

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 5 JUNE 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 S McNally
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

Item		Page
1.0	APOLOGIES	-
2.0	DECLARATIONS OF CONFLICTS OF INTEREST	-
3.0	CONFIRMATION OF MINUTES	
3.1	Confirmation of Minutes – 3 April 2013	1
4.0	PRESENTATIONS	
4.1	High Performance Motor Vehicles (HPMV)	9
5.0	INFORMATION REPORTS	
5.1	Northland Regional Land Transport Programme 2012-2015 - Funding Uptake	11
5.2	Regional Road Safety Update	18
5.3	Progress of the Land Transport Management Act Amendments	25
6.0	DECISION REPORTS	
6.1	Dust Related Problems on Unsealed Roads of Northland - Update	27

ISSUE: Confirmation of Minutes – 3 April 2013**ID** A537464**To:** Regional Transport Committee, 5 June 2013**From:** Chris Taylor, Council Secretary**Date** 24 May 2013

Summary: The purpose of this report is to present the unconfirmed minutes of the Regional Transport Committee meeting held on 3 April 2013. It concludes with the recommendation that the committee confirm the minutes as a true and correct record.

Report Type:	Normal operations	<input checked="" type="checkbox"/>	Information	<input type="checkbox"/>	Decision	<input type="checkbox"/>
Purpose:	Infrastructure	<input type="checkbox"/>	Public service	<input type="checkbox"/>	Regulatory function	<input type="checkbox"/>
	Legislative function	<input checked="" type="checkbox"/>	Annual\Long Term Plan	<input type="checkbox"/>	Other	<input type="checkbox"/>
Significance:	High	<input type="checkbox"/>	Moderate	<input type="checkbox"/>	Low	<input checked="" type="checkbox"/>

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 April 2013 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 April 2013
commencing at 10.00 am

Present:**Northland Regional Council**

Cr J Bain, Chairman
Cr J Carr

Whāngārei District Council

Mr G Martin

Far North District Council

Mr S McNally (from 10.05 am)

Kaipara District Council

Mr P Winder

NZ Transport Agency

Mr S Town

Economic Development

Mr K Rintoul (from 10.05 am)

Access and Mobility

Mr H Mountain

Safety and Security

Inspector M Hodson

Public Health

Ms S Macauley (left meeting 11.45 am)

Environmental Sustainability

Mr S Westgate

In Attendance:**Full Meeting**

NRC CEO – Malcolm Nicolson
NRC Growth and Infrastructure Manager – Vaughan Cooper
NRC Transport Operations SPM – Chris Powell
Council Secretary – Chris Taylor

Part Meeting

NRC Transport Projects Officer – Ian Crayton-Brown
WDC GM – District Living – Paul Dell

The Chairman declared the meeting open at 10.00 am.

Apologies (Item 1)

Moved (Bain/Carr)

That the apologies from Mr A Norman for non-attendance be received (Ms S Macauley was in attendance as his delegate) and also that the apologies from Mr K Rintoul and Mr S McNally be received for delayed arrival.

Carried

Declaration of Conflicts of Interest (Item 2)

To be dealt with on an item by item basis.

Confirmation of Minutes – 3 October 2012 (Item 3.1)

ID: A305240

Report from Council Secretary Chris Taylor.

Moved (Carr/Westgate)

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

Carried

Matters arising from Item 3.1:

Ms S Macauley undertook to reiterate the request that Mayor Wayne Brown provide the Chairman John Bain with the percentage of rate take the Far North District Council (FNDC) spent per annum on roads (including both capital and maintenance).

Upper North Island Freight Story (Item 4.1)

ID: A304399

Report from Growth and Infrastructure Manager Vaughan Cooper.

Matters arising from Item 4.1

A presentation was provided by New Zealand Transport Agency Planning and Investment Manager, Janeane Joyce, regarding the Upper North Island Freight Story; outlining the following key points:

- The history behind the project.
- The value of a collaborative approach by 10 partner organisations.
- The focus of the project; to “Reduce the cost to do business in New Zealand through an upper North Island lens”.
- Identification of seven critical freight related issues and the work undertaken to address these.
- Key strategic questions emerging from the Freight Story.
- The format and availability for the final document.

- The report is available in the transport publications area of the NRC website: <http://www.nrc.govt.nz/Transport/>.

Ara Tūhono – Pūhoi to Wellsford (Item 4.2)

ID: A304398

Report from Growth and Infrastructure Manager Vaughan Cooper.

A presentation was provided by New Zealand Transport Agency Project Manager, Patrick Kelly, regarding the Ara Tūhono – Pūhoi to Wellsford project, outlining the following key points:

- The project was currently in the “Project Alliance” phase during which the design of the motorway extension was being “tweaked”, geotechnical testing was being undertaken and site walk-overs conducted.
- Property purchase was underway and consideration would need to be given to different procurement methods.
- It was aimed to lodge all documents with the Environmental Protection Authority by August/September 2013 and have the designation and consents secured approximately a year later.
- The project was “staged” with the initial phase focusing on Pūhoi to Warkworth and the latter on Warkworth to Wellsford.
- It was estimated that Stage One of the project would take five years to construct.

Facilities for the Disposal of Stock Effluent from Trucks – Progress Report (Item 4.3)

ID: A305324

Report from Chairman of the Northland Stock Effluent Working Group Steve Westgate.

Moved (Westgate/Bain)

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.

Carried

It was further moved (Westgate/Carr)

That the Regional Transport Committee supports the continued work by the Northland Stock Effluent Working Group to both improve and enhance the stock truck effluent disposal network in the Northland region.

Carried

Matters arising from Item 4.3:

The Chairman of the Northland Stock Effluent Working Group, Steve Westgate, extended appreciation to all parties involved in the collaborative project; including the New Zealand Transport Agency, the territorial local authorities, the National Road Carriers Association, land owners and regional council staff.

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

ID: A304501

Report from Transport Operations Senior Programme Manager Chris Powell.

Moved (Carr/Rintoul)

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.

Carried

Matters arising from Item 5.1:

It was requested that Mr S Town, on behalf of the New Zealand Transport Agency (NZTA), follow up the inclusion of the Portland roundabout into the Northland Regional Land Transport Programme 2012-2015.

Members of the committee were encouraged to contact NZTA with any specific concerns regarding the Northland roading network so that they could be investigated further.

FNDC Councillor, Steve McNally, undertook to clarify the FNDC budgets available to cover the emergency work repairs resulting from the August and September 2012 events.

Dust Related Problems on Unsealed Roads of Northland (Item 5.2)

ID: A304610

Report from Transport Operations Senior Programme Manager Chris Powell.

Moved (Bain/Martin)

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

Carried

Regional Road Safety Update (Item 5.3)

ID: A303051

Report from Howeth Mountain (on behalf of the RoadSafe Northland Forum) and Transport Projects Officer, Ian Crayton-Brown.

Moved (Mountain/Carr)

That the report “Regional Road Safety Update” from Howeth Mountain (on behalf of the RoadSafe Northland Forum), and Northland Regional Council Transport Projects Officer, Ian Crayton-Brown, dated 11 March 2013, be received.

Carried

Matters arising from Item 5.3:

Chairman John Bain undertook to liaise with the St John Ambulance to determine whether further detail was available regarding whether crash victims were local residents or from out of the district.

Variation to the Northland Regional Land Transport Programme 2012-2015 (Item 6.1)**ID: A304536****Report from Acting State Highway Manager Auckland/Northland Steve Mutton.****Moved (Bain/Carr)**

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 February 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.

Carried**Proposed Changes to the Land Transport Management Act (Item 6.2)****ID: A304400****Report from Growth and Infrastructure Manager, Vaughan Cooper****Moved (Bain/Rintoul)**

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

Carried

The meeting concluded at 12.13 pm.

ISSUE: High Performance Motor Vehicles (HPMV)**ID:** A541831**To:** Regional Transport Committee, 5 June 2013**From:** Vaughan Cooper, Growth and Infrastructure Manager**Date:** 24 May 2013**Summary:** The purpose of this report is to introduce a presentation on the High Performance Motor Vehicle project from the New Zealand Transport Agency.

Report Type:	<input checked="" type="checkbox"/>	Normal operations	<input type="checkbox"/>	Information	<input type="checkbox"/>	Decision
Purpose:	<input checked="" type="checkbox"/>	Infrastructure	<input type="checkbox"/>	Public service	<input type="checkbox"/>	Regulatory function
	<input type="checkbox"/>	Legislative function	<input type="checkbox"/>	Annual\Long Term Plan	<input type="checkbox"/>	Other
Significance:	<input type="checkbox"/>	High	<input type="checkbox"/>	Moderate	<input checked="" type="checkbox"/>	Low

A representative from the New Zealand Transport Agency will give a presentation to the committee on the High Performance Motor Vehicle project.

Compliance with decision making processes:

No decisions are required.

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

ID: A537450

To: Regional Transport Committee, 5 June 2013

From: Chris Powell, Transport Operations Senior Programme Manager

Date: 19 May 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 30 April 2013. It concludes with the recommendation that the report be received.

Report Type:	<input checked="" type="checkbox"/> Normal operations	<input checked="" type="checkbox"/> Information	<input type="checkbox"/> Decision
Purpose:	<input type="checkbox"/> Infrastructure	<input type="checkbox"/> Public service	<input checked="" type="checkbox"/> Regulatory function
	<input type="checkbox"/> Legislative function	<input type="checkbox"/> Annual\Long Term Plan	<input type="checkbox"/> Other
Significance:	<input type="checkbox"/> High	<input type="checkbox"/> Moderate	<input checked="" type="checkbox"/> Low

Background:

Reports on the Northland Regional Land Transport Programme - Funding Uptake have been tabled at the 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 New Zealand Transport Agency's (NZTA) "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, Kaipara District Council and NZTA. The information provided covers the period 1 July 2012 to 30 April 2013.

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.

Legal compliance and significance assessment:

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:

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

Northland Regional Land Transport Programme 2012 - 2015

ITEM: 5.1 Attachment

Northland Regional Council

1 July 2012 to 30 April 2013

Name	Phase	Status	12/13 FAR	Start	Finish	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	-	\$484,594	Service operating within budget
Passenger Transport Facilities Ops and Maint.	Operations	Approved	59%	2012/13	2014/15	\$126,011	\$40,000	-	\$19,946	Operating within budget
Total Mobility	Operations	Approved	40%	2012/13	2014/15	\$810,302	\$266,619	-	\$180,467	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	-	\$17,111	Operating within budget
Public Transport Information, Ops and maint	Operations	Approved	59%	2012/13	2014/15	\$254,490	\$77,900	-	\$55,643	Operating within budget
<u>Transport Planning</u>										
Activitiy Management Planning - Study	Study	Approved	64.77%	2012/13	2014/15	\$100,000	\$33,000	-	\$0	Funding only recently approved.
Regional Land Transport Planning Management - Study	Study	Approved	64.77%	2012/13	2014/15	\$206,185	\$61,800	-	\$38,015	Operating within budget
<u>Road Safety Promotion</u>										
High Strategic Fit	Construction	Approved	64.77%	2012/13	2014/15	\$212,763	\$70,921	-	\$34,936	Under budget due to delayed approval by
Medium Strategic Fit	Construction	Approved	64.77%	2012/13	2014/15	\$91,500	\$30,500	-	\$2,776	Under budget due to delayed approval by
<u>External Funding</u>										
SuperGold Card Allocations	Implementation	Approved	100%	2012/13	2012/13	\$95,000	\$95,000	-	\$82,027	Costs may exceed budget. NZTA advised

Northland Regional Land Transport Programme 2012 - 2015

ITEM: 5.1 Attachment

Whangarei District Council

1 July 2012 to 30 April 2013

Name	Phase	Status	12/13 FAR	Start	Finish	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	-	\$982,660	Project completed
Preventative Maintenance Mangakahia Rd 2011/12	Construction	Committed	52%	2011/12	2012/13	\$135,000	\$73,436	-	\$0	Project completed. Request to declare remaining budget surplus with NZTA.
Maint, Ops & Renewals Programme 2012/15	Local Roads	Approved	51%	2012/13	2014/15	\$51,959,242	\$16,636,956	-	\$14,318,608	86% complete.
Road Safety 2012/15 - High Strategic Fit	Construction	Approved	61%	2012/13	2014/15	\$695,794	\$224,000	-	\$146,177	65% complete
Road Safety 2012/15 - Medium Strategic Fit	Construction	Approved	61%	2012/13	2014/15	\$85,700	\$27,602	-	\$0	
09/12 Roothing-4th Ave/Kauika Rd & Wilson/5th Ave link	Construction	Committed	62%	2010/11	2012/13	\$650,000	\$123,790	-	\$18,732	Works on hold until HNO undertake the 4th Ave 4-laning project.
09/12 Roothing - Spedding Rd Link	Construction	Committed	62%	2010/11	2013/14	\$3,756,446	\$14,302	-	\$5,992	Landscape maintenance ongoing
Cherry Rd Bridge 271 Upgrade	Construction	Committed	62%	2011/12	2012/13	\$111,000	\$5,012	-	\$0	Project completed.
Hayward Rd Bridge 131 Upgrade	Construction	Approved	61%	2014/15	2014/15	\$276,903	\$276,902	-	\$12,326	Project deferred until 2013/14. Request to defer remaining budget into 2013/14 with NZTA.
Lower Hatea River Crossing	Construction	Committed	50%	2010/11	2012/13	\$28,520,000	\$16,692,063	-	\$15,769,660	Project almost complete. On track for opening in July 2013.
Mill Rd/Nixon St Upgrades	Design	Committed	62%	2010/11	2012/13	\$350,000	\$290,005	-	\$0	Property negotiations ongoing. Project deferred until 2014/15.
Minor Improvements 2012/15	Local Roads	Approved	61%	2012/13	2014/15	\$3,268,309	\$1,327,275	-	\$177,022	Remaining budget deferred until 2013/14. Request to cashflow remaining budget into 2013/14 with NZTA.
Porowini Ave Extension Construction	Construction	Committed	62%	2008/19	2012/13	\$7,500,000	\$49,560	-	\$49,560	Project completed.
Rust Ave Bridge Replacement	Construction	Approved	61%	2012/13	2012/13	\$1,026,500	\$1,026,500	-	\$8,650	Tender likely to be awarded in June 2013. Construction in 2013/14. Cashflow request with NZTA.

Northland Regional Land Transport Programme 2012 - 2015

ITEM: 5.1 Attachment

Far North District Council

1 July 2012 to 30 April 2013

Name	Phase	Status	12/13	Start	Finish	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	-	\$63,439	Emergency works progressing well. Probably 3 sites to complete. Completed
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	-	\$1,215,172	
Emergency Works Repairs September 2012 Event	Construction	Approved	62%	2012/13	2012/13	\$1,013,800	\$1,013,750	-	\$689,328	
Preventative Maint - Powell Rd Slip Repair	Construction	Approved	55%	2012/13	2012/13	\$162,856	\$162,856	-	\$20,016	
Maint,Ops & Renewals Programme 2012/15	Local Roads	Approved	55%	2012/13	2014/15	\$63,052,604	\$20,087,314	-	\$14,132,804	Work has started at this site Heavy metaling programmed for May, June. Reseals and rehabs 90% completed.
Minor Improvements	Local Roads	Approved	65%	2012/13	2014/15	\$5,734,575	\$1,915,686	-	\$380,893	Includes replacement/upgrade of 3 bridges under \$250k. They are programmed for works in May, June
Road Safety 2012/15 - Medium Strategic Fit	Construction	Approved	65%	2012/13	2014/15	\$720,522	\$240,174	-	\$200,145	Road safety program is progressing well.
Road Safety 2012/15 - High Strategic Fit	Construction	Approved	65%	2012/13	2014/15	\$2,470,446	\$823,482	-	\$686,235	Road safety program is progressing well.
Waimate North Road RP 6108 - 11087m	Construction	Committed	66%	2008/09	2012/13	\$1,450,000	\$47,945	-	\$11,345	Contractor issues resolved. Will require carry over to get another contractor to complete
Waipapa Rd Seal Widening plus W&C	Construction	Committed	66%	2008/09	2012/13	\$3,750,000	\$71,150	-	\$3,136	Contractor issues ongoing.
Bridge Replacement West Coast Road 2012 - 13	Construction	Approved	65%	2012/13	2012/13	\$450,000	\$450,000	-	\$14,555	Rehab is completed. Total cost will be claimed 30th June 2013
Waitangi Trust										
Maint,Ops & Renewals Programme 2012/15	SPR	Approved		2012/13	2014/15	\$192,700	\$147,700	-	\$69,807	Rehab is completed. Total cost will be claimed 30th June 2013

Northland Regional Land Transport Programme 2012 - 2015

ITEM: 5.1 Attachment

Kaipara District Council

1 July 2012 to 30 April 2013

Name	Phase	Status	12/13 FAR	Start	Finish	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	Projects are behind schedule - expect to start May/June 2012-13 if weather allows, otherwise delay until 2013-14 year
Emergency Works '2011/12 Various Sites	Construction	Committed	67%	2011/13	2012/13	\$1,184,417	\$917,000	-	\$460,075	Projects are behind schedule - expect to start May/June 2012-13 if weather allows, otherwise delay until 2013-14 year
Preventative Maintenance 2010/11	Construction	Committed	60%	2010/11	2012/13	\$722,530	\$5,360	-	\$5,360	Local share budget transferred to emergency work
Maint, Ops & Renewals Programme 2012/15	Local Roads	Approved	59%	2012/13	2014/15	\$40,084,462	\$13,265,203	-	\$7,633,300	Some renewal work has been deferred until 2013-14
Road Safety 2012/15 - High Strategic Fit	Implementation	Approved	69%	2013/14	2014/15	\$266,255	\$87,000	-	\$57,867	On target
Road Safety 2012/15 - Medium Strategic Fit	Implementation	Approved	69%	2012/13	2012/13	\$20,000	\$20,000	-	\$0	Yet to start
Central Road Bridge 47 Replacement	Construction	Committed	70%	2010/11	2012/13	\$350,043	\$123	-	\$123	Budget now 0
Waihue Road Bridge 313 Strengthening	Construction	Committed	69%	2012/13	2013/14	\$280,540	\$280,540	-	\$38,253	Project is behind schedule - expect to start May/June 2012-13 if weather allows, otherwise delay until 2013-14 year
Minor Improvements 2012/15	Local Roads	Approved	69%	2012/13	2014/15	\$2,154,250	\$328,750	-	\$260,832	Some work has been deferred until 2013-14

Northland Regional Land Transport Programme 2012 - 2015										ITEM: 5.1 Attachment
Northland Highway Network Organisation (NZTA)		1 July 2012 to 30 April 2013								
Name	Phase	Status	12/13 FAR	Start	Finish	Total Budget	12/13 Budget	Revised Cost	Expenditure to Date	Comments
09 - 12 Roothing - Lily Pond Bridge to Quarry Seal Widening	Construction	Committed	100%	2009/10	2012/13	\$3,041,800	\$469,200	\$401,000	\$2,686,200	Project complete
09 - 12 Roothing - Old North Rd SB PL	Construction	Committed	100%	2009/10	2012/13	\$4,385,400	\$184,600	\$184,700	\$4,375,900	Project complete
09 - 12 Roothing - Puketona SH11 Int Impvt	Design	Committed	100%	2009/10	2012/13	\$140,100	\$108,028	\$0	\$140,100	
09 - 12 Roothing - Waiotu North NB OL	Design	Committed	100%	2009/10	2012/13	\$317,800	\$17,400	\$0	\$317,900	
Bulls Gorge Realignment	Construction	Committed	100%	2009/10	2013/14	\$6,919,700	\$1,021,100	\$1,021,000	\$6,300,600	Project complete
HPMV - SH1 Wilsonville to Portland	Design	Probable	100%	2012/13	2012/13	\$0	\$52,000	\$0	\$0	
HPMV - SH1 Wilsonville to Portland	Construction	Approved	100%	2013/14	2013/14	\$735,000	\$757,300	\$735,000	\$51,900	Design completed - bridge strengthening programmed for April - June 2013.
Kamo Bypass Stage 2	Construction	Committed	100%	2009/10	2012/13	\$15,399,900	\$1,155,084	\$951,000	\$15,524,800	Project complete
Maint, Oper and Renewals Programme 2012/15	State Highways	Approved	100%	2012/13	2014/15	\$94,398,423	\$31,482,971	\$30,049,000	\$22,355,400	Maintenance
Minor Improvements 2012/15	State Highways	Approved	100%	2012/13	2014/15	\$6,633,054	\$2,211,018	\$1,500,000	\$335,200	Maintenance
Preventative Maintenance Northland 2012/15	Construction	Reserve	100%	2012/13	2014/15	\$866,076	\$288,692	\$180,000	\$13,000	Maintenance
SH1 Akerama Curves Realignment and PL	Design	Committed	100%	2006/07	2012/13	\$1,355,800	\$133,000	\$133,100	\$1,278,900	
SH1 Corridor Improvements - Whangarei	Construction	Committed	100%	2011/12	2013/14	\$5,870,100	\$5,520,200	\$5,010,000	\$3,943,400	Highways & Network operations (HNO) has applied for funding as a total project (approx \$30m). Approval will give funding certainty to Tarewa , SH1/14, Selwyn – Fourth Ave, Kensington to Manse suite of projects over 2012/13 to 2017/18.
SH1 Kensington to Manse St SE	Design	Probable	100%	2012/13	2012/13	\$412,000	\$412,000	\$0	\$0	
SH1 Wellsford to Whangarei SH Corridor Study	Study	Probable	100%	2012/13	2013/14	\$150,000	\$100,000	\$0	\$0	
SH1 Springfield to Mata Median Barrier	Investigation	Probable	100%	2012/13	2012/13	\$31,000	\$31,000	\$100,000	\$23,600	
SH1 Springfield to Mata Median Barrier	Construction	Probable	100%	2014/15	2016/17	\$3,845,000	\$0	\$0	\$0	
SH1N - Brynderwyn North Safe Systems Project	Construction	Probable	100%	2014/15	2014/15	\$7,868,000	\$0	\$0	\$0	
SH1N - Brynderwyn North Safe Systems Project	Property	Approved	100%	2012/13	2012/13	\$250,000	\$250,000	\$0	\$0	
Tarewa I/S Improvements and Tarewa to SH14 4 Laning	Property	Committed	100%	2010/11	2012/13	\$1,472,000	\$1,400,000	\$0	\$0	Project name has been archived; Tarewa Improvements now included in the SH1-Corridor Improvement project
Tarewa I/S Improvements and Tarewa to SH14 4 Laning	Design	Not Funded	100%	2013/14	2013/14	\$675,000	\$0	\$0	\$0	Project name has been archived; Tarewa Improvements now included in the SH1-Corridor Improvement project

ISSUE: Regional Road Safety Update**ID:** A542244**To:** Regional Transport Committee, 5 June 2013**From:** Ian Crayton-Brown, Transport Projects Officer**Date:** 21 May 2013

Summary The purpose of this report is to provide to the Regional Transport Committee a progress report on road safety issues, trends and current events in Northland for the year to date 2013. It concludes with the recommendation that the report be received.

Report Type:	<input type="checkbox"/> Normal operations	<input checked="" type="checkbox"/> Information	<input type="checkbox"/> Decision
Purpose:	<input type="checkbox"/> Infrastructure	<input type="checkbox"/> Public service	<input type="checkbox"/> Regulatory function
	<input type="checkbox"/> Legislative function	<input type="checkbox"/> Annual\Long Term Plan	<input checked="" type="checkbox"/> Other
Significance:	<input type="checkbox"/> High	<input type="checkbox"/> Moderate	<input checked="" type="checkbox"/> Low

Background:

This report serves to update the Regional Transport Committee on the Northland region road toll and outlines some of the latest information from NZTA.

Road toll statistics and trends for 2013***Northland road toll snapshot for year to date 2013***

In 2012 there were 18 deaths from 16 fatal crashes on Northland's roads. Currently Northland has had seven deaths on the region's roads; one in the Far North, and three each in both the Whāngārei and Kaipara areas. Three of the seven deaths have occurred in May as shown in the table below.

Road Deaths by Local / Regional Body - as at Tuesday 21 May 2013

NORTHLAND REGION	2012												2013						
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Jan	Feb	Mar	Apr	May	Total
Far North	1	2	0	0	2	0	0	0	0	2	0	1	8	0	1	0	0	0	1
Whangarei	0	0	0	0	0	0	0	0	1	1	1	2	5	0	0	1	0	2	3
Kaipara	2	0	0	0	0	0	0	0	1	0	2	0	5	1	0	1	0	1	3
TOTAL	3	2	0	0	2	0	0	0	2	3	3	3	18	1	1	2	0	3	7

Road fatalities in Northland as at midnight Monday 20 May 2013 details broken down:

Local Government Region	
	Nlnd

Casualty Types:	
Drivers	1
Passengers	3
Motor Cycle Riders	2
Motor Cycle Pillions	-
Pedestrians	1
Pedal Cyclists	-
Other	-

Casualty Ages:	
0-14 yrs	-
15-19 yrs	-
20-24 yrs	2
25-39 yrs	-
40-59 yrs	2
60 + yrs	3

Total Killed During:	
January	1
February	1
March	2
April	-
May	3
June	-
July	-
August	-
September	-
October	-
November	-
December	-

TOTAL Killed For 2013	7

The New Zealand Transport Agency has just released a 71 page document called "Statistical Summary of Territorial Authorities in New Zealand" – incorporating road data, population, registration of vehicles and fatal and serious casualty data from road crashes for each territorial authority in New Zealand - published April 2013.

The report was prepared by the Crash Analysis Team to provide a brief overview of TLA's with regards to road safety. This report is available on request.

The following three "snapshots" cover the Far North, Whāngārei and Kaipara districts and have been transposed from the document for the information of members.

FAR NORTH

Population (Jun 2012 est.): 58,400
Region: Northland

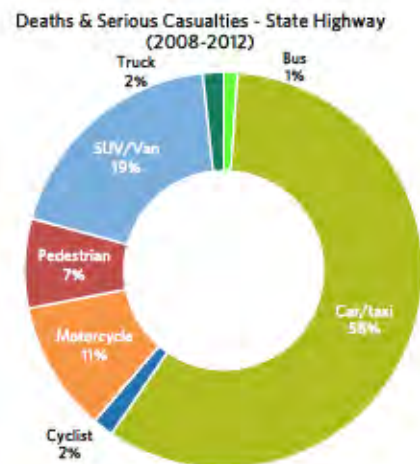
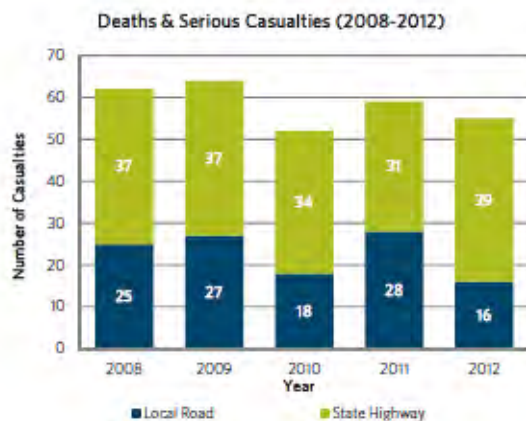
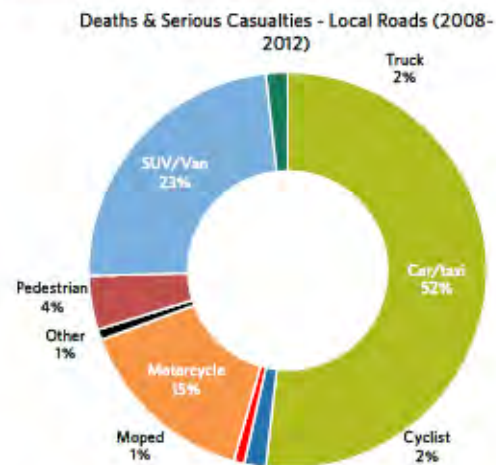
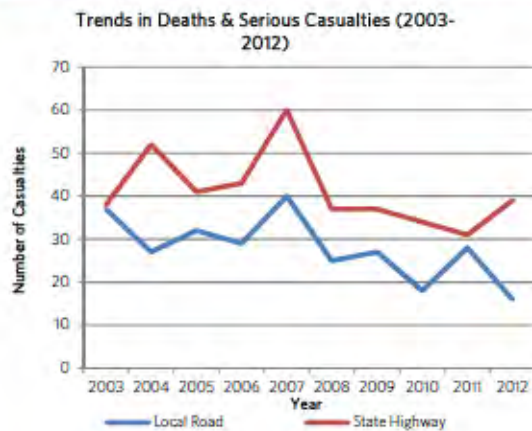
Road Data (2012)	State Highways	Local Roads
Total Length (km)	461.14	2675.12
Vehicle Kilometres Travelled (millions of km)(Jun 2012 est.)	438.93	259.36

Number of Registered Vehicles (2008-2012)					
Year	2008	2009	2010	2011	2012
Number	49343	49690	50329	49878	49514

Registered Vehicle Types (2012)	
Bus	523
Goods Van/Truck/Utility	10150
Moped	166
Motor Caravan	519
Motorcycle	1351
Passenger Car/Van	36805
TOTAL	49514



Casualty Data (2012)	Local Roads	State Highways
Fatal Casualties	1	7
Fatal & Serious Casualties	16	39
Injured Casualties (includes Fatal, Serious & Minor Casualties)	19	63



WHANGAREI

Population (Jun 2012 est.): 80,800
Region: Northland

Road Data (2012)	State Highways	Local Roads
Total Length (km)	114.59	1935.19
Vehicle Kilometres Travelled (millions of km)(Jun 2012 est.)	359.24	438.17

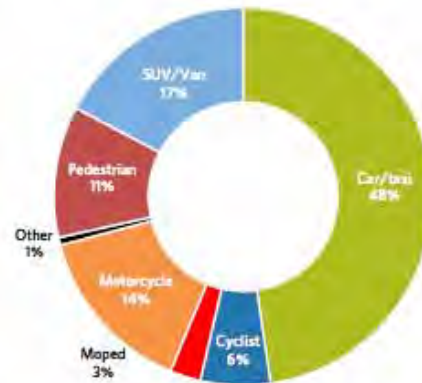
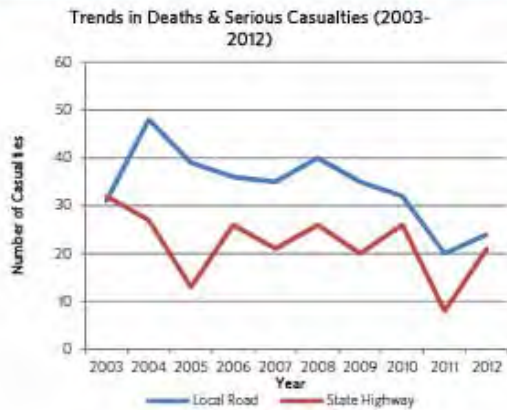
Number of Registered Vehicles (2008-2012)					
Year	2008	2009	2010	2011	2012
Number	67286	67511	67369	67222	67437

Registered Vehicle Types (2012)	
Bus	342
Goods Van/Truck/Utility	12444
Moped	358
Motor Caravan	991
Motorcycle	2093
Passenger Car/Van	51209
TOTAL	67437

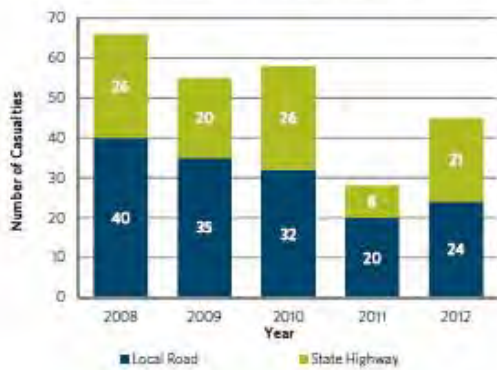


Casualty Data (2012)	Local Roads	State Highways
Fatal Casualties	0	5
Fatal & Serious Casualties	24	21
Injured Casualties (includes Fatal, Serious & Minor Casualties)	32	42

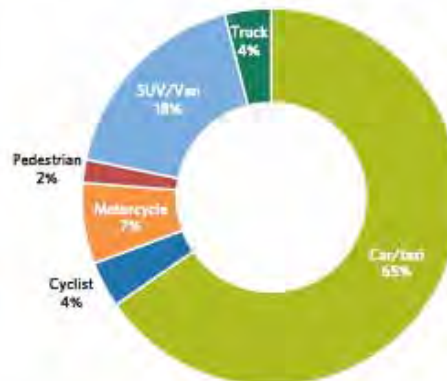
Deaths & Serious Casualties - Local Roads (2008-2012)



Deaths & Serious Casualties (2008-2012)



Deaths & Serious Casualties - State Highway (2008-2012)



KAIPARA

Population (Jun 2012 est.): 19,100
Region: Northland

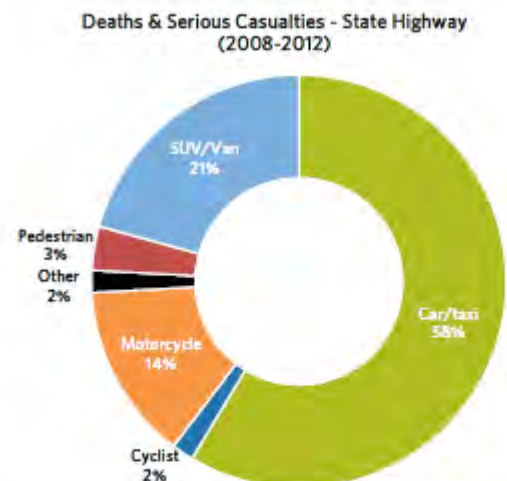
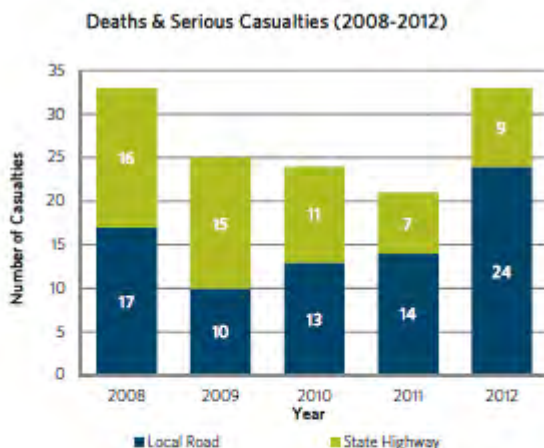
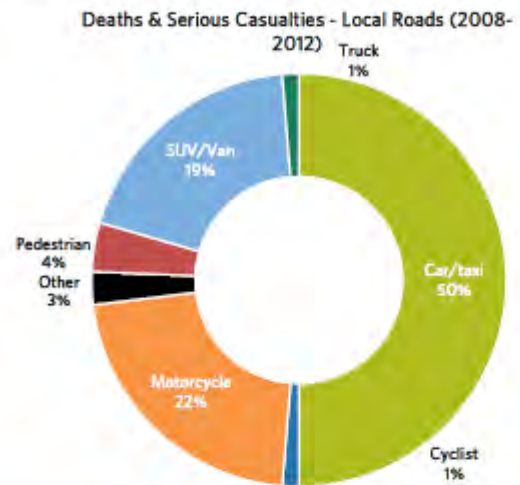
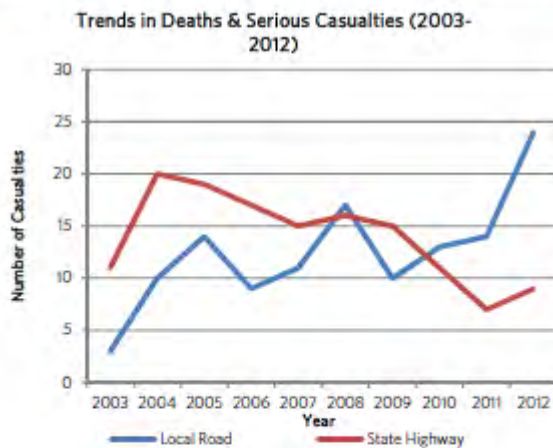
Road Data (2012)	State Highways	Local Roads
Total Length (km)	173.20	1645.68
Vehicle Kilometres Travelled (millions of km)(Jun 2012 est.)	148.11	91.80

Number of Registered Vehicles (2008-2012)					
Year	2008	2009	2010	2011	2012
Number	16964	17308	17481	17620	17685

Registered Vehicle Types (2012)	
Bus	95
Goods Van/Truck/Utility	4029
Moped	83
Motor Caravan	246
Motorcycle	595
Passenger Car/Van	12637
TOTAL	17685



Casualty Data (2012)	Local Roads	State Highways
Fatal Casualties	3	2
Fatal & Serious Casualties	24	9
Injured Casualties (includes Fatal, Serious & Minor Casualties)	30	15



Legal compliance and significance assessment:

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 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 by Ian Crayton-Brown, Transport Projects Officer, dated 21 May 2013, be received.

ISSUE: Progress of the Land Transport Management Act Amendments**ID:** A541850**To:** Regional Transport Committee, 5 June 2013**From:** Vaughan Cooper, Growth and Infrastructure Manager**Date:** 24 May 2013**Summary:** The purpose of this report is to provide an update to the committee on the Land Transport Management Act Amendment Bill.

Report Type:	<input type="checkbox"/> Normal operations	<input checked="" type="checkbox"/> Information	<input type="checkbox"/> Decision
Purpose:	<input type="checkbox"/> Infrastructure	<input type="checkbox"/> Public service	<input type="checkbox"/> Regulatory function
	<input checked="" type="checkbox"/> Legislative function	<input type="checkbox"/> Annual\Long Term Plan	<input type="checkbox"/> Other
Significance:	<input type="checkbox"/> High	<input type="checkbox"/> Moderate	<input checked="" type="checkbox"/> Low

The Amendment Bill was introduced to Parliament on 13 August 2012. The Bill had its first reading in Parliament in September 2012. The Bill was referred to the Transport and Industrial Relations Select Committee who 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.

The Bill had its second reading in Committee of the whole of House on 8 May 2013.

The next step for the Bill is to have its third and final reading. This is usually a summing-up debate on a bill in its final form. The vote at the end of the debate is the final vote in the House to either pass the bill or reject it. Bills are rarely rejected at this stage.

Once the Bill has received its final reading and it is known when the Bill comes into effect, an assessment of the process required to implement the Bill will be presented to this committee.

Compliance with decision making processes:

No decisions are required.

ISSUE: Dust Related Problems on Unsealed Roads of Northland – Update.**ID:** A537184**To:** Regional Transport Committee, 5 June 2013**From:** Chris Powell, Transport Operations Senior Programme Manager**Date:** 24 May 2013

Summary The purpose of this report is to update the Regional Transport Committee on the progress made on this matter since its last meeting on 3 April 2013. It concludes with the recommendations that the report be received, that the proposed structure and content of the Draft Regional Dust Mitigation Strategy (draft strategy) be approved, that NORTEG be approved to compile the draft strategy and that the Northland District Health Board be afforded the opportunity to have input into the draft strategy.

Report Type:	<input type="checkbox"/> Normal operations	<input checked="" type="checkbox"/> Information	<input checked="" type="checkbox"/> Decision
Purpose:	<input checked="" type="checkbox"/> Infrastructure	<input type="checkbox"/> Public service	<input type="checkbox"/> Regulatory function
	<input type="checkbox"/> Legislative function	<input type="checkbox"/> Annual\Long Term Plan	<input type="checkbox"/> Other
Significance:	<input type="checkbox"/> High	<input checked="" type="checkbox"/> Moderate	<input type="checkbox"/> Low

Background:

At the Regional Transport Committee (RTC) meeting held on 3 April 2013, a report entitled Dust Related Problems on Unsealed Roads of Northland was tabled. This report briefed the RTC on the problems being experienced in the region in regard to the dust nuisance created from unsealed roads. It detailed the various national and regional policies that recognised dust from unsealed roads as a problem, the collection of information pertaining to various trials that have been undertaken and providing costing comparisons.

Based on the content of the report, the RTC approved:

That a draft mitigation strategy be developed and reported to the next meeting of this committee.

This report serves to provide an update of the progress to date and to provide recommendations on the content of the draft strategy.

Progress update

On Thursday 4 April 2013 a meeting was convened at the Kiakou Marae in the Pipiwai area to discuss the issue of dust generated by the movement of heavy trucks over unsealed roads. The meeting was attended by members of the community, the Chairman and staff from the Northland Regional Council (NRC), the Mayor and staff from the Far North District Council and List Member of Parliament Mr Winston Peters.

Those present agreed that the matter was of a serious enough nature as to have a delegation approach government with a request for financial assistance in an effort to resolve the problem. It was further agreed that this delegation comprise five persons

representing the affected communities, the Chairman of the NRC, the Mayors from the Far North and Whāngārei District Councils, a Commissioner representing the Kaipara District Council and Members of Parliament representing the Northland region make up the delegation. It was further agreed that this delegation meet with local members of parliament as soon as possible to discuss, agree and co-ordinate the proposed visit to Wellington.

On Wednesday 17 April 2013, a meeting was convened by the NRC chairman. None of the local members of Parliament were able to attend, but a representative was present for MP Hone Harawira. At the request of the affected parties the meeting went ahead.

The discussion focused predominantly on the dusty roads issues, opportunities to influence government, the need to make a submission on the Financial Assistance Rate Review (FAR) and this report being prepared for the RTC. Outcomes from the meeting where that the FAR submission be submitted, the dust monitoring information be circulated when available, and that the NRC complete this report to the RTC. The NRC Chairman agreed to continue to try and get all the local Members of Parliament to attend a meeting. At the time this report was completed, no date had been set.

In addition to the above, during April 2013, the roading staff from the road controlling authorities provided their recommendations and comments of what could be included into the draft strategy. This matter was further discussed at the NORTEG meeting held on 10 May 2013.

At a meeting held between the Consents/Monitoring Senior Programme Manager and the Northland District Health Board on 6 May 2013, the Northland District Health Board representatives requested that, due to the related health problems caused by the dust from unsealed roads, they be afforded the opportunity to have input into the draft strategy.

Draft Mitigation Strategy

From the information provided by the road controlling authorities, the document entitled "Proposed Structure and Content of the Draft Regional Dust Mitigation Strategy" was compiled. This document provides suggestions on the structure and content of the draft strategy. On receipt of approval by the RTC, NORTEG will commence the compilation of the full document.

See **Attachment 1** for a copy of the Proposed Structure and Content of the Draft Regional Dust Mitigation Strategy.

Constraints

It is, however, extremely important to note at this stage that any remedial work toward the problem of nuisance of dust from unsealed roads is based on the following factors:

1. Whether central government recognises that dust from unsealed roads is an issue and provides the necessary funding assistance;
2. Whether, through their local plans, the affected council or road controlling authority recognises dust from unsealed roads as a problem;
3. The ability of the relevant local roading authority to source the required funding through both national funding assistance and local share funding.

At the time of compiling this report, neither central nor local government has formally recognised that dust from unsealed roads is a nuisance, and as such there is no national or local funding directed toward this issue in the Government Policy Statement, 2012-2015 National Land Transport Programme, 2012-2015 Regional Land Transport Programme or local roading plans.

Therefore the ability to receive national funding assistance is likely to be dependent on the region providing a robust evidence based business case.

Use of waste oil for dust suppression

A report was presented to the November 2011 NRC council meeting which outlines the approach to dust suppression taken in the Regional Water and Soil Plan for Northland. See **Attachment 2** for a copy of the report.

The basis for the prohibition on the use of petroleum oil and diesel in the plan was based on the best evidence available at the time and consistent with advice from the Ministry for the Environment. Staff are not aware of any change in stance by the Ministry or any new evidence that would justify a review of this approach.

Legal compliance and significance assessment:

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.

Whilst the issue that this report refers to is significant to the region (the effects of dusty roads on environmental and human health and the funding of rural roading), the report itself is proposing background work and investigation that, as an activity in its own right, is part of the normal operations of council and is not significant. Therefore the item has been identified as being of moderate significance.

Recommendations:

1. That the report Dust Related Problems on Unsealed Roads of Northland – Update by Chris Powell, Transport Operations Senior Programme Manager, dated 24 May 2013, be received.
 2. That the Regional Transport Committee approve the Proposed Structure and Content of the Draft Regional Dust Mitigation Strategy.
 3. That the Regional Transport Committee approve that NORTEG compile the Draft Regional Dust Mitigation Strategy and the Northland District Health Board be invited to provide input into this process.
 4. That a progress report be tabled at the next Regional Transport Committee meeting.
-

PROPOSED STRUCTURE AND CONTENT OF THE DRAFT REGIONAL DUST MITIGATION STRATEGY

Foreword

This section will comprise a short synopsis of the content of the draft strategy.

Previous dust suppression trials undertaken and products used

The Northland Regional Council has a list of dust suppressant trials undertaken in Northland. This list requires updating and if required can be utilised as one of the tools in the toolbox of options for worst affected sites.

Identification methods for worst affected sites

The nuisance of dust generated from unsealed roads is extremely difficult to quantify. It can range from dust generated from a low number of small vehicle movements per day to over 50 heavy truck movements per day.

In order to obtain an overall regional view of the dust from roads problem a detailed list of the affected sites will need to be compiled and agreed. The information required to populate the list can be obtained from existing information which includes:

- Complaints received from individuals and communities;
- Forestry harvest programmes as supplied by forestry companies; and
- Existing studies/surveys undertaken.

The following methods for identifying the worst affected sites are provided below. These sites can be based on one or more identification methods being utilised.

- Total traffic volumes – All modes of vehicular transport;
- Heavy traffic volumes – Would need to agree if this would be based logging truck numbers only or all truck movements (milk tankers, stock trucks, school buses, etc.). If logging trucks only, truck movement could be based on forestry harvesting plans supplied by forestry companies;
- Number of affected residents;
- Total number of recorded complaints;
- Percentage of complainants against total district population;
- PM10 test results;
- PM2.5 test results - Dust particle size less than 2.5 microns – fine dust;
- Total suspended particulate (TSP) - Particulates suspended in air at time of monitoring – 0.1 to 100 microns;
- Deposition dust monitoring – Used to assess dust nuisance complaints. Easy and cost efficient way to monitor dust;
- Video monitoring – Commonly used to determine dust producing activities.

It is important to note that due to the potential enormity of the problem, not all affected sites can be included and/or addressed.

Prioritisation of worst affected sites

Criteria for the prioritisation of the individual worst affected sites reflected in the approved list are provided below. The agreed prioritisation process can include some or all of the factors listed below.

It is recommended that the agreed criteria be prioritised and allocated a numerical amount depicting the perceived severity i.e. 10 = highest, 1= lowest. The affected site can then be assessed against the individual criteria and based on their scores be listed accordingly.

- Total traffic volumes;
- Total heavy traffic volumes;
- Total complaints received
- Outcome PM10 test results;
- Outcome of PM2.5 test results;
- Outcome of total suspended particulate (TSP) testing;
- Outcome of deposition dust monitoring;
- Outcome of video monitoring.

The above list could be expanded to include other criteria.

Toolbox of options for worst affected sites

Once the affected sites have been identified and prioritised, the following remedial options can be utilised to deal with the problem. The remedial action could potentially consist of one or more of the options listed.

- Sealing of affected roads – full seal extensions;
- Sealing of affected sites only – 100m;
- Increased use of loose chip material;
- Use of dust suppressant products at affected sites;
- Regular watering during period of most use;
- Screening through the planting of trees, hedges, etc.;
- Reducing speed limits;
- Reduce speed by changing speed environment;
- Installation of dust nuisance signs;
- Working with heavy haulier companies on voluntary reduced speed limits;
- Do nothing.

Most cost efficient methods of addressing identified sites

This section will take all the information provided to this point and work out the most practical and cost efficient method of dealing with the affected site. The agreed option could range from doing nothing through to tar sealing the road.

It is, however, extremely important to note at this stage that any remedial work toward the problem of nuisance of dust from unsealed roads is based on the following factors:

1. Whether central government recognises that dust from unsealed roads is an issue and provides the necessary funding assistance;
2. Whether, through their local plans, the affected council or road controlling authority recognises dust from unsealed roads as a problem; and
3. The ability of the relevant local roading authority to source the required funding, through both national funding assistance and local share funding.

ISSUE: Use of waste oil for dust suppression**ID:** A170171**To:** Council Meeting, 15 November 2011**From:** Kathryn Ross, General Manager Planning and Policy**Date:** 7 November 2011**Summary** The purpose of this report is to advise of the rationale and operation of provisions in the Regional Water and Soil Plan that prohibit the use of waste oil for dust suppression.**Report:**

This paper outlines the approach to dust suppression taken in the Regional Water and Soil Plan for Northland (RWSP). The paper is in response to queries as to why the restrictive approach to the use of waste oil as a dust suppressant was adopted in the RWSP.

Background:

There are a range of dust suppressants used in roading activity throughout New Zealand. These products typically work by binding fine particles and limiting dispersion into air by traffic to reduce nuisance, amenity and health effects. These include a number of lignin and bituminous based products specifically designed for suppressing dust, however waste petroleum oil has also been used for this purpose.

All such substances are contaminants as defined in the Resource Management Act 1991 (RMA). The discharge of such substances is therefore controlled under section 15 of the RMA and must either be permitted by a rule in a regional plan (or National Environmental Standard or regulation) or resource consent.

Regional councils vary in approaches to the issue with some councils permitting or allowing by consent (subject to conditions) the discharge of waste oil as a dust suppressant, while others have adopted the same approach as the RWSP and prohibit the activity.

The RWSP:

Section 23 of the RWSP explicitly controls the discharge of three types of contaminants used as dust suppressants (see Attachment 1):

- The discharge of lignin based products as dust suppressants is a permitted activity via Rule 23.1.8,
- the discharge of bituminous or unused oils as dust suppressants is a discretionary activity (Rule 23.3.3).
- The discharge of petroleum oil and diesel as a dust suppressant is prohibited via Rule 23.5.1.

This approach came into being as the RWSP was developed between the mid-nineties and 2004. The RWSP was notified on 27 April 1995. There were several subsequent variations, which eventuated in a Revised Proposed RWSP being produced in November 1998. The Revised Proposed RWSP did not specifically allow for the use of dust suppressants in road construction or maintenance. It did however prohibit the use of petroleum oil and diesel as a dust suppressant.

The basis for the prohibition derived from evidence provided by the Ministry for the Environment. In September 1997, Ministry for the Environment commissioned a

**ITEM: 6.1
ATTACHMENT 2**

report called “Environmental Effects of Used Oil Application to Roads for the Suppression of Dust”. This report included:

- a compilation of overseas and New Zealand scientific reports on the environmental effects on air, land and groundwater from the use of used oil as a dust suppressant on roads;
- a summary of the above reports including the evidence for each effect;
- collation and summary of New Zealand information on the composition of used oils and the composition of oiled roads;
- analysis of environmental and health effects of road oiling based on New Zealand information;
- evidence used by regional councils to justify the rules in their plans that control used oil being used as a dust suppressant;
- the locations regional councils know where used oil is regularly applied to roads as a dust suppressant; and
- the alternatives to road oiling and the availability and cost of these alternatives.

The report concluded that the environmental risks (including health effects) associated with the application of used oil on roads were considered to be too high to be acceptable. The report outlined the following additional reasons why used oil as a dust suppressant on roads should be strongly discouraged:

- alternative and better reuse practices for oil (refining and controlled burning) are available;
- suitable alternative dust suppression agents are available; and
- the permitting of used oil to be discharged to the environment by councils would undermine other efforts being made by regulatory agencies to raise the profile of responsible management of hazardous wastes, including used oil, in other situations.

The Revised Proposed RWSP was subsequently amended by Variation 2 notified in October 2001. The need to provide for the discharge of dust suppression agents was the subject of submissions by both the Whangarei and Far North District Councils on Variation 2. The submissions sought provision for use of substances specifically designed for dust suppression in roading activity. The district council submissions were supported by (then) Transit New Zealand and Kaipara District Council. Notably, these submissions on Variation 2 did not challenge the prohibition on the use of petroleum oil and diesel as dust suppression agents.

Decisions on Variation 2 in November 2002¹ granted the relief sought by the district councils to the extent that the following were included as discretionary activities.

- a) *bituminous emulsions designed and expressly used for the suppression of dust; or*
- b) *unused or uncontaminated oil for the purpose of dust suppression, onto or into land.*

This provision survived largely intact as Rule 23.3.3 of the operative RWSP which is in force today. The rule prohibiting the discharge use of petroleum oil and diesel for dust suppression also survived with only minor change into the operative RWSP as Rule 23.5.1 (See Attachment 1). The use of lignin based dust suppression agents as a permitted activity was also retained intact.

¹ Variation 2 to the Proposed Regional Water and Soil Plan for Northland: Council Decisions on Submissions and Further Submissions (Volume 2). Northland Regional Council 23 November 2002.

**ITEM: 6.1
ATTACHMENT 2**

We are of course open to considering evidence that the prohibition should be reviewed. We have invited the Far North District Council to provide us with any evidence they have. In deciding whether to progress a plan change council would need robust science and cost benefit analysis on the impacts (economic, social, environmental and health effects) of road generated dust and any benefits arising from the use of waste oil as opposed to alternatives.

Council would also need to decide where a proposed plan change to address waste oil reuse as a dust suppressant sat amongst the other potential plan changes it could progress. (Council placed all plan changes on hold as it progressed the New Regional Policy Statement. Staff have recommended progressing a suite of plan changes in the next financial year as part of the Long Term Plan process. A further suite will be progressed as part of the New Regional Policy Statement implementation phase.) Should there be evidence that a waste oil plan change should be considered (and that it would have a positive cost benefit analysis) staff would be happy to add this potential plan change to the list of potential plan changes for council to progress. Staff will present the list to council for decision early next year. Even if the proposed plan change was not a council priority for immediate action, it could be progressed as part of the suite of the New Regional Policy Statement implementation phase, assuming it had a positive section 32 (cost benefit) analysis.

Conclusion:

The basis for the prohibition on the use of petroleum oil and diesel in the plan was based on the best evidence available at the time and consistent with advice from the Ministry for the Environment. We are not aware of any change in stance by the Ministries. In addition, there was no substantiated evidential challenge to the approach taken (the prohibition on the use of petroleum oil/diesel) in the Revised RWSP by stakeholders in submissions or on appeal. No new evidence has been presented to council in the interim.

To progress a plan change council would need robust science and cost benefit analysis on the impacts (economic, social, environmental and health effects) of road generated dust and any benefits arising from the use of waste oil as opposed to alternatives. As part of the Annual Plan 2010-11 process council asked Far North District Council to provide any evidence they had that could justify a change to the provisions in the RWSP. To date none has been received. Staff have not actively looked for any evidence given council's current focus on developing the New Regional Policy Statement. Should there be evidence that a waste oil plan change should be considered (and that it would have a positive cost benefit analysis) staff would add this potential plan change to the list of potential plan changes for council to progress.

ATTACHMENT 1

Extract: Section 23 of the operative Regional Water and Soil Plan for Northland

23.1 PERMITTED ACTIVITIES

The following discharges of contaminants are permitted activities:

- 3. The discharge of contaminants associated with the construction and maintenance of roads and tracks and other sealed areas onto or into land is a permitted activity, provided that:**
- (a) The discharge consists only of material, normally associated with the construction and maintenance of roads and sealed areas, and includes the use of bituminous products which are bound with roading aggregate and compacted to create a temporary or permanent road surface.
 - (b) The product is not a bituminous emulsion specifically designed for the suppression of dust or the discharge of any agrichemical or petroleum oil.
 - (c) No contaminant directly enters the surface water for the duration of the activity.
 - (d) Roding metal does not contain contaminants likely to cause a more than minor effect on the receiving environment.

Explanation: *Some of the materials used in road construction and maintenance can be construed as contaminants. With adequate environmental standards, the environmental effects of using these materials can be avoided. There are some materials that should not be permitted due to their effects on the environment being more than minor thus a resource consent is required.*

The use of bituminous products which are bound with roading aggregate and compacted to create temporary or permanent road surface is a technique that can have applications for dust suppression on unsealed roads and tracks, but recognises that this is a different binding technique than that offered by bituminous products which are sprayed onto unsealed surfaces specifically designed for the suppression of dust.

- 8. The discharge of lignin-based products onto or into land for the express purpose of dust suppression on unsealed roads is a permitted activity, provided that:**
- (a) No contaminant directly enters surface water for the duration of the activity.
 - (b) The product does not contain contaminants likely to cause a more than minor adverse effect on the receiving environment.
 - (c) Application is in accordance with manufacturer's instructions, by an experienced applicator using appropriate equipment.

23.3 DISCRETIONARY ACTIVITIES

The following discharges are discretionary activities:

3. **The discharge onto or into land of:**
 - (a) **bituminous emulsions specifically designed for the suppression of dust; or**
 - (b) **oil which is unused or uncontaminated and which does not contain additives for the purpose of dust suppression, onto or into land,**

is a discretionary activity.

***Explanation:** Unused or uncontaminated oil does not include 'off the shelf' motor oil, which contains potential contaminants such as zinc, calcium and magnesium. The use of bituminous emulsions for dust suppression such as Slowbreak or Spraymul-A55 is covered by this rule.*

23.5 PROHIBITED ACTIVITIES

The following discharge of contaminants is a prohibited activity:

1. **The discharge onto or into land, or into water of petroleum oil and diesel as a dust suppressant where such a discharge is unable to meet the requirements of Rules 23.01.03 and 23.03.03, is a prohibited activity.**

***Explanation:** Petroleum oil and diesel has been applied to unpaved surfaces such as unsealed roads and carparks as a dust suppressant. Petroleum oil and diesel are hazardous substances which contain numerous potentially harmful substances. These can cause adverse effects if they enter water bodies so this practice is now prohibited. Other environmentally acceptable alternatives are available.*