2)

To be dealt with on an item by item basis.

Confirmation of Minutes – 1 August 2012 (Item 3.1)

ID: A252430

Report from Committee Secretary Sheryl Bickers dated 20 September 2012.

Moved (Carr/Martin)

That the minutes of the committee meeting held on 1 August 2012 be confirmed as a true and correct record.

Carried

Upper North Island Freight Story (Item 4.1)

ID: A244014

Report from Growth and Infrastructure Manager Vaughan Cooper, and Group Manager District Living, Whāngārei District Council, Paul Dell dated 11 September 2012.

Moved (Martin/Westgate)

That the report "Upper North Island Freight Story" by Vaughan Cooper, Growth and Infrastructure Manager, Northland Regional Council and Paul Dell, Group Manager District Living, Whāngārei District Council, dated 11 September 2012, be received.

Carried

Matters arising from Item 4.1

Northland Regional Council (NRC) Growth and Infrastructure Manager, Vaughan Cooper, provided the presentation "Upper North Island Freight Story" outlining the following key points:

- The background and rationale behind the development of the Upper North Island Freight Story.
- Key partnerships involved in the collaborative project (UNISA, NZTA, KiwiRail).
- The principal objectives of the Freight Story (to enable informed decision making, improve economic performance, facilitate a shared approach to decision making).
- The structure and purpose of the technical working group.

- Key emerging issues from the Freight Story, for example the future of the ports and the sustainability of significant business land developments.
- Strategic road and rail constraints, with examples specific to both Northland and Auckland.
- The forecast expansion of industrial land across the Upper North Island. It was stressed that the Freight Story was still in its first phase and further work would be undertaken to ensure that the data on existing industrial land was accurate.
- Next steps for the project; the working group to report back to UNISA Chief Executives late October 2012 and the UNISA Mayors/Chairs early November 2012.

Forestry Cost to Far North District Council Roads and the Options Available (Item 4.2)

ID: A247910

Report from Growth and Infrastructure Manager Vaughan Cooper dated 20 September 2012.

Far North District Council (FNDC) General Manager Infrastructure and Asset Management, David Penney, provided the presentation "Forestry Cost to FNDC Roads and the Options Available" outlining the following key points:

- Forestry was notably a key industry for Northland but raised many challenges.
- The majority of RDF funding had been allocated for the maintenance and renewal of roads allowing access to the developed farm forestry network. However harvesting was now shifting to smaller local farm blocks and roads were not fit for purpose.
- Continued harvesting through the winter months had a detrimental impact on the Far North roading network and had necessitated a significant spend (\$555k during July and August 2012 alone).
- The issue was further complicated by the fact that many of the roads required by forestry were pivotal export earners yet had a low population base and generated a small rate income.
- Various options were being investigated to mitigate the problem; use of local shale quarries, limiting road use for logging, permits for use of roads, designated logging routes, a planned approach to harvesting.

Mayor Wayne Brown undertook to provide Chairman John Bain with the percentage of rate take FNDC spent per annum on roads (including both capital and maintenance).

Moved (Mayor Brown/Soole)

1. That the presentation – Forestry Cost to FNDC Roads and the Options Available, as provided by FNDC GM Infrastructure and Asset Management - David Penney, be received.
2. That the Regional Transport Committee supports a heightened debate regarding various solutions necessary for the maintenance and renewal of low rate income roads.

Carried

Regional Road Safety Update (Item 4.3)

ID: A254228

Report from Transport Projects Officer Ian Crayton-Brown dated 21 September 2012.

Moved (Mountain/Carr)

1. That the presentation – Regional Road Safety Update, as provided by Sergeant S Dixon from the Northland Police, be received.
2. That the positive trend in statistics and the improvements in safety by the Northland Police be formally recognised by the Regional Transport Committee.

Carried

Matters arising from Item 4.3

Sergeant S Dixon, representing the Northland Police, was in attendance and provided a presentation detailing current roading statistics from both a national and Northland perspective, concluding with an example of a fatal crash which occurred on the Brynderwyns in September 2012.

Northland Regional Land Transport Programme 2012-2015 (Item 5.1)

ID: A205063

Report from Transport Operations Senior Programme Manager Chris Powell dated 19 September 2012.

Moved (Bain/Norman)

That the report, Northland Regional Land Transport Programme 2012-2015, by Chris Powell, Transport Operations Senior Programme Manager, dated 19 September 2012, be received.

Carried

Matters arising from Item 5.1

Appreciation was extended to the NZTA for undertaking feasibility testing on the Portland roundabout as if it were effectively included in the Northland Regional Land Transport Programme 2012-2015.

Proposed Changes to the Land Transport Management Act (Item 5.2)

ID: A243892

Report from Growth and Infrastructure Manager Vaughan Cooper dated 11 September 2012.

Moved (Wright/Rintoul)

That the report “Proposed Changes to the Land Transport Management Act” by Vaughan Cooper, Growth and Infrastructure Manager, dated 11 September 2012, be received.

Carried

Matters arising from Item 5.2

The committee was encouraged to provide feedback on the proposed changes to the Land Transport Management Act to NRC Growth and Infrastructure Manager, Vaughan Cooper, by Wednesday 10 October. A submission would be drafted based on this feedback and circulated to the committee for approval in order to meet the 26 October deadline for submissions.

North Auckland Rail Line Review - Update (Item 5.3)

ID: A246267

Report from Growth and Infrastructure Manager Vaughan Cooper dated 11 September 2012.

Moved (Norman/Westgate)

That the report "North Auckland Rail Line Review - Update" from Growth and Infrastructure Manager, Vaughan Cooper, dated 11 September 2012, be received.

Carried

The meeting concluded at 12.15 pm.

ISSUE: Upper North Island Freight Story

ID: A304399

To: Regional Transport Committee, 3 April 2013

From: Vaughan Cooper, Growth and Infrastructure Manager

Date: 20 March 2013

Summary: The purpose of this report is to introduce a presentation on the Upper North Island Freight Story from the New Zealand Transport Agency.

**Normal
Operations**



A representative from the New Zealand Transport Agency will give a presentation to the committee on the Upper North Island Freight Story.

Compliance with decision making processes:

No decisions are required.

ISSUE: Ara Tūhono - Pūhoi to Wellsford

ID: A304398

To: Regional Transport Committee, 3 April 2013

From: Vaughan Cooper, Growth and Infrastructure Manager

Date: 20 March 2013

Summary: The purpose of this report is to introduce a presentation on the Ara Tūhono - Pūhoi to Wellsford project from the New Zealand Transport Agency.

Normal Operations

A representative from the New Zealand Transport Agency will give a presentation to the committee on the Ara Tūhono - Pūhoi to Wellsford project.

Compliance with decision making processes:

No decisions are required.

ISSUE: Facilities for the Disposal of Stock Effluent from Trucks – Progress Report

ID: A305324

To: Regional Transport Committee Meeting 3 April 2013

From: Steve Westgate, Chairman of the Northland Stock Effluent Working Group

Date: 25 March 2013

Summary: The purpose of this report and presentation is to advise the committee on the progress of the establishment of a stock truck effluent disposal network of facilities in the Northland region.

Normal Operations



Report:

Background

The last report entitled “Facilities for the Disposal of Stock Effluent from Trucks - Progress Report” was tabled at the October 2011 Regional Transport Committee (RTC) meeting which detailed the progress on the implementation of a network of effluent disposal facilities in the Northland region.

Stock truck effluent spillage on our roads was recognised as a region-wide problem involving road safety, environmental, social and health issues, so it is appropriate that our regional council should have provided the leadership in addressing the problem.

In 2008, the Regional Transport Committee of the Northland Regional Council set up the Northland Stock Effluent Working Group (the working group) to resolve the matter, the key issue being the establishment of a network of strategically-located, stock truck effluent (STE) disposal sites. The working group comprised of representatives of all parties associated with the issue of stock effluent; regional and district councils, NZTA, stock carriers, stock agents and farmers.

It is gratifying that 4½ years after the working group first convened, we now have a core network of operational STE sites – at Pakaraka, Dargaville and Kauri. This has been achieved because of the commitment and support of all members of the working group that I have been privileged to lead. I thank all members of the working group for their support and contributions; NZTA members, district council representatives, our own hard-working regional council staff, the consultants who have worked on these projects, and in particular; landowners, PPG Wrightson and North West Transport Ltd. Their co-operation has been critical in containing costs in these difficult economic times.

Progress report

There has been a noticeable increase in the number of stock being transported on trucks around Northland’s roads. This is being influenced by the drought and also the financial conditions presently affecting some farmers in Northland.

The network of stock effluent disposal sites is being put to good use and as a result fewer incidents of effluent spillages onto roads are being reported.

Site Updates:

Far North District Council – SH 1 Pakaraka: This site is fully operational after being officially opened on the 23rd September 2011. It is being well used by the passing stock truck carriers. A number of modifications were made to this site to allow for some discharge issues from some stock trucks and signage warning camper van operators not to discharge their effluent into the stock effluent system.

Kaipara District Council – North West Transport - Dargaville site: This was the first site to become operational in Northland due to the generous support from the owners of North West Transport. Kaipara District Council (KDC) worked with the operator around the Consent Process. KDC and the Northland Stock Effluent Disposal Group have appreciated this service provided by this operator. This site is being well used and in these drought conditions water use by visiting stock trucks is being monitored together with the operators own water bills.

Whāngārei District Council – Saleyards Rd, Kauri: This is now fully operational and was officially opened on Wednesday 13 March 2013. This site will be handed over to the Whāngārei District Council (WDC) in approximately 12 months. This is another example of excellent partnerships producing a great outcome. PGG Wrightson the land owner, WDC, NRC and NZTA each contributed to complete this latest and most important facility in our core network.

Future Action:

The working group will continue to meet in order to educate relevant parties and promote the use of the network. The working group has also been looking south of Northland to encourage and promote the development of a network of sites along SH1 that will benefit Northland's carriers when heading out of the region.

Compliance with decision making processes:

The activities detailed in this report are part of the council's day to day operations and as such are provided for in the council's 2012-2022 Long Term Plan, and as such are in accordance with the council's decision making process and sections 76-82 of the Local Government Act 2002.

Recommendation:

That the report "Facilities for the Disposal of Stock Effluent from Trucks – Progress Report" by Steve Westgate, Chairman of the Northland Stock Effluent Working Group, dated 25 March 2013, be received.

**ISSUE: Northland Regional Land Transport Programme
2012-2015 – Funding Uptake**

ID: A238060

To: Regional Transport Committee, 3 April 2013

From: Chris Powell, Transport Operations Senior Programme Manager

Date: 19 March 2013

Summary: The purpose of this report is to provide an update on the three year Northland Regional Land Transport Programme 2012-2015 for the period 1 July 2012 to 28 February 2013. It concludes with the recommendation that the report be received.

Normal Operations

Report:

Background

Reports on the Northland Regional Land Transport Programme - Funding Uptake have been tabled at Regional Transport Committee (RTC) meetings since February 2010.

These reports detail the budgeted expenditure against actual expenditure by project and grouped by approved organisation for the detailed time period.

The base information contained in the spreadsheets is sourced directly from the NZTA's "National Land Transport Programme 2012-2015 Northland" and from the relevant subsidy claims as submitted to NZTA from the various approved authorities.

Progress report

The **attached** spreadsheets provide the relevant information on the uptake of funding by the Northland Regional Council, Whāngārei District Council, Far North District Council and Kaipara District Council. The information provided covers the period 1 July 2012 to 28 February 2013.

Due to computer related problems, the NZTAs information will be tabled at the meeting.

Details relating to the progress of the projects are provided under the column marked "Comments". More detailed information pertaining to individual projects may be obtained from the relevant road controlling authorities.

Regional Land Transport Programme 2009-2012 Funding Uptake

Due to there being no Regional Transport Committee since the formal release of the national Land Transport Programme in September 2012, this is the first report for the 2012-2015 three year funding period. .

Compliance with decision making processes:

The activities detailed in this report are provided for in the council's 2012-2022 Long Term Plan, and as such are in accordance with the council's decision making process and sections 76-82 of the Local Government Act 2002.

Recommendation:

That the report, "Northland Regional Land Transport Programme 2012-2015 - Funding Uptake" by Chris Powell, Transport Operations Senior Programme Manager, dated 19 March 2013, be received.

Northland Regional Land Transport Programme 2012 - 2015

ITEM 5.1: Attachment

Northland Regional Council

1 July 2012 to

Name	Phase	Status	12/13 FAR	Start	Final	Total Budget	12/13 Budget	Revised Cost	Expenditure to Date	Comments
<u>Passenger Transport Services</u>										
Bus Service	Operations	Approved	50%	2012/13	2014/15	\$2,652,016	\$773,226	-	\$387,619	Service operating within budget
Passenger Transport Facilities Ops and Maint.	Operations	Approved	59%	2012/13	2014/15	\$126,011	\$40,000	-	\$0	Work undertaken. Awaiting invoices from District Council
Total Mobility	Operations	Approved	40%	2012/13	2014/15	\$810,302	\$266,619	-	\$156,977	Under budget due to less travel
Wheelchair Hoists	Operations	Approved	60%	2012/13	2014/15	\$25,000	\$25,000	-	\$0	No claim made to date
Total Mobility Flat Rate Payments	Operations	Approved	100%	2012/13	2014/15	\$139,666	\$45,000	-	\$13,799	Operating within budget
Public Transport Information, Ops and maint	Operations	Approved	59%	2012/13	2014/15	\$254,490	\$77,900	-	\$34,717	Operating within budget
<u>Transport Planning</u>										
Regional Land Transport Planning Management - Study	Study	Approved	64.77%	2012/13	2014/15	\$206,185	\$61,800	-	\$28,228	Operating within budget
<u>Road Safety Promotion</u>										
High Strategic Fit	Construction	Approved	64.77%	2012/13	2014/15	\$212,763	\$70,921	-	\$16,774	Road Safety Projects now fully implemented
Medium Strategic Fit	Construction	Approved	64.77%	2012/13	2014/15	\$91,500	\$30,500	-	\$1,672	Road Safety Projects now fully implemented
<u>External Funding</u>										
SuperGold Card Allocations	Implementation	Approved	100%	2012/13	2012/13	\$95,000	\$95,000	-	\$65,236	Operating within budget

Northland Regional Land Transport Programme 2012 - 2015

Whāngārei District Council

1 July 2012 to 28 February 2013

Name	Phase	Status	12/13 FAR	Start	Final	Total Budget	12/13 Budget	Revised Cost	Expenditure to Date	Comments
Emergency Works 2012/13 Various Sites	Construction	Approved	52%	2013/14	2013/14	\$983,011	\$983,011	-	\$970,474	Works almost complete
Preventative Maintenance Mangakahia Rd 2011/12	Construction	Committed	52%	2011/12	2012/13	\$135,000	\$73,436	-	\$0	First response repairs have addressed the stability problem. Declare surplus.
Maint, Ops & Renewals Programme 2012/15	Local Roads	Approved	51%	2012/13	2014/15	\$51,959,242	\$16,636,956	-	\$11,105,208	67% complete. \$1.0M of renewals has been deferred until 2013/14
Road Safety 2012/15 - High Strategic Fit	Construction	Approved	61%	2012/13	2014/15	\$695,794	\$224,000	-	\$38,076	17% complete - due to delayed invoicing by Roadsafe Northland.
Road Safety 2012/15 - Medium Strategic Fit	Construction	Approved	61%	2012/13	2014/15	\$85,700	\$27,602	-	\$0	
09/12 Roding-4th Ave/Kauika Rd & Wilson/5th Ave link	Construction	Committed	62%	2010/11	2012/13	\$650,000	\$123,790	-	\$18,732	Project deferred until 2013/14 to tie in with the 4-laning project timing
09/12 Roding - Spedding Rd Link	Construction	Committed	62%	2010/11	2013/14	\$3,756,446	\$14,302	-	\$4,997	Landscape maintenance ongoing
Cherry Rd Bridge 271 Upgrade	Construction	Committed	62%	2011/12	2012/13	\$111,000	\$5,012	-	\$0	
Hayward Rd Bridge 131 Upgrade	Construction	Approved	61%	2014/15	2014/15	\$276,903	\$276,902	-	\$0	Project deferred until 2013/14.
Lower Hatea River Crossing	Construction	Committed	50%	2010/11	2012/13	\$28,520,000	\$16,692,063	-	\$13,330,911	80% complete. On track for July opening
Mill Rd/Nixon St Upgrades	Design	Committed	62%	2010/11	2012/13	\$350,000	\$290,005	-	\$2,000	Land negotiations ongoing
Minor Improvements 2012/15	Local Roads	Approved	61%	2012/13	2014/15	\$3,268,309	\$1,327,275	-	\$125,945	Remaining budget deferred until 2013/14
Porowini Ave Extension Construction	Construction	Committed	62%	2008/19	2012/13	\$7,500,000	\$49,560	-	\$30,727	Landscape maintenance ongoing
Rust Ave Bridge Replacement	Construction	Approved	61%	2012/13	2012/13	\$1,026,500	\$1,026,500	-	\$9,333	Project delayed due to funding issues. Design work has now commenced.

Northland Regional Land Transport Programme 2012 - 2015

ITEM 5.1: Attachment

Far North District Council

1 July 2012 to 28 February 2013

Name	Phase	Status	12/13	Start	Final	Total Budget	12/13 Budget	Revised Cost	Expenditure to Date	Comments
Emergency Works 10/11 Carry Over into 12/13	Construction	Approved	59%	2012/13	2012/13	\$150,000	\$150,000	-	\$68,563	EW will mostly be spent this year. Still some geotech being undertaken on a couple of sites Works progressing on this category Contractual issues should be resolved soon Contractual issues should be resolved soon Contract docs being prepared for construction this year
Emergency Works '2011/12	Construction	Committed	59%	2011/12	2012/13	\$3,185,000	\$641,991	-	\$641,991	
Emergency Works Repairs July August 2012 Event	Construction	Approved	59%	2012/13	2012/13	\$1,457,592	\$1,457,592	-	\$1,116,571	
Emergency Works Repairs September 2012 Event	Construction	Approved	62%	2012/13	2012/13	\$1,013,800	\$1,013,750	-	\$482,415	
Maint,Ops & Renewals Programme 2012/15	Local Roads	Approved	55%	2012/13	2014/15	\$63,052,604	\$20,087,314	-	\$9,736,950	
Minor Improvements	Local Roads	Approved	65%	2012/13	2014/15	\$5,734,575	\$1,915,686	-	\$98,560	
Road Safety 2012/15 - Medium Strategic Fit	Construction	Approved	65%	2012/13	2014/15	\$720,522	\$240,174	-	\$160,116	
Road Safety 2012/15 - High Strategic Fit	Construction	Approved	65%	2012/13	2014/15	\$2,470,446	\$823,482	-	\$548,988	
Waimate North Road RP 6108 - 11087m	Construction	Committed	66%	2008/09	2012/13	\$1,450,000	\$47,945	-	\$11,345	
Waipapa Rd Seal Widening plus W&C	Construction	Committed	66%	2008/09	2012/13	\$3,750,000	\$71,150	-	\$3,136	
Bridge Replacement West Coast Road 2012 - 13	Construction	Approved	65%	2012/13	2012/13	\$450,000	\$450,000	-	\$0	
Waitangi Trust										
Maint,Ops & Renewals Programme 2012/15	SPR	Approved		2012/13	2014/15	\$192,700	\$147,700	-		

Northland Regional Land Transport Programme 2012 - 2015

ITEM 5.1: Attachment

Kaipara District Council

1 July 2012 to 28 February 2013

Name	Phase	Status	12/13 FAR	Start	Final	Total Budget	12/13 Budget	Revised Cost	Expenditure to Date	Comments
Emergency Works '2012/13 Various Sites	Construction	Approved	65%	2012/13	2012/13	\$160,000	\$160,000	-	\$0	Slip work planned for April/May
Emergency Works '2011/12 Various Sites	Construction	Committed	67%	2011/13	2012/13	\$1,184,417	\$917,000	-	\$441,877	Slip work planned for April/May
Preventative Maintenance 2010/11	Construction	Committed	60%	2010/11	2012/13	\$722,530	\$5,360	-	\$5,360	Local share budget used for emergency works
Maint, Ops & Renewals Programme 2012/15	Local Roads	Approved	59%	2012/13	2014/15	\$40,084,462	\$13,265,203	-	\$6,349,452	Some deferred rehabilitations and bridge strengthening and heavy metalling - planned budget spend for 2012/13 now approximately \$11,123,000
Road Safety 2012/15 - High Strategic Fit	Implementation	Approved	69%	2013/14	2014/15	\$266,255	\$87,000	-	\$37,000	Planned budget expenditure expected by June 2013
Road Safety 2012/15 - Medium Strategic Fit	Implementation	Approved	69%	2012/13	2012/13	\$20,000	\$20,000	-	\$0	Planned budget expenditure expected by June 2014
Central Road Bridge 47 Replacement	Construction	Committed	70%	2010/11	2012/13	\$350,043	\$123	-	\$123	Construction planned for April/May
Minor Improvements 2012/15	Local Roads	Approved	69%	2012/13	2014/15	\$2,154,250	\$723,750	-	\$209,357	Minor Improvement budgets will not be fully expended - Planned budget spend for 2012/13 \$329,000

ISSUE: Dust Related Problems on Unsealed Roads of Northland

ID: A304610

To: Regional Transport Committee, 3 April 2013

From: Chris Powell, Transport Operations Senior Programme Manager

Date: 26 March 2013

Summary: The purpose of this report is to update the Regional Transport Committee on the increasing problems associated with dust generated from unsealed roads in Northland. It concludes with the recommendation that a mitigation strategy be drafted and presented to the next meeting of this committee.

Normal
Operations



Report:

Background:

Northland has a high percentage of unsealed roads (53%). There has been an increase in complaints received by the Northland Regional Council (NRC) and District Councils in regard to dust related issues generated from the passage of heavy vehicles on these roads.

This problem is particularly prevalent in areas where there is a high frequency of heavy vehicle movement and during times of low precipitation. There has recently been an increase in the number of complaints received due to the prolonged period of dry weather being experienced.

The dust related problems in some areas have reached such a proportion as to cause threats of blockading certain unsealed roads with high volumes of heavy vehicle traffic.

National, Regional and District Policies

Contained in the following national and regional policies is reference to the need to protect and promote public health and recognising dust from unsealed roads is a problem. These policies include the:

- National Land Transport Strategy (NLTS)
- Land Transport Management Act 2003 (LTMA)
- Government Policy Statement (GPS)
- Regional Policy Statement
- Regional Air Quality Plan
- Regional Water and Soil Plan
- 30 Year Transport Strategy for Northland

The Regional Policy Statement contains specific reference to avoiding, remedying, or mitigating adverse effects on the environment and risks to people.

The three district councils presently have no separate policies or strategies on treating dust from roads, only provision for the sealing of roads.

Funding Directives

Although there are a number of policy documents recognising the health issues relating to transport and the problems created by dust from unsealed roads, there is no corresponding recognition for the funding required to address these matters. Listed below are the various funding directives.

Government Policy Statement (GPS)

No provision is found in the GPS directing available funding toward unsealed roads where dust is proved to be both a health issue and a nuisance.

National Land Transport Fund (NLTF)

Funding allocated under the NLTF is directed by the GPS. No provision is found in the National Land Transport Programme directing available funding toward unsealed roads.

Regional Land Transport Programme 2012/2015

With the government directing funding toward Roads of National Significance and state highways, there has been a reduction in national funding assistance to the district councils, particularly those in the more rural regions like Northland.

In addition to the above, it must be remembered that Northland has a low rating base and has traditionally struggled to raise the local share required for any subsidised project

Available funding through the GPS has been limited due to the Christchurch earthquake and global financial pressure. As a result, district councils have been directed to complete existing projects (national funding committed) and making provision for Maintenance and Operation of Local Roads, Renewal of Local Roads and minor improvements. Very few additional projects were approved for national funding assistance.

It is important to note at this time, that the district councils have received no national financial assistance for seal extension work which is an option for addressing dust related problems.

In addition, all three district councils had their Funding Assistance Rates (FAR) reduced for the 2012/2015 funding period.

Northland's Long Term Plan 2012-2022

As the NRC is not a road controlling authority, no funding has been provided for dust suppressant on unsealed roads. However there is provision for responding to incidents, commercial testing/external analysis that could be used. The NRC is now looking to purchasing its own portable PM10 monitoring equipment.

District Long Term/Annual Plans

As there is no national funding assistance for this category of work coupled with the reduced funding assistance available, district councils have not committed to dust suppressant work required.

The above issues have been compounded by the GPS providing no funding for seal extensions in the region for the 2012/2015 Regional Land Transport Programme period.

The Far North District Council is working on a policy based on the understanding that a private company or property owner will provide a certain percentage of the cost to seal a road prior to the council providing the remainder.

The Whāngārei District Council has recently included a clause in its District Plan that any new residential building must be built a minimum of 100 metres back if situated on an unsealed road.

The district councils have made no provision in their Long Term and Annual Plans as they have no available local share funding available to address the problems.

Dust Suppressant Trials

Dust suppressant trials undertaken in the region have provided varying rates of success. A list of these trials which includes product trialled, location and results is currently being compiled by the NRC.

The four road controlling authorities have all agreed that a dust suppressant can have positive results on roads with predominantly light vehicle use and/or low volume of heavy truck movement over a short period (three months). However in the case of large volumes of heavy truck movement (40+) per day, suppressants have only short term effectiveness (a few weeks).

As a note, one of the products being trialled is essentially a treated waste oil product, with the contaminants removed. Initial results of the trials indicate that this product does not appear as successful as the anecdotal evidence of historical waste oil application would suggest it should be.

The cost of tar sealing a 100m section of road as against applying a dust suppressant is:

Tar Seal = between \$30,000 and \$40,000

Dust Suppressant = between \$2,000 and \$2,500 per application

The costs provided above are indicative only. Actual costs incurred will depend on topography, base material, condition of existing surface, surface preparation required and thickness of application.

Therefore, for non-sealed roads carrying large amounts of heavy vehicles over an extended period, tar sealing is the most cost efficient method available. A good example of a conforming road would be Pipiwai Road where the anticipated forest harvest period is 12 years with up to 50 trucks per day traversing the road at peak harvest periods.

The above statement is based on the following:

- Tar seal road 100m long x 5m wide = \$40,000 for 12 year period.
- Dust Suppressant treatment 100m long x 5m wide = \$2,500 x 2 applications per year (assuming no heavy rains) = \$5,000 per annum x 12 years of use = \$60,000.

It is however important to remember that as noted above, there is no national funding assistance for seal extensions for the 2012-2015 funding period (and possibly the 2015-2018 period).

Residents of Wright and Pipiwai Roads have complained to FNDC and WDC, NRC and the Medical Officer of Health about health issues and nuisance as a result of the dust being generated by the large number of logging trucks travelling on these roads.

This long standing issue has been exacerbated by the prolonged lack of rain coupled with the increased number of logging truck movements. The issue is receiving both press and national television coverage.

An interim solution is being provided by the Far North and Whāngārei district councils in conjunction with Hancock Forest Management Ltd. This involves the district councils preparing the road surface and Hancock Forest Management Ltd applying a dust suppressant (Dust Lock) on the surface. NRC has issued resource consent for the application of the dust suppressant.

Alternative Solutions

Part of the mitigation strategy will be the identification of a range of alternative solutions to the problem. These will range from long-term solutions such as building setbacks, medium-term solutions such as shelter belts, short-term solutions such as speed limits and water application, along with other solutions looking at strategic prioritisation of high risk sites and the effectiveness of dust suppressants.

Importance of Issue

All the road controlling authorities and the NRC recognise that there are nuisance and potentially health related issues associated with dust from unsealed roads. The immediate solutions of dust suppressants or road sealing require significant investment.

With the sheer number of unsealed roads in the region coupled with the lack of local share funding, the road controlling authorities fully acknowledge the enormity of the situation. They have acknowledged that they are in a predicament in that they have multiple sections of unsealed road that require attention (in the region of 50 in Whāngārei alone).

High risk sites/sections of road

All the road controlling authorities have relevant information in regard to affected areas. This information is gathered through:

- Forest harvest information from the relevant forestry companies;
- Public complaints
- Feedback from roading contractors.

This is predominantly a forest harvest related issue, particularly in those areas where large tracts of forest are being harvested. This obviously leads to a far greater strain being placed on the affected roads than would normally be the case. Milk tankers, stock trucks and school buses do cause some dust problems but as their frequency is much less, they are not seen as a major contributing factor.

Recommended Next Steps

Based on the content of this report, it is recommended that NORTEG prepare a draft comprehensive mitigation strategy, which would include:

- A process for identifying and prioritising the worst affected sites; and
- Identification of a toolbox of options available to address the affected sites; and
- Where feasible, to recommend the most cost effective method of addressing each site

The draft report would be presented to the next meeting of this committee.

Compliance with decision making processes:

The activities detailed in this report are provided for in the council's 2012-2022 Long Term Plan, and as such are in accordance with the council's decision making process and sections 76-82 of the Local Government Act 2002.

Recommendations:

1. That the report, "Dust Related Problems on Unsealed Roads of Northland" by Chris Powell, Transport Operations Senior Programme Manager, 26 March 2013 dated be received.
 2. That a draft mitigation strategy be developed and reported to the next meeting of this Committee.
-

ISSUE: Regional Road Safety Update

ID: A301511

To: Regional Transport Committee, 3 April 2013

From: Howeth Mountain (RoadSafe Northland Forum) and
Ian Crayton-Brown, Transport Projects Officer

Date: 11 March 2013

Summary: To provide to the Regional Transport Committee a progress report on road safety issues, trends and current events in Northland for the 2012 and start of the 2013 calendar year.

Normal Operations

Report:

Background

This report serves to update the Regional Transport Committee on the current national and regional road tolls and outlines the latest in national and regional road safety developments.

Road toll statistics and trends for 2012 and start of 2013

1. Northland road toll snapshot for 2012

In 2012 there were 18 deaths from 16 fatal crashes on Northland's roads. Although this was the second lowest result on record for the region, it was still 11 deaths up on the previous year's record result.

Please find below the key facts relating to the accidents that occurred in 2012.

Key issues:

Severity:

- 1163 crashes (including non-injury)
- 114 serious injury
- 439 minor injury
- \$203.7m social costs

Crash type:

- 41% - Bend-Lost Control/Head On
- 23% - Rear End/Obstruction
- 14% - Crossing/Turning
- 13% - Straight Road Lost Control/Head On

Crash factors:

- 33% - Poor observation
- 26% - Poor handling
- 19% - Too fast
- 17% - Incorrect Lane/Posn

Driver at fault or part fault:

- 18% - 20-24yrs
- 15% - 30-39yrs
- 14% - 40-49yrs
- 14% - 50-59yrs

Road Environment:

- 56% - Open road

Conditions:

- 70% - Light/Overcast
- 68% - Dry

Time Period Statistics:

- 71% - Weekday
- 183 crashes – Saturdays
- 178 crashes each - Tuesdays & Fridays
- 169 crashes - Thursdays
- 157 crashes - Wednesdays
- Worst time of day between 3pm & 6pm

Months: Consistent throughout year – 7% -10%

- 10% - November
- 9% - Jan, Feb, May, June, Dec
- 8% - April, Aug, Oct
- 7% - Mar, July, Sep

Road Deaths Update

Local Government Region

Local Government Region	2009	2010	2011	2012	2013
Northland	5	7	3	5	4
Auckland	17	7	7	11	10
Waikato	15	13	17	10	6
Bay of Plenty	5	11	3	3	3
Gisborne & Hawkes Bay	4	5	5	8	3
Taranaki	7	2	2	2	1
Manawatu / Wanganui	9	7	5	5	2
Wellington	7	3	2	2	4
Nelson / Marlborough	4	12	2	1	2
West Coast	0	1	3	0	1
Canterbury	4	1	2	6	9
Otago	2	4	5	6	1
Southland	2	2	0	2	1
Total	81	75	56	61	47

Figures for each year as at midnight Monday, 11 March

2. Regional road toll year to date for 2013

Four fatalities have occurred on the regions roads as opposed to five for the same period last year. There was one death in each of the Whāngārei & Far North Districts and two in the Kaipara District. Of the four deaths, two were car drivers and two

motorcyclists. Fatality ages - one was aged 20-24yrs, one 40-59yrs and two in the 60 plus age group.

Table 1 below indicates the territorial location of road fatalities year to date including the corresponding period in 2012 and the months that the deaths have occurred.

Table 1: Road Deaths by Local/Regional Body – as at Tuesday 12 March 2013

NORTHLAND REGION	2012												2013				
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Jan	Feb	Mar	Total
Far North	1	2	0	0	2	0	0	0	0	2	0	1	8	0	1	0	1
Whangarei	0	0	0	0	0	0	0	0	1	1	1	2	5	0	1	0	1
Kaipara	2	0	0	0	0	0	0	0	1	0	2	0	5	1	0	1	2
TOTAL	3	2	0	0	2	0	0	0	2	3	3	3	18	1	2	1	4

Operational Update:

Attachment A is the minutes of the RoadSafe Northland Forum meeting held on 8 February 2013. These minutes detail the on-going actions and activities being undertaken in the region.

Fatigue remains a serious issue for Northland. The Northland Road Safety Association and the Far North REAP along with partners continue to facilitate northbound fatigue stops at State Highway One locations at Uretiti in the Whāngārei District and Waiomio in the Far North District. Two southbound fatigue stops are facilitated through State Insurance at the end of Labour and Easter weekend breaks.

The Coffee Brake fatigue intervention project is continuing to be developed targeting drivers. It will involve 12 cafés on busy State Highway routes where most fatigue related crashes have been occurring. Each district will have four cafés participating.

Coffee and milk suppliers are again being approached to continue their generous support. I-Sites, AA, Police, Rental Car firms & the heavy freight sector including at fatigue stops will again be approached to help circulate the redemption vouchers. These provide the incentive for drivers to stop and have a break with a free sit down cup of coffee.

The Northland Freight Group meets bi-monthly at the Northland Regional Council and works closely with partners around road safety and driver training and education. There are a number of projects that are co-ordinated under the 'Share the Road' theme. One of the projects is facilitated by Hancocks Forestry Management and during the next 12 month period will visit 33 Northland schools educating students and staff about logging truck safety.

The 'Share the Road' theme initiatives have included putting RT radios into school buses travelling on narrow winding roads with logging trucks. Classroom presentations are given along with the opportunity to sit in the cab of a logging truck. Scenarios are set up showing students and adults alike the situation of 'if you can't see my mirrors, I can't see you'.

The key theme of 'Keep it 10 below' on bends is widely promoted with the drivers and through radio and printed resources targeting truck roll-overs.

Compliance with decision making processes:

The activities detailed in this report are part of the council's day to day operations and as such are provided for in the council's 2012-2022 Long Term Plan, and as such are in accordance with the council's decision making process and sections 76-82 of the Local Government Act 2002.

Recommendation:

That the report "Regional Road Safety Update" from RoadSafe Northland Forum, Howeth Mountain, and Northland Regional Council Transport Projects Officer, Ian Crayton-Brown, dated 11 March 2013, be received.

Minutes RoadSafe Northland Forum 08 February 2013

In attendance:

Northland Road Safety Trust Cr J Williamson (Chairman)	Whangarei District Council Cr A Edwards	Far North District Council M Gabriels Cr T Baker
Kaipara District Council Henri Van Zyl S Paniora	Northland Regional Council I Crayton-Brown C Powell A Foss (Minute Secretary)	Road Safety Coordinator Whangarei/Kaipara G Archer
Opus International Consultants D Spoonley	NZ Transport Agency E Kerry M Bartlett John Kooge	ACC Delivery and Distribution S Hei Hei
NZ Automobile Association H Mountain	Downer/ITS M Patuawa Hayden McGrath	Bike Northland S Bell
NZ Police M Hodson	St John's Ambulance Service M Going	People Potential Andrea Ross
Fulton Hogan Ltd K Hoskin K Cocking	Northland Freight Group D Turner	NZ Fire Service C Bain

Apologies:

Whangarei District Council G Monteith	Far North REAP Kiri S-H Jodi B	NZTA Jacqui H – H M Taylor	NZ Police L Goulsbro	Northpower R Watson
Northland Health B Rowse				

Welcome

The Chairman welcomed everyone to the meeting.

Apologies

Apologies received from the persons above.

Minutes from previous

Minutes from previous meeting 16 November 2012, accepted received as a true and correct record.

Matter arising (items not on agenda)

A letter of acknowledgment for B Thomson: years of service, taking the minutes for the Forum.
Welcome Anita Foss from NRC who will take minutes today and moving forward.

Correspondence

None

General business – ‘Are we targeting the risk’?

Presentations:

Young Driver Training

Andrea Ross from People Potential presented to the group the Young Driver Training programme. People Potential pay for students to get their full drivers licence, it's the next step to students getting into the workforce. This led into a discussion on the following points:

- The law has changed and it's now harder to get your full licence, plus it's an expensive exercise.
- Fines can accumulate and people struggle to get ahead and pay their fines, ending up in debt.
- Young drivers drive because of peer pressure, behaviours learnt at a young age.
- The older you are the less likely you are to pass.
- What incentives are in place from the Rotary Club?
- Need help from people in the Community – mentors, driving instructors.
- Note mentors/driving instructors will need up skilling/refresher training.
- NZTA mentioned a mentoring program for instructors, 20 – 30 hours training.
- Utilise NZTA and ACC resources already available (lots of research has been done and is available).
- There is interest across the country, Northland and the Far North will be a focus.
- The state of vehicles, are they safe? If on a tight budget, on Trademe you can put in your price range and the star rating (safety) is also available.
- A three week waiting list to sit your licence, not enough instructors.
- What role does the AA play?
- Discussion on young drivers training on a skid pad.

Please contact Andrea Ross direct:

People Potential
Managing Director
09 437 7593

andrear@peoplepotential.co.nz

Road Crashes – Medical Perspective

Mark Going a St Johns Rural Support Officer did a presentation, challenges on going to an incident. A four minute video on an ambulance coming out of the premises on Western Hills Drive going to a call-out in Otaika. This led into a discussion on the following points:

- What can we do?
- It's good to have awareness from a medical perspective, on their roles and challenges.
- Slow down and pull over (not on a corner).
- Islands can be a hazard for ambulances but necessary for other reasons/such as speed.
- What can be done about the wait time it takes for ambulances to drive out of Western Hill's? Flashing lights, like the Fire Station?
- Entrance at the Police Station there are 8 parking spaces.

What's the process, guidelines and rules, David Spoonley to report back at the next Forum meeting.

Presentation continued:

Mark Going also shared with the group a slide show on some incidents they are called out to: Cyclists, Pedestrians, Drive Ways, Quads – Motorbikes, cars, Trucks, and Boats.

Road Safety Reporting

Melanie Bartlett from NZTA was following up with the group on the recent meetings and discussions on a reporting template she circulated to the different councils, organisations and partners.

When the Action Plan – Safer Journey was implemented, John Williamson commented that an actual process was not followed. What is the Minister looking for? As an outcome, Melanie commented reducing death and serious injury.

Other comments from the group as follows:

- Need to embed the safe system – regularly reporting as a group on the key areas, KPI's, stats, action points, what are we doing as a group?
- Improve communication, add value using one document.
- Contributing on future opportunities, signature projects consolidate a response.
- Measure our success – not just reporting on the Road Toll.
- Who will take ownership of the reporting document? Will it sit with NRC or rotate between the councils.
- Lowering the alcohol limit.
- Speed Strategy.
- Core issues within the community.
- Crash factors of the last 5 years, identify the key issues.
- Big picture thinking – how can we deliver the Road Safety messages.
- Need to be seen as effective, making a difference as an organisation with our partners.
- WDC looking at parking officers enforcing tickets for no warrants and registrations.
- 17% of fatal and serious injury incidents reported – these cars are not warranted.
- NZTA working with NRC on the stock effluent sites.
- Nail down our reporting as a region and district, need to be smarter.
- Verbal reports are shared – and written reports.
- A sub group should be formed to put the paper together. (Already done).
- RTC asked this Forum to conduct and report on actions relating to the Action Plan.

Please note, Melanie Bartlett to circulate template to Gillian Archer.

General Business continued – Road Safety Updates

Far North

M Gabriels commented from an engineering perspective on minor improvements around the area. Five black roads have been identified causing serious injury and death; there will be further improvement work as a focus on these roads.

WDC

Driver re training program is a focus, education for offenders.

Kaipara

Focus is on two infrastructure projects, an intersection safety improvement at the Waihue and Parore West roads, and a right turn bay at the Wood Street, Molesworth Drive intersection.

State Highways Network

- 13 fatal crashes end of 2012 factors are fatigue, speed and driver error.
- Improvements are ongoing on the State Highways.
- Pavement process in the different areas.
- Re sealing.

Northland Regional Council

- Road Safety Action Plan, continue to identify priorities.
- Bike To Work Day 13 February, in Whangarei city behind Chipmunks.
- BDO around Northland Cycle Tour coming up from 14-17th March

ACC

- Young Drivers Programme - working with different organisation and partners.
- Alcohol programme.
- Freight Group Project.
- Budget contributions.
- Law change – on child restraints, consultation will close end of February/early March, if you are interested get on the distribution list, final sign off mid-2013, implemented November 2013.

If you would like to know more information on the changes of the WOF – COF, please refer to the link below:<http://www.transport.govt.nz/ourwork/Land/Pages/VehicleLicensingReform-QuestionsandAnswers.aspx>

Next meeting: 15 March 2013 (TBC) at Northland Regional Council Chambers at 10 am

The meeting closed at 12.40 pm

SIGNED.....

Chairman

DATE:.....

Road Safe Northland – Whangarei District Road Safety Promotion Report for December 2012

Key District Issues: Alcohol; Speed; Intersections; Rural Roads loss of control/head on crashes; Young Drivers; Pedestrians

Road Toll:	Total for all 2011	At the end of December 2011	At the end of December 2012	Annual Average 2006 to 2010
Whangarei	1	1	6	13
Kaipara	0	0	4	4
Far North	6	6	8	13
Totals	7	7	18	30(23 to 2011)

While higher than last year, the toll is significantly improved on years prior to 2011

Key Activities for December have been:

- Follow up with ACC for local share for the New Young Driver programme
- Three Fatigue Stops held
- Northland Road Safety Association meeting
- Agreements with providers continuing
- Police Youth Services Road Patrol reward day held
- Road Safety Action Planning meeting held
- Northland Freight Group Meeting

Drive Soba Programme: A course continues until February and one has completed with 12 participants. The Australasian police December initiative, Operation Unite, resulted in Northland having the lowest number of breathalyser offences, equal only with Tasman a further positive indicator for local programmes.

SAiD (Stop Alcohol Impaired Driving): This programme is continuing with a 3 workshop course being held each month. A 67% attendance rate has been achieved for courses to date and a six month report has been prepared.

Young Driver Training: The first two courses have been held this month. Results are not yet to hand.

Fatigue Stops: Fatigue stops have been held at Uretiti on 14 December (52) 21, and 28 December (262) 2012. Future stops are planned for 11 January, 28 March and 24 April 2013.

Road Patroller Fun Days 354 School Traffic Safety Team members made up of School Road Patrollers, Traffic Wardens and Bus Wardens attended the Reward Days at the Whangarei Aquatic Centre as a thank-you for their service to road safety. Schools attending were Hukerenui; Kamo Intermediate; Morningside; One Tree Point; Manaia View; St Francis Xavier Catholic School; Tikipunga Primary; Hurupaki; Raurimu Ave; Whau Valley; Onerahi Primary; Otangarei; Hora hora; Hikurangi; Totara Grove; Ruakaka; Kamo Primary and Parua Bay School.

WAAC: Planning is underway for an LCQ course for volunteers in recreational clubs. And the Host Responsibility Award which will be held later than usual this year.

Child Restraints: Funding has been provided by NDHB Public and Population Health to carry out police/plunket check points, by WDC Community Fund for three events, and the Northland Road Safety Trust will fund the last two Ante Natal clinics. No further funding is available for these to continue at this time.

RoadSafe Northland – Kaipara District Road Safety Promotion Report for December 2012

Key District Issues: Rural road loss of control/head on crashes

Road Toll:	Total for all 2011	At the end of December 2011	At the end of December 2012	Annual Average 2006 to 2010
Whangarei	1	1	6	13
Kaipara	0	0	4	4
Far North	6	6	8	13
Totals	7	7	18	30 (23 to 2011)

Key Activities for December have been:

- Follow up with ACC for local share for the New Young Driver programme
- Northland Road Safety Association meeting
- Agreements with providers continuing
- Police Youth Services Road Patrol reward day held
- Road Safety Action Planning meeting held
- Northland Freight Group Meeting

Young Driver programme: A meeting has been planned with ACC on January 23 regarding Local Share funding. Te Roroa has planned a course also for January.

Recidivist Drink Driver programme - Drive Soba: The first course has been held and 12 participants, the optimum number, completed. Two more courses will be next year.

Coffee Brake: This project will now be revisited under a format similar to the previous one. Funding has now been approved.

Child Restraints: A meeting will be held late January to plan the continuation of this project.

Road Patrollers Fun Day Event The Police Education Officer ran this day for 58 patrollers: 25 from Dargaville Primary, 17 from Te Kopuru Primary, 16 from Selwyn Park Primary.

Road Safe Northland – Whangarei District Road Safety Promotion Report for January 2013

Key District Issues: Alcohol; Speed; Intersections; Rural Roads loss of control/head on crashes; Young Drivers; Pedestrians

Road Toll:	Total for all 2011	At the end of January 2012	At the end of January 2013	Annual Average 2006 to 2010
Whangarei	1	0	0	13
Kaipara	0	2	2	4
Far North	6	1	0	13
Totals	7	3	2	30(23 to 2011)

Key Activities for January have been:

- Follow up with ACC for local share for Young Driver and Ryda programmes
- A Fatigue Stop held
- Northland Road Safety Association meeting
- Agreements with providers continuing
- Road Safety Action Planning meeting held
- Northland Freight Group Meeting
- 2 WAAC meetings
- SADD workshop planning
- Information for AA Directions article
- Speed projects planning

Drive Soba Programme: A course continues until February and one has completed with 12 participants. There are currently 12 on the course that commenced in January.

SAiD (Stop Alcohol Impaired Driving): This programme is continuing with a 3 workshop course being held each month. A 67% attendance rate has been achieved for courses to date and a six month report has been prepared.

Young Driver Training: The first two learner courses had 43 registered, 40 completed and 36 passed. This is an excellent start to this new contract. Additional courses have been scheduled to “catch up” the annual number funded.

Fatigue Stops: A fatigue stop was held at Uretiti on 11 January with 256 attending. Record numbers of sausages and coffee were supplied. Great support was shown from corporate partners as ill health impacted on the activity. Provision of signage installation and collection, and towing services contributed significantly to a very successful day. Future stops are planned for 28 March and 24 April.

WAAC: Planning is underway for assistance through subsidy for volunteers to attend existing LCQ courses for volunteers in sports recreational clubs which have bar facilities. There was a planning meeting for the Host Responsibility Award which will be held later than usual this year.

Child Restraints: Two Police/Plunket Checkpoints have been held to this funding period to date and two ante natal classes with data yet to be supplied.

SADD: A joint workshop is being planned for schools in both districts on 28 February 2013. In addition to SADD activities there will be a police planning workshop, Drive Soba workshop and a presentation on the Youth Service of the Drug and Alcohol Helpline.

RoadSafe Northland – Kaipara District Road Safety Promotion Report for January 2013

Key District Issues: Rural road loss of control/head on crashes

Road Toll:	Total for all 2011	At the end of January 2012	At the end of January 2013	Annual Average 2006 to 2010
Whangarei	1	0	0	13
Kaipara	0	2	2	4
Far North	6	1	0	13
Totals	7	3	2	30 (23 to 2011)

Key Activities for January have been:

- Follow up with ACC for local share for Young Driver and Ryda programmes
- Northland Road Safety Association meeting
- Agreements with providers continuing
- SADD workshop planning
- Information for AA Directions article

Young Driver programme: A meeting planned with ACC on January 23 regarding Local Share funding was postponed. Te Roroa has run a course in January and results have not been received.

Recidivist Drink Driver programme - Drive Soba: The next course will commence on 11 February in Dargaville

Coffee Brake: This project is still under revision.

Child Restraints: The Agreement for this project is still in process. A meeting has been held will be held to progress this activity.

SADD: A joint workshop is being planned for schools in both districts on 28 February 2013. In addition to SADD activities, there will be a police planning workshop, Drive Soba workshop and a presentation on the Youth Service of the Drug and Alcohol Helpline.

RYDA: A date has been set to deliver RYDA in Kaipara. It will be held on Wednesday 10 April for Dargaville High and Ruawai College students. Otamatea College students will attend their delivery in Whangarei, but have not yet confirmed a date.

Gillian Archer
Road Safety Coordinator
WHANGAREI and KAIPARA DISTRICT

ISSUE: Variation to the Northland Regional Land Transport Programme 2012-2015

ID: A238060

To: Regional Transport Committee, 3 April 2013

From: Steve Mutton, Acting State Highway Manager Auckland /Northland

Date: 28 February 2013

Summary: The purpose of this report is to seek a Variation to the Northland Regional Land Transport Programme 2012-2015. It concludes with the recommendation that the report be received and that the variation be approved.

Report:

Background

Section 18D of the Land Transport Management Act 2003 stipulates that:-

If good reason exists to do so, a regional transport committee or Auckland Transport may prepare a variation to its regional land transport programme during the 3 years to which it applies.

The NZ Transport Agency (NZTA) has applied for a variation to the Northland Regional Land Transport Programme 2012 – 2015 (RLTP). This variation is for the inclusion of a new activity in the 2013/2014 financial year.

Project Description

The new project for inclusion is for “Improvements to the Puketona SH11 Intersection”. The project is located on the intersection of SH10 and SH11 south of Kerikeri.

Attachment A provides a detailed description of the project along with the reasons provided for its inclusion in the RLTP

Significance Statement.

Section 18D(5) states that:-

The provisions of this Act that apply to the preparation of a regional land transport programme apply with the necessary modifications to a variation of a regional land transport programme; however; consultation is not required for a variation that
(a) Is not significant.

Based on the information provided by NZTA, the inclusion of this project into the RLTP does not breach the Significance Policy for Northland as detailed under Section 8.4 of the Regional Land Transport Programme 2012 – 2015. Therefore no public consultation is required in this instance.

Compliance with decision making processes:

The activities detailed in this report are provided for in the council's 2012-2022 Long Term Plan, and as such are in accordance with the council's decision making process and sections 76-82 of the Local Government Act 2002.

Recommendations:

1. That the report, "Variation to the Northland Regional Land Transport Programme 2012-2015" by Steve Mutton, Acting State Highway Manager Auckland/Northland, dated 28 April 2013, be received.
 2. That the Regional Transport Committee approve the variation to the Northland Regional Land Transport Programme 2012-2015 to include the project: - Puketona SH11 Intersection Improvements.
-



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15 November 2012

Chris Powell
Northland Regional Council
Private Bag 9021
Whangarei Mail Centre
Whangarei 0148

Dear Chris,

Variation – Regional Land Transport Programme

The purpose of this letter is to seek a variation to the Regional Land Transport Programme (RLTP) by way of inclusion of a new activity in the 13/14 financial year.

Project	Phase	Profile
Puketona SH11 Intersection Improvements	Construction	MLM

Background

The project is located at the intersection of SH 10 and SH11 south of Kerikeri. The current intersection alignment has a number of safety issues – as well as an associated crash history – high speed and limited sight distance are the main problems. Further exacerbating the problem is the fact that the route is frequented by a high portion of tourists, unfamiliar with the area.

Given the significant safety benefits, the project is consistent with the Government Policy Statement which places a high importance on improving safety.

Conclusion

It is requested the above project be added to the RLTP in accordance with section 18D of the Land Transport Management Act 2003.

In terms of the Regional Land Transport Significant Policy this proposal is not considered significant and public consultation is not required.

I would be happy to meet with you to discuss the next steps in bringing forward this project into the programme, please do not hesitate to contact me if you would like to discuss further.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Steve Mutton', with a stylized, flowing script.

Steve Mutton
(Acting) State Highway Manager Auckland / Northland

ISSUE: Proposed Changes to the Land Transport Management Act

ID: A304400

To: Regional Transport Committee, 3 April 2013

From: Vaughan Cooper, Growth and Infrastructure Manager

Date: 15 March 2013

Summary: The purpose of this report is to provide the committee with an update regarding the proposed changes to the Land Transport Management Act 2003.

Report:

The following is a brief summary of the key changes within the Amendment Bill as presented by the Transport and Industrial Relations Select Committee. The Bill has not yet been enacted.

Purpose of the Act

The new purpose of the Act is:

“The purpose of this Act is to contribute to an effective, efficient and safe land transport system in the public interest.”

Combination of RLTP and RLTS into RLTPlan

A new “Regional Land Transport Plan (the new Plan)” required to be prepared which sets out the region’s land transport objectives, policies and measures for a minimum of 10 financial years. The new Plan must include detail of funding of land transport priorities for the first six years. The new Plan is to have a lifespan of six years and a review is required every three years. Essentially it is the current Regional Land Transport Programme with the addition of objectives and policies and a longer lifespan. This means that there is no longer a requirement for a separate Regional Land Transport Strategy.

The existing Regional Programme and Regional Strategy may remain in effect until 30 June 2015.

RTC membership – Removal of “objective” representatives

The Bill proposes to remove the “objective” representatives from the membership of Regional Transport Committee (RTC)’s. For the Northland RTC, this means that the membership would be reduced to a total of six members: NRC (2), FNDC (1), KDC (1), WDC (1) and NZTA (1).

The new committee requirements are proposed to have effect from 1 May 2013.

Public Transport Plan provisions

Essentially, the Public Transport Management Act is being updated and incorporated within the Land Transport Management Act. The requirements are based on the Public Transport Operating Model and focus on the Regional Council and operators working together, engaging with public, and determining what services are integral to the network.

The new Regional Public Transport Plan must be adopted by 1 July 2015.

Some councils who are in the process of releasing bus service contracts for tender are being advised by both the Ministry of Transport and NZTA to seek independent legal advice on whether these new contracts will comply with the transitional provisions as contained in the Bill.

The Minister of Transport has been alerted to the need to review the transitional provisions in the Bill to allow services to be extended and/or re-tendered should existing operators be unable to continue to provide the service. CEO's have been advised of this through the Regional Sector Group.

As far as the CityLink Whāngārei service is concerned, the initial contract for service was let in 2007 for a term of five years plus three years roll-on subject to successful contractor performance and re-negotiation of the contract price for the remaining three year term. This was negotiated and signed in December 2012. This is essentially an extension to an existing service which complies with the intention of the Bill; however staff may still seek a legal opinion depending on the outcome of the request to review the transitional provisions.

Once the Bill has been passed, NZTA has advised that it will develop guidelines for councils reviewing both their procurement strategies and regional public transport plans.

Reduction in consultation requirements

The proposed simplification of the consultation requirements - removing requirements to pre-consult but retaining reference to undertaking consultation in accordance with the principles of the Local Government Act have been incorporated.

Regional fuel tax

The Bill removes the ability to introduce regional fuel taxes.

Timeline of the Amendment Bill

The Amendment Bill was introduced to Parliament on 13 August 2012. The Bill had its first reading in Parliament in September 2012. The Transport and Industrial Relations Select Committee called for submissions on the Bill in October 2012. Submissions were lodged by this committee and the Northland Regional Council. The select committee has reported back to Parliament on 5 March 2013.

At the time of writing, the Bill is expected to have its second reading in the house on 26 March 2013.

Compliance with decision making processes:

The activities detailed in this report are provided for in the council's 2012-2022 Long Term Plan, and as such are in accordance with the council's decision making process and sections 76-82 of the Local Government Act 2002.

Recommendation:

That the report, "Proposed changes to the Land Transport Management Act" by Vaughan Cooper, Growth and Infrastructure Manager, dated 15 March 2013, be received.
