

NORTHLAND REGIONAL COUNCIL

Agenda

For meeting to be held in the Turner Centre,
Kerikeri, on Tuesday 21 April 2015,
commencing at 1 pm

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

OPEN MEETING

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<p>ACC - Accident Compensation Corporation</p> <p>AHB - Animal Health Board</p> <p>ALGIM - Association of Local Government Information Management</p> <p>AMA - Aquaculture Management Area</p> <p>BOI - Bay of Islands</p> <p>BOPRC - Bay of Plenty Regional Council</p> <p>CAPEX - Capital Expenditure (budget to purchase assets)</p> <p>CBEC - Community, Business and Environment Centre</p> <p>CDEM - Civil Defence Emergency Management</p> <p>CEG - Co-ordinating Executive Group – Northland Civil Defence management team</p> <p>CEO - Chief Executive Officer</p> <p>CIMS - Co-ordinated Incident Management System (emergency management structure)</p> <p>CMA - Coastal Marine Area</p> <p>CPCA - Community Pest Control Areas</p> <p>CRI - Crown Research Institute</p> <p>DHB - District Health Board</p> <p>DOC - Department of Conservation</p> <p>DOL - Department of Labour</p> <p>DPMC - Department of Prime Minister and Cabinet</p> <p>ECA - Environmental Curriculum Award</p> <p>ECAN - Environment Canterbury</p> <p>EE - Environmental Education</p> <p>EECA - Energy Efficiency Conservation Authority</p> <p>EEZ - Exclusive Economic Zone</p> <p>EF - Environment Fund</p> <p>EMA - Employers and Manufacturers Association</p> <p>EMC - Environmental Management Committee</p> <p>EOC - Emergency Operations Centre</p> <p>EPA - Environmental Protection Authority</p> <p>FDE - Farm Dairy Effluent</p> <p>FNDC - Far North District Council</p> <p>FNHL - Far North Holdings Limited</p> <p>FPP - First Past the Post – voting system for NRC elections</p> <p>GE - Genetic Engineering</p> <p>GIS - Geographic Information System</p> <p>GMO - Genetically Modified Organism</p> <p>HASNO - Hazardous Substances & New Organisms Act</p> <p>HBRC - Hawke's Bay Regional Council</p> <p>HEMP - Hapū Environmental Management Plan</p> <p>Horizons - Brand name of Manawatu-Wanganui Regional Council</p> <p>HR - Human Resources</p> <p>IEMP - Iwi Environmental Management Plan</p> <p>IPPC - Invited Private Plan Change: a process to allow Aquaculture Management Areas to be established</p> <p>IRIS - Integrated Regional Information System: new computer system being developed collaboratively with other Regional Councils</p> <p>KDC - Kaipara District Council</p> <p>KPI - Key Performance Indicator</p> <p>LATE - Local Authority Trading Enterprise</p> <p>LGA - Local Government Act 2002</p> <p>LGNZ - Local Government New Zealand</p> <p>LGOIMA - Local Government Official Information and Meetings Act 1987</p> <p>LGOL - Local Government Online</p> <p>LTP - Long Term Plan</p> <p>LTFS - Long Term Financial Strategy</p> <p>MCDEM - Ministry of Civil Defence & Emergency Mgmt</p> <p>MFE - Ministry for the Environment</p> <p>MHWS - Mean High Water Springs</p> <p>MNZ - Maritime New Zealand</p> <p>MOH - Ministry of Health</p> <p>MOT - Ministry of Transport</p>	<p>MPI – Ministry for Primary Industries</p> <p>MSD - Ministry of Social Development</p> <p>NCMC - National Crisis Management Centre</p> <p>NES – National Environmental Standards</p> <p>NDHB - Northland District Health Board</p> <p>NZRC - New Zealand Refining Company (Marsden Point)</p> <p>NGO - Non-Governmental Organisation</p> <p>NIF - Northland Intersectoral Forum</p> <p>NIWA - National Institute of Water and Atmosphere</p> <p>NORTEG - Northland Technical Advisory Group</p> <p>NPC - Northland Port Corporation</p> <p>NZCPS - New Zealand Coastal Policy Statement</p> <p>NZTA - New Zealand Transport Agency</p> <p>NZQA - New Zealand Qualifications Authority</p> <p>NZWWA - New Zealand Water and Wastes Association</p> <p>OFI - Opportunity for Improvement</p> <p>ORC - Otago Regional Council</p> <p>OSH - Occupational Safety & Health (now Ministry of Business, Innovation and Employment)</p> <p>PDF - Portable Document Format</p> <p>PPE - Personal Protective Equipment</p> <p>RAP - Response Action Plan</p> <p>RAQP - Regional Air Quality Plan</p> <p>RCP - Regional Coastal Plan</p> <p>RFI - Request for Information</p> <p>RFP - Request for Proposal</p> <p>RTC - Regional Transport Committee</p> <p>RLTS - Regional Land Transport Strategy</p> <p>RMA - Resource Management Act 1991</p> <p>RMG - Resource Managers Group (Regional Councils)</p> <p>RMZ - Riparian Management Zone</p> <p>ROI - Return on Investment</p> <p>RPMS - Regional Pest Management Strategy</p> <p>RPS - Regional Policy Statement</p> <p>RSG - Regional Sector Group</p> <p>RTO - Regional Tourism Organisation</p> <p>RWASP - Regional Water and Soil Plan</p> <p>SCAR - SmartStream Council Activity Reporting</p> <p>SITREP - Situation Report</p> <p>SMF - Sustainable Management Fund</p> <p>SOE - State of Environment (or) State Owned Enterprise</p> <p>SOLGM - Society of Local Government Managers</p> <p>SPARC - Sport & Recreation New Zealand</p> <p>SRC - Southland Regional Council (Environment Southland)</p> <p>STV - Single Transferable Vote</p> <p>SWAG - Surface Water Allocation Group</p> <p>SWPA - Sustainable Water Programme of Action</p> <p>TA - Territorial Authority: City & District Councils</p> <p>TAC - Technical Advisory Group</p> <p>Tier 1 - Site level plan or response for an oil spill</p> <p>Tier 2 - Regional level plan or response to an oil spill</p> <p>Tier 3 - National level plan or response to an oil spill</p> <p>TLA - Territorial Local Authority – City & District Councils</p> <p>TMP - Treasury Management Plan</p> <p>TOR - Terms of Reference</p> <p>TPK - Te Puni Kōkiri (Ministry of Maori Development)</p> <p>TRAION - Te Rūnanga a Iwi o Ngāpuhi</p> <p>TRC - Taranaki Regional Council</p> <p>TROTR - Te Rūnanga o Te Rarawa</p> <p>TUANZ - Telecommunications Users Association of NZ</p> <p>WCRC - West Coast Regional Council</p> <p>WDC - Whangarei District Council</p> <p>WHHIF - Whangarei Harbour Health Improvement Fund</p> <p>WRC - Waikato Regional Council</p> <p>WWTP - Wastewater Treatment Plant</p>
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ITEM: 4.0

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ISSUE: Risk and Health and Safety Report**ID:** A737762**To:** Council Meeting, 21 April 2014**From:** Judy Macdonald, Human Resources Manager**Date:** 9 April 2015

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 checked="" type="checkbox"/> Annual\Long Term Plan	<input type="checkbox"/> Other
Significance Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

During March 2015 there were no near misses or accidents reported. One incident occurred when the Robert Street chemical store was left open. A sign in register is to be developed for anyone entering or taking chemicals. One motor vehicle accident occurred when an NRC vehicle slipped on a forestry track into an abandoned car cracking a rear light.

Legal compliance and significance assessment:

The provision of information is part of the council's day to day operations and is in accordance with the council's decision making process and sections 76–82 of the Local Government Act 2002.

The information itself and the implications of the information being accepted are considered to be of low significance in terms of council's significance policy.

Recommendation:

That the report 'Risk and Health and Safety Report' by Judy Macdonald, Human Resources Manager, and dated 9 April 2015, be received.

ITEM: 5.1

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ISSUE: Confirmation of Minutes – 17 March 2015**ID:** A737793**To:** Council Meeting, 21 April 2015**From:** Chris Taylor, Council Secretary**Date:** 9 April 2015

Report Type:	<input checked="" type="checkbox"/> Normal operations	<input 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 Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to present the unconfirmed minutes of the council meeting held on 17 March 2015 (**attached**) for confirmation as a true and correct record.

Legal compliance:

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

Recommendation:

That the minutes of the council meeting held on 17 March 2015 be confirmed as a true and correct record.

NORTHLAND REGIONAL COUNCIL

Minutes of the ordinary meeting of the council
held in the Council Chamber, 36 Water Street, Whāngārei,
on Tuesday 17 March 2015, commencing at 1 pm

Present:

Chairman, Bill Shepherd
Deputy Chairman, Graeme Ramsey
Councillors:
John Bain
Craig Brown
Joe Carr
Paul Dimery
Monty Knight
Dover Samuels
David Sinclair

In Attendance:**Full Meeting**

Chief Executive Officer
Operations Director
Strategy, Governance and Communications Manager
Council Secretary

Part Meeting

General Manager Finance
Systems SPM
Communications SPM
PM/Policy Specialist – Tangata whenua
PM – Policy Development

The Chairman declared the meeting open at 1 pm.

Apologies (Item 1.0)

There were no apologies.

Declarations of Conflicts of Interest (Item 2.0)

It was advised that councillors should make declarations item-by-item as the meeting progressed.

Supplementary Item for the Council Agenda – 17 March 2015

(Item 2.0A)

ID: A732891

Report from Council Secretary Chris Taylor.

Moved (Shepherd/Bain)

That as permitted under section 46A(7) of the Local Government Official Information and Meetings Act 1987:

- Supplementary Item 8.4(A): Proposed Changes Made to the Draft Consultation Document and Supporting Information

be received.

Carried

Declaration by Councillor Monty Knight (Item 3.1)

ID: A729009

Report from Chairman Bill Shepherd.

Councillor Monty Knight made and signed the declaration required by section 14 of Schedule 7 of the Local Government Act 2002. The Chairman then witnessed the declaration with his signature.

Presentations (Item 4.0)

There were no presentations.

Risk and Health and Safety Report (Item 5.0)

ID: A730696

Report from Human Resources Manager Judy Macdonald.

Moved (Ramsey/Brown)

That the report 'Risk and Health and Safety Report' by Judy Macdonald, Human Resources Manager, and dated 5 March 2015, be received.

Carried

Confirmation of Minutes – 17 February 2015 (Item 6.1)

ID: A730561

Report from Council Secretary Chris Taylor.

Moved (Ramsey/Bain)

That the minutes of the council meeting held on 17 February 2015 be confirmed as a true and correct record.

Carried

Receipt of Action Sheet (Item 6.2)**ID: A731655****Report from Council Secretary Chris Taylor.****Moved (Sinclair/Carr)**

That the Council Action Sheet be received.

Carried**Matters arising from Item 6.2:**

It was advised that the Kerikeri-Waipapa River Liaison Group supported the acquisition of the necessary interests in land to enable the Kerikeri spillway flood scheme works to proceed.

It was confirmed that the report regarding the testing for the presence of heavy metals in the Puhipuhi/Whakapara area, being compiled by the Ngati Hau Trust Board, would be presented to full council and ideally to the April 2015 meeting.

Concern was raised with regard to action point 897 and it was suggested it be reworded as follows "...a. All independent commissioners selected by NRC be able to demonstrate training *or understanding* in tikanga and consultation with Māori..." It was assured that advice would be sought from the Hearings Committee on such a proposal.

Financial Report to 26 February 2015 (Item 7.1)**ID: A730046****Report from Financial Accountant Angela Hobden.****Moved (Samuels/Brown)**

That the 'Financial Report to 26 February 2015' by Angela Hobden, Financial Accountant, and dated 4 March 2015, be received.

Carried**Regional Software Holdings Limited Draft Statement of Intent 2015/2016 and Appointment of Shareholder Representative (Item 8.1)****ID: A729536****Report from General Manager Finance Lisa Aubrey.****Moved (Carr/Ramsey)**

1. That the report 'Regional Software Holdings Limited Draft Statement of Intent 2015/2016 and Appointment of Shareholder Representative' by Lisa Aubrey, General Manager Finance, and dated 28 February 2015, be received.
2. That the Chairman provides any necessary feedback to Regional Software Holdings Limited on its draft Statement of Intent 2015/16 by 30 April 2015 and reports any feedback or the non-provision of feedback to the nearest council meeting held thereafter.
3. That council appoint the Chairman until further notice as its shareholder representative on RSHL and reviews this appointment annually.

The original motion was replaced by the amendment as the substantive motion.

Amendment moved (Shepherd/Brown)

1. That the report 'Regional Software Holdings Limited Draft Statement of Intent 2015/2016 and Appointment of Shareholder Representative' by Lisa Aubrey, General Manager Finance, and dated 28 February 2015, be received.
2. That the Chairman provides any necessary feedback to Regional Software Holdings Limited (RSHL) on its draft Statement of Intent 2015/16 by 30 April 2015 and reports any feedback or the non-provision of feedback to the nearest council meeting held thereafter.
3. That council appoint the Chairman, or his representative, until further notice as its shareholder representative on RSHL and reviews this appointment annually.

Carried

Matters arising from Item 8.1:

Systems SPM, Carol Cottam, was in attendance and provided a brief update on Regional Software Holdings Limited. A 'Development Road Map' for the current and following year was tabled to provide context.

Approval to Set Up a Debenture Trust Deed and to Commence Borrowing to Fund Loans Currently Funded Through Internal Borrowing (Item 8.2)

ID: A730536

Report from General Manager Finance Lisa Aubrey.

Moved (Bain/Dimery)

1. That the report 'Approval to Set Up a Debenture Trust Deed and to Commence Borrowing to Fund Loans Currently Funded Through Internal Borrowing' by Lisa Aubrey, General Manager Finance, and dated 4 March 2015, be received.
2. That council approve the Debenture Trust Deed being set up and agrees this will be funded from the current year's surplus if there is one in the first instance, or the equalisation reserve if there is no surplus.
3. That council approves total external borrowing of \$15 million and that \$8 million of this be taken out on a five year term and \$7 million for a 10 year term.
4. That the Chief Executive and Audit Subcommittee be authorised to approve a different split of borrowing period, once the actual costs of borrowing is known.
5. That the Chief Executive and Audit Subcommittee be authorised to approve further borrowing of up to \$5 million.

Carried

Matters arising from Item 8.2:

Council was provided assurance that the recommended course of action would in no manner reduce its flexibility in terms of property reinvestment.

Environmental Management Committee Meetings 8 December 2014 and 23 February 2015 – Actions Arising from Meetings (Item 8.3)

ID: A731368

Report from Chief Executive Officer Malcolm Nicolson.

Moved (Carr/Brown)

1. That the report 'Environmental Management Committee Meetings 8 December 2014 and 23 February 2015 – Actions Arising from Meetings', from Malcolm Nicolson, Chief Executive Officer, dated 9 March 2015, be received.
2. That council receives and approves the recommendation from the Environmental Management Committee 'That the council approves the Whāngārei Native Bird Recovery Centre funding request for \$5,000 plus GST'.
3. That council receives and approves the recommendation from the Environmental Management Committee 'That the council approves \$8,803.45 of funding from the Land Management Reserve to cover the year to date unfavourable variance'.
4. That council receives and approves the recommendation from the Environmental Management Committee 'That the committee supports Mr Stephen Allan's application for \$13,000 for the testing of the new trap design for wild cat control to be made to external sources of funding and should that support not be forthcoming, that the council approves this funding be provided from the Land Management Reserve'.

Carried

Matters arising from Item 8.3:

Clarification was provided, with regard to the fourth recommendation, that the Northland Regional Council would be the "funder of last resort".

Supplementary Agenda – Proposed changes made to the Draft Consultation Document and Supporting Information (Item 8.4A)

ID: A732535

Report from General Manager Finance Lisa Aubrey and Strategy, Governance and Communications Manager Jonathan Gibbard.

Moved (Shepherd/Brown)

1. That the report 'Supplementary Agenda - Proposed Changes Made to the Draft Consultation Document and Supporting Information' by Lisa Aubrey, General Manager Finance, and Jonathan Gibbard, Strategy, Governance and Communications Manager, and dated 13 March 2015, be received.
2. That council approves the proposed changes made to the rates and financial forecasts to:
 - a. Inflate the provision for doubtful debts on rates to be consistent with the inflationary factor applied to all other operating expenditure in years 2016/17 to 2024/25. This change does not impact on revenue requirements.
 - b. Increase the revised budgeted construction cost estimates for the Kotuku dam by \$1,542,025 to \$11,416,743 (previously \$9,874,718) and amend the proposed Targeted Whāngārei Urban Rivers rate (based on the repayment option of 25 years at an interest cost of 7%) to the following:

Whāngārei Urban Rivers Rate		Proposed new rate (including GST) for 2015/16 and next 25 years @ 7% per SUIP*** (\$11,416,743 capital estimate)
Commercial CBD properties	rate	\$384.75 per SUIP
	Revenue	\$328,189
Residential CBD properties	rate	\$146.23 per SUIP
	Revenue	\$20,179
Residential non-CBD properties	rate	\$51.56 Per SUIP
	Revenue	\$856,687
Total Revenue		\$1,205,055

- That council proceeds to consider agenda items 8.4 and 8.7 and the recommendations set out in that agenda on the basis that the above two changes and other minor consistency and editorial amendments are incorporated into the Consultation Document and Supporting Information to the Consultation Document.

Carried

Adoption of Long Term Plan Supporting Information and Policies (Item 8.4)

ID: A731818

Report from General Manager Finance Lisa Aubrey, and Strategy, Governance and Communications Manager Jonathan Gibbard.

Moved (Shepherd/Brown)

- That the report 'Adoption of Long Term Plan Supporting Information and Policies' by Lisa Aubrey, General Manager Finance, and Jonathan Gibbard, Strategy, Governance and Communications Manager, and dated 5 March 2015, be received.
- That council approves the draft Financial Strategy and draft Infrastructure Strategy for the purpose of including relevant aspects of this information in the Consultation Document and in the Supporting Information for the Long Term Plan 2015–2025.
- That council adopts the Statements of Proposals for the draft Revenue and Financing Policy, draft Rates Remission and Postponement Policies (including the policy on remission and postponement of rates on Māori freehold land) and Financial Contributions Policy as set out in appendices 2, 3 and 4.
- That council agrees that the special consultative procedure will be used to consult on the draft Revenue and Financing Policy, draft Rates Remission and Postponement Policies (including the policy on remission and postponement of rates on Māori freehold land), and draft Financial Contributions Policy, and that this consultation will be undertaken concurrently with consultation on the Consultation Document.
- That council adopts the Supporting Information for the Long Term Plan 2015–2025, as tabled by Supplementary Item 8.4A, for the purposes of consultation.

6. That the council delegates to the Chief Executive Officer the authority to make any necessary minor formatting, typographical and administrative changes to the Supporting Information and Statements of Proposal prior to formal public consultation.
7. That the council delegates to the Chief Executive Officer the authority to make any changes to the Statements of Proposal for the consultation of the draft Revenue and Financing Policy, draft Rates Remission and Postponement Policies (including the policy on remission and postponement of rates on Māori freehold land) and draft Policy on Financial Contributions that may improve readability and compliance with the Local Government Act.

Carried

Statement of Proposal Regarding the Navigation, Water Transport and Maritime Safety Bylaw Charges 2015 (Item 8.5)

ID: A711289

Report from General Manager Finance Lisa Aubrey.

Moved (Bain/Sinclair)

1. That the report 'Statement of Proposal Regarding the Navigation, Water Transport and Maritime Safety Bylaw Charges 2015' by Lisa Aubrey, General Manager Finance, and dated 6 March 2015, be received.
2. That the proposed amendments to the Navigation, Water Transport and Maritime Bylaw Charges 2015 be approved for inclusion in the Supporting Information to the Consultation Document and be formally included for consultation in conjunction with and parallel to the Consultation Document using the special consultative procedure.

Carried

Draft 2015/16 Fees and Charges Policy – Approval for Consultation (Item 8.6)

ID: A731813

Report from General Manager Finance Lisa Aubrey.

Moved (Brown/Dimery)

1. That the report 'Draft 2015/16 Fees and Charges Policy – Approval for Consultation', by Lisa Aubrey, General Manager Finance, and dated 10 March 2015, be received.
2. That the proposed amendments to the Charging Policy be approved for consultation in conjunction with and parallel to consultation of the Consultation Document.

Carried

Adoption of the Long Term Plan 2015-25 Consultation Document and Approval to Consult (Item 8.7)

ID: A731817

Report from General Manager Finance Lisa Aubrey, and Strategy, Governance and Communications Manager Jonathan Gibbard.

Moved (Brown/Sinclair)

1. That the report 'Adoption of the Long Term Plan 2015–25 Consultation Document and Approval to Consult' by Lisa Aubrey, General Manager Finance, and Jonathan Gibbard, Strategy, Governance and Communications Manager, and dated 5 March 2015, be received.
2. That council adopts the Consultation Document for the proposed Long Term Plan 2015–2025, as tabled by Supplementary Item 8.4A, and approve its release for consultation via the Special Consultative Procedure pursuant to sections 93 and 93A of the Local Government Act 2002.
3. That council delegates to the Chief Executive Officer the authority to make any necessary minor formatting, typographical and administrative changes to the Consultation Document prior to formal public consultation.

Carried

NRC's Long Term Plan – Feedback Period (Item 8.8)

ID: A729972

Report from Advisor to the CEO Vibeke Wright.

Moved (Ramsey/Carr)

1. That the report, 'NRC's Long Term Plan – Feedback Period', by Vibeke Wright, Advisor to the CEO, and dated 5 March 2015, be received.
2. That the council confirms the approach outlined in this report ('NRC's Long Term Plan – Feedback Period') for enabling feedback to the Consultation Document.
3. That pursuant to Clause 32 of the 7th Schedule of the Local Government Act 2002 the council delegates to councillors its function under s83(1)(d) of that Act, i.e. to meet with and interact with persons within their constituent area who wish to present their views on the proposals contained within the Consultation Document, provided appropriate staff support is in attendance at such meetings to document the feedback.

Carried

Matters arising from Item 8.8:

It was requested that councillors be provided with an agenda and 'run sheet' for the public meetings well in advance of the events.

Chairman's Report to Council (Item 9.1)**ID: A726793****Report from Chairman Bill Shepherd.****Moved (Shepherd/Samuels)**

That the Chairman's report dated 6 March 2015 be received.

Carried**Matters arising from Item 9.1:**

There was general agreement for the NRC Chairman to liaise with the Environmental Management Committee and Te Taitokerau Māori Advisory Committee Chairs regarding a factual presentation from Statoil to the committee members and interested councillors. It was further agreed that other groups/organisations could apply to present a similar or counter view in the same manner.

Chief Executive's Report to Council (Item 9.2)**ID: A726657****Report from Chief Executive Officer Malcolm Nicolson.****Moved (Shepherd/Carr)**

That the Chief Executive Officer's report dated 6 March 2015 be received.

Carried**Matters arising from Item 9.2:**

The Chief Executive undertook to pass on the details regarding an Argentine Ant colony at Pataua Point and an unidentified ant colony at Marsden Cross/Oihi Bay to the biosecurity team.

Council and Iwi Authority Resource Management Protocols (Item 9.3)**ID: A730226****Report from Māori Policy Specialist – Programme Manager Abraham Witana.****Moved (Samuels/Shepherd)**

That the report 'Council and Iwi Authority Resource Management Protocols' by Abraham Witana, Māori Policy Specialist – Programme Manager, and dated 2 March 2015, be received.

Carried

Regional Transport Committee 4 February 2015 - Receipt of Minutes (Item 10.1)**ID: A730826****Report from Council Secretary Chris Taylor.****Moved (Bain/Dimery)**

That the minutes of the Regional Transport Committee meeting held on 4 February 2015 be received.

Carried**Te Taitokerau Māori Advisory Committee 12 February 2015 – Receipt of Minutes (Item 10.2)****ID: A730847****Report from Advisor to CEO Vibeke Wright.****Moved (Samuels/Carr)**

That the minutes of the Te Taitokerau Māori Advisory Committee meeting held on 12 February 2015 be received.

Carried**Matters arising from Item 10.2:**

It was stressed that the report being prepared for the Te Taitokerau Māori Advisory Committee regarding deep-sea oil drilling activities must emphasise that the council had a 'neutral position' and that it was a matter that council could not influence.

Finance Committee 17 February 2015 - Receipt of Minutes (Item 10.3)**ID: A730833****Report from Council Secretary Chris Taylor.****Moved (Sinclair/Brown)**

1. That the unconfirmed minutes of the Finance Committee meeting held on 17 February 2015 be received.
2. That council officers be requested to review the minutes pertaining to Item 3.7: Audit New Zealand – Draft Management Report on the Audit of Northland Regional Council for the Year Ending 30 June 2014.

Carried**Environmental Management Committee 23 February 2015 - Receipt of Minutes (Item 10.4)****ID: A731392****Report from Committee Secretary Nola Sooner.****Moved (Carr/Brown)**

That the minutes of the Environmental Management Committee meeting held on 23 February 2015 be received.

Carried

Regional Policy Committee 23 February 2015 - Receipt of Minutes (Item 10.5)

ID: A731043

Report from Committee Secretary Evania Laybourn.

Moved (Ramsey/Sinclair)

That the minutes of the Regional Policy Committee meeting held on 23 February 2015 be received.

Carried

Matters arising from Item 10.5:

Attention was drawn to the Regional Policy Committee workshop to be held on 23 March 2015 which incorporated a presentation on water management. It was requested that councillors familiarised themselves with the publication 'Water quality in New Zealand: Understanding the Science', released by the Parliamentary Commissioner for the Environment.

Business with the Public Excluded (Item 11.0)

ID: A730555

Report from Council Secretary Chris Taylor.

Moved (Shepherd/Brown)

1. That the public be excluded from the proceedings of this meeting to consider confidential matters.
2. That the general subject of the matters to be considered whilst the public is excluded, the reasons for passing this resolution in relation to this matter, and the specific grounds under the Local Government Official Information and Meetings Act 1987 for the passing of this resolution, are as follows:

Item No.	Item Issue	Reason\Grounds
11.1	Confidential Minutes of the Finance Committee Meeting – 17 February 2015	The reasons for excluding the public are as stated in the minutes of the open section of that meeting.
11.2	Confidential Minutes of the Council Meeting – 17 February 2015	The reasons for excluding the public are as stated in the minutes of the open section of that meeting.
11.3	Human Resources Report	The public conduct of the proceedings would be likely to result in disclosure of information, the withholding of which is necessary to protect the privacy of natural persons, including that of deceased natural persons 7(2)(a).

Carried

CONCLUSION

The meeting concluded at 2.20 pm.

ITEM: 5.2

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ISSUE: Receipt of Action Sheet**ID:** A738678**To:** Council Meeting, 21 April 2015**From:** Chris Taylor, Council Secretary**Date:** 14 April 2015

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 type="checkbox"/> Regulatory function
	<input type="checkbox"/> Legislative function	<input type="checkbox"/> Annual\Long Term Plan	<input checked="" type="checkbox"/> Other
Significance Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to enable the council to receive the current council action sheet (**attached**).

Legal compliance:

No decision is required.

Recommendation:

That the Council Action Sheet be received.

COUNCIL ACTION SHEET										
✓	Ref	Forum	Date	Reso/ Request	By	Task Point	Progress Statement	Assigned	Last updated	Anticip. cmplt date
	453	A & F (confidential)	27-Nov-12	Reso	Committee	That the CEO negotiates the acquisition of the NF Fraser and Co property, including reviewing and negotiating any appropriate further terms of sale, subject to KiwiRail agreeing to honour the terms of the Rail Corridor Acquisition Agreement.	The final S&P agreement has been signed by the CEO. Awaiting final confirmation from KiwiRail they are happy with the agreement.	CEO/GM Finance	13/04/2015	End of April
✓	653b	Council	10-Dec-13	Req	Cr Samuels	That council be provided with a comprehensive report regarding the testing for the presence of heavy metals in the Puhipuhi/Whakapara Area.	COMPLETE (Over-ridden by action point 949) full report will be compiled by the Ngati Hau Trust Board and then presented to council. It is anticipated that at least two months after the completion of the actual field surveys that the report will be completed. This allows for the time delay for receiving the sample analysis from the lab and working with the contract holder to finalise the report after consultation with hapu members. It has been advised the report will be finalised by the end of March 2015.	Iwi Liaison Officer	7/04/2015	31-Mar-15
	"733/734"	EMC	24-Feb-14	Reso	Committee	That GHD is commissioned to progress the identified scope of works to improve the Awanui flood model. Following consultation with the Awanui River Management Liaison Committee over the outcomes from the Tonkin and Taylor preliminary design, that GHD is commissioned to simulate the preliminary scheme design options utilising the Awanui flood model.	Tender for the detailed design and specification for the Whangatane Spillway Weir Modification closed 26 March 2015. Tenders now being assessed.	Land/Rivers SPM	8/04/2015	Ongoing
	771	Council	15-Apr-14	Req	Ramsey	That the implications of the Health and Safety Reform Bill on volunteers be investigated.	Update in the February 2015 Health and Safety Report. The new Act was due to come into force April 2015 but it looks more likely to be between July and November before it is ready. There are submissions currently before the Reform Panel. The Government's select committee report on the draft Health and Safety Reform Bill and the new draft Regulations for implementing changing law on occupational health and safety (OH&S) is expected by the end of May.	CEO/ HR Manager	13/04/2015	1-Nov-15
	821	RTC	6-Aug-14	Req	Crs Court/ Bain	That an update on the OPUS report regarding resilience be provided at the October 2014 RTC meeting.	NZTA have yet to produce the final OPUS report A number of known resilience related sites have however been included in the RLTP 15/21 for remedial action.	Transport Operations SPM	7 April 2015.	1-Oct-14
	830	A & R	19-Aug-14	Reso	Committee	That the final pricing for increased insurance cover for Harbour Master and Removal of Wreck be confirmed with the A & R Committee.	Will be discussed with Paul at our Insurance review meeting in April	GM Finance/Financial Accountant	9/04/2015	

COUNCIL ACTION SHEET										
✓	Ref	Forum	Date	Reso/ Request	By	Task Point	Progress Statement	Assigned	Last updated	Anticip. cmplt date
	833	A & R	19-Aug-14	Req	Committee	That potential forestry opportunities be provided to the Economic Development Working Party for consideration.	In progress. Bob Cathcart asked to identify sites in Northland that may have environmental benefit of being turned into a forest. A report will be provided to EDWP in 2015. The report was received in mid December 2014. Staff are working on the mapping component of this project. The report was circulated to councillors on 20 February 2015.	GM Finance	9 March 2015.	
	839	A & R	19-Aug-14	Reso	Committee	That the internal audits over Support-Treasury and Democracy and Governance Reporting be undertaken.	Treasury Management Audit complete. With regard to audit of report writing: revised proposal has been received from an external supplier and will be discussed with the CEO this month. It is anticipated that this review will be completed this financial year and will include engagement with elected members.	Strategy, Governance and Communications Manager/Council Secretary.	7 April 2015.	
	861	EMC	13-Oct-14	Req	Cr Carr	That the EMC be provided with a presentation regarding water allocation, and the security of supply, for the farming industry.	A presentation regarding water allocation will be given to the April EMC.	Operations Director	9 March 2015.	28-Apr-15
✓	862	EMC	13-Oct-14	Reso	Committee	That any changes to the Environment Fund criteria, as a result of the council LTP 2015-2025 workshops, be brought back to the Committee for confirmation and any changes not to commence until after 1 July 2015.	COMPLETE. Changes were confirmed and resolved at the Feb 2015 EMC meeting	Land/Rivers SPM	7 April 2015.	Complete
	892	OPC	2-Dec-14	Req	Cr Ramsey	The committee members to discuss the development of a "Pay Policy" once analysis of Strategic Pay Reports/allowances is complete.	In progress	CEO/Committee	4 December 2014.	
	885	Council	9-Dec-14	Req	Cr Ramsey	That a report be provided to council regarding the compliance of consented FDE discharges.	A meeting of the industry is scheduled for 1 April 2015 with a paper to then be presented to the April EMC meeting.	CEO/Consents-Monitoring SPM	9 March 2015.	28-Apr-15
	891	Council (confidential)	9-Dec-14	Reso	Council	That the CEO proceeds to acquire the necessary interests in land to enable the Kerikeri spillway flood scheme works to proceed.	Formal PWA1981 notices have been served on land owners. Negotiations are continuing.	CEO/Land-Rivers SPM	7 April 2015.	
	893	TTMAC Worksh op	24-Jul-14	Request	Committee	Keep committee informed of developments in respect of local government reform and provide opportunity for committee's views to be relayed to NRC.	On 20 March 2015 the Minister Paula Bennett announced that a decision on the proposed Northland Unitary Authority was due shortly and "Bennett also said she expected an announcement within six weeks on whether the role of the Government-appointed commissioners at the Kaipara District Council, whose term ends in October, would be extended."	CEO	13-Apr-15	Ongoing: updates as and when additional information becomes available.

COUNCIL ACTION SHEET										
✓	Ref	Forum	Date	Reso/ Request	By	Task Point	Progress Statement	Assigned	Last updated	Anticip. cmplt date
	897	TTMAC Worksh op	15-Aug-14	Request	Committee	Prepare a report to NRC recommending: a. All independent commissioners selected by NRC be able to demonstrate training in tikanga and consultation with Māori; b. NRC encourages the selection of Māori Commissioners to its approved list, given the importance of cultural considerations in Te Tai Tokerau c. Should there be insufficient trained and capable Māori Commissioners, then NRC should actively support training and development of independent Māori Commissioners; d. The training of all commissioners should include Te Tai Tokerau tikanga	This task was brought up during a workshop. Staff undertook to prepare an agenda item for TTMAC outlining the current availability of Māori Commissioners within Te Tai Tokerau and the process of training independent Māori Commissioners. This agenda item is scheduled to be presented to the May committee meeting. Staff will work with TTMAC on any further steps arising from this agenda item.	Programme Manager/Policy Specialist - Tangata Whenua	7-Apr-15	Agenda item to be prepared for next Committee meeting.
	918	Council	17-Feb-15	Reso	Council	That Northland Inc provides milestone and financial reports regarding the Twin Coast Tourism Investment Project (including contributions made by other parties) every 6 months to council, the first being for that ending August 2015.	On-going.	Economist/Northland Inc	9 April 2015.	August 2015 (and on-going)
	919	Council	17-Feb-15	Reso	Council	That, in consultation with relevant NRC committees/working parties and other parties, be delegated authority to provide feedback to Northland Inc. Limited on its Draft SOI 2015/18.	In progress. A joint meeting of the EDWP and Audit Working Group is scheduled for Thursday 16 April to discuss the Statement of Intent.	CEO/Economist	14-Apr-15	Feedback required by end of April
	925	Council	17-Feb-15	Req	Councillor Sinclair	That the CEO continue discussions regarding the City Link Whangarei fare prices given the recent reduction in fuel costs.	Yet to be discussed. This matter needs to be fully discussed with NZTA as any reduction in fare levels could potentially reduce the 'Farebox Recover Ratio'. NZTA are trying to increase this ratio in an effort to reduce dependency on national subsidies and encourage a "user pays" approach.	CEO/Transport Operations SPM	7 April 2015.	
	928	TTMAC	12-Feb-15	Reso	Committee	Prepare draft work programme and report to next meeting	Agenda item will be presented to the next (May) committee meeting.	Strategy, Governance & Communications Manager	7 April 2015.	
	929	TTMAC	12-Feb-15	Req	Committee	Invite Northland Inc to present on its perspectives on Maori economic development	The May committee meeting agenda is looking particularly full. The priority of potential agenda items will be discussed with the CEO and Committee Chairman and this presentation will be scheduled accordingly.	Strategy, Governance & Communications Manager	7 April 2015.	
✓	931	TTMAC	12-Feb-15	Req	Murupaenga-Ikken	Prepare report on council's role in respect of deep sea drilling	COMPLETE. Over-ridden by action point 956. It is proposed that this Action be included in and resolved through the proposal as outlined in Action 956 below.	Strategy, Governance & Communications Manager	7 April 2015.	

COUNCIL ACTION SHEET										
✓	Ref	Forum	Date	Reso/ Request	By	Task Point	Progress Statement	Assigned	Last updated	Anticip. cmplt date
	935	Finance	17-Feb-15	Req	Committee	That the CEO liaise with Audit to clarify the recommendations regarding a contract management system and report back to the Finance Committee.	The CEO is meeting with audit to discuss on 13 Friday March 2015. GM Finance emailed Audit Manager on 27/03/2015 showing a proposed template to capture supplier information. Audit are onsite from 8/04/2015 will discuss this matter further during this time. Waiting on Tech One to provide pricing details on their contract management software offering.	CEO/GM Finance	9/04/2015	
	936	Finance	17-Feb-15	Req	Cr Carr	That the Committee be provided with information regarding the procurement policy and the recommended thresholds requiring a formal resolution of council.	This will be covered in May Finance Committee Agenda	GM Finance/ Audit Director	9/04/2015	19-May-15
	937	Finance	17-Feb-15	Req	Cr Ramsey	That the issues relating to Project Management (as identified in the Audit Management Report) be addressed including, but not limited to the appropriate method, staff training and reporting.	Staff have started looking at options to discuss with the CEO and then refer to the Audit Working group for further consideration and action	GM Finance (Audit Working Group)	9/04/2015	
	938	Finance	17-Feb-15	Req	Committee	That the OPC address the policy for (and reporting of) staff leave balances.	In progress. The CEO has been supplied the current policy as a starting point.	CEO/Human Resources Manager	9 March 2015.	
✓	939	Finance	17-Feb-15	Req	Committee	That the Audit Working Group review the process by which Management Reports are approved (draft versus final) and provide a recommendation to the Finance Committee in due course.	Audit working group is satisfied management can Finalise Management Reports. Audit NZ have been advised.	GM Finance (Audit Working Group)	9/04/2015	Complete
✓	941	RTC	4-Feb-15	Reso	Committee	That a progress report on the Draft Northland Regional Land Transport Plan 2015-2021 be provided to the 1 April 2015 RTC meeting.	COMPLETE.	Transport Operations SPM	7/04/2015	1-Apr-15
✓	942	RTC	4-Feb-15	Reso	Committee	That a progress report on the Draft Northland Regional Public Transport Plan 2015-2021 be provided to the 1 April 2015 RTC meeting.	COMPLETE	Transport Operations SPM	7/04/2015	1-Apr-15
	943	EMC	8-Dec-15	Reso	Committee	That in response to stock in stream incidents, NRC takes enforcement action where it is clear cut, continues with Farm Water Quality Improvement Plans and E-Fund grants to encourage stock exclusion and continue to develop policies and rules through the Regional Plan reviews.		Compliance Monitoring Senior Programme Manager		
✓	944	EMC	8-Dec-15	Reso	Committee	That a paper goes to Council with the Committee's recommendation requesting approval of \$5,000 plus GST for the Whangarei Native Bird Recovery Centre	COMPLETE. A paper was included in the March council agenda.	Land/Rivers SPM	7 April 2015.	Complete

COUNCIL ACTION SHEET										
✓	Ref	Forum	Date	Reso/ Request	By	Task Point	Progress Statement	Assigned	Last updated	Anticip. cmplt date
✓	945	EMC	8-Dec-15	N/A	N/A	CEO to arrange a meeting between Jackie Hori-Hoult, Journey Manager, NZTA and NRC staff to ascertain NZTA's position in terms of how it relates specifically to the Otiria-Moerewa area and State Highway 1.	COMPLETE/ONGOING. A working party has been established and will continue to progress this matter (refer to April's CEOs Report)	CEO/Transport Operations SPM	14/04/2015	
✓	946	EMC	8-Dec-15	Reso	Committee	That a paper goes to Council with the Committee's recommendation requesting that the Northland Conservation Board be permitted to have a representative on the Whangarei Harbour Catchment Liaison Group.	COMPLETE. A paper was included in the March council agenda.	Operations Director	7/04/2015	
✓	948	EMC	8-Dec-15	Req	N/A	CEO to write to NDHB on behalf of the EMC requesting further investigation into "Go Slow".	COMPLETE. The NHDB has advised it can take no further steps on the matter.	CEO	14/04/2015	
	949	Council	17-Mar-15	Req	Cr Ramsey	That the report regarding the testing for the presence of heavy metals in the Puhiphi/Whakapara area be presented to full council; ideally to the April 2015 meeting (as per Action 653b)	Agenda item included in the April council agenda.	Governance, Strategy and Communications Manager/Iwi Liaison Officer	7 April 2015.	21-Apr-15
	950	Council	17-Mar-15	Reso	Council	That the Chairman provides any necessary feedback to Regional Software Holdings Limited on its draft Statement of Intent 2015/16 by 30 April 2015 and reports any feedback or the non-provision of feedback to the next council meeting.	Nothing further to report at this time.	Chairman/Chairman's PA	10/04/2015	16-Jun-15
	951	Council	17-Mar-15	Reso	Council	That a Debenture Trust Deed be set up; funded in first instance from the current year's surplus if there is one, or the equalisation reserve if there is no surplus.	In progress.	GM Finance	14/04/2015	
	955	Council	17-Mar-15	Req	Cr Ramsey	That councillors be provided with an agenda and "run sheet" for the LTP public meetings well in advance of the events.	A runsheet was provided for the 3 public meetings. Staff will circulate a more details runsheet for the feedback sessions closer to the time (4 May).	Strategy, Governance and Communications Manager	7 April 2015.	
	956	Council	17-Mar-15	Req	Council	That the Chairman liaise with the EMC and TTMAC Chairs regarding a factual presentation from Statoil to the committee members and interested councillors.	Staff have approached New Zealand Petroleum and Mineral (NZP&M) and Statoil to come and jointly present to TTMAC and the full Council. NZP&M would provide an overview of the legislative framework (including Regional Council's role) while Statoil would provide an overview of their specific permit (including a progress update). The date and time are yet to be	Chairman/CEO	7 April 2015.	
✓	958	Council	17-Mar-15	Req	Council	That the report being prepared for the TTMAC regarding deep sea oil drilling activities to be clear that council had a "neutral position" and that it was a matter that council could not influence.	COMPLETE. Please refer to Action 956 above. It is proposed that a cover item for the NZP&M and Statoil presentation can address this point.	Strategy Governance and Communications Manager	7 April 2015.	

COUNCIL ACTION SHEET										
✓	Ref	Forum	Date	Reso/ Request	By	Task Point	Progress Statement	Assigned	Last updated	Anticip. cmplt date
	959	Council	17-Mar-15	Reso	Council	That the minutes of the Finance Committee meeting 17 February 2015 pertaining to Item 3.7 be reviewed.	CEO is reviewing minutes.	CEO/Council Secretary	7/04/2015	
	960	RTC	1-Apr-15	Req	Cr Bain	That consideration be given to including statistics in the Regional Road Safety Update to highlight the dominance of motorcycle related injuries.	Noted.	Transport Operations Officer	10/04/2015	
✓	961	RTC	1-Apr-15	Reso	Committee	That the necessary changes be made to the RPTP 2015-2025 during April and May 2015.	COMPLETE. The final RLTP is included in the April council agenda.	Transport Operations SPM	14/04/2015	
	962	RTC	1-Apr-15	Reso	Committee	That changes to the funding "instruments" for public transport be sought; to reflect that congestion should not be the over-riding mechanism.		Transport Operations SPM		

ISSUE: Financial Report to 31 March 2015**ID:** A737006**To:** Council Meeting, 21 April 2015**From:** Angela Hobden, Financial Accountant**Date:** 7 April 2015

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 checked="" type="checkbox"/> Annual\Long Term Plan	<input checked="" type="checkbox"/> Other
Significance Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to present the **Dashboard Results** for the nine months ended 31 March 2015 for councillors' information.

It concludes with the recommendation that this report be received.

Legal compliance and significance assessment:

The activities detailed in this report are provided for in the council's Long Term Plan 2012–2022 and 2014–2015 Annual Plan, and as such are in accordance with the council's decision making process and sections 76–82 of the Local Government Act 2002.

In relation to section 79 of the Local Government Act 2002, this issue is considered to be of low significance under council policy because it is part of normal day to day operations of council, and it does not require a council decision but is for information purposes only.

Recommendation:

That the 'Financial Report to 31 March 2015' by Angela Hobden, Financial Accountant, and dated 7 April 2015, be received.

ITEM: 6.1

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Report:

The council report for the year to date (YTD) shows a net operating surplus of \$2.395M against a budgeted net surplus of \$2.041M, resulting in an overall favourable variance for the year to date of \$355K after transfers (to) or from Special Reserves. Before transfers (to) or from Reserves there is a net operating surplus of \$5.005M against a budgeted net surplus of \$4.115M, resulting in an overall favourable variance of \$890K. This variance arises from the total expenditure for the nine months being behind budget by \$623K or 3%, and the total revenue being ahead of budget by \$299K or 1%.

Revenue is ahead of budget predominantly due to returns on the Community Investment Fund being greater than budget by \$346K, mainly due to the fund continuing to outperform the fund objective. Task Force Green revenue of \$200K contributes to user fees being better than budget by \$269K. Rates penalties of \$128K also contribute to rates income being more than budget by \$172K. Investment interest is \$62K less than anticipated due to the Countdown building not being sold, offset in part from the sale proceeds from BBS Timbers sites. Dividend income is less than budgeted by \$250K as it is not anticipated that we will receive the dividend from RSHL that was budgeted. Investment property income is less than budget by \$161K due to properties sold and untenanted properties (BBS Timbers (sold), former Mitsubishi Motors site, 46 Hannah Street).

Total Expenditure is less than budget by \$623K. This net underspend comprises a number of under and overspends across council activities. The material under and overspends are summarised as follows:

- Resource Management Group has a total underspend of \$738K due to:
 - \$285K - Consents applications being from labour and legal fee underspends due to fewer applications being received.
 - \$172K - State of the Environment Monitoring with lab testing and labour/consulting underspends.
 - \$223K - Policy and Planning being under budget with labour, consultants and share of overheads contributing to this.
 - Smaller unders and overs make up the difference.
- Hazard Management Group has an overspend of \$191K this is mainly due to:
 - \$255K - Civil Defence and Emergency management costs which are cost neutral, these being, Task Force Green costs of \$200K (covered by additional revenue as explained above) and additional staff costs, also covered by fees and charges.
- Community Representation and Engagement Group has an overspend of \$121K due to:
 - \$177K – Community Representation and Engagement overspend in consultants, legal fees, election expenses and members' training.
- Support Services unfavourable variances (\$43K) relate to Commercial activities and include items such as additional valuations obtained for property negotiations, advertising and security.
- Economic Development has an overspend of \$100K as a result of Oyster Shell Project expenditure (which is covered by revenue received in fees and charges), and funding for projects of Northland Inc. There is also \$25K of unbudgeted expenditure for Sea Cleaners.

ITEM: 6.1

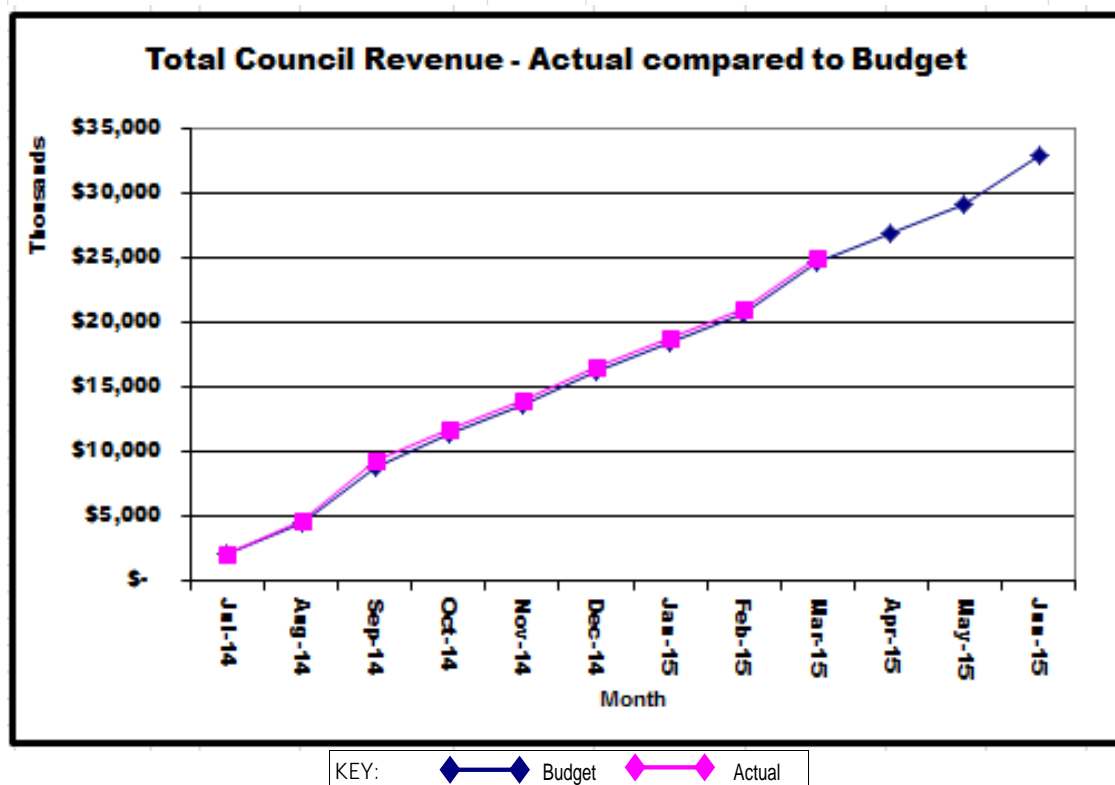
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Capital expenditure for the year to date is \$5.585M compared to a budget of \$4.739M. Major expenditure of \$3.369M has occurred on River Management as more costs are incurred for the Whāngārei detention dam (as budgeted) and there is unbudgeted expenditure of \$1.104M for the purchase of the Reyburn Street property. We have also replaced 12 vehicles \$528K as budgeted.

SUMMARY OPERATING RESULTS			
	000's ACTUAL YTD	000's BUDGET YTD	000's VARIANCE YTD
Revenue (including other gains)	\$ 24,928	\$ 24,629	\$ 299
Expenditure (including other losses)	\$ 19,923	\$ 20,514	\$ 591
NET (COST)/SURPLUS BEFORE TRANSFERS FROM/(TO) RESERVES	\$ 5,005	\$ 4,115	\$ 890

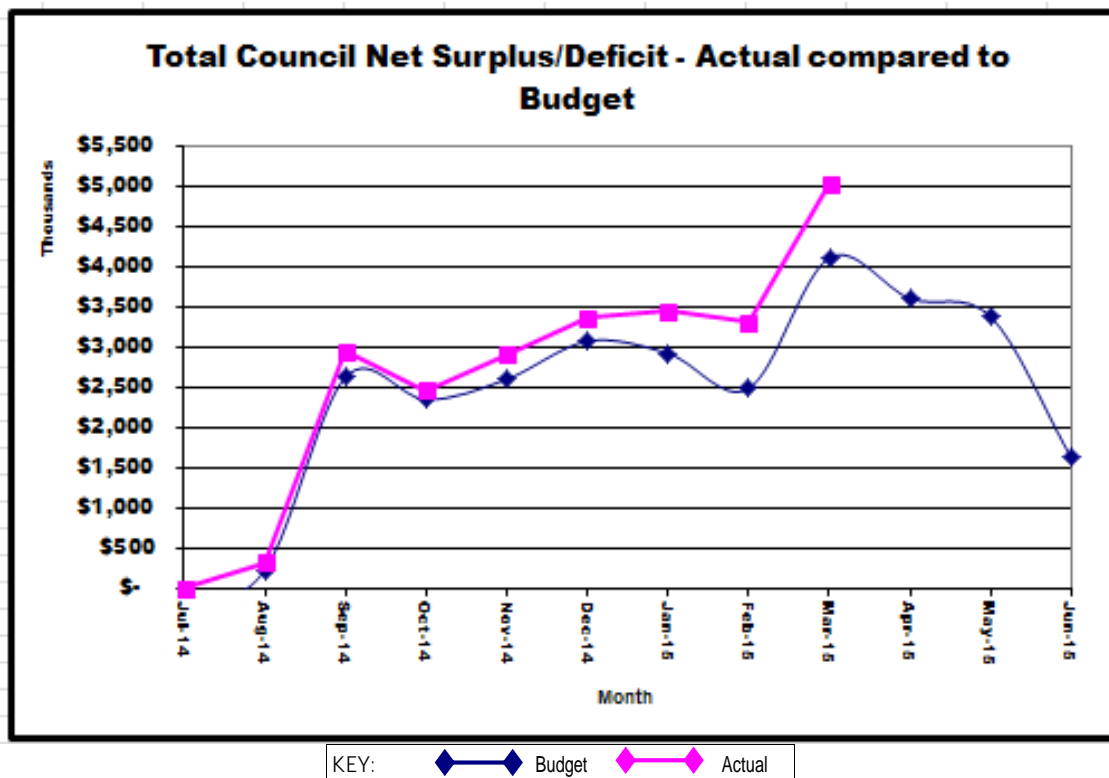
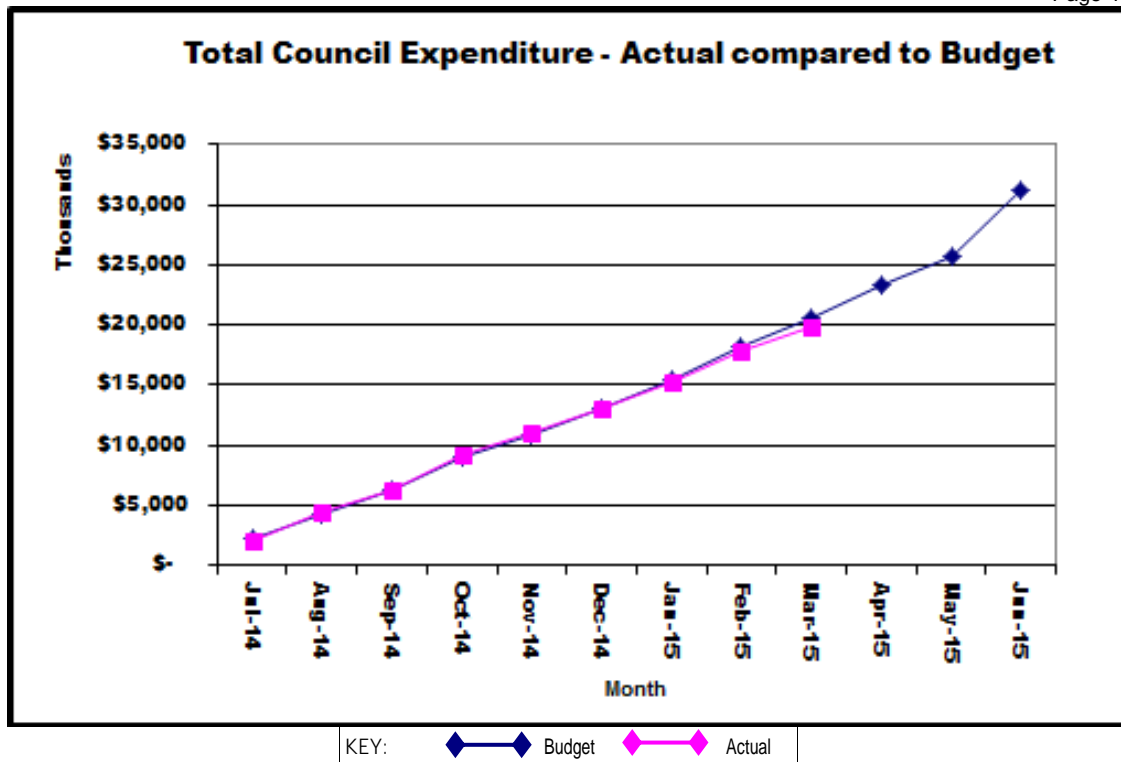
INVESTMENT PORTFOLIO YEAR TO DATE PERFORMANCE

At 31 March 2015 the investment portfolio excluding funds held in the CIF has made a return of \$6.082M against a budgeted return of \$6.555M.













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YTD EXPENDITURE VARIANCE INDICATORS BY COUNCIL ACTIVITY			
	= negative (unfavourable) variance over 10%	FAV / UNFAV	
	= negative (unfavourable) variance under 10%		
	= positive (favourable) variance		
Resource Management		Transport	
River Management		Community Representation and Engagement	
Economic Development		Support Services and Commercial	
Hazard Management			

YTD CAPITAL EXPENDITURE BY COUNCIL ACTIVITY		
	\$000's	Brief Description of Major Items Purchased
Monitoring	\$ 153	2 Sondes \$39K, PM10 Monitor \$43K, YSI Meter \$8K, iPads \$11K, Other \$52K
Biosecurity		
Emergency Management		
Land & Biodiversity		
River Management	\$ 3,370	Kotuku Dam \$3.354M, Awanui River \$10K, Kaeo River \$6K
Commercial Investments	\$ 1,104	Reyburn Street Property
Harbour Safety & Navigation	\$ 126	Surtees Boat \$103K, Signage \$18K, Boat alterations \$5K
Oil Pollution response		
Information Systems	\$ 304	Cisco switches \$70K, Enablement package \$16K, chambers upgrade \$10K, desktop PCs \$4K, Phone system \$92K, Smaller items \$66K, Butynol Roof \$46K
Community representation		
Support Services and Commercial	\$ 528	12 Vehicles \$382K, Glass wall \$14K, Council chairs \$8K, Air conditioning \$103K, Office layout \$21K
TOTAL CAPITAL EXPENDITURE YEAR TO DATE	\$ 5,585	

ISSUE: Council Bank Accounts – Cheque Signatory Delegations**ID:** A735941**To:** Council Meeting, 21 April 2015**From:** Kym Ace, Financial Systems Administrator**Date:** 31 March 2015

Report Type:	<input type="checkbox"/> Normal operations	<input type="checkbox"/> Information	<input checked="" type="checkbox"/> Decision
Purpose:	<input type="checkbox"/> 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
Significance Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to amend the cheque signatory delegations to add the Strategy, Governance & Communications Manager as an approved signatory. It concludes with the recommendation that cheque signatory delegations be updated as specified.

Legal compliance and significance assessment:

The activities detailed in this report are in accordance with the council's Treasury Management Policy which was adopted in compliance with the decision making requirements of sections 76-82 of the Local Government Act 2002 and as such this matter is not deemed to be significant.

Recommendations:

1. That the report 'Council Bank Accounts – Cheque Signatory Delegations', from Kym Ace, Financial Systems Administrator, dated 31 March 2015, be received.
2. **Manual signing:**
That any two of the following signatories be authorised to countersign cheques for payments drawn on the council's bank account numbers:
 - i. 12-3115-0057000-00 Current Account operated at the ASB Bank Limited, Walton Street, Whāngārei Branch, and any other accounts, which the council may operate from time to time.
 - ii. Call and term deposit accounts with the ASB and other registered trading banks in New Zealand.

Approved signatories:

Malcolm Charles Nicolson
 Anthony Glenn Phipps
 Lisa Maree Aubrey
 Jonathan Charles Gibbard

Chief Executive Officer
 Deputy CEO/Operations Director
 General Manager - Finance
 Strategy, Governance &
 Communications Manager

Simon John Crabb	Finance Manager
Angela Elizabeth Hobden	Financial Accountant
Steven Goddard	Management Accountant

3. That any two of the following signatories are authorised to operate the Bank of New Zealand bank account number 02-0492-00340027-00 at the Bank of New Zealand Limited, Bank Street, Whāngārei.

Approved signatories:

Malcolm Charles Nicolson	Chief Executive Officer
Anthony Glenn Phipps	Deputy CEO/Operations Director
Lisa Maree Aubrey	General Manager - Finance
Jonathan Charles Gibbard	Strategy, Governance & Communications Manager
Simon John Crabb	Finance Manager
Angela Elizabeth Hobden	Financial Accountant
Steven Goddard	Management Accountant

4. That vouchers or documents authorising manual or electronic transactions be authorised by any two of the above approved signatories.
5. That electronic transactions may be prepared and uploaded by the Finance Systems Administrator and/or Accounts Officer (being the upload of creditor and payroll payment files) but these must be authorised by any two of the above approved signatories.
6. That these delegations, when approved, be notified to the ASB Bank Limited and the Bank of New Zealand Limited for implementation.

Report:

The delegation for authorising payment vouchers, signing cheques and authorising electronic payments on the council's ASB Bank, Bank of New Zealand account and investment accounts was last amended in September 2014.

The amendment proposed by this report is to add the Strategy, Governance & Communications Manager as an approved signatory to be able to authorise transactions and operate the various bank accounts as listed above.

The recommended resolution is to take effect from 21 April 2015 and will update the council's delegations to authorise transactions and the operation of its various bank accounts.

ISSUE: Northland Inc. Limited - Approval to Pay 2014–15 Quarter Four Funding

ID: A736646

To: Council Meeting, 21 April 2015

From: Simon Crabb, Finance Manager

Date: 2 April 2015

Report Type:	<input checked="" type="checkbox"/>	Normal operations	<input type="checkbox"/>	Information	<input checked="" 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 type="checkbox"/>	Other
Significance:	<input type="checkbox"/>	Triggered	<input checked="" type="checkbox"/>	Not Triggered		

Executive summary:

The purpose of this report is to seek approval to pay Northland Inc. Limited their quarter four (April to June) funding of the 2014–15 financial year.

Legal compliance and significance assessment:

The decisions requested in this item flow from the Long Term Plan 2012–2022 and previous decisions of council to set up Northland Inc. Limited as its council controlled organisation. They are part of council's normal operations and are not regarded as significant under council policy.

Recommendations:

1. That the report 'Northland Inc. Limited - Approval to Pay 2014–15 Quarter Four Funding' by Simon Crabb, Finance Manager, and dated 2 April 2015, be received.
 2. That council pay Northland Inc. Limited \$287,500 plus GST from the Northland Regional Council Investment and Growth Reserve as quarter four funding of the 2014–15 financial year, upon receipt of an invoice from Northland Inc. Limited.
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ITEM: 6.3

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Report:

In the 2014–15 Annual Plan council agreed to provide Northland Inc. Limited up to \$1.150M annual funding from the Investment and Growth Reserve, being \$1.05M for operational activities and a further \$100 thousand for regional promotion activities.

It is recommended that council approve the payment of \$287,500 plus GST for Northland Inc. Limited's quarter four funding. Upon council approval and receipt of an invoice from Northland Inc. Limited this payment will be released to Northland Inc. Limited in April 2015.

Due to the agenda deadline dates, Northland Inc. Limited's quarterly reporting on financials and Statement of Intent (SOI) will be presented to council at an Extraordinary Council Meeting prior to the Finance Committee meeting on 19 May 2015.

ISSUE: Treaty Settlement Landscape in Northland**ID:** A738221**To:** Council Meeting, 21 April 2015**From:** Rachel Ropiha, Iwi Liaison Officer**Date:** 8 April 2015

Report Type:	<input type="checkbox"/> Normal operations	<input checked="" type="checkbox"/> Information	<input checked="" 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"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to provide an overview of the Treaty settlement landscape in Northland. It outlines:

- Treaty settlement framework;
- Progress of settlements in Northland – a snapshot;
- Te Hiku Claims Settlement Bill; and
- Kaipara Moana Framework Agreement.

Legal compliance and significance assessment:

The activities detailed in this report are part of the council's day to day operations, 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. The matter does not trigger the council's Significance Policy.

Recommendations:

-
1. That the report 'Treaty Settlement Landscape in Northland' by Rachel Ropiha, Iwi Liaison Officer, and dated 8 April 2015, be received.
 2. That council approach Far North District Council with the aim of establishing a relationship with Te Hiku iwi before settlement is enacted.
 3. That council work with Far North District Council to establish processes in regards to the establishment of the Statutory Board.
 4. That council participate in the pre-settlement negotiations for Kaipara Harbour.
-

Report:**Background**

Northland – Te Tai Tokerau – has nine iwi whose tribal boundaries fall either partially or wholly within the region; Te Aupōuri, Ngāti Kuri, Te Rarawa, Ngāti Kahu, Ngāi Takoto, Whangaroa, Ngāpuhi, Ngātiwai and Ngāti Whātua - as recognised under the 1992 Fisheries settlement (**Appendix 1**).

Northland is also home to the country's largest iwi (constituency numbers) – Ngāpuhi with their governance arm, Te Rūnanga Ā Iwi Ō Ngāpuhi based in Kaikohe.

To date three hapū have settled their Treaty claims with the Crown of whom council has statutory obligations to; Te Uri o Hau, Te Roroa and Ngāti Manuhiri.

The council is committed to working with Māori and has acknowledged the importance of improving our efforts in this area by recognising it within the draft Long Term Plan as one of our four key areas of focus for the coming years:

“Develop meaningful and inclusive relationships with iwi and tangata whenua within Te rohe o Te Tai Tokerau”

Settlement Framework

The Treaty of Waitangi (1840) retains its importance as the founding document of New Zealand. Whilst the Treaty is not directly enforceable in the courts, specific legislation does provide for the principles to be given some effect.

There are three main ways in which the principles of the Treaty (rather than the text) are given effect:

- The Waitangi Tribunal can inquire into claims by Māori that the Crown has acted in breach of the principles and make recommendations on redress. Largely, these recommendations are non-binding.
- The courts can apply the Treaty principles when legislation allows them to do so. Many agencies are required by legislation to consider the principles when carrying out their functions.
- The Crown has accepted a moral obligation to resolve historical grievances in accordance with the principles of the Treaty of Waitangi (direct negotiations).

The negotiation process

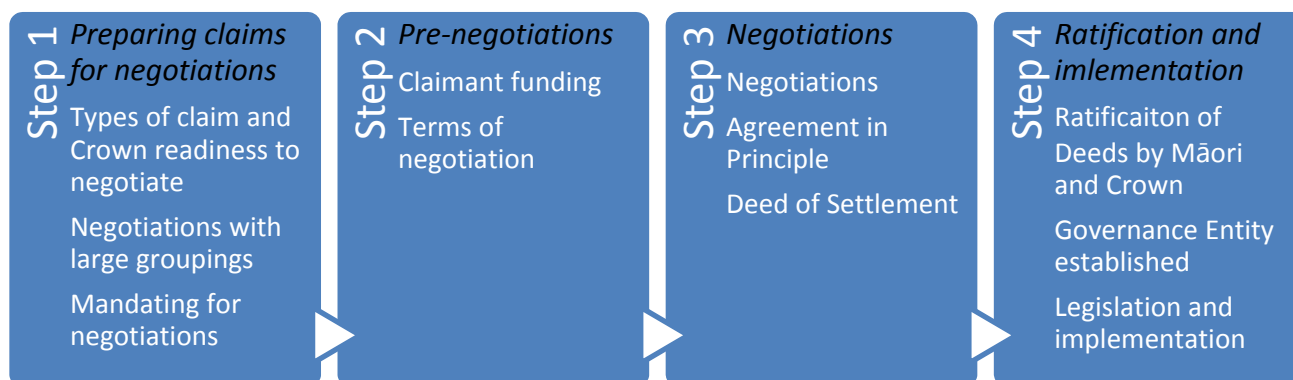
In 2000 the Crown introduced a set of principles and policies to ensure fair, durable, final and a timely process for when negotiating settlement claims.

Settlement applies to historical claims – arising from actions or omissions by or on behalf of the Crown or by/under legislation, on or before 21 September 1992.

While each negotiation with hapū /iwi is different - due to their different claims and interests – the negotiation of historical claims have three components; Crown apology, cultural and economic compensation. Negotiations also usually involve four key steps as outlined in the following table.

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Treaty specific legislation addressing grievances (whilst between Crown and Māori) inevitably require councils to implement certain mechanisms of redress such as:

- Requirements around notification of RMA consent applications; and
- In more recent times, has seen the establishment of processes to allow Māori more say in the management and governance of certain taonga sites (e.g. Waikato River).

Progress of settlements in Northland - a snapshot

Ngāti Kuri	Signed Deed of Settlement, awaiting legislation.
Te Aupouri	Signed Deed of Settlement, awaiting legislation.
Ngāi Takoto	Signed Deed of Settlement, awaiting legislation.
Te Rarawa	Signed Deed of Settlement, awaiting legislation.
Ngāti Kahu	In further discussions with the Crown however they have a Waitangi Tribunal report and an Agreement in Principle.
Whangaroa	(Te Rūnanga o Whangaroa) Withdrew from formal negotiations in 2011. Agreement in Principle signed 16 January 2010 and tribunal report released (Ngāti Kahu Remedies Report).
Ngāpuhi	Te Rōpū o Tūhoronuku mandated to enter into negotiations to settle on behalf of its claimants - those registered with the entity (separate legal entity to Te Rūnanga Ā-Iwi-Ō Ngāpuhi, but is accountable to it). Te Kōtahitanga o Ngā Hapū Ngāpuhi is a hapū collective seeking to have their claims heard through the Waitangi Tribunal before direct negotiations with the Crown. Te Kōtahitanga is currently seeking a judicial review of the mandating process of Tūhoronuku.
Ngātiwai Ngāti Manuhiri	1. Office of Treaty Settlements publically notified the Ngātiwai Deed of Mandate in 2014 and have since received and publicly notified the submissions. 2. Settlement 2012. A hapū of Ngātiwai, their area of interest is mainly in the Auckland region however, they have a statutory acknowledgement in the southern bounds of the Northland region.
Ngāti Whātua	1. Te Rūnanga o Ngāti Whātua – Mandated in 2009 to negotiate a broad settlement for the remaining claims of Ngāti Whātua.

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Ngāti Whātua and hapū	2. Signed the Kaipara Moana Framework – focus; co-governance for the Kaipara Harbour. Includes southern hapū of Ngāti Whātua from the Auckland region. The Framework is a precursor to an Agreement in Principle.
Te Uri o Hau Te Roroa	3. Settlement 2002 (hapū of Ngāti Whātua) 4. Settlement 2008 (hapū of Ngāti Whātua)
Ngāti Pukenga	Signed Deed of Settlement 2013 – awaits legislation. Indications from Ministry of Justice, that the Bill will be introduced to Parliament in July 2015. This hapū forms part of the Tauranga Moana Collective however their Deed has a statutory acknowledgement within the Whāngārei Harbour.

Te Hiku Claims Settlement Bill

Te Aupouri, Ngāti Kuri, Ngāi Takoto, Te Rarawa and Ngāti Kahu make up what is referred to as the Te Hiku Forum. Of the five iwi, four have progressed towards settlement with ratified Deeds (see table above). These four iwi have individual as well as a collective component to their settlement packages.

The Hiku Claims Settlement Bill – otherwise referred to as the Te Hiku Omnibus – was introduced to Parliament in 2014. It has since passed its first reading and select committee hearing – a process whereby people are able to make submissions relating to the content of the Bill.

Council submitted in support of the Bill given it is seen as a basis for Te Hiku iwi and local government to progress environmental, social and cultural management of the settlement area in a collaborative manner. The submission also identified some operational issues as follows:

- The requirement to service the Board with copies of resource consents duplicates current practice and the purpose is unclear;
- There is potential tension between the purpose of the Beach Management Plan to 'preserve and enhance' and the sustainable management intent of the RMA (and potentially social/economic aspirations of iwi as well);
- The potential imbalance in local government representation on the Board in the event it includes representatives from all five iwi (i.e. five local government representatives would be required);
- Ongoing funding of the Beach Management Plan is unclear (e.g. monitoring and review costs).

The Māori Affairs Select Committee, who heard submissions, is due to report the findings back to Parliament in May 2015. Ministry of Justice anticipates the Bill to come into effect in 2015.

Within the Te Hiku collective redress and the most significant mechanism in regards to requirements of this council, is the establishment of the Te Oneroa A Tōhē (90 Mile Beach) Beach Board (the Board). The following is a brief overview of the purpose and function of the Board.

While Ngati Kahu has not yet reached an agreement with the Crown, it does not preclude them joining the collective redress relating to the establishment of a Beach Board.

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Background

Te Oneroa-A-Tōhē is part of the Ara Wairua (spiritual pathway). All Te Hiku iwi have specific kaitiaki responsibilities associated with Te Oneroa-A-Tōhē and continue to assert that they are customary owners of the beach. The Crown has acknowledged this unhindered association, spiritual connection and kaitiakitanga responsibility through the collective settlement redress – specifically by creating a statutory board to manage the beach and beach management area (**Appendix 2**).

Purpose

Settlement legislation will establish a statutory board - Te Oneroa A Tōhē Beach Board. The Board will provide governance and direction to protect and enhance the environmental, economic, social, spiritual and cultural wellbeing of the management area. Through legislation the Board will be deemed to be a joint committee of Northland Regional Council (NRC) and Far North District Council (FNDC) as outlined in Schedule 7, cl.30(1)(b) of the Local Government Act 2002.

Functions

Largely the Board's key function is to prepare and approve a beach management plan, identifying the vision, objectives and desired outcomes for the beach management area. It must engage with, seek advice and provide advice to FNDC and NRC (and other agencies) and to Te Hiku iwi. The Board will also be able to appoint members of hearing panels in relation to applications for resource consent that cover either wholly or partially, the beach management area.

Members and meetings

The Board will consist of between eight to 10 members comprising iwi representatives appointed by the Post Settlement Governance Entities of Ngāti Kuri, Te Aupouri, Te Rarawa, Ngāi Takoto and Ngāti Kahu; along with members appointed by NRC and FNDC.

Whilst Ngāti Kahu has not yet reached agreement with the Crown, the Te Hiku Bill allows for them to participate in the Board should they wish to do so. If they do not, the Board will consist of eight members with equal representation of Māori/Council members. However, if Ngāti Kahu does choose to join the Board, the committee will be made up of five iwi, two NRC representatives, two FNDC representatives and one from the Te Hiku Community Board.

The Board will be appointed for a term of three years and be chaired by iwi. At its first meeting the Board will agree a schedule of meetings. The quorum for the Board will consist of not less than five members, that being two iwi, two council reps and either the Chair or Deputy Chair.

Decisions of the Board will be by way of consensus and if this is not practicable by a minimum of 70% majority of those present.

Financial, administrative and technical support

In order to support the establishment of the Board, the Crown will provide one off payments to assist the Board to function, that being:

- \$150K to support the initial operation of the Board; and
- \$250K to support the development of the beach management plan.

Administrative and technical support will be provided by both NRC and FNDC with NRC holding and expending the funds as directed by the Board.

Effects – RMA and LGA functions of council

As a local authority the development of the Beach Plan will have statutory bearing in that:

- A local authority must take into account the beach management plan when making any decisions under the Local Government Act 2002 to the extent that the content of the plan has a bearing on local government issues in the beach management area.
- A local authority will recognise and provide for the beach plan when reviewing, varying or changing a relevant RMA planning document.

Ongoing involvement pre-settlement

Whilst formal negotiations between four of the five iwi and the Crown have ceased in so far that the Deeds await the passage of legislation, there are still a number of ways council can contribute to the success of the Board prior to enactment of legislation.

There are also a number of considerations council needs to be aware of in regards to the ongoing administration and management of the Board.

In short the advantages of ongoing involvement pre-settlement are:

- Establishing a meaningful relationship built on trust and respect (through engagement) rather than as a result of legislation.
- A pre-existing relationship may make any implementation of settlement mechanisms seamless and more productive.

Council should also consider initiating discussions with FNDC as to the ongoing administration and management of the Board, how this might best be achieved and funded.

Kaipara Harbour Moana Framework AgreementBackground

The Te Uri o Hau Claims Settlement Act 2002 sees a statutory acknowledgement over the entire harbour (in the northland region) with the hapū also having made an application under the Marine and Coastal Area Act 2011 for recognition of customary title.

Te Rūnanga o Ngāti Whātua along with northern and southern hapū sought a relationship with the Crown in order to achieve co-governance for the harbour. The Kaipara Harbour Moana Framework 2014 was signed forming the basis for ongoing negotiations in regards to the aspirations of Ngāti Whātua whānui.

The Framework simply outlines the commitment of the parties (Ngāti Whātua and the Crown) to progress an agreed arrangement for Kaipara Moana. It acknowledges the association iwi have with the harbour and records the intent of the parties to establish a body through legislation to enable the participation of Ngāti Whātua in the decisions affecting the harbour.

The Framework is non-binding but acts as a possible pre-cursor to a formal Agreement in Principle. To date the negotiations have been solely between Māori and the Crown.

Kaipara Harbour Treaty Negotiations

The Framework sets out the parameters for detailed negotiations of which the resulting outcomes will eventually be reflected in a Deed of Settlement. The Crown has indicated that they wish to develop an Agreement in Principle (slightly more detailed than the Framework document) in 2015 and agreed to a DOS by the end of 2015.

Michael (Mike) Dreaver is the Chief Crown Negotiator acting on behalf of Hon. Christopher Finlayson in the negotiation process.

Involvement in the pre settlement process

As a natural progression and as an already established group, the Framework was discussed at the last Kaipara Harbour Joint Political Committee (KHJPC) in 2014 with representation from the Office of Treaty Settlements.

It is anticipated that the Treaty negotiation process will continue to feature on KHJPC agendas given the political nature of the committee and that all local authorities represented on this group are those named in the Framework. Currently council is represented on KHJPC by Cr Graeme Ramsey, supported by staff.

Even though the Crown and iwi are in the very early stages of formal negotiations it would be prudent for council to participate fully throughout the negotiation process to the extent that is desired by both the Crown and iwi and similar to the participatory role undertaken by this council during the Te Hiku Settlement process.

In short the advantages of early participation are:

- Establishing a relationship borne out of trust and respect (through the participation) rather than one borne simply out of legislation.
- This in turn may make any implementation of settlement mechanisms seamless and more productive.
- Providing background as to the roles and functions of local government (this has not always been understood and has resulted in contemporary claims being lodged against the Crown or ongoing distrust due to ambiguity).
- Providing council with ongoing updates as to possible implications for council.
- The ability to participate in the design and development of any possible management or governance entity including its make-up, roles, responsibilities functions and financing.
- Due to the catchment size of Kaipara Harbour and the large number of RMA issues pertaining to the catchment, this settlement has the potential to be one of the most significant in regards to council's roles and functions.

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Appendix one

Source, Te Kahui Mangai, Te Puni Kōkiri

Appendix two

ISSUE: Review of the Membership of Council's Subordinate Decision Making Bodies and Councillor Appointments

ID: A732486

To: Council Meeting, 21 April 2015

From: Council Secretary, Chris Taylor

Date: 9 April 2015

Report Type:	<input checked="" type="checkbox"/> Normal operations	<input type="checkbox"/> Information	<input checked="" 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 checked="" type="checkbox"/> Other
Significance:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

It was agreed at the November 2014 council meeting that it would be appropriate to review the membership of council's subordinate decision making bodies and also councillor delegations early in 2015. Not only has council had sufficient time to appraise the membership and performance of its various decision making bodies, but the recent by-election for the Te Hiku constituency and election of Councillor Knight brings a new mix of skills to the 'council table'.

Council informally workshopped this matter on 17 March 2014 and this paper is intended to reflect that discussion and the councillors who expressed a willingness for the various roles at that time.

The report concludes with the recommendation that council confirms the proposed configuration of its sub-ordinate decision making bodies and councillor delegations.

Legal compliance and significance assessment:

The activities detailed in this report are in accordance with the council's decision making process and sections 76-82 of the Local Government Act 2002.

This matter has been assessed according to the council's Significance Policy and deemed to be of low significance.

Recommendations:

1. That the report, 'Review of the Membership of Council's Subordinate Decision Making Bodies and Councillor Appointments', by Council Secretary, Chris Taylor, and dated 9 April 2015, be received.
2. That council confirms **Councillor Bain** as Chairperson and **Councillor Dimery** as Deputy Chairperson of the Regional Transport Committee.

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3. That council confirms **all councillors** be members of the Finance Committee as well as independent member, **Mr Geoff Copstick**.
4. That council confirms **Councillor Sinclair** as Chairperson and **Councillor Dimery** as Deputy Chairperson of the Finance Committee.
5. That council confirms **Councillor Brown** as Chairperson, Councillor Samuels as **Deputy Chairperson** and **Councillors Dimery and Sinclair** be members of the Hearings Committee.
6. That council confirms **Councillor Carr** as Chairperson, **Councillor Brown** as Deputy Chairperson and **Councillors Dimery and Knight** and the **Chairman Bill Shepherd** (in an ex-officio capacity) be members of the Environmental Management Committee.
7. That council confirms **all councillors** be members of the Regional Policy Committee.
8. That council confirms **Councillor Ramsey** as Chairperson and **Councillor Brown** as Deputy Chairperson of the Regional Policy Committee.
9. That council confirms **Councillor Shepherd** as Chairperson and **Councillors Ramsey and Sinclair** as members of the Organisational Performance Committee.
10. That council confirms **Councillor Samuels** as Chairperson and **Councillors Shepherd, Dimery and Carr** be members of Te Taitokerau Māori Advisory Committee.
11. That the Terms of Reference pertaining to council's standing committees be amended to reflect recommendations 1 to 10.
12. That council confirms **Councillor Dimery** as its representative on the Civil Defence Emergency Management Group Joint Committee.
13. That council confirms **Councillor Sinclair** as Chairperson and **Councillors Brown, Carr and Knight** and **Mr Geoff Copstick** be members of the Economic Development Working Party.
14. That council confirms **Councillors Sinclair and Shepherd** and **Mr Geoff Copstick** be members of the Audit Working Group.
15. That council confirms **Councillors Sinclair and Bain** and **Mr Geoff Copstick** be members of the Treasury Management Working Group.
16. That council confirms that **Councillor Dimery** and an independent expert (yet to be appointed) be members of the Hazard Risk Management Working Group.
17. That council confirms that **Councillors Shepherd, Knight and Brown** and the **Chief Executive Officer** be members of the Appointed Members' Allowances Policy Assessment Working Party.

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18. That council confirms the following councillor appointments to the Catchment Groups (of the Environmental Management Committee):

Catchment Group	Chairperson	Members
Waitangi Catchment Group Subcommittee		Cr Samuels (alternate Cr Carr)
Poutō Catchment Group Subcommittee	Cr Ramsey (co-Chairperson)	Cr Carr (ex officio EMC Chairperson)
Mangere Catchment Group Subcommittee		Cr Shepherd and Cr Carr (ex officio EMC Chairperson)
Whāngārei Harbour Catchment Group Subcommittee		Cr Dimery, Cr Carr (ex officio EMC Chairperson)
Doubtless Bay Catchment Working Group	Cr Knight	Cr Carr (ex officio EMC Chairperson)

19. That council confirms the following councillor appointments to the River Liaison subcommittees (of the Environmental Management Committee):

River Liaison Subcommittee	Chairperson	Members
Awanui River Liaison	Cr Carr (Acting Chair – ex officio EMC Chairperson)	Cr Knight
Kaihū River Liaison	Cr Bain	Cr Carr (ex officio EMC Chairperson)
Kaeo-Whangaroa River Liaison	Cr Brown	Cr Samuels, Cr Carr (ex officio EMC Chairperson)
Kerikeri-Waipapa River Liaison	Cr Carr (ex officio EMC Chairperson)	Cr Samuels
Ruakaka River Liaison Committee	Cr Brown	Cr Carr (ex officio EMC Chairperson)
Waitangi River Liaison	Cr Carr (ex officio EMC Chairperson)	Cr Samuels
Urban Whāngārei Rivers Flood Management Liaison	Cr Brown	Cr Sinclair, Cr Carr (ex officio EMC Chairperson)

20. That council confirms the following councillor delegations/portfolios:

Portfolio/Delegation	Councillor
City Safe Governance Group	Councillor Dimery
Creative Northland Board	Councillor Sinclair
District Licensing Committee	Councillor Dimery
Economic Development portfolio and shareholder representative for Northland Inc (<i>delegating all necessary authority to represent the council's interests including but not limited to exercising the council's vote at Annual General Meetings and giving effect to council's shareholder resolutions</i>)	Councillor Sinclair

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Hātea River Dredging portfolio and Hātea River Channel Liaison Group	Councillor Brown
Inter council working party on genetically modified organisms risk evaluation and management	Councillor Dimery
Kaipara Harbour Joint Political Committee	Councillor Ramsey (Co-Chairperson)
Kawakawa Art Gallery Project Working Party	Councillor Carr
Media and communications portfolio	Chairman Shepherd and Deputy Chairman Ramsey
New Zealand Refinery Liaison Committee	Councillor Brown
Northland Chamber of Commerce council representative	Councillor Dimery
Northland Conservation Board	Councillor Brown
Northland Road Safety Forum and Northland Road Safety Trust	Councillor Bain (alternate Councillor Dimery)
Regional Road Safety portfolio	Councillor Bain
Northland Sports Facilities Plan (Sport Northland)	Councillor Dimery
Plan Change 4 (aquaculture) – resolution of appeals	Councillors Brown and Samuels
Sport Northland Board of Trustees	Councillor Bain
Shareholder Representative for Northland Port Corporation (<i>delegates all necessary authority to represent the council's interests including but not limited to exercising council's vote at Annual General Meetings and giving effect to council's shareholder resolutions</i>)	Chairman Shepherd
Steering group for review of Taharoa Domain Reserve Management Plan	Councillor Ramsey
Te Maruata to LGNZ's National Council	Councillor Samuels
Upper North Island Strategic Alliance (UNISA)	Chairman Shepherd
Zone One Representative	Chairman Shepherd

Note: For completeness; council confirmed Chairman Bill Shepherd, or his representative, as council's shareholder representative on Regional Software Holdings Limited as at its meeting on 17 March 2015. Hence this delegation is not included here.

ITEM: 7.3

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ISSUE: 2015 Local Government New Zealand Conference**ID:** A734627**To:** Council Meeting, 21 April 2015**From:** Bill Shepherd, Council Chairman**Date:** 24 March 2015

Report Type:	<input checked="" type="checkbox"/> Normal operations	<input type="checkbox"/> Information	<input checked="" 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 Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not triggered	

Executive summary:

The purpose of this report is to bring to councillors' attention to the upcoming Local Government New Zealand (LGNZ) Conference. It concludes with the recommendation that the report be received and that council resolve which elected representatives, along with the Chief Executive, shall be delegated to represent the Northland Regional Council at the LGNZ Conference.

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 to 82 of the Local Government Act 2002.

With reference to section 79 of the Local Government Act 2002, this matter is considered to be of low significance under council policy as it is a matter of day to day operations provided for in the council's Long Term Plan.

Recommendations:

-
1. That the report '2015 Local Government New Zealand Conference' by Bill Shepherd, Chairman, dated 24 March 2014, be received.
 2. That the Chairman, Deputy Chairman, Chief Executive and Councillor(s) _____ represent the Northland Regional Council at the 2015 LGNZ Conference.
 3. That the Chief Executive advises the Bay of Plenty Regional Council as to which Northland Regional Council participants will join the pre-conference tour.
-

ITEM: 7.3

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Report:

The LGNZ Conference (<http://www.lgnz2015.co.nz/lgnz15>) is being held between 19-21 July 2015 in Rotorua.

The conference programme includes both international and domestic speakers. The focus of the conference will be on leading the charge for our communities and will have a strong focus on leadership and raising the value provided by local government for all communities in New Zealand. There will be concurrent sessions led by LGNZ experts covering topics of interest to both councils and communities.

The Bay of Plenty Regional Council is also organising (subject to sufficient interest from attendees) a pre-conference Regional Sector Group tour, to showcase key areas of regional council responsibility in the Bay of Plenty. The tour begins on Friday 17 July with a trip to White Island, and on Saturday 18 July involves site visits to a number of key sites/projects in the Western Bay of Plenty, including Bay of Plenty Regional Council's project to divert the Kaituna River back into the Ongatoro/Maketū Estuary.

The conference is a chance to network, share ideas and learn about the work our counterparts are doing in local government.

ITEM: 7.4

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ISSUE: Regional Land Transport Plan 2015-2021**ID:** A737677**To:** Council Meeting, 21 April 2015**From:** Chris Powell, Transport Operations Senior Programme Manager,
and Jon Trewin, Policy Analyst**Date:** 7 April 2015

Report Type:	<input type="checkbox"/>	Normal operations	<input type="checkbox"/>	Information	<input checked="" 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"/>	Triggered	<input checked="" type="checkbox"/>	Not Triggered		

Executive summary:

The purpose of this item is to seek approval from the Northland Regional Council (NRC) of the Regional Land Transport Plan 2015-2021 (RLTP) and for the submission of the RLTP to the New Zealand Transport Agency (NZTA) by 30 April 2015. Supporting information is contained in **Attachments 1 and 2** to this report.

Legal compliance and significance assessment:

The activities detailed in this report are provided in the council's 2012–2022 Long Term Plan (LTP), 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 broader subject of funding for transport operations is a significant issue in Northland, the purpose of the report is to provide an information update on the development of the draft Northland Regional Land Transport Plan 2015–2021 and ensure the necessary steps are in place to produce a fit for purpose document. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendations:

-
1. That the report 'Regional Land Transport Plan 2015-2021' by Chris Powell, Transport Operations Senior Programme Manager and Jon Trewin, Policy Analyst, dated 7 April 2015, be received.
 2. That the Regional Land Transport Plan 2015-2021 is acknowledged as being lodged with the Northland Regional Council by the Regional Transport Committee.
 3. That the Northland Regional Council approve the Regional Land Transport Plan 2015-2021 and the submission of the Regional Land Transport Plan 2015-2021 to the New Zealand Transport Agency by 30 April 2015.
-

Report:**Background**

At their meeting held on Wednesday 1 April 2015, the Regional Transport Committee moved:

That the Regional Transport Committee approve the submission of the Northland Regional Land Transport Plan 2015–2021 to the Northland Regional Council with a recommendation that the Northland Regional Land Transport Plan 2015–2021 be approved and be forwarded on to the New Zealand Transport Agency.

Statutory requirementLand Transport Management Act 2003

Contained in the Land Transport Management Act (LTMA) are the following sections which are relevant to the compilation and content of a RLTP.

Section 13 states that:

Every six financial years, each regional council, in the case of every region except (Auckland), must—

- (a) ensure that the relevant regional transport committee prepares, on the regional council's behalf, a regional land transport plan; and*
- (b) approve the regional land transport plan by a date appointed by the Agency.*

The RLTP is essentially a six year 'programme of works' through which the NZTA and approved organisations in Northland bid for funding assistance from the National Land Transport Fund. This RLTP has been developed in partnership with Northland's three district councils and the NZTA. It sets out their collective funding requirements for the next three financial years and provides an indication of significant activities for the following three financial years and includes a 10 year financial forecast.

The RLTP contains applications for national funding for the following categories:

Prioritised by the Regional Transport Committee

- State Highway Improvements;
- State Highway Maintenance;
- Local Road Improvements;
- Walking and Cycling Improvements;
- Road Safety Promotion; and
- Investment Management.

Not Prioritised by the Regional Transport Committee

- Local Road Maintenance; and
- Public Transport.

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It is important to note that section 18CA of the LTMA stipulates that:

- (1) A regional transport committee must complete a review of the regional land transport plan during the six-month period immediately before the expiry of the third year of the plan.
- (2) In carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.

Consultation

The consultation undertaken for the RLTP was in accordance with section 18 of the LTMA 2003 which states that:

When preparing a regional land transport plan, a regional transport committee—

- *(a) must consult in accordance with the consultation principles specified in [section 82](#) of the Local Government Act 2002; and*
- *(b) may use the special consultative procedure specified in [section 83](#) of the Local Government Act 2002.*

Two hundred and eighty seven submissions were received in regard to the RLTP, of which 44% related to Matakohē Bridges.

Hearings of submissions on the RLTP were held on Wednesday 4 March 2015 and Thursday 5 March 2015 in the Council Chamber of the Northland Regional Council.

The Hearings Committee moved into deliberations on completion of the last hearing on 5 March 2015.

Based on the submissions received and heard and the deliberations held, the Regional Transport Committee approved a number of changes to the draft RLTP.

Approval of Regional Land Transport Plan 2015-2021

Section 18B provides the *Process for approving land transport plans prepared for regional councils*.

This section details the manner in which a RTC lodges the RLTP to council, the approval of the RLTP by council and the various steps to be followed in the event council does not accept the RLTP in part or in total.

In accordance with the above, at their meeting held on 1 April 2015, the Regional Transport Committee moved the release of the RLTP to the Northland Regional Council for approval and submission to NZTA by 30 April 2015.

The RTC now seeks NRC approval for the Regional Land Transport Plan 2015-2021 and its submission to the NZTA by the required date of 30 April 2015.

See **Attachment 2** for a copy of the approved Regional Land Transport Plan 2015-2021.

Regional Land Transport Plan 2015-2021

Northland Regional Land Transport Plan 2015—2021



Foreword: To be added after adoption of plan by the regional council

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Introduction

The Regional Land Transport Plan 2015-2021 (the 'plan' or the 'RLTP') combines two existing documents:

- The Regional Land Transport Strategy; and
- The Regional Land Transport Programme (a three yearly programme of works through which the NZTA and Approved Organisations in Northland bid for funding assistance from the National Land Transport Fund).

This document therefore contains the strategic elements of the Regional Land Transport Strategy (**Part One**) along with the proposed programme of works and financial forecasting previously contained in the Regional Land Transport Programme (**Part Two**). It is prepared under the requirements of the Regional Land Transport Amendment Act 2013. It remains current until 30 June 2018 when a review will take place although it looks forward 10 years.

Part One: Regional Land Transport Strategy

1. Strategic context and statement of priorities

1.1 Regional profile

Figure 1: Northland region



Northland is approximately 300km long from Kaiwaka to Cape Reinga. The region has approximately 6,626km of state highways and local roads (see **Appendix VII**), including 749km of state highway. Northland's main artery, State Highway 1, is

around 340km long. The state highway network is now completely sealed (the final 19km of State Highway 1 from Waitiki Landing to Cape Reinga was sealed in 2010). There is also 5,877km of local road, of which only 2,397km (40%) is sealed¹.

Northland presently has a rail link to Auckland with lines that terminate at Otiria and Dargaville. The existing Dargaville line is scheduled to be closed due to track condition and lower than anticipated freight carriage.

Northland also has a major marine port at Marsden Point – Northport – and a number of smaller coastal ports. Only Northport is capable of supporting coastal shipping – the ports north of Whāngārei do not provide an alternative way of supplying the goods, food and fuel that Northland depends upon.

The region's three airports – Kaitiāia, Kerikeri and Whāngārei – all presently have flights to Auckland, and Whāngārei's airport also has flights to Wellington. Air New Zealand have recently announced the withdrawal of services from Kaitiāia to Auckland and Whāngārei to Wellington.

A contracted bus service (CityLink) in urban Whāngārei started in July 2000 and has grown substantially since its introduction. A bus service (BusAbout Kaitiāia) is also contracted to run in the Far North. A total mobility scheme operates in Whāngārei for people with disabilities. The region also has a developing section of the New Zealand Cycle Trail in the Far North, which will eventually connect the east and west coastlines.

Local government administration within Northland is carried out by Northland Regional Council and three territorial authorities: Kaipara, Whāngārei, and Far North district councils. These organisations are often also referred to as 'approved organisations' for the purposes of being able to access national land transport funding.

¹ Data from NZTA, Network Statistics – 2011/12.

1.2 Northland's transport challenges and opportunities

Key challenges

Northland's key transport challenges can be broadly divided into physical and socio-economic challenges.

Physical challenges – Northland has:

- A difficult topography comprised of steep sided hill country along with 15 major harbours and numerous estuaries, inlets and peninsulas.
- A challenging geology with considerable variation around the region including an abundance of 'Onerahi Chaos', a type of soggy clay. This clay can add considerable cost to road construction and maintenance in Northland compared with other regions.
- High impact seasonal rainfall events that test resilience, safety and route security.
- Alternative routes into and around the region used for detours that are generally long and unfit to cope with sustained heavy traffic (as evidenced by a number of significant storm events).
- Progressive decline of a multi-modal transport system which is exacerbating the isolation of the Far North.
- A largely unsealed local road network outside of main centres.

Socio-economic challenges – Northland has:

- Diverse levels of population growth. There is high growth in the south (largely as a result of Auckland's growth) compared to the north, which is relatively remote and sparsely settled. The east coast is characterised by high recreational use and coastal subdivision, with growth in coastal development in areas such as Mangawhai, Marsden Point/ Ruakaka, Paihia, Kerikeri, and the Doubtless Bay area. This has an impact on traffic congestion at weekends and holiday periods. The west coast has few settlements and slower (and in some areas, negative) population growth.
- In general, a low and geographically dispersed population base and therefore high private vehicle dependency for inter and intra regional trips (although passenger transport usage has increased in Whāngārei).
- Economically deprived rural communities (particularly in the Far North), with some of the lowest average income levels in New Zealand.
- A high ratio of road length kilometres per head of population (42.7m/person compared to 22.3m/person nationally), without the resources to support it.
- Conflicting demands on road infrastructure from freight movements (predominantly forestry and dairy) and tourism, with the resultant safety consequences.
- A lack of regional connectivity, particularly around a limited range of public transport connections between smaller centres.
- Dust problems from unsealed roads impacting on the health and wellbeing of communities.

These challenges are considered in greater detail through the discussion in Section 2

Key opportunities

It is important to note that Northland has a number of strengths that could be built upon with improvements to the transport network:

- A strong rural-based and manufacturing economy comprising pastoral farming, forestry and fishing. These industries are reliant on good transport (particularly roading) connections for access to Auckland, New Zealand and international markets (such as Northport). The transport system needs to be responsive to changing patterns in these areas of economic activity; for example, the acceleration of farm dairy conversions and fluctuations in the forestry harvesting cycle. An efficient transport system in rural areas will assist in stimulating additional growth in these sectors.
- Auckland's need for raw materials and food to sustain its growth being sourced from Northland².
- A deep water port (Northport) that is connected to the national highway network, with land available for bulk goods. The economic potential of the port could be enhanced with better road access to Auckland. New Zealand's reliance on Northport to sustain future export growth is highlighted in the UNISA port study.
- The rail link to Auckland; has restrictions due to poor track height limitations and speed restrictions.
- Strong tourism potential with well regarded beaches, historic heritage, a warm climate and safe harbours.
- A developing regional cycle network that could link to the national cycle network over time.

These opportunities are also considered in greater detail through the discussion in Section 2.

1.3 Priorities for Northland

National Priorities

The Government Policy Statement on Land Transport Funding 2014/15 – 2024/25 outlines the government's priorities for expenditure from the National Land Transport Fund. This policy statement determines how funding is allocated between activities such as road policing, road safety promotion, state highways, local roads and public transport. It is important that Northland's priorities for transport are aligned with priorities in the government policy statement as investment is prioritised to these areas.

The government has three strategic areas that are the priorities for its Government Policy Statement on Land Transport Funding:

- Economic growth and productivity;
- Road safety; and
- Value for money.

Due to 80% of the national funding allocated to existing projects that have yet to be completed, there is very limited funding available during the 2015/18 funding for new

² 1.9 million tonnes of freight was moved to Auckland from Northland in 2012 (National Freight Demand Study, 2014).

initiatives. The role of the RLTP is to seek national funding from this limited pool of funds. The plan cannot however direct allocated government funding.

The discussion in Section 2 is framed around the first two of these strategic areas in a Northland context. Generating increased economic growth and productivity are key goals for Northland to help address the challenges and realise the opportunities that are listed in Section 1.2. Road safety has always been an important priority for the region and Northland has had some success in recent years in reducing the annual road toll.

Value for money will be demonstrated through the objectives and policies listed in Section 2 as well as the prioritisation of projects in the programme (see Part Two of this plan) in line with the NZTA's project assessment and prioritisation process as well as alignment of council procurement policies with the NZTA procurement manual. It will therefore not be discussed separately in Section 2.

Regional Priorities

From a regional perspective, Northland has identified the following priorities as important:

- Resilience of the roading network
- Maintaining the road network in the face of a continuing increase in heavy forestry related traffic.
- Integrated network planning
- Alignment with High Productivity Motor Vehicles (HPMV), 50 Max and One Network Road Classification (ONRC).
- Need for strong arterial routes to support the highway network.
- Mangakahia Road to be designated a State Highway to provide a strategic alternative route to SH1
- A safe road network, reducing fatalities and serious injuries.

An additional strategic priority for Northland is to increase travel choice through public transport, walking, cycling and horse-riding.

This plan retains the elements of the strategic outcomes that were contained in the former Regional Land Transport Strategy, as they remain relevant. These are:

1. A sustainable transport system that enhances the growth and existing economic development of Northland and New Zealand.
2. All road users are safe on Northland's roads.
3. Northland is well connected to Auckland and to the rest of New Zealand.
4. Northland's roading network is developed and maintained so that it is fit for purpose (including route resilience)
5. Our people have transport choices to access jobs, recreation and community facilities.
6. The transport system enhances the environmental and cultural values of Northland.

7. Effective ports servicing Northland and New Zealand.

The relevant outcomes are listed alongside the relevant strategic discussion areas in Sections 2.1 to 2.3.

Auckland to Whāngārei key corridor-connecting Northland to New Zealand and International Markets

The Auckland isthmus effectively separates the Northland region from the rest of New Zealand. As a result, Auckland is a key lifeline for Northland.

Secure and reliable transport connections to Auckland and beyond are critical for economic success of both regions. Access difficulties (through Auckland, through Northland or both) may deter some visitors and have significant implications for freight movements, particularly with the trend towards 'just in time deliveries' to retail and wholesale sector outlets serving Northland's consumer and tourism sectors rather than businesses stockpiling supplies.

Secure transport connections are therefore vital to ensure the security of supply of the goods, food and fuel that the region depends upon. Northland's road network is also vital for access to emergency and essential services.

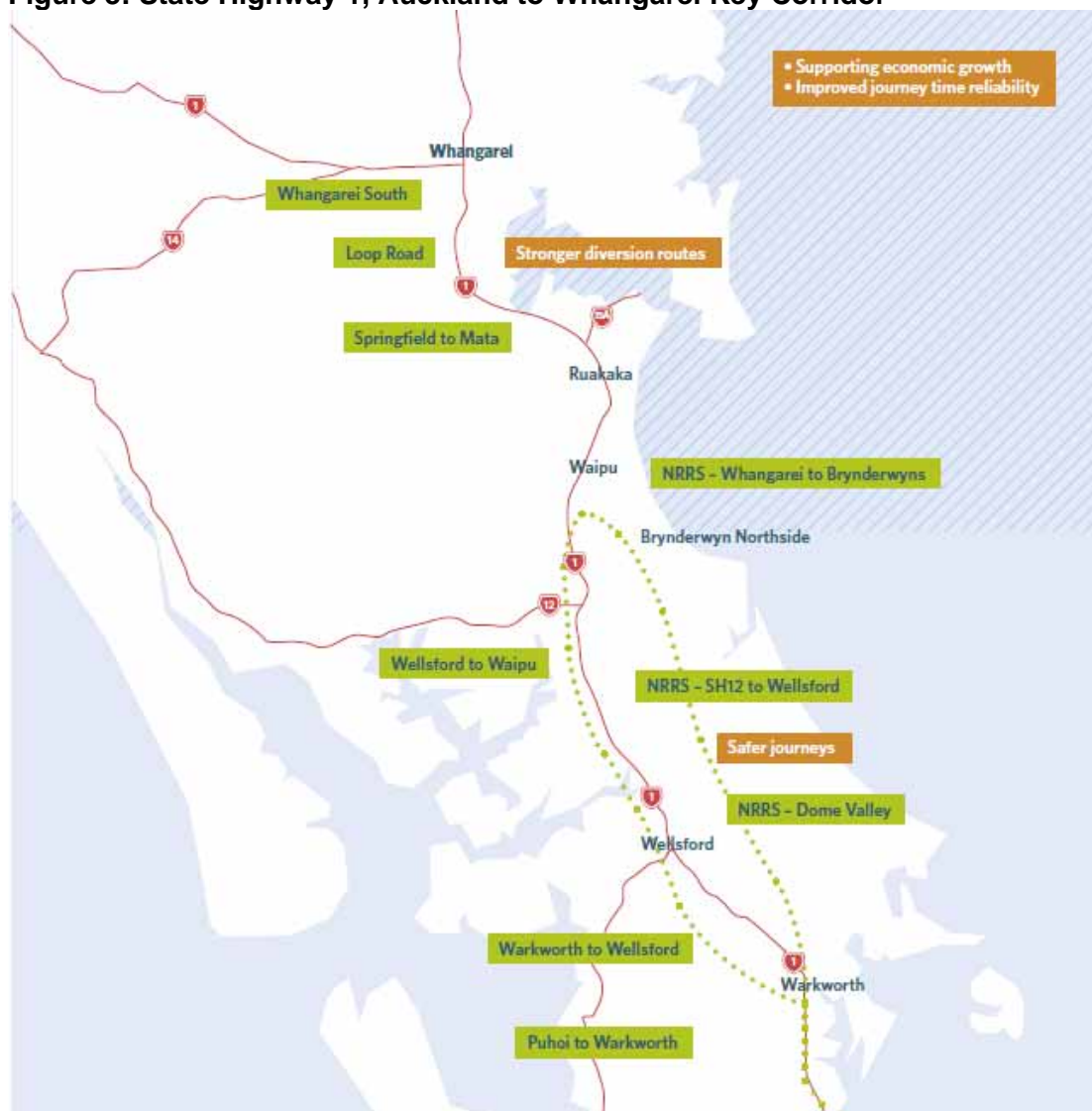
The key artery to and from Northland is State Highway 1, particularly between Auckland and Whāngārei. In Northland, this route can carry over 14,000 vehicles per day³ Improvements have been made at certain points along the route but overall the highway is characterised as a single carriageway road shared by all types of traffic. For most of this route, the road runs through small towns, settlements and geographic areas which require speed restrictions. This leads to issues around safety, route security and reliability.

Although planning and development of the Puhoi to Wellsford Road of National Significance has been identified in the Government Policy Statement on Land Transport Funding, as being a Road of National Significance (RoNS), improvements must be made to secure this entire stretch of the state highway from Warkworth to Whāngārei, particularly at 'hotspots' such as the Brynderwyn Hills and Te Hana.

Two key strategic roading priorities for developing the economic potential of Northland include:

1. Planning for and developing State Highway 1 from Puhoi to Whāngārei (see Figure 2) as a four-lane highway; and
2. Designating Mangakahia Road (this is discussed later in this section of the plan) as a state highway and upgrading that route to be a viable alternative route to State Highway 1 for heavy traffic.

³ The Annual Average Daily Traffic (AADT) Report at Wellsford Telemetry Station 2013 (data by NZTA) recorded an average of 8849 vehicle movements per day; almost 1000 (11%) were heavy vehicles. The number is even greater further north at Puwera south of Whāngārei (a Dual Loop Site), with 14,319 vehicle movements, of which 1730 (12%) were heavy vehicles.

Figure 3: State Highway 1, Auckland to Whāngārei Key Corridor

Northland's connections south to Auckland and beyond depend mainly on road linkages and rail. The North Auckland Railway Line originates in West Auckland and terminates at Otiria, west of Kawakawa)

There is additional capacity within the rail network to accommodate increased freight movement and this is the focus of the future of rail. Efficiency of the rail network is, however, hampered by inadequate infrastructure (such as low clearance and single tracking), a lack of waggons and locomotives, and a relatively long route (at least compared to road alternatives) with speed restrictions in Auckland.

Investing in rail will help ensure that Northland has a multi-modal approach to freight movement and provide flexibility and choice to business. Improvements to the North Auckland Line could help expand the movement of bulk freight by rail to alleviate the freight demands on the roading network. Realising this goal is dependent however on capacity improvements in Auckland such as the construction of a bypass through Avondale. The construction of the Marsden Point Rail Link (see Figure 4) would provide strategic options for the long-term development of Marsden Point and Northport.

Figure 4: Railway lines and stations in Northland



Wider upper North Island context

In a wider context, making improvements to State Highway 1 between Auckland and Whāngārei is an important artery and lifeblood for the commercial future of Northland. This route compliments the movement of freight in the upper North Island and is a key goal of the Upper North Island Strategic Alliance (UNISA).

The purpose of UNISA was to establish a long-term collaboration between the Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangarei District Council for responding to and managing a range of inter-regional and inter-metropolitan issues.

The 'first order' transport-related priorities for inter-regional collaboration are:

- Economic development linkages
- Transport, including rail, roads, freight
- Ports, including inland ports
- Tourism
- Emergency preparedness

To develop the transport prioritisation, UNISA has been working with key strategic partners (KiwiRail, Auckland Transport, and NZTA) to develop a 'freight story'. The purpose of the freight story is to take a collective partnership approach within the upper North Island to determine issues or areas that are limiting the ability to 'reduce the cost to do business in New Zealand'. UNISA has also developed a picture of the strategic fit of Northland in a North Island context (see Figure 3).

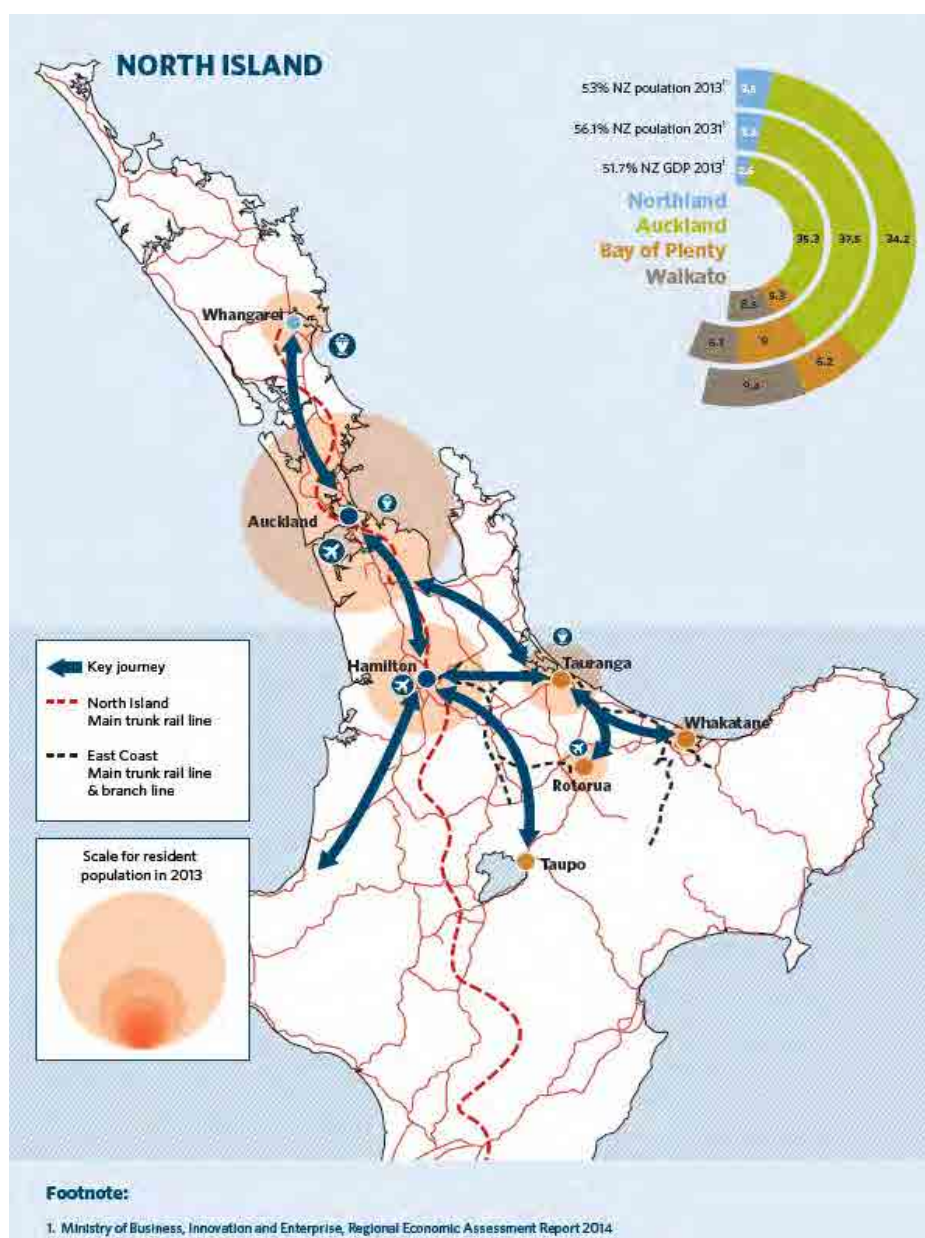


Figure 5:
Northland
in the
Upper
North
Island

Appendix VI includes a shared statement on transport by all partner authorities in UNISA on the theme of transport.

Northland's roading network resilience

Secure transport connections are vital to ensure the security of supply of the goods, food and fuel that Northland depends upon. The region has a limited supply of these resources. As the majority of these supplies are delivered by road, significant road closures could have the potential to cause major disruption with no alternative means of supplying significant parts of Northland. Disruption can result in potentially significant economic loss, particularly for goods where there is a limited shelf life. In Northland there have been a number of examples where raw milk has had to be disposed of as milk tankers were unable to access farms.

Northland's road network is also vital for access to emergency and essential services. The region's major hospital is in Whāngārei with medical centres outside of Whāngārei offering limited services. It is therefore essential that easy access to this facility is maintained. In order to accommodate expected growth in traffic numbers, it will be necessary to upgrade existing road access into this facility. In the event that road travel within Northland is disrupted, the only way to access higher level medical services is by air. The capacity of emergency services across the communities of Northland is also limited. Without the pre-positioning of emergency services before major storm events there is a significant risk that large areas of Northland get cut off from emergency services or that important emergency services cannot be deployed.

In general, the region has a distinct lack of suitable alternative routes so a natural event or road crash can cause major delays to traffic movement. The region has numerous local roads which experience closures and damage resulting from flooding and storm events and road crashes. Northland is particularly susceptible to landslips due to relatively frequent heavy rainfall events and the region's short, steep and unstable geology.

Recent extreme weather events affecting Northland have seriously compromised the resilience of the region. The July 2014 event lasted for four days and, at one stage, saw the Far North severed from the rest of the country for heavy vehicles. Heavy rain events and flooding also occurred in September 2013, March 2012, January 2011 and April 2008. A further three heavy rain events in February, March and July 2007 caused flooding and slips, blocked local roads and state highways.

One of the expected impacts of climate change will be a continuing increase in both the number and the severity of the major high intensity rainfall and storm events that impact on Northland. It is also likely that a larger number of sub-tropical cyclones will hit Northland. These storm events will increase the risk of major disruption and closure of critical parts of the road network that are subject to flooding, land slips and subsidence⁴.

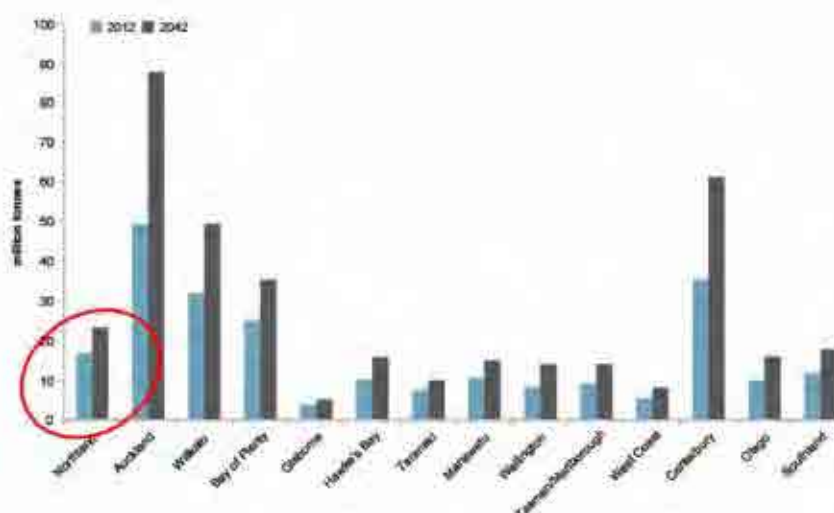
Under the provisional customer levels of service associated with the proposed One Network Road Classification, Northland's state highway network north of Whāngārei would be *"nearly always available except in major weather events or emergency event and where no other alternatives are likely to exist."*⁵ Given the region's dependence on the state highway network, and the vulnerability of key parts of the network to flooding, slips and subsidence major storm events present a major risk to the region.

⁴ <http://www.mfe.govt.nz/climate-change/how-climate-change-affects-nz/how-might-climate-change-affect-my-region/northland>

⁵ NZTA One Network Road Classification provisional fit for purpose customer levels of service for regional and arterial road categories. All State Highways north of Whangarei are classified as either regional or arterial roads.

This problem is exacerbated by the increasing size, capacity, and frequency of heavy vehicles using Northland's roads. While these vehicles contribute to Northland's economic growth and productivity, they do have a major impact on road safety, pavement life, bridge life and resilience. Like many regions in New Zealand, Northland's freight task is set to increase. Long term estimates (to 2042) according to the National Freight Demand Study 2014, suggest that annual freight movements will increase to 23 million tonnes a year (see Figure 6).

Figure 6: Regional freight task (current and projected)



The largest industry freight generators in Northland include:

- Movement of 3.41 million tonnes of logs (part of a total of 3.89 million tonnes of timber and forestry products moved). Northland harvests 12% of New Zealand logs – the third highest percentage in New Zealand.
- Movement of 1.014 million litres of milk (total production of milk increased by 12% between 2006/07 and 2011/12 in Northland).
- Movements of 1.78 million tonnes of limestone, cement, concrete and fertiliser.
- Movement of 0.51 million tonnes of livestock

Forestry in particular utilises many routes across Northland, including State Highways, to access markets (including those overseas via Northport). Mangakahia Road is a local road that is seeing particularly high usage by heavy vehicles, particularly logging trucks (see 'Strategic Freight Alternative' below).

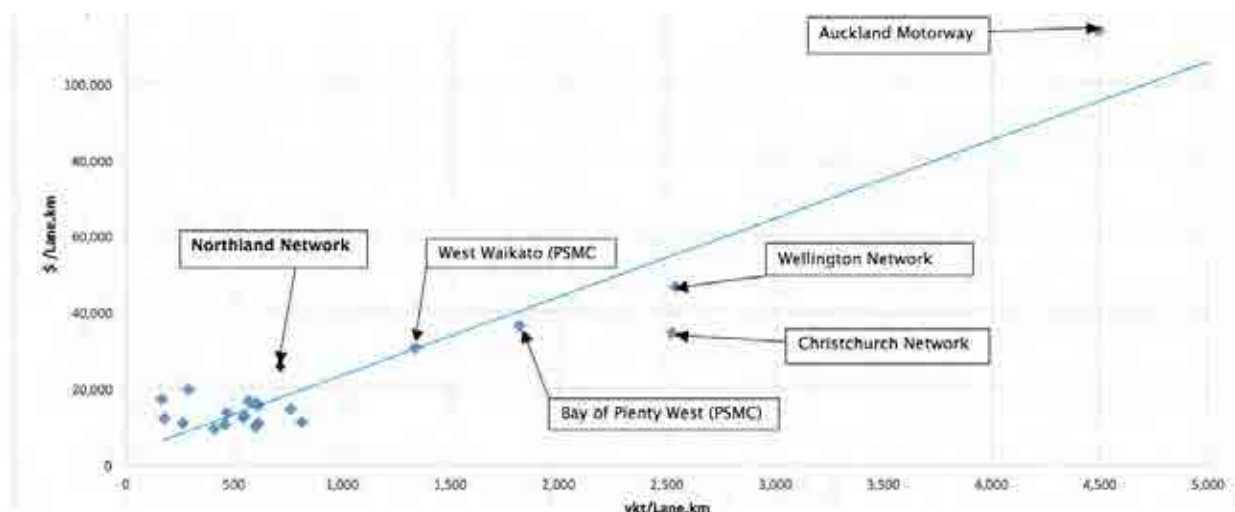
The development of rail would, over the longer term, assist in reducing the burden on roads. Recently, there has been a move towards permitting 50 tonne vehicles on roads (subject to some restrictions on certain bridges) and up to 62 tonne vehicles on designated state highways and local roads (collectively these are known as 'High Performance Motor Vehicles' or 'HPMV's'). Larger loads could increase productivity and have a corresponding positive effect on economic development. It may also reduce the overall trend of an increase in heavy vehicle movements.

The increase in the freight task and trend towards using heavier 62 tonne vehicles will require extra resources to ensure levels of service on key freight routes are maintained and that Northland benefits from these larger vehicle classes. This will be

a challenge as due to physical, economic and social reasons it already costs more than the national average to maintain Northland's roads.

Figure 7 shows how the region compares to the national median for expenditure on the state highway network. As can be seen, in Northland, expenditure on maintaining the state highway network is typically greater than other regions on a per km basis when compared against vehicle kilometres travelled.

Figure 7: Average maintenance expenditure for the State Highway network (\$ per lane km against vehicle kilometres travelled per lane km)⁶



Starting during the RLTP 2015-2021 planning cycle, all road controlling authorities will be using the One Network Road Classification (ONRC) to plan, invest in, maintain and operate the road network (across state highways and local roads) in a more strategic, integrated, consistent and affordable way throughout the country.

The ONRC it is expected, will assist local government and NZTA to give effect to the Government Policy Statement on Land Transport Funding, with its focus on economic growth and productivity, road safety outcomes and delivering value for money. It will also meet the purpose of the Local Government Act to provide good-quality local infrastructure that is efficient, effective and appropriate to present and future circumstances.

The ONRC essentially requires road controlling authorities to adopt a nationally consistent road hierarchy using defined levels of service (resilience being one of these defined levels of service). The use of ONRC will be an important tool to ensure there are consistent levels of service to maintain the resilience of key routes (including cross-boundary routes) across Northland.

⁶ Data from NZTA interpreted by New Zealand Institute of Economic Research

Major risk areas

Work was previously undertaken in the last Regional Land Transport Strategy to identify major risk points for route security. The map produced in that strategy is reproduced here in an updated form (see Figure 8).

Figure 8: Major risk areas



The map mainly identifies areas on the state highway network (an exception is made for the Paparoa-Oakleigh route as this is often used as a diversion corridor when State Highway 1 through the Brynderwyns is closed).

Changes to the map since the previous strategy include the removal of Bulls Gorge on State Highway 10 south of Kerikeri. The \$7.5 million Bulls Gorge alignment scheme on State Highway 10 at Kerikeri was opened in 2013, improving resilience in this area.

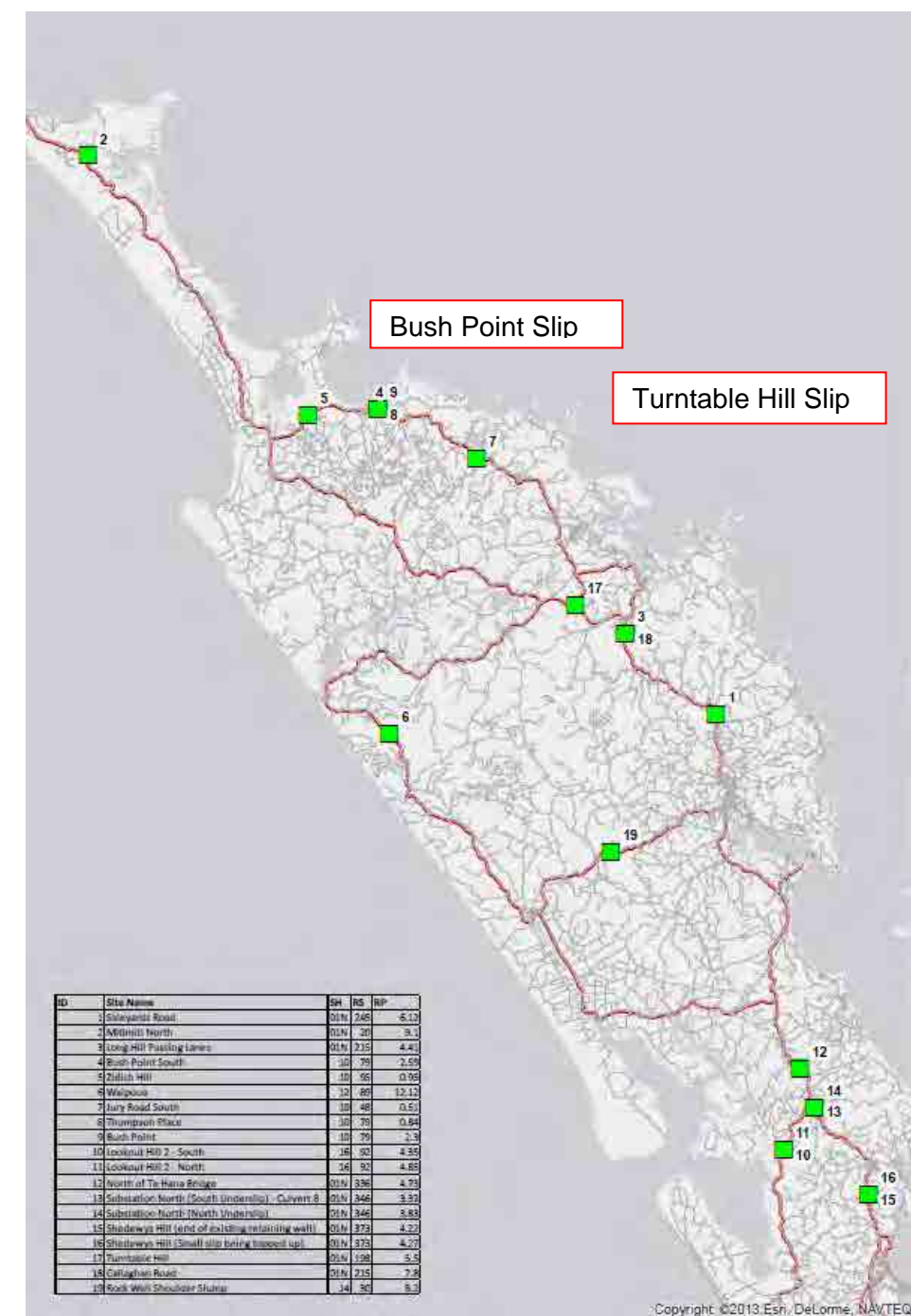
- The RLTP programme addresses resilience issues in three ways:
 - o Reducing the effect of stormwater through catchment improvements.
 - o Capital projects to improve resilience on the road network including preventative maintenance at key risk areas.
 - o Improving diversion routes including managing and responding to events.

Figure 9: Resilience Corridor Initiatives



Spot treatment work can also be undertaken to address issues of resilience at specific sites. Two slips sites at Bush Point and Turntable Hill have had funding secured (see Figure 10 below).

Figure 10: Resilience Spot Treatments

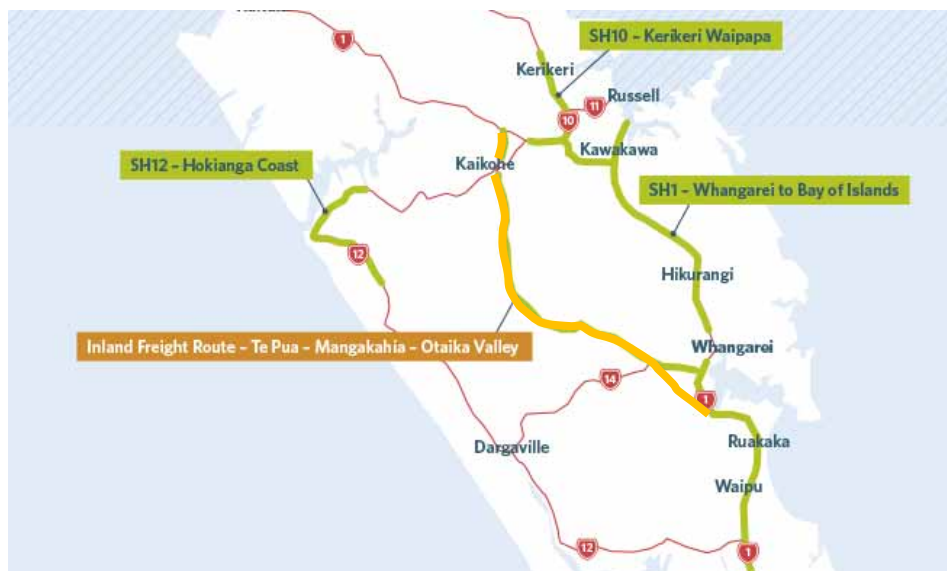


Inland Freight Route

In addition to targeting known risk areas on state highways, there is also a strong need to provide viable route alternatives in Northland. The last Regional Land Transport Strategy identified a 'Strategic Freight Route Alternative' concept utilising a

central route (Te-Pua – Mangakahia – Otaika Valley Road) from the south to north of the region. This route is already utilised by a number of heavy vehicles – an average of 200 trucks per day⁷. The route has the potential to take further heavy vehicles as an alternative to using State Highway 1 and other local roads; however, it currently has the level of service of a local road, constraining this potential.

Figure 11: Inland Freight Route



The corridor plan aims to develop a high quality Inland Freight Route providing a strategically important connection between forestry areas and the port.

Regionally, this alternative route is seen as extremely important both as an alternative freight route and a strategic lifeline in the event of closures to State Highways brought about by extreme weather conditions. It is therefore important that every effort be made to upgrade this route to the status of a State Highway.

Integrated transport planning

A key challenge over the next 10 years will be to balance the need to invest in maintaining and developing infrastructure against the reality of changing population patterns, employment and income across Northland.

Growth, both population and economic, where it is occurring, is being understood and managed by district councils through the development of structure plans and growth studies. The intent is to integrate infrastructure planning with growth projections. Several roading priorities have emerged, including:

- The 'T in the South' – the link between Maungaturoto and Mangawhai, including SH1 and the road via Kaiwaka. These have been identified as priority growth areas by Kaipara District Council, and as such these roads need to be upgraded to a satisfactory level to allow the efficient flow of traffic to and from these locations, and the state highway.

⁷ Draft Forestry Roads Management Strategy, Stage 1, Background and Data Collection, Whangarei District Council, 2012

- The 'Triangle in the North' – the road system linking Waipapa, Kerikeri and Paihia. These areas have been identified as priority growth areas by Far North District Council, and as such there is significant value in upgrading this link to allow efficient traffic flow, particularly in regard to tourism. The Kerikeri-Waipapa Structure Plan identifies a potential future link between Kerikeri and Paihia.

Maps of these two roading priority areas are included in the **Appendix VIII**.

Whangarei District Council has also been proactive in planning for growth around the city, improving and extending arterial routes around the city. Many important projects, such as the Lower Hatea crossing, have now been realised. In addition long term growth planning has been undertaken (the Whāngārei 30/50 Growth Strategy) which predicts substantial growth in the Ruakaka-Marsden Point area. The strategy discusses infrastructure and transport improvements needed to accommodate the levels of growth anticipated. Forward-thinking transport planning that is responsive to growth will be important over the life of this plan.

In certain rural towns that are experiencing below average or declining levels of population and economic growth, there may be opportunities where the provision of infrastructure can help act as a catalyst to help generate growth. However, projects must demonstrate they meet the requirements of the Government Policy Statement for Land Transport Funding. . See Section 5.2 for further details.

Developing Northland's regional touring routes

Northland has a dedicated, sign-posted regional touring route – the Twin Coast Discovery Route. Running over 800km from Auckland around our two coastlines, this route takes in the best the region has to offer. Tourism accounts for 3% of Northland's regional GDP and 6% of Northland's employment and is an important economic driver. The route also acts as part of the 'branding' for our region and encourages tourists to travel to more remote areas – such as the Hokianga Harbour. There is the potential to develop more local touring routes that complement this regional route. A good example is the recent development of the Whāngārei Heads touring route by Whangarei District Council.

Figure 12: Strategic tourist route**Dust on unsealed roads**

In Northland there are 5,877km of local roads of which only 2,397km (40%) is sealed⁸. As the movement of vehicles (particularly heavy vehicles) using unsealed roads continues to grow, so do the number of dust related problems. Dust from unsealed roads can adversely affect personal health and wellbeing and impact on crops, native vegetation, animal health and water quality. These problems can be exacerbated by prolonged periods of little rain and an increase in heavy vehicle use. This has resulted in affected communities approaching the relevant approved road controlling authorities with a request to remedy the situation.

To understand the scale of the problem, Northland Regional Council undertook monitoring of PM10 (particulate matter below 10 microns in diameter) at five roadside sites during the summer months of 2012/13. Results found that on occasion, results were high enough to breach standards prescribed in the National Environmental Standards Air Quality.

⁸ Data from NZTA, Network Statistics – 2011/12.

All the road controlling authorities and the Northland Regional Council recognise there are nuisance and potentially health-related issues associated with dust from unsealed roads. However, the immediate solutions of dust suppressants or road sealing require significant financial investment. Given the scale of the region-wide dust problem it is more practical to first address the worst affected areas using a clear and consistent method to identify priority areas and preferred mitigation options.

This has prompted the development of this “Regional Dust from Unsealed Roads Mitigation Framework.”

The framework intends to provide a consistent means to identify:

- Priority sites for dust mitigation measures;
- A toolbox of options; and
- The most cost-effective treatment options at priority sites.

Outputs of the framework are tables of priority sites in each district, preferred treatment options for these sites and associated costing. The framework applies across all three districts in the Northland region.

The framework is not a statutory document and does not allocate funding or guarantee road controlling authorities will implement treatment options. The framework outputs are non-binding and implementation is at the discretion of the relevant road controlling authority and subject to operational funding.

This framework was compiled with the assistance and direct input of the:

Regional Transport Committee;
Far North District Council;
Whangarei District Council;
Kaipara District Council;
NZTA; and
Northland District Health Board.

Relevant strategic outcomes for the theme of ‘securing increased economic growth and productivity’

Strategic outcome 1: A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.

Strategic outcome 3: Northland is well connected to Auckland and to the rest of New Zealand.

Strategic Outcome 4: Northland’s roading network is developed and maintained so that it is fit for purpose (this includes route security and resilience).

Strategic Outcome 6. The transport system enhances the environmental and cultural values of Northland.

Strategic Outcome 7. Effective ports servicing Northland and New Zealand.

Policies

1. *Increase economic productivity and route resilience by progressively upgrading SH1 from Puhoi to Whāngārei.*

2. *Target resources at alleviating Northland's major risk areas on state highways and local roads.*
3. *Develop and upgrade strategic roading connections, where appropriate, to accommodate new economic growth and development.*
4. *Ensure levels of service on state highways and local roads are fit for purpose and maintained based on their classification in the One Network Road Classification.*
5. *Develop alternative routes for freight, including through the inland freight route concept (Figure 5).*
6. *Develop regional routes that are suitable to accommodate high productivity motor vehicles.*
7. *Promote the Northland rail network and the potential of a Marsden Point/Northport rail link as an alternative to road based freight movement.*
8. *Maintain and develop regional touring routes.*
9. *Apply the Regional Dust from Unsealed Roads Mitigation Framework.*
10. *Investigate new techniques for maintaining unsealed roads that deliver better performance and efficiency.*

2.2 Road safety

Strategic approach

The challenges around road safety in Northland include: loss of control on bends, speed, alcohol, road factors, and roadside hazards. These factors are consistent with the types of factors identified in the Northland Regional Road Safety Plan and nationally produced Safer Journeys – 2020 Road Safety Strategy (further details on these two documents are available in **Appendix V**)

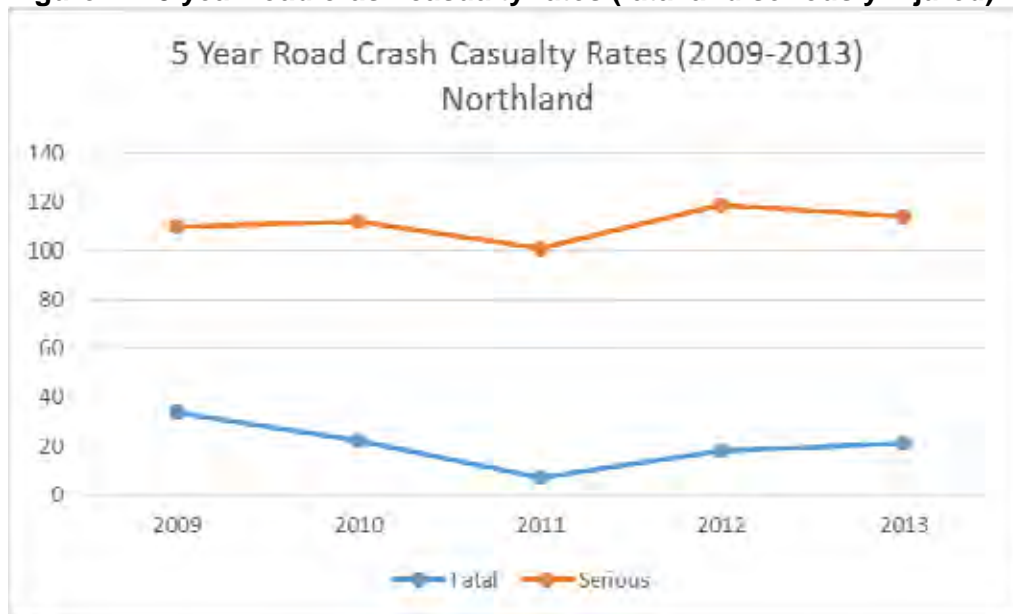
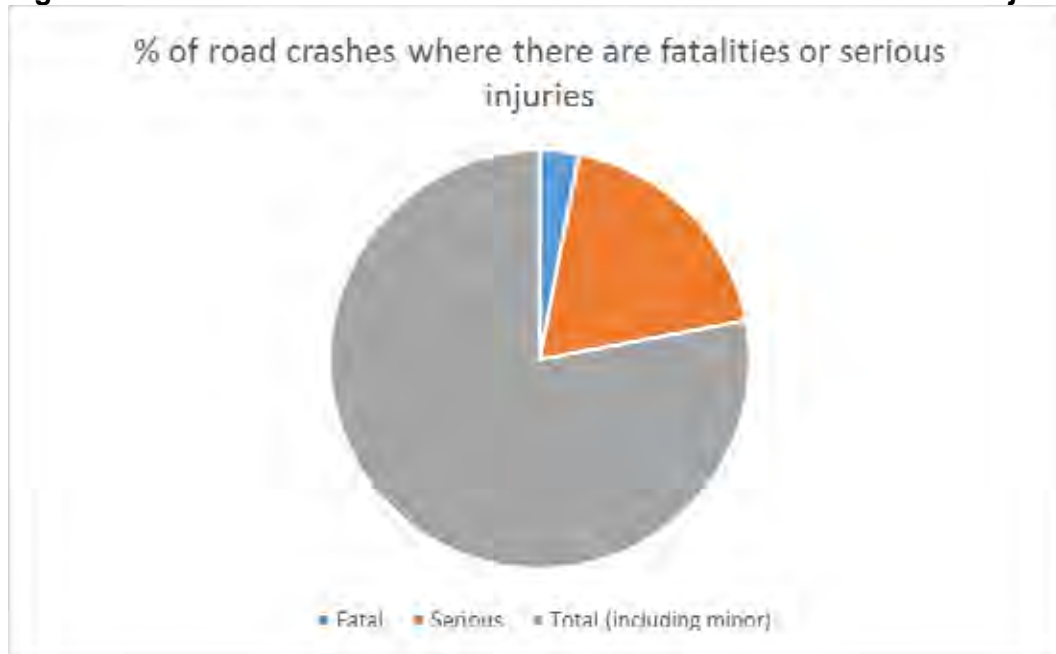
Figure 13 summarises the overall approach to road safety in Northland.

Figure 13: Safe road system - Safer Journeys – 2020 Road Safety Strategy



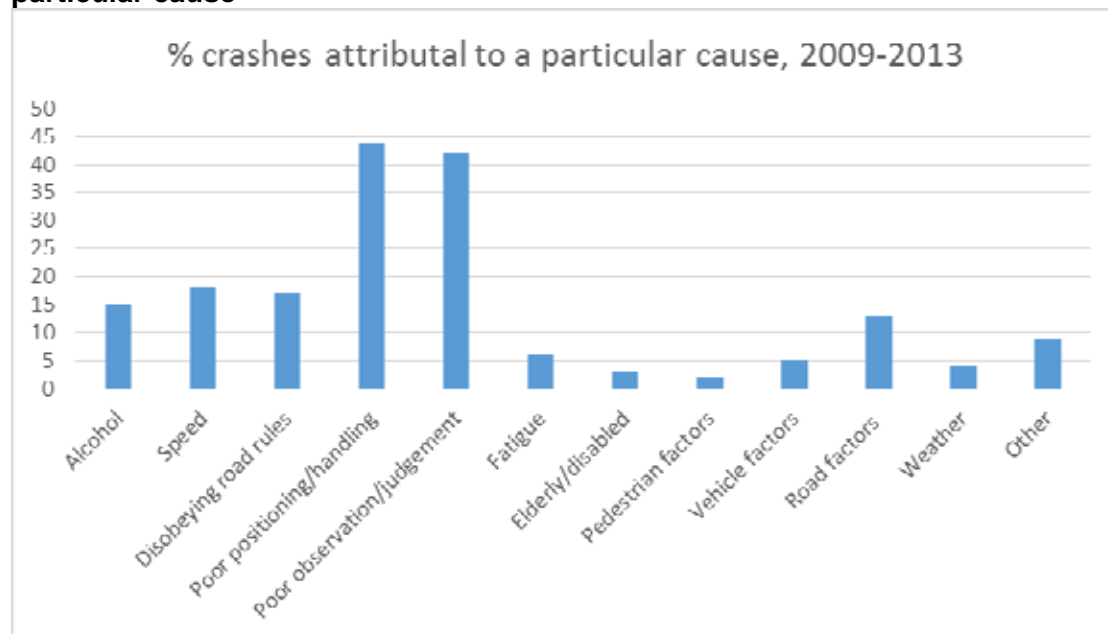
Northland's Road Toll

Northland has had some success in reducing fatal road accidents between 2009-2011 (a low of seven fatalities were recorded in 2011 against 34 in 2009) however fatalities have shown an upward trajectory in 2012 and 2013. Serious road accidents remain at similar levels over the 2009-2013 five year period (refer to Figure 14). The majority of road crashes are however minor injury accidents (78% - refer to Figure 15).

Figure 14: 5 year road crash casualty rates (fatal and seriously injured)**Figure 15: % of road crashes that where there are fatalities or serious injuries**

The top causes of road crashes in Northland are driver-led factors such as poor judgement or observation of road hazards and poor positioning, overtaking or handling. Often there are a number of different causes behind each road crash. Figure 16 highlights the causes behind crashes (both injury causing and non-injury causing) recorded in Northland between 2009-2013.

Figure 16: Road crashes (non-injury and injury causing) attributable to a particular cause



Here are some further details on some of the causes of road crashes in Northland:

Loss of control on bends

Generally drivers are travelling too fast for the conditions on bends. Further analysis indicates that Learner, Restricted, Disqualified, and un-licensed drivers are over represented (as well as the 15-24 year age group) in crash statistics. Crashes on bends often mean the driver runs off the road hitting a roadside hazard or another vehicle. Alcohol and drug impairment may also be factors.

Speed

NZTA statistics show that the most highly represented driver groups in Northland's speed-related crashes are male drivers under 29 (a higher proportion than the national average) and people that aren't fully licensed.

Alcohol

Driver alcohol is involved in more casualty crashes in Northland than in any other region in New Zealand. There is also a high proportion of males as drivers in alcohol-related crashes and a high number of disqualified drivers (i.e. a repeat drink driver problem).

Road factors

Road factors – such as engineering issues and roadside obstacles – are involved in around 20% of the total crashes throughout the region and are identified as a predominantly rural issue.

Roadside hazards

NZTA road safety data indicates that half of all crashes in Northland (52%) involve a roadside object such as a power pole. Run-off road crashes are caused mainly by excessive speed, alcohol, failing to drive to the conditions, fatigue, and distraction. Engineering methods such as road markings can help reduce run-off road crashes by signalling to drivers the appropriate speed to travel. Other treatments include skid-

resistant surfaces, widening or sealing the road shoulder, rumble strips, and guard rails. If crashes do occur, their impact can be minimised by protecting or removing roadside objects.

International tourists

A contributing factor to some crashes in Northland may be due to the driver being unfamiliar with New Zealand road rules or driving conditions. Drivers may also be fatigued from having recently arrived in the country and then immediately continuing their journey north in a hire car. These factors are not presently analysed separately as a factor in crashes; however, it may warrant further investigation.

Role of the Police

The police have a key role (in partnership with councils and the NZTA) to reduce incidents of road crashes in the region. There are four strategic documents produced by the police that have an important role to play in fulfilling this role:

- Road Policing Strategy 2011-2015 – the national police response to the Safer Journeys – 2020 Road Safety Strategy.
- Prevention First National Operating Strategy 2011-2015 – a national overarching strategy to prevent offending and road crashes before they occur.
- The Turning of the Tide – A Whanau Ora Crime and Crash Prevention Strategy 2012-2017 – a national strategy to reduce offending and road crashes in Maori.
- Northland District Road Policing Plan (2015-2021) – the Northland based approach to implementing the above three strategic documents.

Section 7 of the RLTP contains a fuller outline of police activities and initiatives as they relate to road safety.

Priority routes and locations

The KiwiRAP⁹ website provides an assessment of the safety standard of New Zealand's state highway network. Northland is typical of many rural regions in New Zealand in having a large proportion of 2 star and 3 star state highway routes (5 star being the safest standard of road - typically motorways and expressway routes). Northland however performs relatively well when compared against other rural regions.

⁹ KiwiRAP is the New Zealand Road Assessment Programme – it is part of the International Road Assessment Programme, a not for profit organisation working to investigate road networks in partnership with governments and non-governmental bodies.

Figure 17: KiwiRAP ranking of roading network (by region)

Region	Length (km)	Proportion in each Star Rating				
		1-star	2-stars	3-stars	4-stars	5-stars
Northland	656	0%	36%	64%	0%	0%
Auckland	399	0%	28%	8%	64%	0%
Waikato	1,560	0%	39%	58%	3%	0%
Bay of Plenty	663	0%	42%	56%	2%	0%
Gisborne	311	0%	54%	46%	0%	0%
Hawkes Bay	452	0%	43%	57%	0%	0%
Taranaki	749	0%	59%	40%	1%	0%
Manawatu-Wanganui	445	0%	49%	51%	0%	0%
Wellington	239	0%	26%	38%	36%	0%
Nelson/Tasman	353	0%	43%	54%	3%	0%
Marlborough	241	0%	47%	53%	0%	0%
Canterbury	1,186	0%	26%	71%	3%	0%
West Coast	818	0%	50%	51%	0%	0%
Otago	1,217	0%	30%	69%	1%	0%
Southland	713	0%	37%	63%	0%	0%
New Zealand	10,002	0%	39%	56%	5%	0%

Percentages may not add up to 100% due to rounding.

KiwiRAP have also produced regional profiles highlighting the risk on specific routes of suffering a road crash causing death or serious injury. The website provides two assessments of risk – collective risk versus personal risk. Collective risk relates to the total number of killed and seriously injured crashes per kilometre of road whilst personal risk measures the risk to each individual. Looking at personal risk as well as collective risk can be useful for rural regions as personal risk takes account of the chances of injury or death relative to the lower traffic volumes that may be encountered. On the basis of collective risk (see Figure 18), State Highway 1 from Wellsford to Kaiwaka ranks as the riskiest (Medium-High risk) followed by State Highways 10 and 14 (Medium risk).

Through the national road and roadside safety programme, a number of high risk corridors have been identified. The 'programme' component of the RLTP contains specific safety improvements and interventions (refer to map below).

Figure 20: Corridor Safety Initiatives



In addition the development of rest stops on key routes will be important in reducing driver fatigue. The NZ Transport Agency is developing a national rest stop strategy to improve facilities at roadside locations.

Relevant strategic outcomes

Strategic Outcome 2: All road users are safe on Northland's roads.

Strategic Outcome 4: Northland's roading network is developed and maintained so that it is fit for purpose.

Strategic Outcome 5: Our people have transport choices to access jobs, recreation and community facilities.

Policies

1. *Develop and implement a Regional Road Safety Plan for Northland.*
2. *Undertake road crash reduction studies at accident black-spots to determine the best methods to reduce incidents of deaths and serious injuries.*
3. *Undertake physical works at Northland's accident black-spots to reduce incidents of deaths and serious injuries.*
4. *Promote road safety education and advocacy initiatives to proactively reduce the potential for incidents of deaths and serious injuries.*
5. *Promote the development and continued use of fatigue and rest stops for tourist and freight users of our roads including through the national rest stop strategy..*
6. *Promote safer walking, cycling and horse-riding including through the provision of safer facilities.*

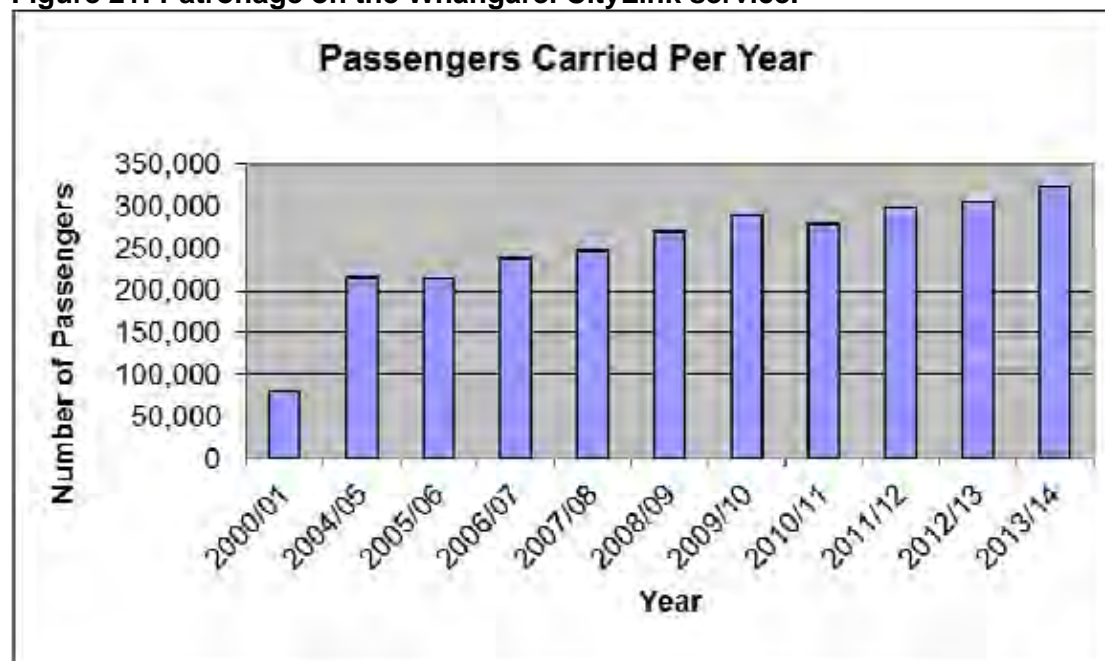
2.3 Increasing travel choice

Outside of Whāngārei, travel choice is generally limited so there is considerable reliance on private cars to access jobs, recreation opportunities, and community facilities such as schools and public health centres. Short trips within urban areas and communities are made by car due to either a lack of, or inadequate, walking and cycling facilities. Historically there has also been an acknowledged lack of subsidised public transport services outside Whāngārei, other than school buses, and coach services catering for inter-regional travel and the tourist market. Recent efforts have focussed on improving travel options in rural areas (please see below).

Public transport

Within Whāngārei, the contracted CityLink service has seen year on year increases from its inception in 2000. As of 2013/14 the service has recorded over 315,000 passenger journeys.

Figure 21: Patronage on the Whāngārei CityLink service.



Growth can be attributed to higher fuel prices, use of more flexible payment options (for example, Snapper cards), network optimisation and the availability of concessions through the SuperGold Card for those over the age of 65.

Outside of Whāngārei, the potential for public transport services are more limited due to a dispersed population. Recently the regional council has begun to part-subsidise a rural based bus service – the BusAbout Kaitāia service – and has developed a ‘rural farebox recovery policy’ to support the future development of rural services. In addition the potential for new services is being investigated in the mid-north. **The Regional Public Transport Plan** discusses in more detail the way forward for the next 10 years for community public transport. This includes consideration of the future of the City Link service and how the new Public Transport Operating Model (PTOM) will work in the region.

Walking, cycling and horse-riding.

Specific reasons to encourage these activities include:

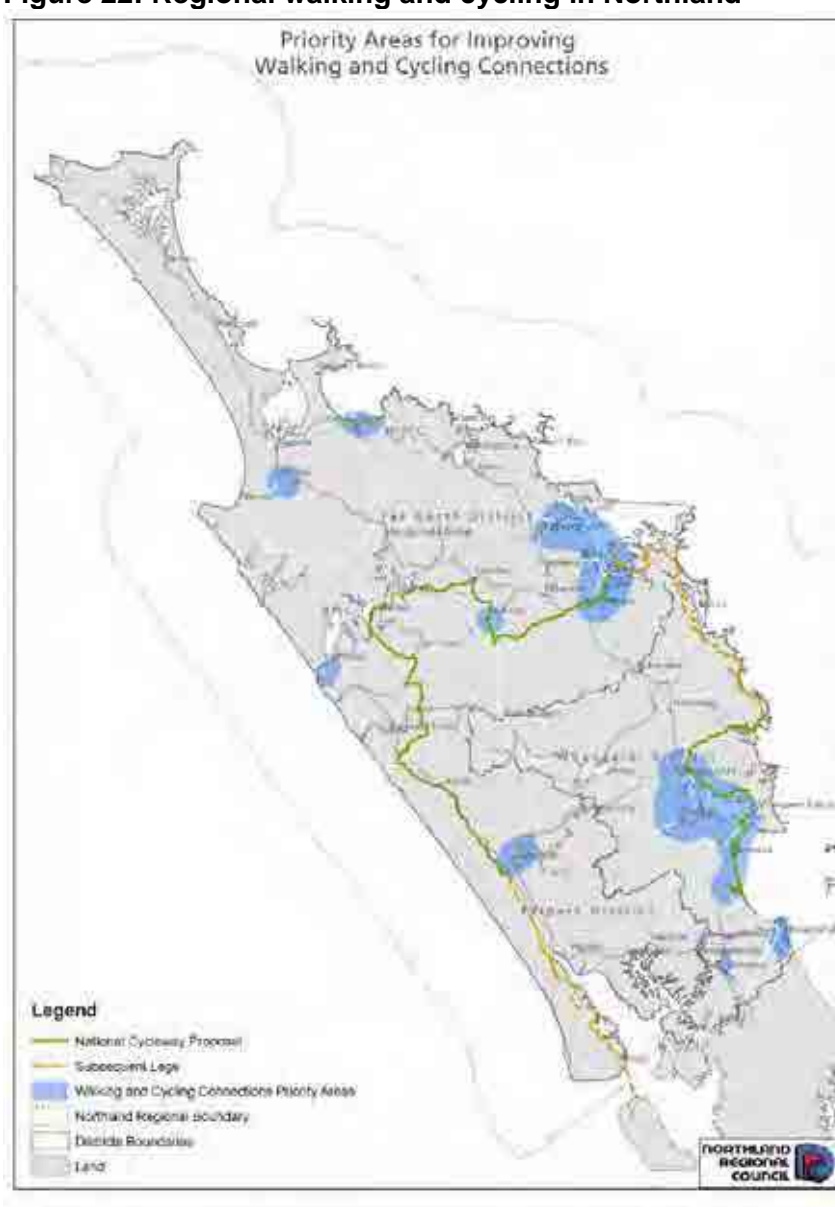
- Not all people have cars – such as the young and elderly
- There are substantial health benefits
- They are the most environmentally friendly forms of travel
- Economic benefits – less wear and tear on roading.
- Public transport is not always available
- Walking is already a component of most trips.
- They are both popular activities for visitors.

Relevant matters to consider include:

- Lack of walking and cycling facilities, particularly in urban areas but also between towns.
- Lack of national and local funding – presently 2% of the national fund is allocated to walking and cycling, with most of this funding being directed to the larger urban areas.
- The need to source alternative funding (for instance from the New Zealand Cycle Trail Fund)
- Safety concerns, particularly for the young
- The importance of promoting walking and cycling (for work, school and recreational purposes) for environmental, health and economic reasons
- The historic and ongoing use of horses in parts of the region;
- The need for the education of pedestrians, cyclists and motorists in appropriate and considerate road use; and
- The value of a region-wide walking and cycling network for tourists.

Far North District Council has also been proactive in developing cycling opportunities, including the opening of a section of the proposed Coast to Coast Cycleway (linking the Pacific Ocean and Tasman Sea). This will form part of the National Cycleway concept with the long term aspiration of developing a long-distance, region-wide cycle route into parts of Whangarei and Kaipara Districts.

The map below has been carried over from the Regional Land Transport Strategy as it illustrates at a strategic level, potential areas where walking and cycling opportunities can be developed.

Figure 22: Regional walking and cycling in Northland

Although individual district councils have developed walking and cycling strategies, there is not currently a regional walking and cycling strategy. Developing one in the future is likely to be beneficial to walking and cycling in the region.

Electric Vehicles

Electric vehicle usage in Northland forms a small but growing proportion of the overall vehicle fleet. Charging stations, including a fast charging station, is available in Whangarei however the lack of charging infrastructure elsewhere reduces the viability for the uptake of this mode.

Transport disadvantage

'Approved organisations' have a specific duty under Section 35 of the LTMA 2003 to consider the needs of the transport disadvantaged when developing transport plans.

A legal definition of transport disadvantage from the LTMA is *“people whom the regional council has reasonable grounds to believe are the least able to get to basic community activities and services (for example, work, education, health care, welfare and food shopping)”*.

In Northland this can include a wide scope of the population, for instance:

- The elderly
- Youth
- Those with a disability
- Those remote from employment and services
- Those with a low household income
- Those without access to a private motor vehicle.

In addition, many households will be subject to more than one of these factors.

Results from the 2013 census have shown the following trends to be apparent in Northland:

- Northland’s population is ageing (mirroring national and international trends for most developed economies). A look at regional, district and selected communities shows that this trend is greater in Northland than the national average. As the population ages, demand for public transport and total mobility services is likely to increase – this will have issues for the planning and prioritising of public transport investment in the region.
- Income has generally risen across Northland however still falls below the national average. In this regard the future ability of the community to pay the local share for infrastructure is a significant issue.
- Unemployment is typically higher in Northland than the national average. Although national unemployment has increased since 2006, Northland has seen a more rapid increase.
- Although, by necessity, Northland has a lower proportion of households without access to a motor vehicle than the national average, some parts of the region do have some areas where there is a lower rate of access.

Further information is available in **Appendix VIII**

As stated in Section 2.1, prioritised projects in this plan have to demonstrate that they are compatible with the ‘strategic fit’ of the Government Policy Statement for Land Transport Funding and are prioritised according to NZTA’s project assessment and prioritisation process. As such prioritised projects in the programme in Part Two will primarily be focussed on areas where the greatest value can be demonstrated. Nevertheless better transport links and service can certainly play their part in reducing inequality (by reducing barriers to accessing employment and services for example). As such, road controlling authorities in the region should look to develop these opportunities where possible.

Transport disadvantage will specifically be considered in the development of the Regional Public Transport Plan.

Relevant strategic outcomes

Strategic Outcome 1: A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.

Strategic Outcome 2: All road users are safe on Northland's roads.

Strategic Outcome 5: Our people have transport choices to access jobs, recreation and community facilities.

Strategic Outcome 6: The transport system enhances the environmental and cultural values of Northland.

Policies

- 1. Undertake further studies to refine our understanding of transport disadvantage in the region to inform the planning and investment of infrastructure and public transport services.*
- 2. Develop and update structure plans to integrate growth and transport planning.*
- 3. Develop and maintain a Regional Public Transport Plan that conforms to Public Transport Operating Model (PTOM) requirements that includes an urban and a rural component.*
- 4. Undertake regular service reviews for the CityLink service.*
- 5. Promote walking, cycling and horse-riding as an alternative mode of travel, including through providing safer facilities.*
- 6. Investigate opportunities presented by the central government cycleway programme, including the extension of the Coast to Coast Cycleway in the Far North and the progressive completion of a regional route.*
- 7. Consider developing a region-wide walking and cycling strategy.*
- 8. Promote the development of electric vehicles and associated charging infrastructure in the region and between Auckland and Northland.*

3. Legislative requirements

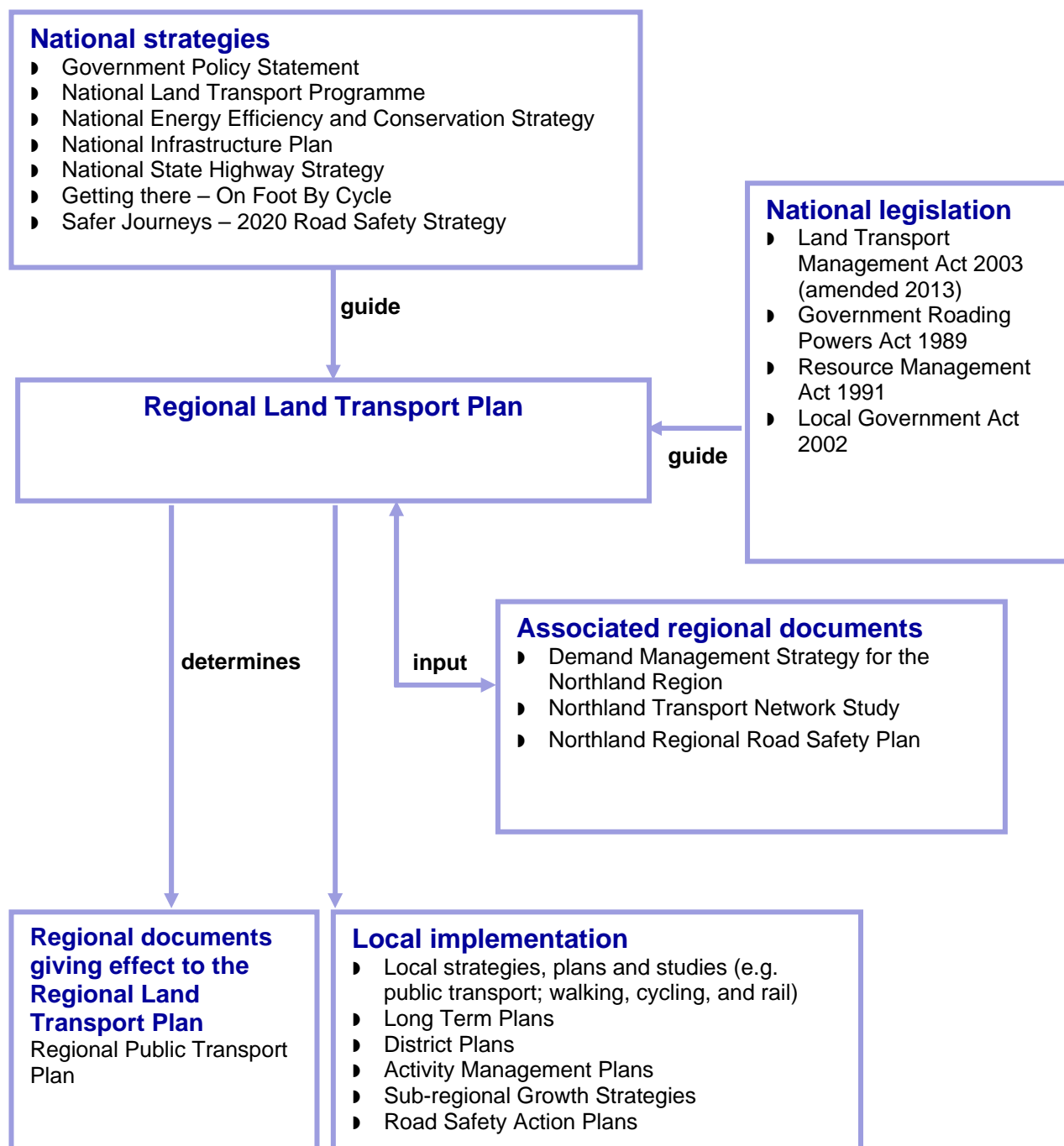
3.1. An overview of Regional Land Transport Plans (RLTPs)

Under the terms of the Land Transport Management Amendment Act 2013, the requirement to produce a separate Regional Land Transport Strategy and Regional Land Transport Programme have been combined into a requirement to produce only one planning document, the RLTP. The document must contain both the strategic elements of the former Regional Land Transport Strategy along with the proposed programme of works and financial forecasting of the former Regional Land Transport Programme.

Approved organisations and the NZTA will use the RLTP to recommend funding – from the National Land Transport Fund – for land transport activities or a combination of activities. Eligible activities should contribute to a region's outcomes as reflected in the strategic outcomes of the RLTP and in outcomes set out in the Government Policy Statement for Land Transport Funding.

As with predecessor plans, RLTPs are prepared by regional transport committees. A notable shift is that the plan must now include financial forecasting for six and ten year horizons with the six-year horizon detailing the proposed programme of works for that period. This is a change from previous requirements for the Regional Land Transport Programme where only a three-year proposed programme of works was required (with the information on the following three years limited to only an indication of significant activities).

Figure 22 shows the relationship the RLTP has with other planning documents. For more details on the legislative requirements for the compilation of RLTPs, please refer to **Appendix IV**.

Figure 23: Regional Land Transport Plans in the legislative context

4. National funding context

New Zealand's road users primarily fund the country's land transport system through fuel excise duty (petrol tax), charges on diesel and heavy vehicles (road user charges) and vehicle registration and licensing fees. These funds are paid into the National Land Transport Fund for investment in maintaining and improving land transport networks and services. Other funding comes directly from the Crown (central government), from local authorities and other sources such as financial contributions for development.

The National Land Transport Fund is used to fund:

- Local transport networks and services delivered and co-funded by local government;
- The management and delivery of the state highway network and transport services;
- The Road Policing Programme; and
- Sector training and research.

The National Land Transport Fund is the government's contribution to funding the land transport activities approved in the National Land Transport Programme . Different types of funds within the National Land Transport Fund are used to fund particular activities. These funds are allocated to activities using an allocation process.

There are now two types of National Land Transport Fund funds ('R' Funds have been discontinued and now form an activity class under the Government Policy Statement on Land Transport Funding):

- N Funds – nationally distributed funds: the main funding stream, for investment in national priorities guided by Land Transport Management Act 2003 objectives and the Government Policy Statement on Land Transport Funding ;
- C Funds – special funding for specific regions: Crown investment in specific transport needs, in line with Land Transport Management Act 2003, regional and Crown objectives.

The NZ Transport Agency's role is to invest the National Land Transport Fund in land transport infrastructure and services that deliver on the government's desired outcomes and priorities. The NZ Transport Agency does this by establishing an Investment and Revenue Strategy (IRS) which provides the framework and direction for this investment. This strategy uses the tests of 'strategic fit' (alignment with government objectives), 'effectiveness', and using 'benefit and cost appraisal' (i.e. economic efficiency) to assess proposals and projects for inclusion in the National Land Transport Programme.

Investment is prioritised where it promotes economic growth and productivity improvement, reflects the government's road safety priorities, and increases the emphasis on achieving value for money in investments. The strategic fit criteria prioritise economically significant projects that have national benefits.

The Government Policy Statement on Land Transport Funding outlines the government's priorities for expenditure from the National Land Transport Fund and determines how funding is allocated between activities such as road policing, road safety promotion, state highways, local roads and public transport. The policy statement has three focus areas that are the priorities:

- Economic growth and productivity;
- Value for money; and
- Road safety.

In doing so, the following impacts should be achieved through the allocation of funding from the National Land Transport Fund:

- A land transport system that addresses current and future demand:
 - Support economic growth and productivity through provision of better access to markets, employment and business areas
 - Improved returns from investment in road maintenance
 - Improved returns on investment in public transport
 - Support economic growth of regional New Zealand through providing better access to markets
- A land transport system that provides appropriate transport choices
 - Enable access to social and economic opportunities, particularly for people with limited access to a private vehicle
 - Increased safe cycling through improvement of the cycle lane network
- A land transport system that is reliable and resilient
 - Improved network resilience and reliability at the most critical points
- A land transport system that is a safe system, increasingly free of death and serious injury
 - Reduction in deaths and serious injuries at reasonable cost
- A land transport system that appropriately mitigates the effects of land transport on the environment
 - Understand the costs associated with environmental mitigation

The National Land Transport Fund is administered by the NZTA on behalf of the New Zealand Government. Funds from the National Land Transport Fund can only be allocated to activities listed in a Regional Land Transport Plan.

The lists of activities in this plan were either identified by the councils (and other agencies with transport interests) in the region or proposed by the NZTA. The activities are split into two categories:

- The (non-prioritised) routine maintenance and minor capital improvement activities of local councils (and other agencies) and continuing passenger transport services, which are automatically included in this programme; and
- Other activities, including state highway maintenance and development projects and large local council projects, which are individually identified and prioritised

within this programme. These priorities are used to influence what activities can be implemented with the funding available and when they are implemented.

Part Two: Regional Land Transport Programme

This section has three parts:

- A summary of the groups of activities in Northland that have been submitted to the NZ Transport Agency for funding approval.
- A reader's guide that explains the assessment and prioritisation process required for projects and activities.
- A list of major projects for the region, including the outcomes of the assessment process, and their order of priority (as determined by the Regional Transport Committee).

5. Projects included in this programme

The Programme must include a list of **all** transport projects or group of activities that approved organisations and the NZ Transport Agency wish to see progressed within the six year period of the programme.

Figure 24 below outlines the groups of activities that have been submitted to the NZ Transport Agency for funding approval from the National Land Transport Fund for the period 2015/16 – 2024/25 along with anticipated expenditure. A detailed list of projects is included in **Appendix I**. A 10-year forecast of expenditure by each approved authority can be found in Section 6. **Appendix II** breaks this down further into three-year increments.

Figure 24: Forecast expenditure by activity class – 10 year period.

Activity class	Forecast expenditure 2015/2018	Forecast expenditure 2018/2021	Forecast expenditure 2021/2025	Forecast expenditure Total 10-year
State Highway Improvements	\$78,151,625	\$159,340,000	\$48,000,000	\$285,491,625
State Highway Maintenance	\$119,266,070	\$117,404,780	\$159,730,690	\$396,401,540
State Highway Minor Improvements	\$625,000	\$7,500,000	\$10,000,000	\$18,125,000
Local Road Improvements	\$29,578,792	\$17,670,583	\$21,115,653	\$68,365,028
Local Road Maintenance	\$203,472,964	\$216,354,372	\$311,952,479	\$731,779,815
Local Road Minor Improvements	\$23,201,209	\$19,510,296	\$26,442,584	\$69,154,089
Public Transport	\$6,674,430	\$8,068,438	\$8,142,441	\$22,885,309
Walking and Cycling	\$8,797,350	\$6,497,331	\$6,800,000	\$22,094,681
Road Safety Promotion	\$5,271,649	\$4,956,878	\$6,671,470	\$16,899,997
Investment Management	\$3,775,898	\$1,727,019	\$2,422,771	\$7,925,688

Rail and Sea Freight	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0

5.1. Reader's guide: prioritising projects or activities

As required by the Land Transport Management Act 2003, Northland's Regional Transport Committee has prioritised certain projects or groups of activities submitted by approved organisations and the NZ Transport Agency. This allows national funding to be allocated to the highest priority projects when funding is limited.

The following activities must be included in this programme without prioritisation:

- Local road maintenance – defined as activities incorporated under road maintenance and operations including local road renewals;
- Local road minor capital works (suggested as any improvement activity associated with local roads) – new and improved roading infrastructure of less than \$7 million estimated construction cost (including property cost); and
- Existing public transport services.

All other activities must be prioritised in the programme either as individual activities or as combinations of activities.

To assist in the prioritisation of these projects, the Northland Regional Transport Committee has adopted the following process.

5.2. Initial project assessment

Prioritised projects were individually assessed in accordance with the NZTA's project assessment and prioritisation process. This involved the consideration of three factors:

- The **strategic fit** assessment: this considers how an identified problem, issue, or opportunity aligns with the NZTA's strategic investment direction, which derives from the Government Policy Statement on Land Transport Funding. Strategic fit ensures that activities the NZTA invests in demonstrate the potential contribution to outcomes that are significant from a national perspective.

Strategic fit focuses on the problem, issue or opportunity being addressed and is considered without regard to the possible solution.

- The **effectiveness** assessment factor: this considers the contribution that the proposed solution makes to achieving the potential identified in the strategic fit assessment, and to the purpose and objectives of the Land Transport Management Act 2003.

Higher ratings are provided for those proposals that provide long-term, integrated, and enduring solutions.

- The **benefit and cost** assessment: this considers how well the proposed solution maximises the value of what is produced from the resources used.

The benefit-cost ratio is the primary tool to rate the economic efficiency of improvement packages and projects.

5.3. Project ranking

Prioritised projects were rated High (H); Medium (M) or Low (L) for each of the three factors above (strategic fit, effectiveness and benefit and cost) resulting in a 'profile' for the project. The ranking of projects is subject to change following the release of the finalised government approved Government Policy Statement on Land Transport Funding (2014/15 - 2024/25).

The following table shows the priority order of assessment profiles for improvements to local roads, state highways, public transport, and walking and cycling.

			Numeric benefit and cost appraisal			
Strategic fit	Effectiveness	Strategic fit and Effectiveness	1 to 3	3 to 5	5+	
H	H	HH	Priority 3	Priority 2	Priority 1	Activities with these profiles progress to activity business cases.
H	M	HM	Priority 4	Priority 3	Priority 2	
M	H	MH	Priority 6	Priority 5	Priority 4	
M	M	MM	Priority 7	Priority 6	Priority 5	
H	L	HL	Low strategic fit does not progress beyond strategic business case. Low effectiveness does not progress beyond programme business case.			A decision gate that integrates with the business case approach.
M	L	ML				
L	H	LH				
L	M	LM				
L	L	LL				

The following table shows the priority order of assessment profiles for programmes of work for public transport, maintenance, and road safety promotion.

			Comparative benefit and cost appraisal			
Strategic fit	Effectiveness	Strategic fit and Effectiveness	Low	Medium	High	
H	H	HH	Priority 3	Priority 2	Priority 1	Activities with these profiles progress to programme development.
H	M	HM	Priority 4	Priority 3	Priority 2	
M	H	MH	Priority 6	Priority 5	Priority 4	
M	M	MM	Priority 7	Priority 6	Priority 5	
H	L	HL	Low strategic fit does not progress beyond strategic business case. Low effectiveness does not progress beyond programme business case.			A decision gate that integrates with the business case approach.
M	L	ML				
L	H	LH				
L	M	LM				
L	L	LL				

5.4. List of prioritised projects or activities

Appendix I contains those projects and groups of activities prioritised by the Northland Regional Transport Committee for which it is seeking national funding.

The prioritised list excludes local road maintenance and renewals, local road minor capital works and existing passenger transport services. These projects do not have to be prioritised as they are considered a continuation of a yearly programme of work and therefore remain the same.

This programme is put together on the basis that the government will provide subsidies (matching government funding) for the local share to enable the regional council and the three district councils to undertake all the projects identified in their Long Term Plans.

6. Funding plan

This section sets out a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from 1 June 2015. The purpose of this process is to ensure activities listed in the 2015/16 – 2018/19 programme (see **Appendix I**) contribute to an affordable, integrated, responsive, safe and sustainable land transport system for Northland.

The information contained within this section of the Programme has been collated by activity class based on data collected from *Transport Investment Online (TIO)* and is presented in greater detail in **Appendix II**.

6.1. Proposed funding sources

It generally takes many years for transport projects to be implemented. Before any work on the ground can begin, land has to be acquired and various studies, consultation, feasibility reports, scheme assessments, and detailed designs completed. It can also take a considerable period of time to accumulate local funding and/or obtain national funding.

The prioritisation process outlined in section 5.2 is therefore used as a mechanism by the NZ Transport Agency for allocating available funds to those projects which best contribute to the achievement of Government Policy Statement targets.

Funds are allocated to the highest priority activities first.

Crown (C) funds are allocated to the highest priority activities pertinent to the purpose for which they were appropriated.

Remaining activities are allocated **Nationally Distributed (N)** funds in each activity class until the total allocation of funds to that activity class is fully provided. The NZTA will make allocations to each activity class within the range defined by the Government Policy Statement on Land Transport Funding.

The threshold priority order for funding in each activity class (and region) depends on the funds available in each activity class and the priority of the candidate activities. The threshold in each activity class defines the lowest priority of activity likely to be funded.

Local (L) funds are funds sourced by the regional and district councils, e.g. rates or non-project specific developer contributions. These organisations are required to part fund all their activities, with the proportion of **L** funding required for each activity class based on a Financial Assistance Rate (FAR). The FAR varies depending on the organisation applying for funding and the type of activity being proposed. Local funds sourced through rates are included in councils' Long Term Plans and are therefore consulted on separately under the Local Government Act.

Other Funding Sources: Funding may become available from sources other than the national land transport fund and the local share for certain activity classes during the plan period. For example, funding may be sourced from the government's New Zealand Cycle Trail Fund to maintain and enhance the Coast to Coast cycleway in the Far North.

6.2. Ten-year forecast of expenditure

The forecasted expenditure for the first six years of the programme has been used to provide a 10-year forecast of anticipated expenditure for Northland.

Figure 25 shows total estimates for each organisation in Northland in relation to each activity class, as well as Northland as a whole. **Appendix II** breaks this down into three year increments for the programme period.

Figure 25: Total anticipated expenditure for Northland's road controlling authorities for the 10 year period 2015/16 – 2024/25

Total anticipated expenditure for Northland for the 10-Year period 2015/16 – 2024/25

Activity class	Total anticipated expenditure						
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZ Transport Agency	Waitangi	Northland region
State Highway Improvements	N/A	N/A	N/A	N/A	\$285,491,625	N/A	\$285,491,625
State Highway Maintenance	N/A	N/A	N/A	N/A	\$396,401,540	N/A	\$396,401,540
State Highway Minor Improvements	N/A	N/A	N/A	N/A	\$18,125,000	N/A	\$18,125,000
Local Road Improvements	\$34,700,000	\$5,745,600	\$27,919,428	N/A	N/A	\$0	\$68,365,028
Local Road Maintenance	\$302,425,805	\$149,639,350	\$279,236,160	N/A	N/A	\$478,500	\$731,779,815
Local Road Minor Improvements	\$27,100,000	\$14,927,000	\$27,127,089	N/A	N/A	\$0	\$69,154,089

Public Transport	\$0	\$0	\$0	\$22,885,309	N/A	\$0	\$22,885,309
Walking and Cycling	\$16,650,000	\$0	\$5,444,681	N/A	\$0	\$0	\$22,094,681
Road Safety Promotion	\$10,640,840	\$1,110,000	\$3,343,338	\$1,547,819	\$258,000	\$0	\$16,899,997
Investment Management	\$2,800,000	\$550,000	\$1,009,648	\$1,816,040	\$1,750,000	\$0	\$7,925,688
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$394,316,645	\$171,971,950	\$344,080,344	\$26,249,168	\$702,026,165	\$478,500	\$1,639,122,772

7. Assessment of relationship with police activities for road safety

As required under section 16(2) (b) of the Land Transport Management Act 2003, the Regional Transport Committee has assessed the relationship of Police activities to this programme.

7.1 New Zealand Police activities for road safety

The New Zealand Police is committed to the direction set out in *Safer Journeys* and working in partnership across the road safety sector. Police will align their road policing activities with the areas of concern outlined in the strategy and deliver the Police-specific activities set out in the *Safer Journey's Action Plan*. By doing this they will play their part in contributing to the overall road safety outcome of reducing death and injury on New Zealand's road network.

Road Policing Strategy 2011- 2015

A combination of prevention, deterrence and enforcement, along with education and information will be used to reduce death and trauma on Northland's roads. Prevention is an important part of the Road Policing Strategy to 2015. The causes of crashes are well known and the police will focus on those causes. The police will play their part in preventing crashes and road trauma by targeting high risk drivers, such as repeat drink drivers and illegal street racers, because these road users present significant risk to other road users. Reductions in offending by these groups will then enable the police to further invest in prevention.

The police will contribute to the safe system approach by:

- Encouraging New Zealanders to observe and abide by the road rules because they want to;
- Working with individuals and groups in our community so they take responsibility for themselves and others on our roads;
- Listening to our community to further understand the risks;
- Working with local authorities, for example to reduce speed; and
- Considering road safety through environmental design.

Police districts will continue to use an intelligence-led approach through risk identification and the tasking and coordination model to improve road safety outcomes, developing local action plans that identify how they will achieve against each of the priorities.

Prevention First – National Operating Strategy 2011-2015

The police will work with other agencies, service providers and the community to address the underlying causes of offending and victimisation.

Specific actions in this strategy relevant to road safety include:

- Working with neighbourhoods to deliver locally led prevention programmes on road safety matters.
- Working with partner agencies to deliver road safety education, improve environmental design and the safety of vehicles; and

- Implementing measures, as appropriate adopted under the Safer Journeys Strategy

The Turning of the Tide – A Whanau Ora Crime and Crash Prevention Study, 2012-2017

This is a Maori-led initiative to reduce offending and road crashes. Three key actions to reduce road crashes are:

- Mahi Tahi – everyone working together to prevent crime and crashes. Both the police and Maori communities will be reliant on each other to reduce incidents of crime and crashes.
- Whanau Ora – extended families preventing crime and crashes among themselves.
- Korororero – talking crime and crash prevention in homes and schools and on the marae. An approach to reduce the acceptability of offending and to normalise talk about crime prevention in schools and families.

Northland District Road Policing Plan 2015 - 2018

This three year plan to implement the three strategies listed above and Safer Journeys in the Northland road policing context.

The strategic aim of Northland Police for road policing is:

"To have a safe Northland road system, increasingly free of death and serious injury."

This is supported by the following desired outcomes:

- To ensure safe roads and roadsides through targeting high-risk rural roads and intersections.
- To encourage road users to comply with speed limits and drive to the conditions and investigate alternative methods of promoting speed compliance.
- Understand and target unsafe vehicles, promote safe vehicle ownership and operation.
- Understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety culture in Northland.

Figure 26 provides the full list of activities and measures to support the outcomes above.

Figure 26: Northland District Road Policing Plan 2015-2021Owner: **Road Policing Manager**Strategic Aim: **"To have a safe Northland road system, increasingly free of death and serious injury"**

Desired Outcomes		Owner	Activity	Measures	Date
<p><u>"A Safe Road System"</u></p> <ul style="list-style-type: none"> To ensure safe roads and roadsides through targeting high-risk rural roads and intersections. To encourage road users to comply with speed limits and drive to the conditions and investigate alternative methods of promoting speed compliance. Understand and target unsafe vehicles, promote 	High-risk drivers	Area Commander(s) Road Policing Manager	<p>Northland Police will reduce opportunities of disqualified driving by:</p> <ol style="list-style-type: none"> Profiling high risk drivers, locations and times through monthly tactical assessments. Identifying disqualified drivers through total 3Ts, including licence checks, to deny high risk drivers to use the roads. Enforcing legislation relating to driver licence suspensions i.e. speed/alcohol. 	<ol style="list-style-type: none"> High risk drivers are identified in monthly tactical assessments. The number of suspended, disqualified and unlicensed drivers detected on Northland's roads. The number of speed and drink driving suspensions that are issued. 	
	Young drivers	Area Commander(s) Road Policing Manager	<p>Reduce offending in Northland by young drivers by enforcing graduated driver licence (GDL) provisions.</p> <ol style="list-style-type: none"> When carrying out Total 3Ts include checks on young persons driver licences, 'L' plate compliance and drug/drink driving offences. Carry out dedicated driver licence checkpoints and focus on vehicles driven with 'L' plates. Through the modified vehicle programme educate students about Graduated Driver Licencing (GDL) conditions and risks surrounding modified vehicles. 	<ol style="list-style-type: none"> The number of GDL and 'L' plate breaches identified. Number of drug/drink driving offences detected involving young drivers (under 20). Number of education activities undertaken at schools, including modified vehicle programmes. 	

Desired Outcomes		Owner	Activity	Measures	Date
<p><i>safe vehicle ownership and operation.</i></p> <ul style="list-style-type: none"> <i>Understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety culture in</i> 	Motorcycling	<p>Area Commander(s)</p> <p>Road Policing Manager</p>	<p>Reduce motorcycle offending by targeting unlawful motorcycling behaviour in Northland.</p> <ol style="list-style-type: none"> Enforce speed related offences by motorcyclists. Enforce centreline crossing through 'failing to keep left' operations. When carrying out checkpoints include motorcycle licence checks, ensure GDL compliance for motorcyclists and pay attention to high- risk age groups. 	<ol style="list-style-type: none"> Focus on speed related offences for motorcycles included in the weekly Tactical Plan activities process. The number of riders identified through "failing to keep left" operations. The number of motorcycle licence breaches identified. 	
<p><u>"A Safe Road System"</u></p> <ul style="list-style-type: none"> <i>To ensure safe roads and roadsides through targeting high-risk rural roads and intersections.</i> <i>To encourage road</i> 	Alcohol/drug impaired driving	<p>Area Commander(s)</p> <p>Road Policing Manager</p>	<p>Deter alcohol and drug driving in Northland by:</p> <ol style="list-style-type: none"> Compulsory Breath Test (CBT) and Mobile Breath Testing (MBT) activities on Northland roads. Carry out compulsory drug impairment testing activities on Northland roads. Referring those that have alcohol or drugs as a component of their offending to the Alcohol and Drug helpline. Referring those that have recidivist alcohol or drugs offending to undertake whānau hapū intervention plans 	<ol style="list-style-type: none"> The number CBT and MBT tests undertaken in Northland District. The number of drug impairment tests carried out. Number of referrals to the Alcohol and Drug helpline. Number of whanau / hapū intervention plan meetings commenced. 	

Desired Outcomes		Owner	Activity	Measures	Date
<p><i>users to comply with speed limits and drive to the conditions and investigate alternative methods of promoting speed compliance.</i></p> <ul style="list-style-type: none"> <i>Understand and target unsafe vehicles, promote safe vehicle ownership and operation.</i> <i>Understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety culture in</i> 	Speed	Area Commander(s) Road Policing Manager	<p>Reduce speed on Northland roads by targeting high-risk drivers and locations.</p> <ol style="list-style-type: none"> Road Safety Assessment developed and used to deploy staff to risk. Deploy Road Policing staff and Speed Camera Operators to high risk sites through the weekly Tactical Plan activities. Educate drivers on the dangers of speed through road safety messages in all forms of media. 	<ol style="list-style-type: none"> Road Safety Assessment developed and used to deploy staff to risk. Weekly Tactical Plan activities are put in place for Road Policing Group, Area staff and Speed Camera Operators. Road safety messages are regularly disseminated via the media. 	
	Restraints	Area Commander(s) Road Policing Manager	<p>Improve restraint usage in Northland Police District:</p> <ol style="list-style-type: none"> Ensure all staff patrolling the roads enforce restraint usage in Northland District. Ensure staff compliance with National and Local restraint operations. Work with Plunket checkpoints to support restraint use for young children 	<ol style="list-style-type: none"> Number of Infringement Notices issued as a result of not wearing restraints. Year on year improvement in restraint wearing surveys. Number of Plunket checkpoints undertaken by Police and partners. 	

Desired Outcomes		Owner	Activity	Measures	Date
<p><u>"A Safe Road System"</u></p> <ul style="list-style-type: none"> To ensure safe roads and roadsides through targeting high-risk rural roads and intersections. To encourage road users to comply with speed limits and drive to the conditions and investigate alternative methods of promoting speed compliance. Understand and target unsafe vehicles, promote safe vehicle ownership and 	Heavy vehicle fleet	Area Commander(s) Road Policing Manager	<p>Reduce the risk of heavy motor vehicle (HMF) crashes in Northland by stopping and inspecting commercial vehicles.</p> <ol style="list-style-type: none"> Enforce the speed tolerance for HMFs (5 km/hr tolerance). Carry out licence, road user charges and logbook checks, and drink/drug impairment tests undertaken. Enforce HMF centreline crossing through failing to keep left operations. 	<ol style="list-style-type: none"> Focus on HMF speed related offences through the weekly Tactical Plan process. Number of HMF regulatory offences detected. The number of HMF failing to keep left offences identified. 	
	Roads and roadsides	Area Commander(s) Road Policing Manager	<p>Support road safety initiatives in Northland, including roads and roadsides.</p> <ol style="list-style-type: none"> Contribute to Road Safety Action Planning Groups (RSAPs) in Whangarei/Kaipara and the Far North. Enforce temporary speed limits at road work sites. Report unsafe roads and roadsides to appropriate authorities. 	<ol style="list-style-type: none"> RSAP meetings attended by A/Cs and Road Policing Manager Number of offences detected for breach of temporary speed limits at roadwork sites Reports to roading authorities re: unsafe roads and roadsides 	

Desired Outcomes		Owner	Activity	Measures	Date
<p>operation.</p> <ul style="list-style-type: none"> Understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety culture in Northland. 	Crash attendance and reporting	<p>Area Commander(s)</p> <p>Road Policing Manager</p>	<p>Respond rapidly to incidents and emergencies.</p> <ol style="list-style-type: none"> Non-Commissioned Officer (NCO) and Serious Crash attendance at all fatal and serious injury crashes. Fatal Notification reports completed within 24 hours. Injury and non-injury Traffic Crash reports (TCRs) submitted within 72 hours or at the end of an inquiry (no later than 10 weeks after the crash). To reduce traffic congestion, ensure effective traffic management is carried out during all traffic crashes. 	<ol style="list-style-type: none"> NCO and Serious Crash attendance at all Fatal and Serious Injury crash scenes. Fatal Crash Notifications are completed within 24 hours. TRCs are submitted within 10 weeks. No complaints upheld regarding traffic crash management. 	
<p><u>"A Safe Road System"</u></p> <ul style="list-style-type: none"> To ensure safe roads and roadsides through targeting high-risk rural roads and intersections. 	Light vehicle fleet	<p>Area Commander(s)</p> <p>Road Policing Manager</p>	<p>Improve the safety of light vehicles on Northland roads.</p> <ol style="list-style-type: none"> Carry out WoF/CoF checks during 3Ts and checkpoints, with a focus on high risk drivers and vehicles. Carry out modified vehicle checks in partnership with NZ Transport Agency (NZTA). Carry out modified vehicle demonstrations with partner agencies. 	<ol style="list-style-type: none"> Number of WoF/CoF breaches identified. Number of modified vehicle operations undertaken with NZTA. Number of modified vehicle demonstrations undertaken in conjunction with partners. 	

Desired Outcomes		Owner	Activity	Measures	Date
<ul style="list-style-type: none"> To encourage road users to comply with speed limits and drive to the conditions and investigate alternative methods of promoting speed compliance. Understand and target unsafe vehicles, promote safe vehicle ownership and operation. Understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety 	Walking and cycling	Area Commander(s) Road Policing Manager	Ensure pedestrian and cyclist safety in Northland. <ol style="list-style-type: none"> Enforce low speed zones around schools. Deliver Road Safety Education in schools through Police Youth Education activities. Enforce cycle helmet wearing rates around Northland. 	<ol style="list-style-type: none"> Number of infringements identified in school low speed zones. Number of education activities delivered in schools re: pedestrian and cycle safety. Improvement in cycle helmet wearing rates. 	
	Fatigue and distraction	Area Commander(s) Road Policing Manager	Discourage fatigues and distracted driving by patrolling high risk times and routes. <ol style="list-style-type: none"> Enforcement of cell phone offences. Enforcement of GDL breaches re. carrying passengers. Support partner agencies response to fatigue related activities such as fatigue stops. 	<ol style="list-style-type: none"> Number of cell phone offences detected. Number of GDL breaches identified (carrying passengers). Attendance at fatigue stops to support fatigue interventions. 	

Desired Outcomes		Owner	Activity	Measures	Date
<p><u>"A Safe Road System"</u></p> <ul style="list-style-type: none"> To ensure safe roads and roadsides through targeting high-risk rural roads and intersections. To encourage road users to comply with speed limits and drive to the conditions and investigate alternative methods of promoting speed compliance. Understand and target unsafe vehicles, promote safe vehicle 	Older road users	<p>Area Commander(s)</p> <p>Road Policing Manager</p>	<p>Protect older road users by engaging with communities.</p> <ol style="list-style-type: none"> Observation and intervention to ensure the safety of older road users and our communities. Work with key stakeholders to ensure the safety of older road users is considered in Road Safety Action Plan (RSAP) processes. Identify educational opportunities to support older road users and educate other road users. 	<ol style="list-style-type: none"> Focus on older road users included in Risk Targeted Patrol Plan (RTPP) process. RSAP action planning processes undertaken with regard to older road users. Education activities undertaken with regard to older road users. 	

Desired Outcomes		Owner	Activity	Measures	Date
<p>ownership and operation.</p> <ul style="list-style-type: none"> Understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety culture in Northland. 					

7.2 Ongoing liaison, advocacy and coordination with Police

Northland has had some success in reducing the level of fatalities and hospitalisations from road trauma in recent years, but this will only continue if agencies work collaboratively with communities to build awareness and gain momentum in changing behaviours on Northland's roads.

The Northland Regional Transport Committee and the New Zealand Police believe the issues, objectives and policies identified in the RLTP and the Road Policing Plan for Northland are strongly aligned.

Road engineering, crash reduction studies and road safety promotion and advocacy initiatives identified in the programme in **Appendix I** will contribute to police road safety targets.

Due to legislative changes, the New Zealand Police are no longer formally represented on regional transport committees. The Police do, however, participate in the committee on relevant matters and have contributed to the development of this plan.

Through the Northland Regional Transport Committee, New Zealand Police and other partners will regularly meet and liaise on road safety and traffic management issues. Together with committee members, Police will investigate opportunities to promote and integrate common road safety and traffic management objectives via this plan and other planning processes.

Liaison and partnering will also continue at a district level through the development of road safety action plans for Northland. Road safety action plans are partnership agreements between New Zealand Police, the NZ Transport Agency, local authorities, Roadsafte Northland, and other community representatives. Through these plans, road safety risks are determined at the local level, and the delivery of planned services is coordinated. The plans also synchronise all road safety activities delivered at the local level (for example, engineering improvements, community programmes, and road policing).

8. Monitoring, reviews and variations

8.1 Monitoring implementation of this plan

The Northland Regional Transport Committee will monitor the implementation of this plan. Monitoring of this plan will include:

- Gathering and reviewing information from organisations responsible for the delivery of plan activities.
- Annually measuring the delivery of activities and projects listed in Appendix I of this plan.
- Bi-monthly updating progress towards completion of activities and projects listed in Appendix I of this plan, including expenditure.
- Maintaining an overview of regional trends and statistics that measure progress against the objectives, priorities, and targets in this plan.
- Review annual reports from approved organisations that details how all funded activities are being delivered.

8.2 Review of this plan

A full review of this plan will be started by the Regional Transport Committee in the following circumstances:

- Prior to the completion of the plan's three-yearly cycle (which ends on 30 June 2018).
- Following a request by an approved organisation or the NZ Transport Agency seeking 'significant' changes to the plan that vary, suspend, or abandon activities in this plan (refer sections 8.3 and 8.4 below).

8.3 Variations to this plan

This plan will remain in force until 30 June 2018 unless a variation is required under section 18D of the Land Transport Management Act 2003.

Over the duration of this plan, activities or projects could change, be abandoned or be added. Variation requests could occur due to variations in the time, scope, or cost of proposed activities (especially given that a funding application can be made three years before an activity is to be undertaken). Approved organisations or the NZ Transport Agency, can therefore request that the Regional Transport Committee prepare a programme variation. The Regional Transport Committee can also prepare variations of its own initiative.

The Regional Transport Committee will consider requests for variations promptly and forward the amended plan to the Northland Regional Council for its consideration.

When variations are 'significant' in terms of the Northland Regional Transport Committee's significance policy (set out in section 8.4), the Regional Transport Committee must consult on the variation before adopting it and forwarding it to the Northland Regional Council and ultimately the NZ Transport Agency.

Public consultation is **not** required for any variation that is not significant in terms of the significance policy adopted in section 8.4 of this plan or from a variation arising from the declaration or revocation of a state highway. It is probable that the majority of variations will not be significant.

8.4 Significance Policy for Northland

Section 106(2) of the LTMAA 2013 requires each Regional Transport Committee to adopt a policy that determines significance in respect to variations made to its Regional Land Transport Plan. The significance policy will apply to two scenarios described in the Act:

18B Process for approving regional land transport plans prepared by regional transport committees: an amendment following initial public consultation, but prior to approval of the Regional Land Transport Plan may be made without further consultation providing the amendment is deemed to be not significant according to the significance policy.

18D Variation of regional land transport plans: a variation of the Regional Land Transport Plan in the three years to which it applies does not require public consultation providing the variation is not significant or arises from the declaration or revocation of a state highway.

In other words, the significance policy determines the threshold for the size of activities and the extent of changes to the priority, scope, or funding arrangements for these activities at which the region decides to revisit public consultation.

Significance Policy

The following amendments or variations to this plan are considered to be significant for the purposes of consultation:

- Addition or removal of a prioritised activity with an approved allocation of more than \$7 million, irrespective of the source of funding;
- A scope change to a prioritised activity costing more than 10 percent of the approved allocation but not less than \$7 million, irrespective of the source of funding;
- A change in the priority of an activity with an approved allocation of more than \$7 million, irrespective of the source of funding; or
- A change in the proportion of nationally distributed funding (N funding) allocated to a prioritised activity with an approved allocation of more than \$7 million.

The following variations to this plan are considered to be **not significant** for the purposes of consultation:

- Activities that are in the urgent interests of public safety.
- New preventative maintenance and emergency reinstatement activities.

- Addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18A of the Land Transport Management Act 2003 and which the Regional Transport Committee considers complies with the provisions for funding approval in accordance with section 20 of that Act.
- A scope change that does not significantly alter the original objectives of the project (to be determined by the Regional Transport Committee).
- Addition of the Investigation Phase of a new activity, one which has not been previously consulted on in accordance with section 18 of the Land Transport Management Act 2003.
- Minor variations to the timing, cash flow or total cost, for the following:
 - improvement projects
 - demand management activities
 - community-focused activities.
- Replacement of a project within a group of generic projects by another project of the same type.

8.5 Consultation procedure to follow

The decision on whether or not a requested variation is significant and the resultant variation to this plan will be decided by the Regional Transport Committee.

Where possible, any consultation required will be carried out in conjunction with any other consultation undertaken by the Northland Regional Council, for example the Long Term Plan consultation, to minimise costs.

Glossary of terms and acronyms

The following is a glossary of terms and acronyms used in this plan.

Activity means a land transport output or capital project, or both.

Activity class refers to a grouping of similar activities, especially the 10 activity classes for which funding ranges are set out in the *Government Policy Statement on Land Transport Funding* (e.g. maintenance of local roads).

Arterial routes mean a major or main road that primarily services through traffic.

Approved organisations refer to organisations that are eligible to receive funding from the NZTA for land transport activities. Approved organisations are defined in the Land Transport Management Act 2003 as including regional councils, territorial authorities or a public organisation approved by the Governor General (by Order in Council).

Approved organisations in Northland are the:

- Northland Regional Council
- Far North District Council
- Whangarei District Council
- Kaipara District Council.

Benefit-cost ratio or **BCR** refers to the ratio that compares the benefits accruing to land transport users and the wider community from implementing a project or providing a service, with that project's or service's costs.

Combination of activities refers to two or more activities from the same class or from different classes. In practice, means a group of similar or dissimilar activities assembled to produce a particular outcome.

Committed activities refers to commitments arising from approved activities that do not have to be prioritised as they have already been accepted by the NZTA as approved activities.

Crown (C) Funds refers to specific funding for specific regions.

Demand management refers to a generic classification of strategies that encourage more efficient and sustainable travel and transport behaviour. Demand management has the objective of encouraging motor vehicle users to use alternative means of transport when appropriate while also reducing total vehicle kilometres travelled. This includes freight transport as well as personal travel.

District means the district of a territorial authority.

Existing public transport services means the level of services in place in the financial year prior to the period to which the Regional Land Transport Plan relates, but may include minor changes to those services. Minor changes to services include changes to routes, service frequency, or other aspects of service quality with a total cost of:

- < 5% of the current passenger transport annual block allocation; or
- \$250,000 (whichever is the greater).

Full time equivalents or FTE, for the purposes of this document, refers to the New Zealand Police's full-time equivalents calculated by dividing total hours by 1,500.

Government Policy Statement on Land Transport Funding refers to a government policy statement issued under section 86 of the Land Transport management Act 2003.

Improvements projects refer to improvements to road infrastructure outside work categories defined as local maintenance and renewals.

Land transport, as defined in the Land Transport Management Act 2003:

(a) Means:

- (i) transport on land by any means
- (ii) the infrastructure, goods and services facilitating that transport

(b) Includes:

- (i) coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure
- (ii) the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to the kinds of transport described in paragraph (a) (i).

Land Transport Management Act 2003 refers to the main statutory framework for land transport planning and funding in New Zealand.

Land Transport Management Amendment Act 2013 refers to a statutory framework that amends certain provisions in the Land Transport Management Act 2003.

Local authority refers to any territorial authority or regional council within the meaning of the Local Government Act 2002.

Local road means any road, other than a state highway, in the district, and under the control, of a territorial authority.

Local road maintenance refers to local road activities covering the following work categories: sealed pavement maintenance; unsealed pavement maintenance; routine drainage maintenance; structures maintenance; environmental maintenance; traffic services maintenance; operational traffic maintenance; cycle path maintenance; network and asset management; unsealed road metalling; sealed road surfacing; drainage renewals; sealed road pavement rehabilitation; structures component replacements; environmental renewals; traffic services renewals and associated improvements.

Local road minor capital works means capital projects associated with local roads, including associated property purchase, that have been determined by the Regional Transport Committee for Northland to meet all of the following criteria:

- Have a capital cost of less than or equal to \$5 million;
- Are not on a regional arterial road (where classified); or
- Do not use Regional (R) Funds.

Long Term Plan refers to the ten year community plan produced by regional and territorial authorities under the Local Government Act 2002.

Minor improvements is a work category that provides for the construction/implementation of low-cost/low-risk improvements to the transport system to a maximum total cost for approval per project of \$250,000 for the 2012-15 NLTP. Note that for the 2015-18 NLTP the maximum total cost for approval per project will be \$300,000.

Examples of qualifying activities include, but may not be limited to:

- small, isolated geometric road and intersection improvements
- traffic calming measures
- lighting improvements for safety
- installation of new traffic signs and pavement markings,
- provision of guard-railing
- sight benching to improve visibility

Mode is a categorisation of different methods of transport e.g. bus, walking, cycling, road, rail, airplane, or boat.

National Land Transport Fund refers to a dedicated fund established under Part 2 of the Land Transport Management Act 2003 to pay for land transport activities.

National Land Transport Programme refers to a national three-year programme of approved and proposed activities prepared under Part 2 of the Land Transport Management Act 2003, and produced by the NZTA.

National (N) Funds refers to nationally distributed funds.

New road includes a lane that is added to an existing road.

New Zealand Transport Agency or 'the Transport Agency' refers to the single Crown entity established under section 93 of the Land Transport Management Act 2003 that replaced Land Transport New Zealand and Transit New Zealand from 1 August 2008.

Public transport services refers to those activities that fall within the following work categories: bus services; passenger ferry services; bus and passenger ferry concession fares; passenger transport facilities operations and maintenance; passenger rail services; Total Mobility services; Total Mobility facilities operations and maintenance; wheelchair hoists; and Total Mobility flat rate payments.

Police activities means activities, approved by the Minister of Transport in conjunction with the Minister of Police, paid from the National Land Transport Fund, to be delivered by the police.

Regional council means a regional council within the meaning of the Local Government Act 2002.

Regional fuel tax refers to a new form of revenue available to regional councils for transport purposes under Part 2 of the Land Transport Management Act 2003.

Regional Land Transport Plan for Northland 2015/16-2018/19 or Plan refers to this document.

Regional Land Transport Programme means a regional land transport programme, prepared under Part 2 of the Land Transport Management Act 2003, as from time to

time amended or varied. This programme prioritised state highway, regional council and territorial authority proposals (excluding minor local roading projects, local road maintenance and existing public transport services) for transport activities in a region. This document has now been superseded by the Regional Land Transport Plan.

Regional Land Transport Strategy or 30 Year Transport Strategy means a regional land transport strategy that was prepared under Part 3 of the Land Transport Management Act 2003 and has now been superseded by the Regional Land Transport Plan.

Regional Improvements is a new activity class that will ensure funding is available for worthwhile investment in provincial areas. Regional routes have a critical role in regional and provincial New Zealand. They link points of production with key distribution points. They also provide tourists with access to local attractions. GPS 2015 (draft) will enable: progressive replacement of regionally allocated funding with new regional funding in non-urban areas, that targets investment in regional route improvements that provide links to key freight or tourist routes.

Regional transport committee refers to a regional transport committee established under section 105 or clause 11 of schedule 7 of the Land Transport Management Amendment Act 2013. Regional transport committees have representation from regional councils, territorial authorities and the NZTA.

State highway or SH means a road managed by the NZTA.

Territorial authority means a city council or district council named in Part 2 of Schedule 2 of the Local Government Act 2002.

TIO Transport Investment refers to the NZTA web-based system for preparing and managing regional land transport programmes and the *National Land Transport Programme*.

Appendix I – detailed six-year programme

Prioritised and non-prioritised tables to be shown separately and added to document after Council adoption

Appendix II – detailed ten year programme

Total anticipated expenditure for Northland for the ten year period 2015/16 – 2024/25

<u>Activity class</u>	<u>Total anticipated expenditure</u>						
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZ Transport Agency	Waitangi	Northland region
State Highway Improvements	N/A	N/A	N/A	N/A	\$285,491,625	N/A	\$285,491,625
State Highway Maintenance	N/A	N/A	N/A	N/A	\$396,401,540	N/A	\$396,401,540
State Highway Minor Improvements	N/A	N/A	N/A	N/A	\$18,125,000	N/A	\$18,125,000
Local Road Improvements	\$34,700,000	\$5,745,600	\$27,919,428	N/A	N/A	\$0	\$68,365,028
Local Road Maintenance	\$302,425,805	\$149,639,350	\$279,236,160	N/A	N/A	\$478,500	\$731,779,815
Local Road Minor Improvements	\$27,100,000	\$14,927,000	\$27,127,089	N/A	N/A	\$0	\$69,154,089
Public Transport	\$0	\$0	\$0	\$22,885,309	N/A	\$0	\$22,885,309
Walking and Cycling	\$16,650,000	\$0	\$5,444,681	N/A	\$0	\$0	\$22,094,681
Road Safety Promotion	\$10,640,840	\$1,110,000	\$3,343,338	\$1,547,819	\$258,000	\$0	\$16,899,997
Investment Management	\$2,800,000	\$550,000	\$1,009,648	\$1,816,040	\$1,750,000	\$0	\$7,925,688
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$394,316,645	\$171,971,950	\$344,080,344	\$26,249,168	\$702,026,165	\$478,500	\$1,639,122,772

Total anticipated expenditure for Northland for the period 2015-2018

Activity class	Total Anticipated Expenditure						
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZ Transport Agency	Waitangi	Northland region
State Highway Improvements	N/A	N/A	N/A	N/A	\$78,151,625	N/A	\$78,151,625
State Highway Maintenance	N/A	N/A	N/A	N/A	\$119,266,070	N/A	\$119,266,070
State Highway Minor Improvements	N/A	N/A	N/A	N/A	\$625,000	N/A	\$625,000
Local Road Improvements	\$12,900,000	\$0	\$16,678,792	N/A	N/A	\$0	\$29,578,792
Local Road Maintenance	\$82,168,805	\$43,169,350	\$78,065,709	N/A	N/A	\$69,100	\$203,472,964
Local Road Minor Improvements	\$9,600,000	\$6,629,000	\$6,972,209	N/A	N/A	\$0	\$23,201,209
Public Transport	\$0	\$0	\$0	\$6,674,430	N/A	\$0	\$6,674,430
Walking and Cycling	\$4,750,000	\$0	\$4,047,350	N/A	\$0	\$0	\$8,797,350
Road Safety Promotion	\$3,192,252	\$375,000	\$1,003,000	\$443,397	\$258,000	\$0	\$5,271,649
Investment Management	\$1,050,000	\$200,000	\$269,502	\$506,396	\$1,750,000	\$0	\$3,775,898
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$113,661,057	\$50,373,350	\$107,036,562	\$7,624,223	\$200,050,695	\$69,100	\$478,814,987

Total anticipated expenditure for Northland for the period 2018-2021

<u>Activity Class</u>	<u>Total Anticipated Expenditure</u>						
	Far North	Kaipara	Whangarei	Northland	NZ	Waitangi	Northland
	District Council	District Council	District Council	Regional Council	Transport Agency		region
State Highway Improvements	N/A	N/A	N/A	N/A	\$159,340,000	N/A	\$159,340,000
State Highway Maintenance	N/A	N/A	N/A	N/A	\$117,404,780	N/A	\$117,404,780
State Highway Minor Improvements	N/A	N/A	N/A	N/A	\$7,500,000	N/A	\$7,500,000
Local Road Improvements	\$9,800,000	\$2,462,400	\$5,408,183	N/A	N/A	\$0	\$17,670,583
Local Road Maintenance	\$88,875,000	\$45,630,000	\$81,511,872	N/A	N/A	\$337,500	\$216,354,372
Local Road Minor Improvements	\$7,500,000	\$4,149,000	\$7,861,296	N/A	N/A	\$0	\$19,510,296
Public Transport	\$0	\$0	\$0	\$8,068,438	N/A	\$0	\$8,068,438
Walking and Cycling	\$5,100,000	\$0	\$1,397,331	N/A	\$0	\$0	\$6,497,331
Road Safety Promotion	\$3,192,252	\$315,000	\$1,003,002	\$446,624	\$0	\$0	\$4,956,878
Investment Management	\$750,000	\$150,000	\$286,286	\$540,733	\$0	\$0	\$1,727,019
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$115,217,252	\$52,706,400	\$97,467,970	\$9,055,795	\$284,244,780	\$337,500	\$559,029,697

Total anticipated expenditure for Northland for the period 2021-2025

Activity class	Total Anticipated Expenditure						
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZ Transport Agency	Waitangi	Northland region
State Highway Improvements	N/A	N/A	N/A	N/A	\$48,000,000	N/A	\$48,000,000
State Highway Maintenance	N/A	N/A	N/A	N/A	\$159,730,690	N/A	\$159,730,690
State Highway Minor Improvements	N/A	N/A	N/A	N/A	\$10,000,000	N/A	\$10,000,000
Local Road Improvements	\$12,000,000	\$3,283,200	\$5,832,453	N/A	N/A	\$0	\$21,115,653
Local Road Maintenance	\$131,382,000	\$60,840,000	\$119,658,579	N/A	N/A	\$71,900	\$311,952,479
Local Road Minor Improvements	\$10,000,000	\$4,149,000	\$12,293,584	N/A	N/A	\$0	\$26,442,584
Public Transport	\$0	\$0	\$0	\$8,142,441	N/A	\$0	\$8,142,441
Walking and Cycling	\$6,800,000	\$0	\$0	N/A	\$0	\$0	\$6,800,000
Road Safety Promotion	\$4,256,336	\$420,000	\$1,337,336	\$657,798	\$0	\$0	\$6,671,470
Investment Management	\$1,000,000	\$200,000	\$453,860	\$768,911	\$0	\$0	\$2,422,771
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$165,438,336	\$68,892,200	\$139,575,812	\$9,569,150	\$217,730,690	\$71,900	\$601,278,088

Appendix III – consultation undertaken in preparing this plan

The Draft Regional Land Transport Plan 2015-2021 was prepared by the Regional Transport Committee, a committee of the Northland Regional Council, with the assistance of Far North District Council, Kaipara District Council, Whangarei District Council and the NZ Transport Agency.

In accordance with Section 18 of the Land Transport Management Act (as amended 2013) and Section 82 of the Local Government Act 2002, the draft document was formally notified for public consultation on 15 December 2014 for a period of 7 weeks till 30 January 2015.

Public drop in sessions were held in:

- Dargaville on 12 January 2015 from 5pm to 7pm.
- Kaitiāia on 13 January 2015 from 2pm to 4pm.
- Kaikohe on 14 January 2015 from 2pm to 4pm.
- Opononi on 15 January 2015 from 5pm to 7pm.
- Whāngārei on 19 January 2015 from 5pm to 7pm.

These sessions were publically advertised in national and local papers.

A total of 287 submissions were received on the Draft Regional Land Transport Plan. 127 or 44% of the submissions related to the seeking of improvements to the Matakōhe Bridges.

Other submissions received related to:-

- Route Resilience (particularly in regard to weather related events);
- The Direction of the Plan (too roading focused);
- Road Maintenance and Upgrades;
- Dust Mitigation;
- Intra and Inter Regional Connectivity;
- Road Safety;
- One Lane Bridges;
- Walking and Cycling;
- Electric Vehicles; and
- Environmental Issues.

Hearings on submissions were held at the Northland Regional Council on Wednesday 4 March 2015 and Thursday 5 March 2015. The Hearings Committee consisted of appointed representatives from the Regional Transport Committee.

The hearings were held in conjunction with the draft Regional Public Transport Plan 2015-2025. A total of 53 submissions were heard on the draft RLTP. Deliberations were undertaken on 5 March 2015 and a number of recommended changes were made to the Regional Transport Committee. A record of all changes recommended is available on request to the regional council.

Appendix IV – Legislative requirements of the RLTP

Core requirements of RLTPs

Before a regional transport committee submits a RLTP to a regional council for approval, the committee, under the terms of the Land Transport Management Amendment Act 2013, must:

- (a) be satisfied that the plan—
 - (i) contributes to the purpose of this Act; and
 - (ii) is consistent with the Government Policy Statement on Land Transport Funding; and
- (b) have considered—
 - (i) alternative regional land transport objectives that would contribute to the purpose of the Act; and
 - (ii) the feasibility and affordability of those alternative objectives; and
- (c) have taken into account any—
 - (i) national energy efficiency and conservation strategy; and
 - (ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and
 - (iii) likely funding from any source.”

An RLTP must include both strategic planning and programme components.

The strategic framework of this Regional Land Transport Plan aligns closely with that of the Government Policy Statement (GPS) on Land Transport Funding.

GPS Land Transport Funding strategic fit	Northland RLTP strategic fit
Economic growth and productivity	<p>Securing increased economic growth and productivity.</p> <p><i>These are key issues for Northland. For Northland to improve its economic profile it needs reliable, resilient, fit for purpose roading and rail connections within the region and southwards to Auckland and beyond.</i></p>
Road safety	<p>Road safety</p> <p><i>Road safety is an important issue for Northland as it is nationally.</i></p>
Value for money	<p><i>Is implicitly recognised through Regional Land Transport Programme prioritisation and</i></p>

	<i>alignment with NZTA procurement policy.</i>
	Travel choice <i>This is an issue of importance to Northland and includes consideration of public transport and walking and cycling.</i>

GPS Land Transport Funding objectives/results	Northland RLTP objectives/results
<p>A land transport system that addresses current and future demand:</p> <ul style="list-style-type: none"> • Support economic growth and productivity through provision of better access to markets, employment and business areas • Improved returns from investment in road maintenance • Improved returns on investment in public transport • Support economic growth of regional New Zealand through providing better access to markets 	<p>A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.</p> <p>Northland is well connected to Auckland and to the rest of New Zealand.</p> <p>Northland's roading network is developed and maintained so that it is fit for purpose.</p> <p>Efficient and integrated multi-modal movement of freight with less impact on the roading network and the environment.</p> <p>Effective ports servicing Northland and New Zealand.</p>
<p>A land transport system that provides appropriate transport choices</p> <ul style="list-style-type: none"> • Enable access to social and economic opportunities, particularly for people with limited access to a private vehicle • Increased safe cycling through improvement of the cycle lane network 	<p>Our people have transport choices to access jobs, recreation and community facilities.</p>
<p>A land transport system that is reliable and resilient</p> <ul style="list-style-type: none"> • Improved network resilience and reliability at the most critical points 	<p>Northland's roading network is developed and maintained so that it is fit for purpose.</p>

<p>A land transport system that is a safe system, increasingly free of death and serious injury</p> <ul style="list-style-type: none"> • Reduction in deaths and serious injuries at reasonable cost 	<p>All road users are safe on Northland's roads.</p>
<p>A land transport system that appropriately mitigates the effects of land transport on the environment</p> <ul style="list-style-type: none"> • Understand the costs associated with environmental mitigation 	<p>A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.</p> <p>The transport system enhances the environmental and cultural values of Northland.</p>

Strategic planning components of an RLTP

Under the Land Transport Management Amendment Act 2013, an RLTP is required to contain a statement of transport priorities for the region for the next 10 years. An RLTP must also contain a region's land transport objectives, policies, and measures for this period. This requirement is met through Part One of this plan.

Programme components of an RLTP

Under the Land Transport Management Amendment Act 2013, an RLTPs must contain financial forecasting for six and 10 year periods.

The 10-year horizon must contain details of anticipated revenue and expenditure on activities.

The six-year horizon must:

- Detail all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund and identify those activities that have inter-regional significance;
- Detail activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and
- Detail other activities that the Regional Transport Committee decides to include in the plan by approved organisations in the region (including works by the NZTA on state highways and on matters other than state highways).

The plan must detail the order of priority for these activities over the next six years and include an assessment for each activity that includes:

- The objective or policy to which the activity will contribute; and
- An estimate of the total cost and the cost for each year; and
- The expected duration of the activity; and

- Any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and
- Any other relevant information.

Monitoring performance measures must also be included.

The plan must also include:

- An assessment of how the plan complies with the 'core requirements' listed in 3.2 above; and
- An assessment of the relationship of Police activities to the plan; and
- A list of activities that have been approved under section 20 but are not yet completed; and
- An explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and
- A description of how monitoring will be undertaken to assess implementation of the plan; and
- A summary of the consultation carried out in the preparation of the plan; and
- A summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and
- Any other relevant matters.

The above requirements are met in Part Two of this plan.

Preparing, approving and reviewing an RLTP

A regional transport committee must complete its review of the RLTP during the six-month period immediately before the expiry of the third year of the plan. In carrying out the review, the committee must have regard to the views of representative groups of land transport users and providers.

Regional transport committees

The Land Transport Management Amendment Act 2013 requires every regional council to establish a regional transport committee for its region.

Each regional council must appoint to its regional transport committee:

- Two representatives of the regional council;
- One representative of each district council in this region; and

One representative of the NZ Transport Agency

Appendix V – other plans and strategies

The following are some details of other relevant plans and strategies that are relevant to the development of this Regional Land Transport Plan.

Safer Journeys – NZ Road Safety Strategy

In New Zealand, hundreds of people are killed every year and thousands more are injured in road crashes. While we have made improvements over the last 30 years, we still lag behind many developed nations when it comes to the number of people killed in crashes per population.

The Decade of Action for Road Safety calls for a Safe System approach to road safety. This means working across the whole road system with actions for safe roads and roadsides, safe speeds, safe vehicles and safe road use. This is the approach New Zealand is taking through the Safer Journeys Road Safety Strategy 2010–2020 (www.transport.govt.nz/saferjourneys).

Safer Journeys is a strategy to guide improvements in road safety over the period 2010-2020. The long-term goal for road safety in New Zealand is set out in its vision:

“A safe road system increasingly free of death and serious injury.”

This vision recognises that while we could never prevent all road crashes from happening, we could ultimately stop many of them resulting in death and serious injury. It also broadens our focus beyond preventing deaths to also preventing serious injuries.

To support the vision, Safer Journeys takes a Safe System approach to road safety. This approach means working across all elements of the road system (roads, speeds, vehicles, and road use) and recognises that everybody has responsibility for road safety. We have also identified the issues that are of most concern. These are the priorities for road safety in New Zealand. Safer Journeys describes the actions we will take to address these issues, using a Safe System approach that works across all elements of the road system.

The first actions will focus on introducing a package of initiatives that will have the greatest impact on the road crash problem. This package will address four areas of high concern: increasing the safety of young drivers; reducing alcohol/drug impaired driving; safer roads and roadsides; and increasing the safety of motorcycling. It will also focus on the new medium area of concern – high risk drivers – through the young drivers’ and alcohol/drug impaired driving actions.

Northland Regional Road Safety Plan

Northland has a unique physical and road transportation environment which demands road safety solutions to be delivered differently from other regions. The Northland Regional Road Safety Plan seeks to systematically coordinate the application of the Safe System approach of the government’s Safer Journeys Strategy to Road Safety in Northland. This means working across all elements of the road system to move towards the following:

- Safe roads and roadsides;

- Safe speeds;
- Safe vehicles; and
- Safe road use.

The vision of the Regional Road Safety Plan is:

“All road users are safe on Northland’s roads.”

The mission of the Regional Road Safety Plan is that the Northland Roding Network continues to improve in order to create a safe environment for all road users in Northland and where safety is embedded in the thinking of all Northland road users.

This is underpinned by three strategic operating policies as follows:

1. To coordinate and assist with integrated activities across all relevant agencies aimed at improving driver attitudes, driver behaviour and the safety of identified at risk groups.
2. To improve the safety design aspects of the physical land transport network.
3. To develop systems which improve the reporting, recording and investigation of road crashes.

Regional Public Transport Plan

The Land Transport Management Amendment Act 2013 requires a regional council to adopt a regional public transport plan if it intends to:

- a) enter into any contract for the supply of any public transport service;
- b) provide any financial assistance to any operator or user of:
 - i. a taxi service;
 - ii. a shuttle service.

This means we have to prepare an Regional Public Transport Plan because we both administer – and rate for – Whāngārei’s public bus service CityLink and we also administer the Total Mobility Scheme, which gives the disabled and elderly access to discounted taxi trips.

The role of a Regional Public Transport Plan is three-fold. It is:

- A means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure; and
- An instrument for engaging with the public in the region on the design and operation of the public transport network; and
- A statement of:
 - i. the public transport services that are integral to the public transport network; and
 - ii. the policies and procedures that apply to those services; and
 - iii. the information and infrastructure that support those services.

Adoption of the Regional Public Transport Plan will enable the council to procure services required to deliver an integrated public transport network.

Legally, a Regional Public Transport Plan must:

- (i) identify the public transport services that are integral to the public transport network that the regional council proposes to provide;
- (ii) provide an outline of the routes, frequency, and hours of operation of the services identified under subparagraph;
- (iii) arrange all of the public transport services identified in this way into units;
- (iv) indicate the date by which a unit is expected to start operating;
- (v) indicate the date by which any exempt service that is to be replaced by a unit is to be deregistered;
- (vi) identify any units for which the regional council intends to provide financial assistance;
- (vii) identify any taxi services or shuttle services for which the regional council intends to provide financial assistance;
- (viii) describe how the network of public transport services and the taxi/shuttles services will assist the transport-disadvantaged.

The document must also specify any objectives and policies that are to apply to any units; and taxi/shuttle services. It may describe what are termed 'exempt services' but they cannot be subject to policies and objectives.

In relation to identified units, a regional council must include policies on:

- (i) accessibility, quality, and performance;
- (ii) fares and the method or formula or other basis for setting and reviewing those fares;
- (iii) the process for establishing units;
- (iv) the approach that will be taken to procuring the delivery of the service or services in a unit;
- (v) how the procurement of units will be phased in over time;
- (vi) managing, monitoring, and evaluating the performance of units.

The plan must also contain a policy on significance. Other actions can also be included in the plan (for example actions to be taken by the Regional Transport Committee or a particular agency).

The Regional Public Transport Plan must be current for a minimum of three years and a maximum of 10. It must be reviewed and, if necessary, renewed or varied at the same time as (or as soon as possible after) the public transport components of the Regional Land Transport Plan are adopted or varied.

In preparing a Regional Public Transport Plan, we also have to take into account any national and regional strategies, plans, legislation and guidelines and the need to obtain best value for money in fair and open competition for tender. We also have to consider the views of public transport operators, the NZ Transport Agency, the transport disadvantaged and the general public.

Appendix VI – UNISA shared statement

The upper North Island of New Zealand is vital to New Zealand's social and economic success. The area is home to over half of New Zealand's population, employment and GDP and accounts for around 50% of the total freight volume and movement – and is forecast to keep growing¹⁰. An efficient, effective and safe transport system will be needed to support this forecast increase in the movement of people and goods.

There are opportunities to work together at an upper North Island scale to better plan and manage the impacts of future change of upper North Island significance and to communicate shared views with a united voice on these matters. This will help enable upper North Island performance by improving certainty for communities and investors, decision making and the quality of life for local communities.

The current high level land transport investment priorities from central and local governments include measures to reduce urban congestion, reduce costs for business, manage population change, improve connectivity (intra and inter-regionally), improve efficiency and road safety outcomes.

The UNI is currently benefiting from significant transport system investment to achieve these central and local government priorities. Examples of this include the investment in improving the upper North Island inter-regional corridors and on reducing congestion in the main urban centres, particularly Auckland. This investment will have benefits at a local, regional and national level as often transport system improvements deliver benefits to people beyond the location of a project or local government boundary. Going forward, an improved understanding of those upper North Island scale issues and responses to deliver desired transport and wider economic and social outcomes is necessary.

At this stage, at an upper North Island scale, inter-regional road and rail strategic corridor network improvements are critical to enabling improved productivity outcomes through improving connectivity and the efficient and safe movement of people and goods. System improvements to how upper North Island urban centres function, particularly in Auckland, are also critical. A resilient transport network that maintains links between communities remains important.

It is essential to continue to develop and commit to collaborative stakeholder approaches at an upper North Island level to enable issues and opportunities to be identified and solutions agreed to resolve multi-faceted problems. The collaborative work undertaken to date has delivered significant benefits and as it develops further can continue to enable a broader understanding of the upper North Island I inter-relationships and priorities.

UNISA (the Upper North Island Strategic Alliance) is a collaboration between Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangarei District Council.

¹⁰ Ministry of Business, Innovation & Employment, Regional Economic Activity Report 2014; Ministry of Transport, National Freight Demand Study 2014

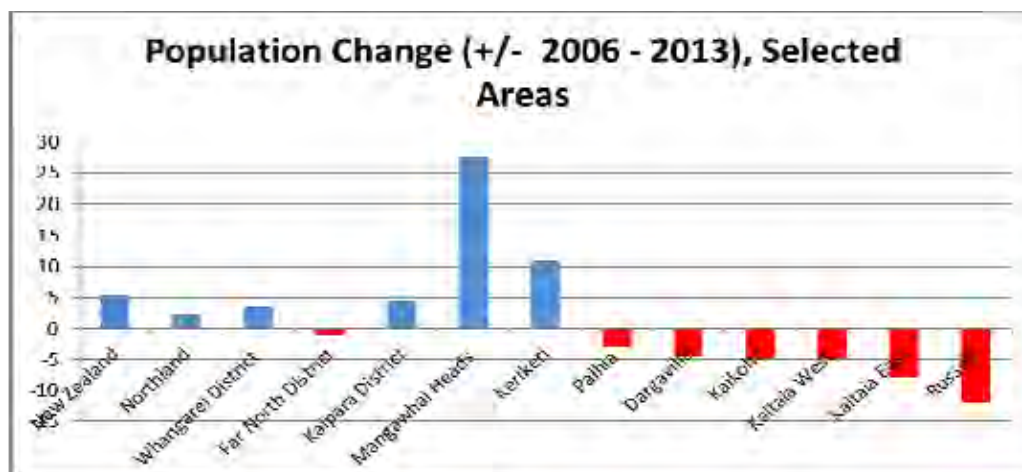
Appendix VII – Other relevant information

Northland road network

	Road type	Total length (km)	% Sealed	Population (June 2010, Stats NZ)	Land area (km ²)	Population density (p/km ²)	Roading density (m/p)	Roading density (km/km ²)
Far North District Council	Local road urban	201.1	95.5					
	Local road rural	2,340.3	29.1					
	Total	2,541.4		58,400	7,505.0	7.78	51.41	0.40
Kaipara District Council	Local road urban	108.3	90.9					
	Local road rural	1,447.6	23.0					
	Total	1,555.9		18,950	3,122.0	6.07	94.61	0.57
Whangarei District Council	Local road urban	270.8	99.0					
	Local road rural	1,493.1	53.3					
	Total	1,763.9		80,000	3,314.0	24.14	22.70	0.55
State highway network		749.3	100.0					
Northland total		6,610.5	47.2	157,350	13,941.0	11.29	42.01	0.47
New Zealand	Local road urban	17,835.3	98.0					
	Local road rural	65,349.3	51.9					
	State highway	10,909.4	99.7					
Total		94,094.0	66.1	4,370,000	275,446.0	15.90	21.53	0.34
Rail	Helensville to Whāngārē	147						
	Waiotira to Dargaville	47						
	Otiria to Whāngārē	68						
Northland total		262						
<u>New Zealand</u>		<u>4,000</u>						

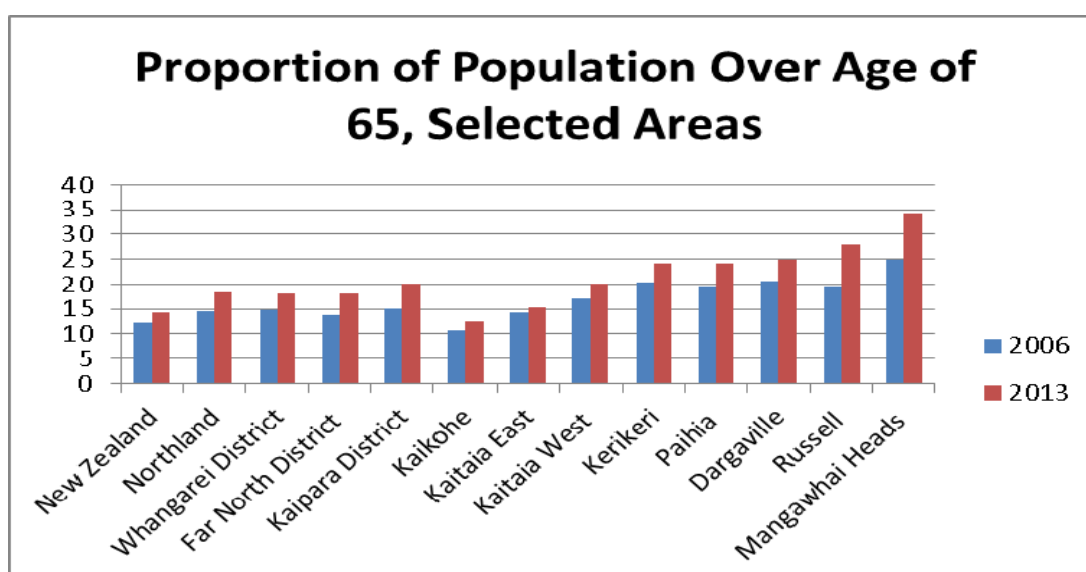
Key demographic drivers

The following graphs illustrate further the relative challenges of providing for community travel needs. Specific localities have been selected on the basis that they are some of the largest settlements in the region (excluding Whāngārei which is a special case due to its size). These settlements are 'benchmarked' through each of the subsequent graphs¹¹.



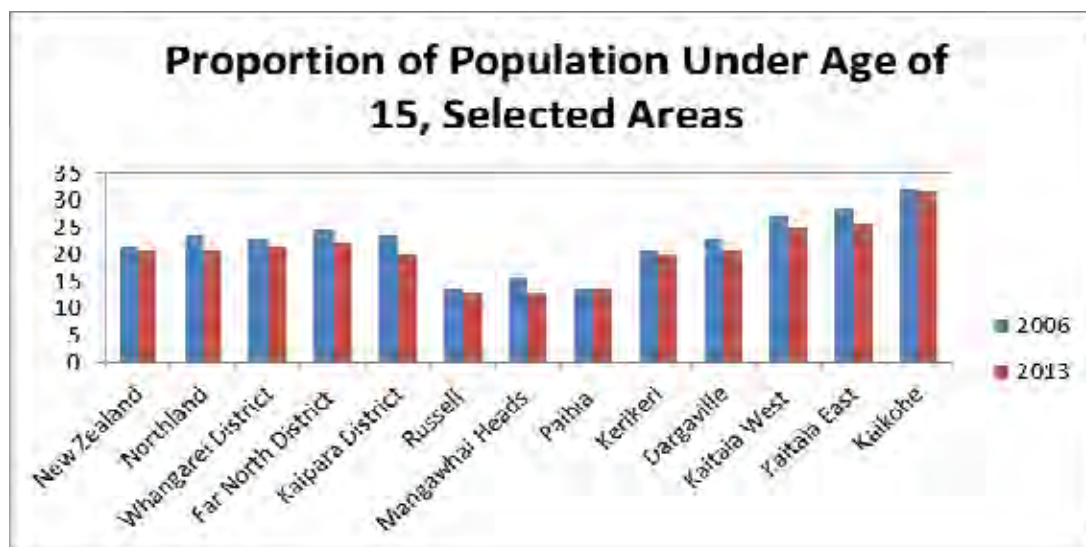
Some of Northland's towns are clearly experiencing a notable decline in population. This is typical of small towns in rural areas of New Zealand where there are fewer employment opportunities and reduced levels of service.

By contrast, populations in growth areas such as Kerikeri and Mangawhai Heads have increased markedly in recent years. Kerikeri is now Northland's second largest town and growth is expected to continue in the Kerikeri-Waipapa-Haruru Falls area. Interestingly, towns such as Paihia and Russell, on the east coast, have shown a population decline since 2006. This may reflect an increase of the property stock being acquired as second homes (absentee owners).



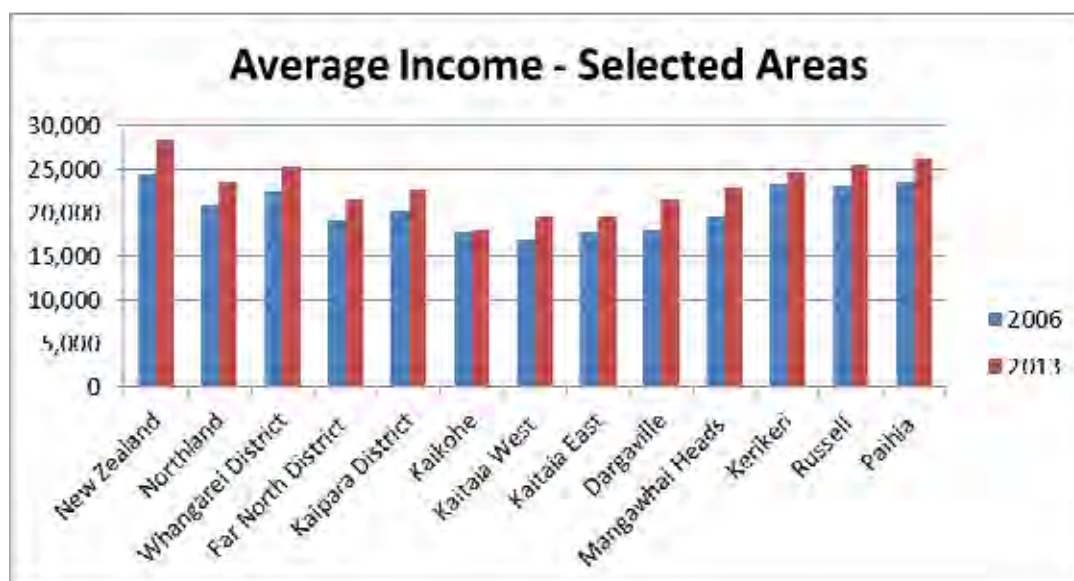
¹¹ Kaitiāia is represented as Kaitiāia East and West due to census boundaries.

The most up-to-date census data suggests that Northland's population is ageing (mirroring national and international trends for most developed economies). A look at regional, district and selected communities show that this trend is greater in Northland than the national average. In areas where there has been a trend towards retirement living, for instance the Mangawhai Heads area, 35% of the population is now over 65. In contrast, other settlements in Northland, for example Kaikohe, have a higher proportion of younger people although even here, there is a general trend towards an aging of the population.

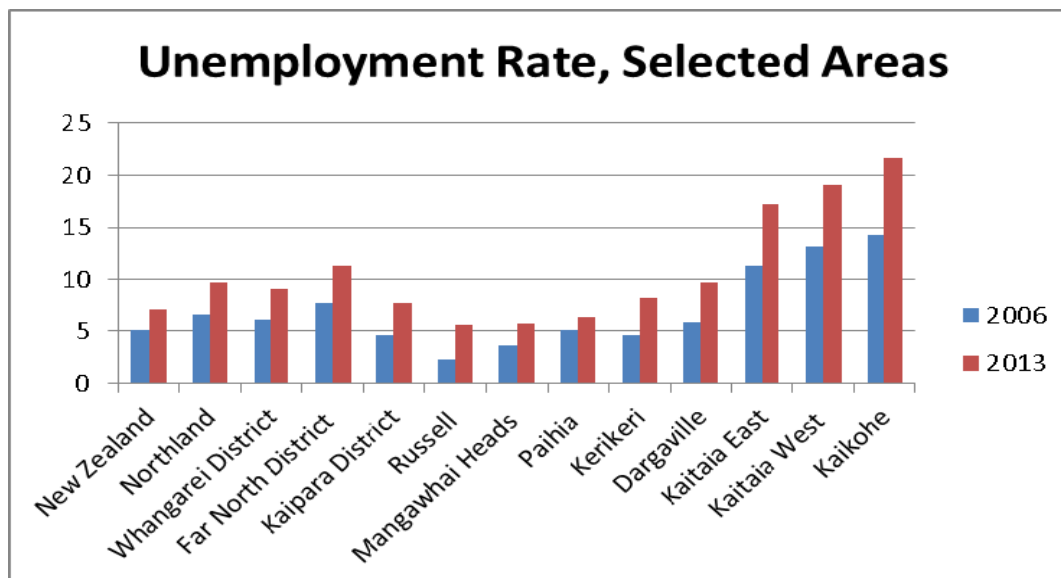


As the population ages, demand for public transport and total mobility services is likely to increase – this will have issues for the planning and prioritising of public transport investment in the region.

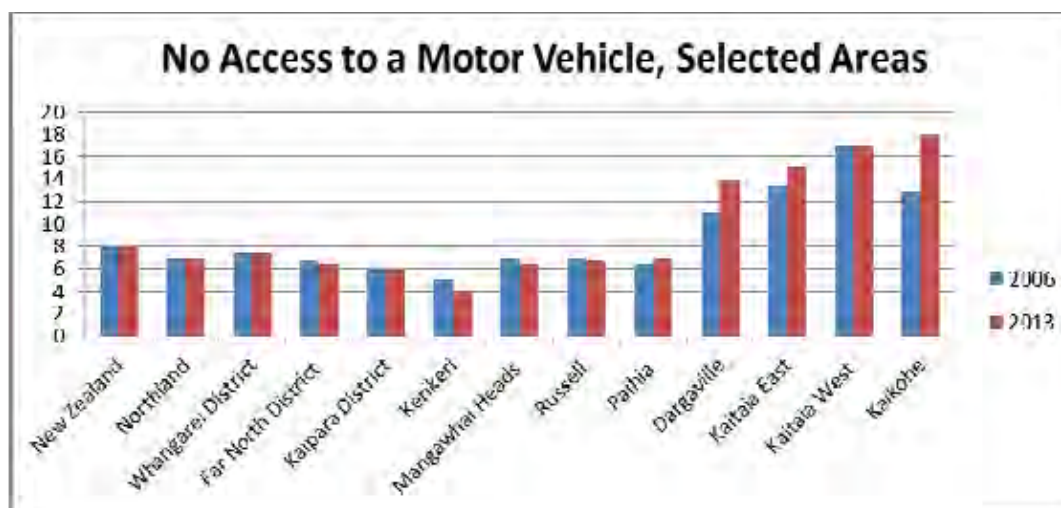
Other key socio-economic indicators reveal significant disparities in the region that will be ongoing considerations for the next 10 years. Income has generally risen across Northland (Kaikohe being the exception in the graph below) however still falls below the national average. The ability of the community to pay the local share for infrastructure is a significant and growing issue.



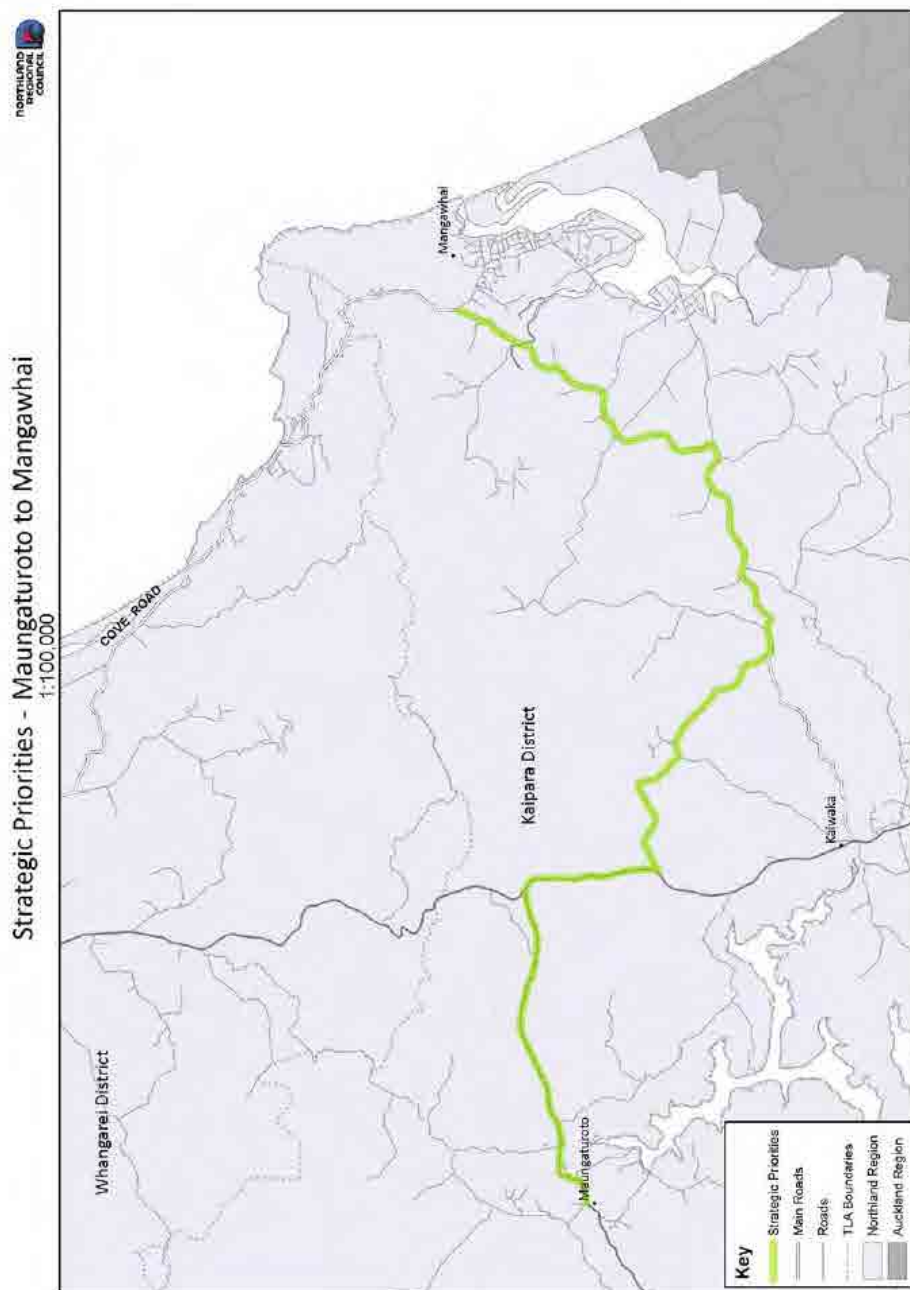
In addition to a low average income, unemployment is typically higher in Northland. Areas that are particularly high and have increased markedly in recent years include Kaikohe and Kaitiāia.



A relevant statistic for assessing public transport need is household access to a motor vehicle. Although Northland has a lower proportion of people without access to a motor vehicle, some parts of the region do have significant higher levels, for instance Kaikohe (almost 1 in 5 households) and Kaitiāia. A household can equate to roughly between 2.5 to 3 people.

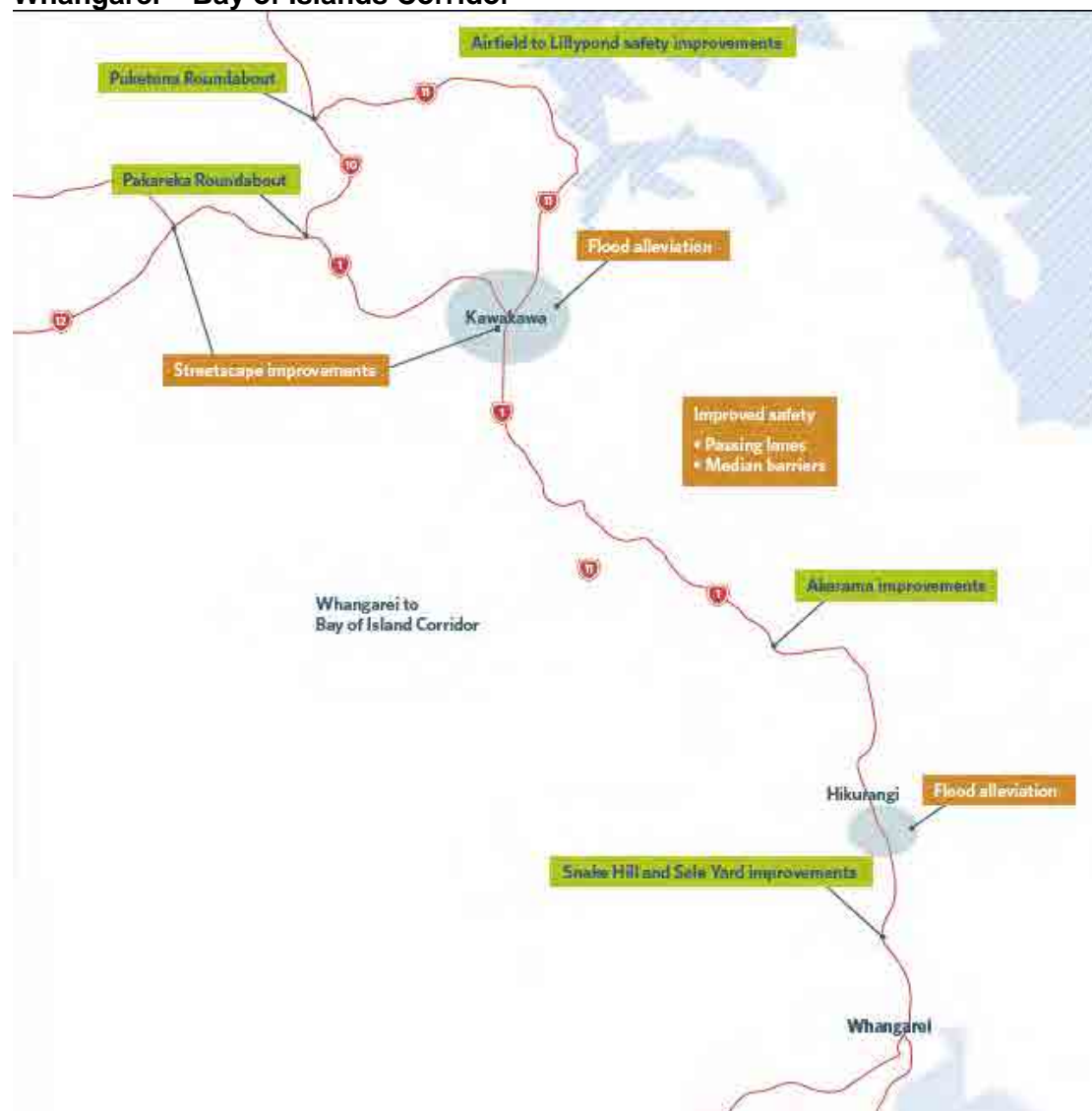


Appendix VIII – Priorities in growth areas and other corridor plans





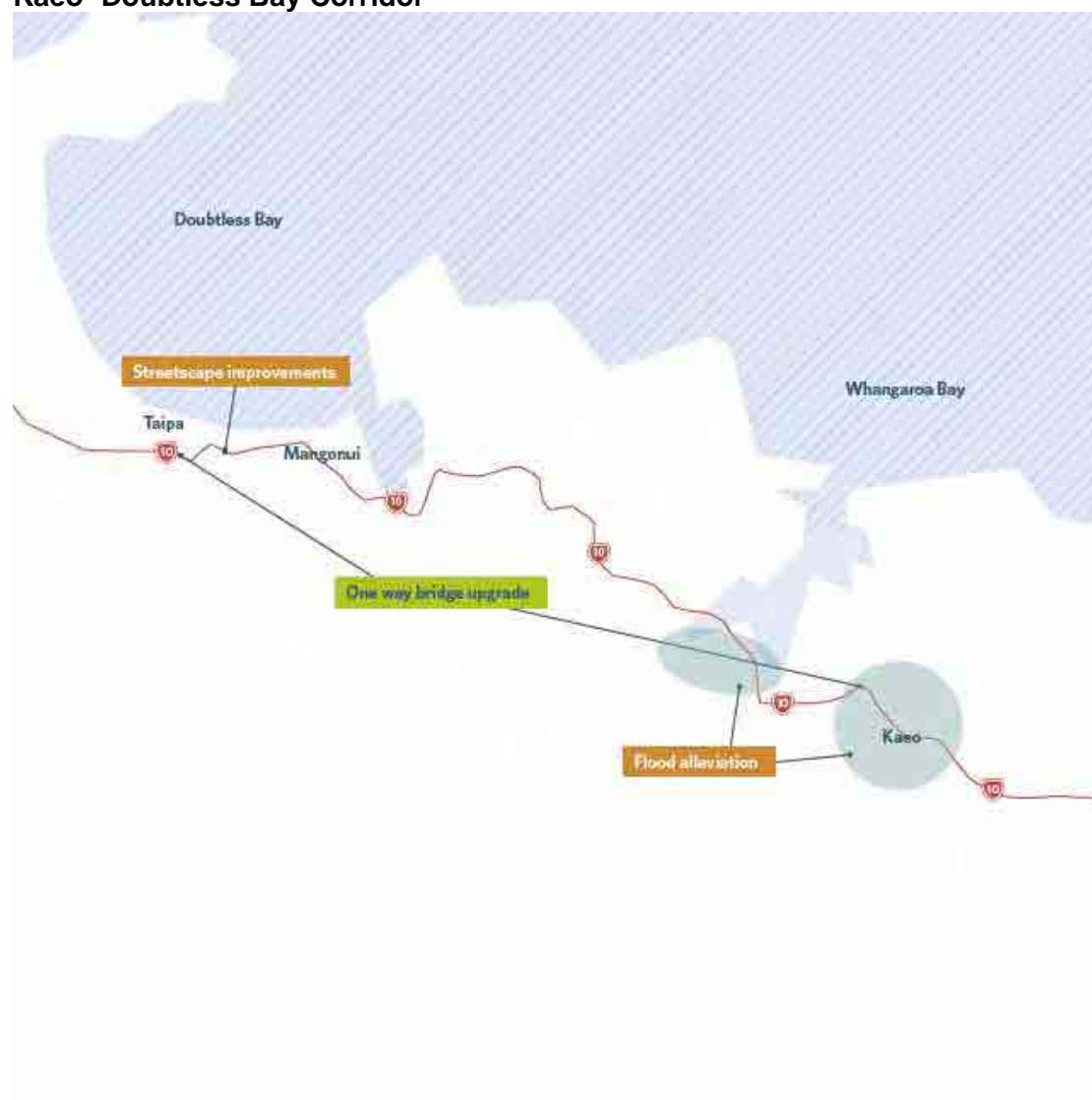
Whangarei – Bay of Islands Corridor



Kerikeri-Waipapa Corridor



Kaeo -Doubtless Bay Corridor



State Highway Improvements - Prioritised (includes new and improvements)

Org	Project Name	Phase	Objective/ Policy	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)						NZTA Funding Sought				RTC Approved Profiles			
						15/16	16/17	17/18	18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cum NZTA Total	Strat. Fit	Effect	BCR	Prior Rating
Projects with Funding Approved.		Construction		2011/12	36	\$9,685,000	\$3,600,000	\$507,404	\$0	\$0	\$0	\$13,792,404	100%	\$13,792,404	\$13,792,404	H	M	M	N/A
NZTA	SH1N - Brynderwyn North Safe System Project			2015/16	24	\$7,500,000	\$8,000,000	\$750,000	\$0	\$0	\$0	\$16,250,000	100%	\$16,250,000	\$30,042,404	H	M	H	N/A
	Sub Total						\$17,185,000	\$11,600,000	\$1,257,404	\$0	\$0	\$0	\$30,042,404		\$30,042,404				
Projects to be Funded under the "Future Investment Fund"																			
NZTA	SH1 Akerama Curves Realignment & Passing Lane	Construction		2015/16	24	\$5,000,000	\$4,300,000	\$0	\$0	\$0	\$0	\$9,300,000	100%	\$9,300,000	\$39,342,404	H	M	H	2
	Sub Total						\$5,000,000	\$4,300,000	\$0	\$0	\$0	\$0	\$9,300,000		\$9,300,000				
Projects Requiring Funding Approval																			
NZTA	SH1 Springfield to Mata Medium Barrier	Inv. Design, Constr.		2015/16	36	\$200,000	\$57,333	\$10,108,292	\$0	\$0	\$0	\$10,365,625	100%	\$10,365,625	\$10,365,625	H	M	H	2
NZTA	Enhanced Network Resilience - Preventative, Stormwater,Strengthening Alternative Routes			2015/16	36	\$4,100,000	\$4,500,000	\$5,000,000	\$2,000,000	\$1,000,000	\$1,000,000	\$17,600,000	100%	\$17,600,000	\$27,965,625	H	H	M	2
NZTA	SH1 Loop Road to Smeatons Hill SI	Inv. Design, Constr.		2015/15	36	\$500,000	\$10,000,000	\$10,000,000	\$0	\$0	\$0	\$20,500,000	100%	\$20,500,000	\$48,465,625	H	H	M	2
NZTA	NRRS - Whangarei to Brynderwyns (included based on submissions received)			2015/16	24	\$0	\$0	\$2,390,000	\$10,000,000	\$15,000,000	\$5,000,000	\$32,390,000	100%	\$32,390,000	\$80,855,625	H	M	-	N/A
NZTA	NRRS - SH12 to Wellsford (included based on submissions received)	Inv. Design, Constr.		2015/16	24	\$0	\$3,880,000	\$8,800,000	\$15,000,000	\$10,000,000	\$10,000,000	\$47,680,000	100%	\$47,680,000	\$128,535,625	H	M	-	N/A
NZTA	NRRS - SH11 Airfield to Lillypond			2015/16	24	\$125,000	\$1,250,000	\$0	\$0	\$0	\$0	\$1,375,000	100%	\$1,375,000	\$129,910,625	H	M	-	N/A
NZTA	Matakohe Bridges	Design & Constr.		2015/16	36	\$200,000	\$0	\$1,800,000	\$20,000,000	\$0	\$0	\$22,000,000	100%	\$22,000,000	\$151,910,625	M	M	L	7
NZTA	NRRS - Dargaville to Tokatoka			2015/16	12	\$330,000	\$0	\$0	\$0	\$0	\$0	\$330,000	100%	\$330,000	\$152,240,625	-	-	-	N/A
NZTA	NRRS - SH12 Wallis Road Seal Widening	Investigation		2015/16	12	\$0	\$0	\$90,000	\$0	\$0	\$0	\$90,000	100%	\$90,000	\$152,330,625	M	L	H	10
NZTA	Sh14/Hospital Road	Design & Constr.		2015/16	24	\$100,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,100,000	100%	\$1,100,000	\$153,430,625	H	M	L	4
NZTA	Waipapa Roundabout		Inv. & Design		2015/16	24	\$131,000	\$2,000,000	\$0	\$0	\$0	\$0	\$2,131,000	100%	\$2,131,000	\$155,561,625	M	M	L
NZTA	Pukatona Roundabout				2017/18	24	\$0	\$0	\$500,000	\$2,600,000	\$0	\$0	\$3,100,000	100%	\$3,100,000	\$158,661,625	H	M	M
NZTA	Intersections with SH14 and SH12	Inv. Design, Constr.		2017/18	36	\$500,000	\$2,000,000	\$3,000,000	\$0	\$0	\$0	\$5,500,000	100%	\$5,500,000	\$164,161,625	M	M	L	7
NZTA	2 Laning Kaeo Bridge			2019/20	24	\$0	\$0	\$0	\$100,000	\$6,900,000	\$0	\$7,000,000	100%	\$7,000,000	\$171,161,625	H	M	L	4
NZTA	2 Laning Taipa Bridge	Inv. Design, Constr.		2019/20	24	\$0	\$0	\$0	\$2,500,000	\$13,000,000	\$0	\$15,500,000	100%	\$15,500,000	\$186,661,625	M	M	L	7
NZTA	SH1/SH10 Pakaraka Intersection			2018/2019	12	\$0	\$0	\$0	\$3,300,000	\$0	\$0	\$3,300,000	100%	\$3,300,000	\$189,961,625	H	M	L	4
NZTA	NRRS - SH1 Ohaewai to Whangarei	Inv. Design, Constr.		2015/16	48	\$590,000	\$1,000,000	\$2,000,000	\$6,900,000	\$18,000,000	\$0	\$28,490,000	100%	\$28,490,000	\$218,451,625	-	-	-	N/A
NZTA	SH1 Snake Hill Realignment & Saleyards Rd Intersection Imp.			2018/19	36	\$0	\$0	\$0	\$1,000,000	\$6,000,000	\$4,000,000	\$11,000,000	100%	\$11,000,000	\$229,451,625	H	M	L	5
NZTA	Kawakawa Improvements - Improving Resilience & Amenity	Inv. Design, Constr.		2016/17	12	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	100%	\$2,000,000	\$231,451,625	M	M	-	N/A
NZTA	Waiolu North North Bound Passing Lane			2018/19	24	\$0	\$0	\$0	\$440,000	\$2,000,000	\$3,600,000	\$6,040,000	100%	\$6,040,000	\$237,491,625	M	H	L	4
	Sub Total					\$6,776,000	\$27,687,333	\$43,888,292	\$63,840,000	\$71,900,000	\$23,600,000	\$237,491,625		\$237,491,625	\$237,491,625				

New Zealand Transport Agency

Project
CostNZTA
ShareLocal
Share

Projects with Funding Approved

\$30,042,404

\$30,042,404

N/A

Projects to be Funded Under "Future Investment Fund"

\$9,300,000

\$9,300,000

N/A

Projects Requiring Funding Approval

\$237,491,625

\$237,491,625

N/A

Total

\$276,834,029

\$276,834,029

N/A

Minor Improvements - Non Prioritised

NZTA	Safety and Amenity Improvements in Townships/Beach Frontages	Inv. Design, Constr.		2015/16	36	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0	\$300,000	100%	\$300,000	\$300,000	-	-	-	N/A
NZTA	SH15A/McCathie Rd/One Tree Point Intersection Upgrades	Inv. Design, Constr.		2018/19	12	\$0	\$0	\$0	\$325,000	\$0	\$0	\$325,000	100%	\$325,000	\$625,000	-	-	-	N/A
	Total					\$100,000	\$100,000	\$100,000	\$325,000	\$0	\$0	\$625,000		\$625,000	\$625,000				

State Highway Maintenance - Prioritised (includes maintenance, operations and renewals)

Org	Project Name	Phase	Objective/ Policy	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC Approved Profiles			
						15/16	16/17	17/18	Project Costs	FAR	NZTA Share	Cum NZTA Total	Strat. Fit	Effect	BCR	Prior Rating
	Maintenance and Operations															
NZTA	Sealed pavement maintenance	State Highways		2015/16	36	\$5,885,540	\$5,973,600	\$6,045,890	\$17,905,030	100%	\$17,905,030	\$17,905,030	H	H	H	1
NZTA	Unsealed pavement maintenance	State Highways		N/A	N/A	\$0	\$0	\$0	\$0	100%	\$0	\$17,905,030	H	H	H	1
NZTA	Routine drainage maintenance	State Highways		2015/16	36	\$2,121,810	\$2,102,520	\$2,127,900	\$6,352,230	100%	\$6,352,230	\$24,257,260	H	H	H	1
NZTA	Structures maintenance	State Highways		2015/16	36	\$884,200	\$906,010	\$925,770	\$2,715,980	100%	\$2,715,980	\$26,973,240	H	H	H	1
NZTA	Environmental maintenance	State Highways		2015/16	36	\$3,389,620	\$3,261,590	\$3,300,970	\$9,952,180	100%	\$9,952,180	\$36,925,420	H	H	H	1
NZTA	Traffic services maintenance	State Highways		2015/16	36	\$2,757,730	\$2,799,060	\$2,832,860	\$8,389,650	100%	\$8,389,650	\$45,315,070	H	H	H	1
NZTA	Operational traffic management	State Highways		2015/16	36	\$965,860	\$980,340	\$992,170	\$2,938,370	100%	\$2,938,370	\$48,253,440	H	H	H	1
NZTA	Cycle path maintenance	State Highways		N/A	N/A	\$0	\$0	\$0	\$0	100%	\$0	\$48,253,440				
NZTA	Level crossing warning devices	State Highways		2015/16	36	\$3,020	\$3,070	\$3,100	\$9,190	100%	\$9,190	\$48,262,630	H	H	H	1
NZTA	Network and asset management	State Highways		2015/16	36	\$6,133,090	\$5,575,850	\$5,648,350	\$17,357,290	100%	\$17,357,290	\$65,619,920	H	H	H	1
NZTA	Property management (State Highways)	State Highways		2015/16	36	\$975,970	\$959,630	\$952,320	\$2,887,920	100%	\$2,887,920	\$68,507,840	H	H	H	1
	Renewals															
NZTA	Unsealed road metalling	State Highways		N/A	N/A	\$0	\$0	\$0	\$0	100%	\$0	\$0				
NZTA	Sealed road resurfacing	State Highways		2015/16	36	\$7,609,680	\$7,723,740	\$7,817,000	\$23,150,420	100%	\$23,150,420	\$91,658,260	H	H	H	1
NZTA	Drainage renewals	State Highways		2015/16	36	\$1,258,550	\$1,021,930	\$1,034,270	\$3,314,750	100%	\$3,314,750	\$94,973,010	H	H	H	1
NZTA	Sealed road pavement rehabilitation	State Highways		2015/16	36	\$4,520,700	\$4,588,460	\$4,643,870	\$13,753,030	100%	\$13,753,030	\$108,726,040	H	H	H	1
NZTA	Structures component replacements	State Highways		2015/16	36	\$1,514,480	\$1,588,280	\$1,833,760	\$4,936,520	100%	\$4,936,520	\$113,662,560	H	H	H	1
NZTA	Environmental renewals	State Highways		2015/16	36	\$117,800	\$119,570	\$121,010	\$358,380	100%	\$358,380	\$114,020,940	H	H	H	1
NZTA	Traffic services renewals	State Highways		2015/16	36	\$1,802,240	\$1,813,920	\$1,628,970	\$5,245,130	100%	\$5,245,130	\$119,266,070	H	H	H	1

NZ Transport Agency		Project Cost	NZTA Share	Local Share
Maint & Ops		\$68,507,840	\$68,507,840	N/A
Renewals		\$50,758,230	\$50,758,230	N/A
Total		\$119,266,070	\$119,266,070	N/A

Local Road Improvements - Prioritised (includes New and Improved)

Org	Project Name	Phase	Objective/ Policy	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC Approved Profiles			
						15/16	16/17	17/18	Project Costs	FAR	NZTA Share	Cum NZTA Total	Strat. Fit	Effect	BCR	Prior Rating
Projects with Funding Approved.																
WDC	Mill Rd/Nixon St Upgrade	Construction		2015/16	12	\$3,550,000	\$0	\$0	\$3,550,000	61%	\$2,165,500	\$2,165,500	N/A	N/A	N/A	N/A
Projects Requiring Funding Approval																
FNDC	Bridge Replacements 2015-2022	Construction		2016/17	24	\$0	\$1,000,000	\$1,000,000	\$2,000,000	60%	\$1,200,000	\$3,365,500	H	M	H	2
FNDC	Ngapipito Road Seal Extension	Construction		2015/16	24	\$1,200,000	\$1,200,000	\$0	\$2,400,000	60%	\$1,440,000	\$4,805,500	M	M	M	6
FNDC	Dust Mitigation Programme 2015/18 (Regional Improvement)	Construction		2015/16	36	\$1,200,000	\$1,200,000	\$1,200,000	\$3,600,000	60%	\$2,160,000	\$6,965,500	H	M	M	3
FNDC	Klinac Lane Extension 2015/18 (Regional Improvement)	Construction		2015/16	12	\$500,000	\$0	\$0	\$500,000	60%	\$300,000	\$7,265,500	M	M	M	6
FNDC	Picadilly Road Seal Extension (Regional Improvement)	Construction		2015/16	12	\$2,000,000	\$0	\$0	\$2,000,000	100%	\$2,000,000	\$9,265,500	M	M	M	6
FNDC	Pipiwai Road Seal Extension (Regional Improvement)	Construction		2015/16	12	\$1,200,000	\$1,200,000	\$0	\$2,400,000	60%	\$1,440,000	\$10,705,500	M	M	M	6
WDC	House Frontage Sealing on Heavy Vehicle Routes (Regional Improvement)	Construction		2015/16	36	\$464,168	\$459,722	\$466,057	\$1,389,947	53%	\$736,672	\$11,442,172	H	M	M	3
WDC	HPMV Bridge Upgrades	Construction		2015/16	24	\$1,273,286	\$1,327,159	\$0	\$2,600,445	100%	\$2,600,445	\$14,042,617	H	H	M	2
WDC	Kioreroa Level Crossing Half Barrier Arm Upgrades	Construction		2016/17	12	\$0	\$50,600	\$0	\$50,600	100%	\$50,600	\$14,093,217	H	M	H	2
WDC	LED Streetlight Upgrades	Construction		2015/16	36	\$702,800	\$711,200	\$721,000	\$2,135,000	53%	\$1,131,550	\$15,224,767	H	M	H	2
WDC	Maunu Road/Porowini Ave Intersection Improvements	Construction		2016/17	12	\$0	\$508,000	\$0	\$508,000	53%	\$269,240	\$15,494,007	M	M	H	5
WDC	Old Tokatoka Road Bridge 150 Upgrade	Construction		2016/17	12	\$0	\$457,200	\$0	\$457,200	53%	\$242,316	\$15,736,323	H	M	H	2
WDC	Riverside Dr/Dave Culham Dr Intersection Improvements	Construction		2017/18	12	\$0	\$0	\$515,000	\$515,000	53%	\$272,950	\$16,009,273	M	M	H	5
WDC	Tarewa Rd/Porowini Ave Intersection Improvements	Construction		2015/16	12	\$502,000	\$0	\$0	\$502,000	53%	\$266,060	\$16,275,333	M	M	H	5
WDC	Thompson Rd Bridge 129 Upgrade	Construction		2015/16	12	\$401,600	\$0	\$0	\$401,600	53%	\$212,848	\$16,488,181	H	M	H	2
WDC	Wright Rd/McCardle Road Seal Extension 2015/18 (Regional Improvement)	Construction		2015/18	36	\$1,500,000	\$1,524,000	\$1,545,000	\$4,569,000	100%	\$4,569,000	\$21,057,181	M	M	M	6

	Project Cost	NZTA Share	Local Share
Projects with Funding Approved			
Far North District Council	\$0	\$0	\$0
Kaipara District Council	\$0	\$0	\$0
Waitangi	\$0	\$0	\$0
Whangarei District Council	\$3,550,000	\$2,165,500	\$1,384,500
Total	\$3,550,000	\$2,165,500	\$1,384,500

	Project Cost	NZTA Share	Local Share
Projects Requiring Funding Approval			
Far North District Council	\$12,900,000	\$8,540,000	\$4,360,000
Kaipara District Council	\$0	\$0	\$0
Waitangi	\$0	\$0	\$0
Whangarei District Council	\$13,128,792	\$10,351,681	\$2,777,111
Total	\$26,028,792	\$18,891,681	\$7,137,111

	Project Cost	NZTA Share	Local Share
Projects Scheduled to Carry over Funding			
Far North District Council	\$0	\$0	\$0
Kaipara District Council	\$0	\$0	\$0
Waitangi	\$0	\$0	\$0
Whangarei District Council	\$0	\$0	\$0
Total	\$0	\$0	\$0

Local Road Maintenance - Non-Prioritised (includes Maintenance, Operations and Renewals)

Org	Project Name	Phase	Objective/ Policy	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC Approved Profiles			
						15/16	16/17	17/18	Project Costs	FAR	NZTA Share	Cum NZTA Total	Strat. Fit	Effect	BCR	Prior Rating
FNDC	Maintenance & Operations															
	Sealed pavement maintenance	Local Roads		2015/16	36	\$2,014,234	\$2,074,661	\$2,136,900	\$5,225,795	60%	\$3,735,477	\$3,735,477	-	-	-	N/A
	Unsealed pavement maintenance	Local Roads		2015/16	36	\$3,335,018	\$3,435,068	\$3,538,120	\$10,308,206	60%	\$6,184,924	\$9,929,401	-	-	-	N/A
	Routine drainage maintenance	Local Roads		2015/16	36	\$1,414,808	\$1,458,488	\$1,502,199	\$4,375,494	60%	\$2,625,296	\$12,545,697	-	-	-	N/A
	Structures maintenance	Local Roads		2015/16	36	\$1,192,158	\$1,227,923	\$1,284,761	\$3,684,842	60%	\$2,210,905	\$14,756,602	-	-	-	N/A
	Environmental maintenance	Local Roads		2015/16	36	\$1,089,253	\$1,132,231	\$1,163,174	\$3,394,658	60%	\$2,036,795	\$16,795,397	-	-	-	N/A
	Traffic services maintenance	Local Roads		2015/16	36	\$1,310,209	\$1,349,515	\$1,390,640	\$4,059,364	60%	\$2,430,218	\$19,223,615	-	-	-	N/A
	Operational traffic management	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	60%	\$0	\$19,223,615	-	-	-	N/A
	Cycle path maintenance	Local Roads		2015/16	36	\$9,000	\$9,200	\$9,500	\$27,700	60%	\$16,620	\$19,240,235	-	-	-	N/A
	Level crossing warning devices	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	60%	\$0	\$19,240,235	-	-	-	N/A
	Network and asset management	Local Roads		2015/16	36	\$950,000	\$976,500	\$1,007,855	\$2,936,355	60%	\$1,761,813	\$21,002,048	-	-	-	N/A
	Renewals															
	Unsealed road metaling	Local Roads		2015/16	36	\$4,900,000	\$5,047,000	\$5,196,410	\$15,145,410	60%	\$9,087,246	\$9,087,246	-	-	-	N/A
	Sealed road resurfacing	Local Roads		2015/16	36	\$3,675,000	\$3,991,250	\$4,110,988	\$11,977,238	60%	\$7,186,343	\$16,273,589	-	-	-	N/A
	Drainage renewals	Local Roads		2015/16	36	\$600,000	\$624,000	\$646,700	\$2,472,700	60%	\$1,483,620	\$17,757,209	-	-	-	N/A
	Sealed road pavement rehabilitation	Local Roads		2015/16	36	\$3,800,000	\$3,914,000	\$4,031,420	\$11,745,420	60%	\$7,047,252	\$24,804,461	-	-	-	N/A
	Structures component replacements	Local Roads		2015/16	36	\$810,000	\$834,300	\$856,239	\$2,500,539	60%	\$1,500,323	\$26,304,784	-	-	-	N/A
	Environmental renewals	Local Roads		2015/16	36	\$0	\$5,000	\$0	\$5,000	60%	\$3,000	\$26,307,784	-	-	-	N/A
	Traffic services renewals	Local Roads		2015/16	36	\$1,215,000	\$1,039,450	\$1,064,634	\$3,319,084	60%	\$1,991,450	\$28,299,235	-	-	-	N/A
KDC	Maintenance & Operations															
	Sealed pavement maintenance	Local Roads		2015/16	36	\$820,000	\$820,000	\$820,000	\$2,460,000	61%	\$1,500,600	\$1,500,600	-	-	-	N/A
	Unsealed pavement maintenance	Local Roads		2015/16	36	\$2,200,000	\$2,200,000	\$2,200,000	\$6,600,000	61%	\$4,026,000	\$5,526,600	-	-	-	N/A
	Routine drainage maintenance	Local Roads		2015/16	36	\$510,000	\$510,000	\$510,000	\$1,530,000	61%	\$933,300	\$6,459,900	-	-	-	N/A
	Structures maintenance	Local Roads		2015/16	36	\$260,000	\$260,000	\$260,000	\$780,000	61%	\$475,800	\$6,935,700	-	-	-	N/A
	Environmental maintenance	Local Roads		2015/16	36	\$505,150	\$505,150	\$505,150	\$1,515,450	61%	\$924,425	\$7,860,125	-	-	-	N/A
	Traffic services maintenance	Local Roads		2015/16	36	\$730,000	\$730,000	\$730,000	\$2,190,000	61%	\$1,335,600	\$9,196,025	-	-	-	N/A
	Operational traffic management	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	61%	\$0	\$9,196,025	-	-	-	N/A
	Cycle path maintenance	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	61%	\$0	\$9,196,025	-	-	-	N/A
	Level crossing warning devices	Local Roads		2015/16	36	\$10,000	\$10,000	\$10,000	\$30,000	61%	\$18,300	\$9,214,325	-	-	-	N/A
	Network and asset management	Local Roads		2015/16	36	\$1,430,000	\$1,430,000	\$1,430,000	\$4,290,000	61%	\$2,616,800	\$11,831,225	-	-	-	N/A
	Renewals															
	Unsealed road metalling	Local Roads		2015/16	36	\$2,497,900	\$2,505,700	\$2,487,800	\$7,491,200	61%	\$4,589,632	\$4,589,632	-	-	-	N/A
	Sealed road resurfacing	Local Roads		2015/16	36	\$1,138,300	\$1,148,700	\$1,128,900	\$3,415,900	61%	\$2,063,699	\$6,653,331	-	-	-	N/A
	Drainage renewals	Local Roads		2015/16	36	\$397,000	\$397,000	\$408,500	\$1,202,500	61%	\$733,525	\$7,386,856	-	-	-	N/A
	Sealed road pavement rehabilitation	Local Roads		2015/16	36	\$3,346,300	\$3,242,300	\$3,239,500	\$9,828,100	61%	\$5,995,141	\$13,381,997	-	-	-	N/A
	Structures component replacements	Local Roads		2015/16	36	\$420,000	\$530,000	\$330,000	\$1,280,000	61%	\$780,800	\$14,162,797	-	-	-	N/A
	Environmental renewals	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	61%	\$0	\$14,162,797	-	-	-	N/A
	Traffic services renewals	Local Roads		2015/16	36	\$185,400	\$185,400	\$185,400	\$556,200	61%	\$339,282	\$14,502,079	-	-	-	N/A
Wait	Maintenance & Operations															
	Sealed pavement maintenance	Local Roads		2015/16	36	\$8,500	\$8,500	\$8,500	\$25,500	100%	\$25,500	\$25,500	-	-	-	N/A
	Unsealed pavement maintenance	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$25,500	-	-	-	N/A
	Routine drainage maintenance	Local Roads		2015/16	36	\$500	\$500	\$500	\$1,500	100%	\$1,500	\$27,000	-	-	-	N/A
	Structures maintenance	Local Roads		2015/16	36	\$500	\$500	\$500	\$1,500	100%	\$1,500	\$28,500	-	-	-	N/A
	Environmental maintenance	Local Roads		2015/16	36	\$500	\$500	\$500	\$1,500	100%	\$1,500	\$30,000	-	-	-	N/A
	Traffic services maintenance	Local Roads		2015/16	36	\$1,800	\$1,800	\$1,800	\$3,000	100%	\$3,000	\$33,000	-	-	-	N/A
	Operational traffic management	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$33,000	-	-	-	N/A
	Cycle path maintenance	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$33,000	-	-	-	N/A
	Level crossing warning devices	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$33,000	-	-	-	N/A
	Network and asset management	Local Roads		2015/16	36	\$700	\$700	\$700	\$2,100	100%	\$2,100	\$35,100	-	-	-	N/A
	Renewals															
	Unsealed road metalling	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$0	-	-	-	N/A
	Sealed road resurfacing	Local Roads		2015/16	36	\$0	\$18,000	\$0	\$18,000	100%	\$18,000	\$18,000	-	-	-	N/A
	Drainage renewals	Local Roads		2015/16	36	\$2,000	\$0	\$2,000	\$4,000	100%	\$4,000	\$22,000	-	-	-	N/A
	Sealed road pavement rehabilitation	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$22,000	-	-	-	N/A
	Structures component replacements	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$22,000	-	-	-	N/A
	Environmental renewals	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$22,000	-	-	-	N/A
	Traffic services renewals	Local Roads		2015/16	36	\$12,000	\$0	\$0	\$12,000	100%	\$12,000	\$34,000	-	-	-	N/A
WDC	Maintenance & Operations															
	Sealed pavement maintenance	Local Roads		2015/16	36	\$4,826,855	\$4,854,189	\$4,880,042	\$14,561,086	53%	\$7,717,376	\$7,717,376	-	-	-	N/A
	Unsealed pavement maintenance	Local Roads		2015/16	36	\$753,970	\$762,982	\$773,495	\$2,290,447	53%	\$1,213,937	\$8,931,312	-	-	-	N/A
	Routine drainage maintenance	Local Roads		2015/16	36	\$922,500	\$934,771	\$948,916	\$2,806,187	53%	\$1,487,279	\$10,418,592	-	-	-	N/A
	Structures maintenance	Local Roads		2015/16	36	\$264,848	\$268,014	\$271,706	\$804,568	53%	\$426,421	\$10,845,013	-	-	-	N/A
	Environmental maintenance	Local Roads		2015/16	36	\$1,127,580	\$1,141,651	\$1,156,068	\$3,427,219	53%	\$1,816,426	\$12,661,439	-	-	-	N/A
	Traffic services maintenance	Local Roads		2015/16	36	\$1,280,750	\$1,181,952	\$1,103,078	\$3,545,780	53%	\$1,879,263	\$14,540,702	-	-	-	N/A
	Operational traffic management	Local Roads		2015/16	36	\$809,406	\$819,879	\$831,982	\$2,461,277	53%	\$1,304,477	\$15,845,179	-	-	-	N/A
	Cycle path maintenance	Local Roads		2015/16	36	\$65,375	\$66,487	\$67,741	\$199,603	53%	\$105,790	\$15,950,969	-	-	-	N/A
	Level crossing warning devices	Local Roads		2015/16	36	\$25,000	\$25,296	\$25,647	\$75,943	53%	\$40,250	\$15,991,218	-	-	-	N/A
	Network and asset management	Local Roads		2015/16	36	\$1,929,050	\$1,957,167	\$1,998,525	\$5,885,742	53%	\$3,119,443	\$19,110,662	-	-	-	N/A
	Renewals															
	Unsealed road metalling	Local Roads		2015/16	36	\$1,265,040	\$1,280,160	\$1,297,800	\$3,843,000	53%	\$2,036,790	\$2,036,790	-	-	-	N/A
	Sealed road resurfacing	Local Roads		2015/16	36	\$3,987,519	\$4,039,535	\$4,093,513	\$12,120,567	53%	\$6,423,801	\$8,460,891	-	-	-	N/A
	Drainage renewals	Local Roads		2015/16	36	\$466,298	\$472,552	\$478,600	\$1,417,450	53%	\$751,249	\$9,211,939	-	-	-	N/A
	Sealed road pavement rehabilitation	Local Roads		2015/16	36	\$6,626,400	\$6,705,600	\$6,798,000	\$20,130,000	53%	\$10,688,900	\$19,880,839	-	-	-	N/A
	Structures component replacements	Local Roads		2015/16	36	\$888,540	\$893,600	\$762,200	\$2,514,340	53%	\$1,332,600	\$21,213,439	-	-	-	N/A
	Environmental renewals	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	53%	\$0	\$21,213,439	-	-	-	N/A
	Traffic services renewals	Local Roads		2015/16	36	\$652,800	\$660,400	\$669,500	\$1,982,500	53%	\$1,050,725	\$22,264,164	-	-	-	N/A
									Project Cost	NZTA Share	Local Share					
Far North District Council									Main & Ops	\$35,003,414	\$21,002,048	\$14,001,368				
									Renewals	\$47,165,391	\$28,299,235	\$18,886,166				
									Total	\$82,168,805	\$49,301,283	\$32,887,522				
Kaipara District Council									Main & Ops	\$19,395,450	\$11,831,225	\$7,564,226				
									Renewals	\$23,773,900	\$14,502,079	\$9,271,821				
									Total	\$43,169,350	\$26,333,304	\$16,836,047				
Waikangī									Main & Ops	\$35,100	\$35,100	\$0				
									Renewals	\$34,000	\$34,000	\$0				
									Total	\$69,100	\$69,100	\$0				
Whangarei District Council									Main & Ops	\$36,057,852	\$19,110,862	\$16,947,190				

Local Roads Minor Improvements - Non-Prioritised

Org	Project Name	Phase	Objective/ Policy	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimate			NZTA Funding Sought				RTC Approved Profiles			
									Project Costs	FAR	NZTA Share	Cum NZTA Total	Strat. Fit	Effect	BCR	Prior Rating
						15/16	16/17	17/18								
FNDC	Minor Improvements 2012/2015	Local Roads		2015/16	36	\$3,200,000	\$3,200,000	\$3,200,000	\$9,600,000	60%	\$5,760,000	\$5,760,000	-	-	-	N/A
KDC	Minor Improvements 2012/2015	Local Roads		2015/16	36	\$2,208,000	\$2,218,000	\$2,203,000	\$6,629,000	61%	\$4,043,690	\$9,803,690	-	-	-	N/A
Wait	Minor Improvements 2012/2015 (Local Rds)	Local Roads		N/A	N/A	\$0	\$0	\$0	\$0	100%	\$0	\$9,803,690	-	-	-	N/A
Wait	Minor Improvements 2012/2015 (SPR)	Local Roads		N/A	N/A	\$0	\$0	\$0	\$0	100%	\$0	\$9,803,690	-	-	-	N/A
WDC	Minor Improvements 2012/2015	Local Roads		2015/16	36	\$2,140,598	\$2,223,198	\$2,608,413	\$6,972,209	53%	\$3,695,271	\$13,498,961	-	-	-	N/A

	Project Cost	NZTA Share	Local Share
Far North District Council	\$9,600,000	\$5,760,000	\$3,840,000
Kaipara District Council	\$6,629,000	\$4,043,690	\$2,585,310
Waitangi	\$0	\$0	\$0
Whangarei District Council	\$6,972,209	\$3,695,271	\$3,276,938
Total	\$23,201,209	\$13,498,961	\$9,702,248

Public Transport - Non-Prioritised

Org	Project Name	Phase	Objective/ Policy	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC Approved Profiles			
						15/16	16/17	17/18	Project Costs	FAR	NZTA Share	Cum NZTA Total	Strat. Fit	Effect	BCR	Prior Rating
	Infrastructure Operation															
FNDC	Public Transport 2015/2018	Infrastructure Maintenance		N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	-	-	-	N/A
KDC	Public Transport 2015/2018	Infrastructure Maintenance		N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	-	-	-	N/A
Wait	Public Transport 2015/2018	Infrastructure Maintenance		N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	-	-	-	N/A
WDC	Public Transport 2015/2018	Infrastructure Maintenance				\$0	\$0	\$0	\$0		\$0	\$0	-	-	-	N/A
NRC	Public Transport 2015/2018	Infrastructure Maintenance		N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	-	-	-	N/A
	Infrastructure Improvements															
FNDC	Public Transport 2015/2018	New Infrastructure		N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	-	-	-	N/A
KDC	Public Transport 2015/2018	New Infrastructure		N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	-	-	-	N/A
Wait	Public Transport 2015/2018	New Infrastructure		N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	-	-	-	N/A
WDC	Public Transport 2015/2018	New Infrastructure				\$0	\$0	\$0	\$0		\$0	\$0	-	-	-	N/A
NRC	Public Transport 2015/2018	New Infrastructure		N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	-	-	-	N/A
	Service Operation															
NRC	Public Transport 2015/2018	Bus services		2015/16	36	\$1,145,626	\$1,210,530	\$1,192,941	\$3,549,097	54%	\$1,916,512	\$1,916,512	-	-	-	N/A
NRC	Public Transport 2015/2018	PT facilities ops & maint.		2015/16	36	\$200,000	\$100,000	\$100,000	\$400,000	55%	\$220,000	\$2,136,512	-	-	-	N/A
NRC	Public Transport 2015/2018	PT Info supply, ops and maint		2015/16	36	\$104,397	\$406,589	\$408,928	\$919,914	54%	\$496,754	\$2,633,266	-	-	-	N/A
NRC	Public Transport 2015/2018	Total mobility ops.		2015/16	36	\$256,930	\$258,112	\$259,377	\$774,419	40%	\$309,768	\$2,943,034	-	-	-	N/A
NRC	Public Transport 2015/2018	Wheelchair hoists		2015/16	36	\$0	\$0	\$0	\$0	54%	\$0	\$2,943,034	-	-	-	N/A
NRC	Public Transport 2015/2018	TM Wheelchair hoist use payments		2015/16	36	\$47,000	\$47,000	\$47,000	\$141,000	100%	\$141,000	\$3,084,034	-	-	-	N/A
NRC	Public Transport 2015/2018	Super gold card		2015/16	36	\$200,000	\$200,000	\$200,000	\$600,000	65%	\$390,000	\$3,474,034	-	-	-	N/A
	Service Improvements															
NRC	Public Transport 2015/2018	Improvements to Existing Services		2015/16	36	\$230,000	\$30,000	\$30,000	\$290,000	54%	\$156,600	\$3,630,634	-	-	-	N/A

	Project Cost	NZTA Share	Local Share
Far North District Council			
Infra Ops	\$0	\$0	\$0
Infra Imp	\$0	\$0	\$0
FNDC Total	\$0	\$0	\$0
Kaipara District Council			
Infra Ops	\$0	\$0	\$0
Infra Imp	\$0	\$0	\$0
KDC Total	\$0	\$0	\$0
Waitangi			
Infra Ops	\$0	\$0	\$0
Infra Imp	\$0	\$0	\$0
Wait. Total	\$0	\$0	\$0
Whangarei District Council			
Infra Ops	\$0	\$0	\$0
Infra Imp	\$0	\$0	\$0
WDC Total	\$0	\$0	\$0
Northland Regional Council			
Infra Ops	\$0	\$0	\$0
Infra Imp	\$0	\$0	\$0
Service Ops	\$6,384,430	\$3,474,034	\$2,910,396
Service Imp	\$290,000	\$156,600	\$133,400
NRC Total	\$6,674,430	\$3,630,634	\$3,043,796
Total			
Infra Ops	\$0	\$0	\$0
Infra Imp	\$0	\$0	\$0
Service Ops	\$6,384,430	\$3,474,034	\$2,910,396
Service Imp	\$290,000	\$156,600	\$133,400
Total	\$6,674,430	\$3,630,634	\$3,043,796

Walking and Cycling Improvements - Prioritised

Org	Project Name	Phase	Objective/ Policy	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC Approved Profiles				
						15/16	16/17	17/18	Project Costs	FAR	NZTA Share	Cum NZTA Total	Strat. Fit	Effect	BCR	Prior Rating	
Projects with Funding Approved																	
WDC	Cycleway Construction 2012/15	Construction		2015/16	12	\$923,000	\$0	\$0	\$923,000	61%	\$563,030	\$563,030	-	-	-	N/A	
Projects Requiring Funding Approval																	
FNDC	Cycleway Construction 2015/18	Construction		2015/16	36	\$750,000	\$1,000,000	\$1,000,000	\$2,750,000	60%	\$1,650,000	\$1,650,000	M	H	H	4	
FNDC	Walking Facilities Construction 2015/18	Construction		2015/16	36	\$600,000	\$700,000	\$700,000	\$2,000,000	60%	\$1,200,000	\$2,850,000	M	H	H	4	
KDC	No Projects	N/A		N/A	N/A	\$0	\$0	\$0	\$0	61%	\$0	\$2,850,000	-	-	-	-	
NZTA	No Projects	N/A		N/A	N/A	\$0	\$0	\$0	\$0	100%	\$0	\$2,850,000	-	-	-	-	
Wait	No Projects	N/A		N/A	N/A	\$0	\$0	\$0	\$0	100%	\$0	\$2,850,000	-	-	-	-	
WDC	Whangarei Cycle Network 2015/18	Construction		2015/16	36	\$409,308	\$1,348,232	\$1,366,810	\$3,124,350	53%	\$1,655,906	\$4,505,906	M	H	H	4	

	Project Cost	NZTA Share	Local Share
<u>Projects with Funding Approved</u>			
Whangarei District Council	\$923,000	\$563,030	\$359,970
<u>Projects Requiring Funding Approval</u>			
Far North District Council	\$4,750,000	\$2,850,000	\$1,900,000
Kaipara District Council	\$0	\$0	\$0
New Zealand Transport Agency	\$0	\$0	\$0
Waitangi	\$0	\$0	\$0
Whangarei District Council	\$3,124,350	\$1,655,906	\$1,468,445
Total	\$7,874,350	\$4,505,906	\$3,368,445

Road Safety Promotion - Prioritised

Org	Project Name	Phase	Objective/ Policy	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC Approved Profiles			
						15/16	16/17	17/18	Project Costs	FAR	NZTA Share	Cum NZTA Total	Strat. Fit	Effect	BCR	Prior Rating
FNDC	Medium Strategic Fit Projects	Road Safety		2015/16	36	\$215,074	\$215,074	\$215,074	\$645,222	60%	\$387,133	\$387,133	M	H	H	4
FNDC	High Strategic Fit Projects	Road Safety		2015/16	36	\$849,010	\$849,010	\$849,010	\$2,547,030	60%	\$1,528,218	\$1,915,351	H	H	H	1
KDC	Medium Strategic Fit Projects	Road Safety		2015/16	36	\$20,000	\$20,000	\$20,000	\$60,000	61%	\$36,600	\$1,951,951	M	H	H	4
KDC	High Strategic Fit Projects	Road Safety		2015/16	36	\$105,000	\$105,000	\$105,000	\$315,000	61%	\$192,150	\$2,144,101	H	H	H	1
NZTA	Medium Strategic Fit Projects	Road Safety		2015/16	36	\$36,000	\$36,000	\$36,000	\$108,000	100%	\$108,000	\$2,252,101	M	H	H	4
NZTA	High Strategic Fit Projects	Road Safety		2015/16	36	\$50,000	\$50,000	\$50,000	\$150,000	100%	\$150,000	\$2,402,101	H	H	H	1
WDC	Medium Strategic Fit Projects	Road Safety		2015/16	36	\$34,333	\$34,333	\$34,334	\$103,000	53%	\$54,590	\$2,456,691	M	H	H	4
WDC	High Strategic Fit Projects	Road Safety		2015/16	36	\$280,000	\$280,000	\$280,000	\$840,000	53%	\$445,200	\$2,901,891	H	H	H	1
WDC	Emerging Strategic Risk	Road Safety		2015/16	36	\$20,000	\$20,000	\$20,000	\$60,000	53%	\$31,800	\$2,933,691	M	H	H	4
NRC	Medium Strategic Fit Projects	Road Safety		2015/16	36	\$33,287	\$34,017	\$34,796	\$102,100	54%	\$55,134	\$2,988,825	M	H	H	4
NRC	High Strategic Fit Projects	Road Safety		2015/16	36	\$111,565	\$113,717	\$116,015	\$341,297	54%	\$184,300	\$3,173,126	H	H	H	1

	Project Cost	NZTA Share	Local Share
Far North District Council	\$3,192,252	\$1,915,351	\$1,276,901
Kaipara District Council	\$375,000	\$228,750	\$146,250
NZ Transport Agency	\$258,000	\$258,000	\$0
Whangarei District Council	\$1,003,000	\$531,590	\$471,410
Northland Regional Council	\$443,397	\$239,434	\$203,963
Total	\$5,271,649	\$3,173,126	\$2,098,523

Investment Management - Prioritised

Org	Project Name	Phase	Objective/ Policy	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC Approved Profiles			
						15/16	16/17	17/18	Project Costs	FAR	NZTA Share	Cum NZTA Total	Strat. Fit	Effect	BCR	Prior Rating
FNDC	Activity Management Plan/ONRC Transition Plan	Plan		2015/16	36	\$250,000	\$250,000	\$250,000	\$750,000	60%	\$450,000	\$450,000	H	M	-	N/A
FNDC	Kerikeri-Waipapa Strategy Review	Plan		2015/16	24	\$150,000	\$150,000	\$0	\$300,000	60%	\$180,000	\$630,000	H	M	-	N/A
KDC	Activity Management Plan/ONRC Transition Plan	Plan		2015/16	36	\$50,000	\$50,000	\$50,000	\$150,000	61%	\$91,500	\$721,500	H	M	-	N/A
KDC	LED Streetlights	Plan		2015/16	36	\$50,000	\$0	\$0	\$50,000	61%	\$30,500	\$752,000	H	M	-	N/A
NZTA	SH1 Ohaeawai to Whangarei (NRR7)	Study		2015/16	12	\$500,000	\$0	\$0	\$500,000	100%	\$500,000	\$1,221,500	H	M	-	N/A
NZTA	SH1 Whangarei - Brynderwyn (NRR3)	Study		2015/16	12	\$250,000	\$0	\$0	\$250,000	100%	\$250,000	\$1,471,500	H	M	-	N/A
NZTA	SH11 Airfield to Lily Pond (NRR60)	Study		2016/17	12	\$0	\$250,000	\$0	\$250,000	100%	\$250,000	\$1,721,500	H	M	-	N/A
NZTA	SH12 Dargaville - Tokatoka (NRR29)	Study		2015/16	12	\$250,000	\$0	\$0	\$250,000	100%	\$250,000	\$1,971,500	H	M	-	N/A
NZTA	SH1 : SH12 to Wellsford (NRR68)	Study		2016/17	12	\$0	\$250,000	\$0	\$250,000	100%	\$250,000	\$2,221,500	H	M	-	N/A
NZTA	Supporting the Waipapa Growth Area	Study		2016/17	12	\$0	\$250,000	\$0	\$250,000	100%	\$250,000	\$2,471,500	H	M	-	N/A
NZTA	Northland resilience - Business Case Development	Study		2015/16	12	200,000	\$0	\$0	200,000	100%			H	H	-	N/A
NRC	Regional Land Transport Planning Management	Plan		2015/16	36	\$79,104	\$78,657	\$108,626	\$266,387	54%	\$143,849	\$2,615,349	H	H	-	N/A
NRC	Regional Public Transport Plan Review	Plan		2015/16	36	\$3,853	\$3,926	\$20,000	\$27,779	54%	\$15,001	\$2,630,350	H	H	-	N/A
NRC	Regional Road Safety Action Plan	Plan		2015/16	36	\$86,010	\$67,391	\$78,829	\$212,230	54%	\$114,604	\$2,744,954	H	H	-	N/A
WDC	Activity Management Plan	Plan		2015/16	36	\$50,000	\$50,598	\$51,295	\$151,893	53%	\$80,503	\$2,825,457	H	M	-	N/A
WDC	Crash Reduction Study	Study		2017/18	12	\$0	\$0	\$51,412	\$51,412	53%	\$27,248	\$2,852,705	H	M	-	N/A
WDC	ONRC Transition Plan	Study		2015/16	12	\$66,197	\$0	\$0	\$66,197	53%	\$35,084	\$2,887,790	H	M	-	N/A

	Project Cost	NZTA Share Cost	Local Share
Far North District Council	Total	\$1,050,000	\$630,000
Kaipara District Council	Total	\$200,000	\$122,000
New Zealand Transport Agency	Total	\$1,750,000	\$0
Northland Regional Council	Total	\$506,396	\$273,454
Whangarei District Council	Total	\$269,502	\$142,836
Total		\$3,775,898	\$2,918,290

Total Anticipated Expenditure for Northland for the Period 2015 to 2018

Activity Class	Total Anticipated Expenditure						
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZ Transport Agency	Waitangi	Northland Region
State Highway Improvements	N/A	N/A	N/A	N/A	\$78,151,625	N/A	\$78,151,625
State Highway Maintenance	N/A	N/A	N/A	N/A	\$119,266,070	N/A	\$119,266,070
State Highway Minor Improvements	N/A	N/A	N/A	N/A	\$625,000	N/A	\$625,000
Local Road Improvements	\$12,900,000	\$0	\$16,678,792	N/A	N/A	\$0	\$29,578,792
Local Road Maintenance	\$82,168,805	\$43,169,350	\$78,065,709	N/A	N/A	\$69,100	\$203,472,964
Local Road Minor Improvements	\$9,600,000	\$6,629,000	\$6,972,209	N/A	N/A	\$0	\$23,201,209
Public Transport	\$0	\$0	\$0	\$6,674,430	N/A	\$0	\$6,674,430
Walking and Cycling	\$4,750,000	\$0	\$4,047,350	N/A	\$0	\$0	\$8,797,350
Road Safety Promotion	\$3,192,252	\$375,000	\$1,003,000	\$443,397	\$258,000	\$0	\$5,271,649
Investment Management	\$1,050,000	\$200,000	\$269,502	\$508,396	\$1,750,000	\$0	\$3,775,898
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$113,661,057	\$50,373,350	\$107,036,562	\$7,624,223	\$200,050,695	\$69,100	\$478,814,987

Total Anticipated Expenditure for Northland for the Period 2018 - 2021

Activity Class	Total Anticipated Expenditure						
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZ Transport Agency	Waitangi	Northland Region
State Highway Improvements	N/A	N/A	N/A	N/A	\$159,340,000	N/A	\$159,340,000
State Highway Maintenance	N/A	N/A	N/A	N/A	\$117,404,780	N/A	\$117,404,780
State Highway Minor Improvements	N/A	N/A	N/A	N/A	\$7,500,000	N/A	\$7,500,000
Local Road Improvements	\$9,800,000	\$2,462,400	\$5,408,183	N/A	N/A	\$0	\$17,670,583
Local Road Maintenance	\$88,875,000	\$45,630,000	\$81,511,872	N/A	N/A	\$337,500	\$216,354,372
Local Road Minor Improvements	\$7,500,000	\$4,149,000	\$7,861,295	N/A	N/A	\$0	\$19,510,295
Public Transport	\$0	\$0	\$0	\$8,068,438	N/A	\$0	\$8,068,438
Walking and Cycling	\$5,100,000	\$0	\$1,397,331	N/A	\$0	\$0	\$6,497,331
Road Safety Promotion	\$3,192,252	\$315,000	\$1,003,002	\$446,624	\$0	\$0	\$4,956,878
Investment Management	\$750,000	\$150,000	\$286,286	\$540,733	\$0	\$0	\$1,727,019
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$115,217,252	\$52,706,400	\$97,467,970	\$9,055,795	\$284,244,780	\$337,500	\$559,029,697

Total Anticipated Expenditure for Northland for the Period 2021 - 2025

Activity Class	Total Anticipated Expenditure						
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZ Transport Agency	Waitangi	Northland Region
State Highway Improvements	N/A	N/A	N/A	N/A	\$48,000,000	N/A	\$48,000,000
State Highway Maintenance	N/A	N/A	N/A	N/A	\$159,730,690	N/A	\$159,730,690
State Highway Minor Improvements	N/A	N/A	N/A	N/A	\$10,000,000	N/A	\$10,000,000
Local Road Improvements	\$12,000,000	\$3,283,200	\$5,832,453	N/A	N/A	\$0	\$21,115,653
Local Road Maintenance	\$131,382,000	\$60,840,000	\$119,658,579	N/A	N/A	\$71,900	\$311,952,479
Local Road Minor Improvements	\$10,000,000	\$4,149,000	\$12,293,584	N/A	N/A	\$0	\$26,442,584
Public Transport	\$0	\$0	\$0	\$8,142,441	N/A	\$0	\$8,142,441
Walking and Cycling	\$6,800,000	\$0	\$0	N/A	\$0	\$0	\$6,800,000
Road Safety Promotion	\$4,256,336	\$420,000	\$1,337,336	\$657,798	\$0	\$0	\$6,671,470
Investment Management	\$1,000,000	\$200,000	\$453,860	\$768,911	\$0	\$0	\$2,422,771
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$165,438,336	\$68,892,200	\$139,575,812	\$9,569,150	\$217,730,690	\$71,900	\$601,278,088

Total Anticipated Expenditure for Northland for the 10-Year Period 2015 - 2025

Activity Class	Total Anticipated Expenditure						
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZ Transport Agency	Waitangi	Northland Region
State Highway Improvements	N/A	N/A	N/A	N/A	\$285,491,625	N/A	\$285,491,625
State Highway Maintenance	N/A	N/A	N/A	N/A	\$396,401,540	N/A	\$396,401,540
State Highway Minor Improvements	N/A	N/A	N/A	N/A	\$18,125,000	N/A	\$18,125,000
Local Road Improvements	\$34,700,000	\$5,745,600	\$27,919,428	N/A	N/A	\$0	\$68,365,028
Local Road Maintenance	\$302,425,805	\$149,639,350	\$279,236,160	N/A	N/A	\$478,500	\$731,779,815
Local Road Minor Improvements	\$27,100,000	\$14,927,000	\$27,127,089	N/A	N/A	\$0	\$69,154,089
Public Transport	\$0	\$0	\$0	\$22,885,309	N/A	\$0	\$22,885,309
Walking and Cycling	\$16,650,000	\$0	\$5,444,681	N/A	\$0	\$0	\$22,094,681
Road Safety Promotion	\$10,640,840	\$1,110,000	\$3,343,338	\$1,547,819	\$258,000	\$0	\$16,899,997
Investment Management	\$2,800,000	\$550,000	\$1,009,648	\$1,818,040	\$1,750,000	\$0	\$7,925,688
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$394,316,645	\$171,971,950	\$344,080,344	\$26,249,168	\$702,026,165	\$478,500	\$1,639,122,772

3; 6 and 10 Year Total Budgeted Expenditure

Activity Class	Forecast Expenditure 2015/2018	Forecast Expenditure 2018/2021	Forecast Expenditure 2021/2024	Forecast Expenditure Total 10 Year
State Highway Improvements	\$78,151,625	\$159,340,000	\$48,000,000	\$285,491,625
State Highway Maintenance	\$119,266,070	\$117,404,780	\$159,730,690	\$396,401,540
State Highway Minor Improvements	\$625,000	\$7,500,000	\$10,000,000	\$18,125,000
Local Road Improvements	\$29,578,792	\$17,670,583	\$21,115,653	\$68,365,028
Local Road Maintenance	\$203,472,964	\$216,354,372	\$311,952,479	\$731,779,815
Local Road Minor Improvements	\$23,201,209	\$19,510,296	\$26,442,584	\$69,154,089
Public Transport	\$6,674,430	\$8,068,438	\$8,142,441	\$22,885,309
Walking and Cycling	\$8,797,350	\$6,497,331	\$6,800,000	\$22,094,681
Road Safety Promotion	\$5,271,649	\$4,956,878	\$6,671,470	\$16,899,997
Investment Management	\$3,775,898	\$1,727,019	\$2,422,771	\$7,925,688
Rail and Sea Freight	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0
Total of Activities	\$478,814,987	\$559,029,697	\$601,278,088	\$1,639,122,772

ISSUE: Northland Regional Council 2015 Environmental Curriculum Awards**ID:** A723941**To:** Council Meeting, 21 April 2015**From:** Susan Botting, Environmental Education Officer**Date:** 7 April 2015

Report Type:	<input type="checkbox"/> Normal operations	<input type="checkbox"/> Information	<input checked="" type="checkbox"/> Decision
Purpose:	<input type="checkbox"/> Infrastructure	<input checked="" 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
Significance Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to confirm the appointment of NRC Chairman Bill Shepherd and Councillor Craig Brown to select the Northland Regional Council 2015 Environmental Curriculum Award- winning schools. It concludes with the recommendation that the report is received and that the two councillors be confirmed as members of the judging sub-committee for the 2015 Environmental Curriculum Awards.

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. As such, it does not trigger any criteria in council's significance policy and therefore is considered to be of low significance.

Recommendations:

-
1. That the report 'Northland Regional Council 2015 Environmental Curriculum Awards' by Susan Botting, Environmental Education Officer, dated 7 April 2015, be received.
 2. That Chairman Bill Shepherd and Councillor Craig Brown be confirmed as members of the judging sub-committee for the Environmental Curriculum Awards 2015.
-

ITEM: 7.5

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Report:

The Northland Regional Council annually offers Northland schools up to \$2,000 each through its Northland Regional Council Environmental Curriculum Awards. This award is offered to recognise effective environmental education in the north. The award fund totals \$20,000.

The Northland Regional Council 2015 Environmental Curriculum Awards process is now underway. More than 150 Northland schools have been sent the relevant details. The 2015 application season opened on Monday 16 March 2015. Applications for the awards close on Tuesday 28 April 2015.

It is proposed that the judging sub-committee should comprise of Council Chairman Bill Shepherd and Councillor Craig Brown. Appropriate councillors and staff will subsequently visit successful winners at their schools and present the awards.

These awards recognise achievement in environmental education through demonstrated action. They particularly support efforts in line with the council's work and the Ministry of Education Guidelines for Environmental Education in New Zealand Schools.

ITEM: 8.1

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ISSUE: Chairman's Report to Council**ID:** A735995**To:** Council Meeting, 21 April 2015**From:** Bill Shepherd, Chairman**Date:** 10 April 2015

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 Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

This report is to receive information from the Chairman (**attached**) on meetings/events attended and correspondence sent for the month of March 2015.

Legal compliance:

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 to 82 of the Local Government Act 2002.

Recommendation:

That the Chairman's report dated 10 April 2015 be received.

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Meetings/events attended:

During the period I attended the following meetings/events/functions:

- Meetings attended with the council's CEO, Malcolm Nicolson:
 - Cr Dover Samuels and Pita Tipene – future direction of the Te Taitokerau Māori Advisory Committee.
 - Presentation by Local Government New Zealand to Northland Regional Council and Whangarei District Council – local government reputation and initiatives to lift performance and tell LGNZ story.
 - Barry Trass and Tony Jelas – data centre.
- Attended Mangakahia Area School's Enviroschools Green/Gold review presentation with Enviroschools Regional Coordinator, Susan Karels.
- Meeting with Shane Culham – discuss potential for ship building industry in Northland.
- David Wilson, CEO, Northland Inc., Laura Burns and Sidney Quintal, Creative Northland – building business capability for creative arts sector.
- Peter Davies-Colley and representatives from Northland Wood Council – relationship building exercise with members.
- Sue and I attended the Ballance Farm Environment Awards at Waitangi and I presented the Northland Regional Council's award.
- Mangere Catchment Group field trip, Pukenui Forest – looking at water quality issues within the forest.
- Attended the UNISA Mayors/Chairs meeting held in Auckland with Strategy, Governance and Communications Manager, Jonathan Gibbard.
- Sue and I attended the unveiling of the new Whāngārei War Memorial.
- Attended Northland Councils Strategic Planning Workshop held at Waitangi.
- Presented at public information meetings on the draft Long Term Plan held in Kaitiāia, Kerikeri and Whāngārei.
- Cr Craig Brown, Colin Dall and I met with members of the Mangawhai Harbour Restoration Society – consent application to clear mangroves in Mangawhai Harbour.

Correspondence:

During March I sent out the following correspondence:

Date	Addressed To	Subject
24.03.15	Northland Chamber of Commerce	Confirmation of NRC's representative on NZ Chambers of Commerce Northland Board
31.03.15	Philip Hutchinson	Whāngārei Heads pest management
31.03.15	Anthony Mercer	Pest management at Whāngārei Heads

ISSUE: Chief Executive's Report to Council**ID:** A735695**To:** Council Meeting, 21 April 2015**From:** Malcolm Nicolson, Chief Executive Officer**Date:** 10 April 2015

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 Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not triggered	

Executive summary:

This report provides an overview of recent council organisation activity. It concludes with the recommendation that the report be received.

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 to 82 of the Local Government Act 2002. While some of the activities discussed in this report are significant, the nature of the report is simply to provide information and updates. It does not therefore trigger any elements of the council's significance policy.

Recommendation:

That the Chief Executive Officer's report dated 10 April 2015 be received.

ATTACHMENTS

1. Detailed information – Consent decisions issued.
2. Detailed information – Consents decisions and progress on notified applications in process, objections and appeals.

8.2.1 CROSS DISCIPLINARY PROJECTS**Waioira Northland Water**

A full Waioira Northland Water update is reported in the April 2015 EMC agenda. The update includes the following table summarising priority catchment group events that took place during the reporting period:

Catchment	Events
Doubtless Bay	March workshop
	March fieldtrip
Mangere	March workshop
	March fieldtrip
Whāngārei	March workshop
Waitangi	February meeting
	March fieldtrip
Poutō	March workshop

Local Government Official Information (LGOIMA) Requests

During months of February and March 2015	
Number of LGOIMA requests received	18
Number of LGOIMA requests completed ≤ 20 working days	13
Number of LGOIMA requests not completed ≤ 20 working days	0

8.2.2 RESOURCE MANAGEMENT**New regional plan**

The Regional Policy Committee have discussed and all formally agreed on the process for preparing the draft new regional plan, and the templates for the structure of the new regional plan and the Section 32 report¹. The process includes twice monthly workshops and working through the draft provisions by resource topic.

On 14 April the committee had its first workshop to discuss content of the draft new regional plan. It covered the “Air quality” and “Hazardous substances” topics.

Other Resource Management Issues

No district council or private plan changes were received during the reporting period.

Far North District Council – Plan Changes made operative

The Far North District declared two plan changes operative in February 2015. Plan Change 14 (Removal of Air Chapter 12.6) and Plan change 17 (Impermeable surfaces). Plan change 14 proposed removal of provisions relating to air quality in Chapter 12.6 of the district plan. Council submitted in support of the plan change on the basis it merely duplicated regional council functions and added little to controls already applied through the Regional Air Quality Plan. The relief sought by council was generally accepted. Council did not submit on plan change 17.

¹ Section 32 refers to the section of the RMA that sets out how the provisions of a plan must be analysed and justified.

Land use and subdivision applications

During March 2015, 9 resource consent applications were received from district councils (1 notified and 8 non-notified). No comments or submissions were lodged.

Consents***Consents in Process***

During March 2015, a total of 47 decisions were issued. A summary of these decisions is given in **Attachment 1**. These decisions comprised:

0	Moorings
0	Air Discharge Permits
2	Water Discharge Permits
3	Land Discharge Permits
4	Bore Consents
5	Water Permits
16	Land Use Consents
17	Coastal Permits

The processing timeframes for the March 2015 consents ranged from:

- 1036 to 2 calendar days, with the median time being 27 days;
- 678 to 2 working days, with the median time being 18 days.

35 Applications received in March 2015

Of the 118 applications in progress at the end of March 2015:

7	were received between 6 and 12 months ago (most awaiting further information);
54	were received more than 12 months ago (most awaiting further information);
57	less than 6 months.

Appointment of Hearing Commissioners

The following commissioner was appointed for one consent hearing in March 2015:

- Mr David Roke for consents associated with the replacement of an existing floating pontoon jetty and gangway ramp in the Kerikeri River.

Consents Decisions and Progress on Notified Applications in Process, Objections and Appeals

The current level of notified application processing activities at the end of March 2015 is (by number):

0	Applications Publicly/Limited Notified During Previous Month
0	Hearings and Decisions
2	Appeals/Objections
9	Progress on Applications Previously Notified

A more detailed summary of the above activities can be found in **Attachment 2**.

Environmental Monitoring

Compliance and State of the Environment monitoring

A summary of the results of compliance monitoring for the period 1 – 31 March 2015 is discussed below. Further details for this period will be reported to the Environmental Management Committee (EMC) on 28 April 2015.

Air discharges

A total of seven compliance assessments for air discharge consents were made, including three industrial site visits, with six assessments confirming consent compliance and one assessment revealing consent non-compliance. The non-compliance was due to the late submission of an annual monitoring report and was subsequently discussed with the consent holder.

A total of 27 air quality related environmental incidents were received, most of which related to either burning and smoke nuisance or spray drift (14 and six incidents respectively).

Ambient air monitoring results for PM₁₀, sulphur dioxide and carbon monoxide at Robert Street, Whāngārei, Bream Bay College, Ruakaka, and North Road, Kaitiāia all showed compliance with the National Environmental Standard for Air Quality (NES) during February 2015.

Coastal

A total of 70 consented activities were monitored, 59 of which were fully compliant with resource consent conditions and 11 non-compliant. There were no significantly non-compliant activities. Activities monitored included coastal structures and coastal discharges. Helicopter flights for oyster farm inspections were completed this month with analysis and reporting of the inspections to continue into next month.

Water quality results for the Kaipara, Bay of Islands and Whāngārei harbours indicated generally higher nutrient levels at upper harbour sites and faecal indicator bacteria levels low at all sites. Estuary monitoring fieldwork was completed at Ruakaka estuary.

Hazardous Substances

One hazardous substances incident was investigated and 20 enquiries regarding contaminated land were received and responded to.

The collection of hazardous substances continued during the reporting period.

Land use monitoring

There were 30 monitoring events during the period, 28 of which were found to be fully compliant with resource consent conditions and two non-compliant. There were no significantly non-compliant activities.

During the month a number of NRC staff (from the Planning, Consents and Monitoring departments) attended a field trip with Hancock Forest Management staff to observe a “tethered harvesting” operation, which was arranged after the prior meeting of the RMA Northland Forestry Development Group. The trip was very informative.

Water quality and discharge monitoring

A total of 61 consented activities were monitored, 43 of which were found to be fully compliant with resource consent conditions and 18 non-compliant. There were no significantly non-compliant activities.

Environmental Incidents

There were no environmental incidents resulting in a significant or moderate environmental impact recorded during the period. A graph showing the number and type of environmental incidents received during the reporting period compared with the 10 year mean for that period will be provided to the EMC on 28 April 2015.

Enforcement***Abatement Notices***

There were four abatement notices issued during the period:

- Hazardous substances (2)
- Coastal structure (1)
- Non-compliance with a coastal permit (1)

Infringement Notices

There were three infringement notices issued during the period:

- Discharge of antifouling paint (1)
- Introduction of Mediterranean fanworm (1)
- Discharge of refuse to water (1)

Prosecutions***Hikurangi Swamp stopbank cuts***

Charges have been laid against three farmers for cuts made to stopbanks during July 2014. Two of them subsequently pleaded guilty to the charges and the remaining farmer pleading not guilty and sought trial by jury. The two farmers who pleaded guilty were sentenced in the Whāngārei District Court on 7 April 2015. The Environment Court (Judge Thompson) convicted S Brown on three charges and C Lammers on two charges, fining them a total of \$67,500 and \$45,000 respectively.

The case management hearing for the farmer who pleaded not guilty also took place on 7 April 2015. Following the hearing, the council was provided with new information relating to the case which would mean a conviction was unlikely. Therefore, the charges against this farmer have been withdrawn.

Cassidy Road wetland clearance

Charges have been laid against a dairy farmer in the Waipū ecological district for earthworks and vegetation clearance in a significant indigenous wetland. The case recommenced on 9 April 2015 for sentencing. During proceedings, agreement was reached between the farmer and the council over an enforcement order that would require the farmer to undertake restoration works and fencing and covenanting the wetland. Judge Thompson convicted the farmer but adjourned the final sentencing until the enforcement order has been implemented and the costs of the mitigation measures are known.

Biosecurity

Community pest control

In preparation for the control of pests and restoration of native species within Warwara, a rahui has been placed over the ngahere by Kaumatua of Te Rarawa aimed at halting the taking of Kukupa until further notice. This ceremony was conducted from a prominent lookout point within the forest at the end of March and attended by over 100 people from the community and supporting agencies. Work to set out the bait stations for possum control is set to begin during April with the support and blessing of local iwi.

Meetings were attended for tenders for eleagnus control work at the Mt Tiger CPCA where a large infestation of this plant pest is encroaching on native bush. If left to spread it will also establish within the councils pine plantation.



Kai Iwi Lakes

A network of possum bait stations are being established throughout the Taharoa domain to reduce the impact of possums on pohutukawa and other native plants. This work is being carried out by a contractor over the next month and possum bait will be placed in them later in the year. Contractors are also continuing to work on removing wilding pines from around Pine beach and more work on these is planned over the coming months. A contracting crew is working on clearing a variety of weeds including wattle species from the road entrances to the lakes and this will continue through April and May. Further spraying of pampas is also planned for the coming months. Regional Council biosecurity staff and Kaipara district council staff are coordinating work within the Taharoa Domain to ensure the greatest benefit and project efficiencies can be achieved.

Controlling pest fish populations is also ongoing and another two goldfish were retrieved from the tripod trap at Kai Iwi before the trap was removed for the season. This work has removed an immediate risk of transfer to the lakes however staff know there are survivors left in the pond and their activity slows during winter and the fish tend towards hibernation. Complete eradication of goldfish in this pond is possible and further work will be undertaken during next spring.

Auckland fruit fly response

Two Northland Regional Council Biosecurity staff assisted with the Queensland fruit fly response in Auckland for two weeks in March. They were requested as part of the joint agreement with MPI to assist and filled senior roles as work stream managers of the movement control group within the response operation. As a result of the deployment, Northland staff have become more familiar with the joint agency roles and are highly regarded by the joint agency partners. Senior MPI and AsureQuality personnel have expressed their gratitude to the staff involved and are appreciative of the ongoing support from Northland Regional Council. Trapping in the core infestation area of Mt Eden is expected to continue for several more weeks and any costs incurred by Northland are fully reimbursed.

Pest Plant Control

Spraying of gorse, acacia and the clearing of iceplant was also carried out by the entranceway of the Ruakaka pipeline track by a local volunteer group (under the supervision of Biosecurity staff).

Control work was also carried out to prevent regrowth of two abandoned kiwifruit orchards at Mangawhai and Maunu as part of the kiwifruit vine disease response. Kiwifruit vine health will share in the cost of this work as per the joint MOU.

A meeting at Mangawhai Spit with key stake-holder groups was also attended by Biosecurity staff to discuss a Restoration Management Plan for the area and share advice on reducing pest plant and pest animal risks.

***Ragwort flea beetle success in Northland***

Recent monitoring of sites where ragwort flea beetles were released in 1985 has demonstrated the success of this bio-control agent on ragwort in Northland. Almost no ragwort was found at the release sites. These sites were chosen for the entrenched nature of ragwort and the likelihood that these sites would receive no treatment by land owners.

New lantana rust release

During March several sites of lantana in Northland were inoculated with a rust fungus to help control this pest plant in Northland. The rust needs warm moist conditions to establish so spring and autumn are the best times for this.

Landcare Research board of Directors attended the very first rust release in Northland.

Wandering Jew beetles

Recent monitoring of three different wandering Jew beetles released in 2011 and 2012 for control of this pest plant showed they are establishing well. These beetles eat the leaves and growing tips and can be effective at reducing growth rates. Staff were concerned a site in Kaeroa that had been destroyed by a slip would not have surviving populations; however healthy beetles were found nearby. Although the beetles are quite mobile and will move to new sites by themselves they are also being shifted around Northland to build up numbers. This photo shows typical damage the beetles can inflict on the leaf edges of wandering Jew.

Marine pests***Marsden cove fanworm***

Northland Regional Council staff inspected the ultrasonic unit placed in Stage 2 on the request of the marina manager to assess how effective the device has been in killing mature fanworm. The unit had been running for three weeks however all the fanworm on the wall and seafloor below the unit had their fans out and looked to be feeding. No outward damage to the tubes or worms could be observed.

Staff removed 10 fanworm and autopsied them using the criteria developed in a previous trial and assessed the reproductive stage of the worms which were maturing and we would expect them to spawn in the next few months. The unit may still be effective control in preventing larval settlement and further trials in Auckland hope to test this however at this stage the unit appears to staff to have had no effect on mature fanworm survival.

8.2.3 RIVER MANAGEMENT

Awanui

Resource consent applications for modifying the Whangatane Spillway weir are nearing completion with intention to lodge by mid-April. The proposed split level weir will allow earlier and later flood flow into the spillway with only minor increase to spillway peak flow and downstream flood levels.

The Awanui annual scheme maintenance work is approximately 85% complete with the lower Awanui longreach and the Tarawhataroa grade control work completed. Setting back of stopbanks along the Awanui River between Gills Road Bridge and Awanui Township is the current work focus. The mulching programme is complete and the spraying, flood gate inspection, maintenance and renewals are nearing completion.

Kaeo-Whangaroa

Annual maintenance works in the Whangaroa Streams catchments are well underway with work continuing in Taupo Bay, Totara North, Te Ngaere and Tauranga Bay.

Kerikeri-Waipapa

Work is continuing with landowner engagement regarding the acquisition of land required for the proposed Kerikeri River spillway scheme. Closing date for submissions on the designation and resource consent applications is 16 April 2015.

The prefeasibility investigation, design and cost estimation report for a multi-purpose dam on the Kerikeri River has been reviewed and will be circulated to the Liaison Committee. The dam site is located upstream of the Waipapa industrial estate.

Waitangi

Resource consent for bank stabilisation work along the Waiaruhe River between SH1 and SH10 has been lodged. During the rain events of June-July 2014 this section of river experienced some significant bank erosion, with the river trying to re-establish its meander pattern. If granted this consent will allow landowners to undertake bank stabilisation works.

Lake Ōmāpere

A site visit was held with the Lake Ōmāpere Trustees (LOT), Federated Farmers, the farmer affected by flooding from high lake levels (during last winter) and NRC on 24 February. LOT are working with downstream stakeholders to enable outlet channel and clearing weed from the stone weir to proceed. NRC will progress these works pending stakeholder approvals being obtained.

Kawakawa – Taumarere

A joint site meeting was held with FNDC drainage engineers and NRC Rivers team for Otiria/Moerewa flooding and stormwater issues to further consider other potential mitigation options. Staff have drawn up some high level proposals from the field visit

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and will look to obtain rough order costing and progress these proposals with the stakeholders.

Some log blockages in the Waiomio Stream near the Railroad Bridge in Kawakawa have been removed.

Kaihu

The 2014-15 maintenance works programme is nearing completion. We are also extending the flood model to include Dargaville flood prone areas that were not included in the original model due to unavailability of lidar.

Ngunguru

The targeted willow drill and kill programme work is completed and the dead willows will be scheduled for removal and burning next season.

Minor Rivers

The table below summarises the scheduled minor river works programme.

River	Description of Work Programmed for current season	Proposed start date/status
Awanui - Bells Hill Drains	Clean Drains	May-15
	Reprofile cutoff drain	Completed
	Inclinometer reading May 2015	May-15
Pawarenga Streams	Minor clean -up (vegetation/sediment removal)	Not required
Rotokakahi @ Pawarenga Bridge	Follow up maintenance for Groynes if required (contingency)	Not required
Mangonuiwae/Broadwood	Stream bank protection	Completed
Waihou/Rahiri-Rangiahua	Lower Berm Rahiri Settlement Rd	May-15
Panguru and Lower Waihou	Gravel management around bridges	April-15
Waitangi	Gravel management at Lily Pond	Low priority
	Willow spraying/removal	Completed
Waima	Channel maintenance	April-15
	Resource consent for gravel management lodged and in progress with appeal period complete.	Progressing
Awapokonui/Pakanae	Follow up spraying of Arundo Donax	Completed
Waimamaku	Gravel works at Wekaweka Road and Mason Dwelling	Completed
Otiria	Test pit investigations	Not to progress
	Tree removal	Completed
	Lodgement for spillway resource consent	Not to progress
Helena Bay	Tree / Gravel management	Completed
Ngunguru	Gravel management resource consent	Completed
	Gravel extraction / Willow poison	Completed
Kawakawa	Tree felling at Tirihonga and willow drill and kill Waiomio	Completed
Otaika	Tree removal follow-up / poison	Completed
Paparoa	Gravel and Timber Extraction	Underway
Maungaturoto	Tree poisoning / removal	Completed

Natural Hazards***LiDAR***

Unsuitable weather conditions are holding up the Wairoa and Paparoa survey.

Initial consultation has been held with MPI on acquiring region wide LIDAR coverage. This has been provisionally costed at \$1.75 million.

Coastal Hazards

NIWA has completed site analyses of Northland tidal records for the coastal flood hazard zone assessment. This work is set down for completion by August.

Land management***Environment Fund***

Year to date \$726,990.45 of the Environment Fund budget has been allocated (to a total of 195 projects). The March delegated authority had 12 projects totalling \$25,637. Four projects totalling \$26,840 have been withdrawn by applicants since approval.

Farm Water Quality Improvement Plans (FWQIP) 1 July 2014 to 28 March 2015

Year to date a total of 87 FWQIP's have been commenced, 66 FWQIP's have been completed, with a further 61 in progress.

Status of FWQIP	Farm Type	Far North	Kaipara	Whāngārei	Total
Plans commenced : 1 July 2014 to 30 March 2015	Drystock	33	8	22	63
	Lifestyle	4		7	11
	Dairy	1	6	6	13
		38	14	35	87
Plans completed: 1 July 2014 to 30 March 2015	Drystock	22	7	20	49
	Lifestyle	2		4	6
	Dairy	1	2	8	11
		25	9	32	66
Plans still in progress	Drystock	21	11	6	38
	Lifestyle	2		4	6
	Dairy	2	8	7	17
		25	19	17	61

SLMACC Priorities and Northland LRI/LUC

The Landcare led "Use of modern technology including LiDAR to update the NZ Land Resource Inventory" project application to the MPI Sustainable Land Management and Climate Change fund has been approved for \$500k funding. NRC supported the Landcare application, and will provide support with the project focusing on Northland.

Ballance Farm Environment Awards - 18 March 2015

The 2015 Northland Supreme Awards Winners were Pakotai dairy farmers Rachel and Greig Alexander. The field day is open to the public on 7 May. The recipients of the Northland Regional Council Water Quality Enhancement Award were Pataua North Rd forresters Ian and Sandy Page.

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Northland Regional Council is a sponsor of these awards, with staff involved in training judges, helping with technical information for the field day and being part of the judging team and awards evening.

Integrated Kaipara Harbour Management Group (IKHMG)

The IKHMG quarterly hui was held on 3 March 2015 at Rewiti marae, Waimauku. A report on the Kaipara Moana symposium held in November was tabled, and the work plan for the coming year, flagship farm programme and MfE funding were discussed. Planning is underway for fencing and planting programme for the flagship sites for the 2015 planting season.

Coastcare

A field trip/workshop to Mangawhai Sandspit was organised to discuss issues and options regarding management of the sandspit with stake-holder groups prior to writing up of a restoration management plan for the spit. The field-trip was attended by representatives from NRC, DOC, Mangawhai Harbour Restoration Society, Tern Point Recreation and Conservation Society, New Zealand Fairy Tern Trust, Te Arai Shorebird Trust and the New Zealand Dunes Trust.

Bream Bay Coastal Care Trust held an official opening of the walk-way they have created through the back dunes at Ruakaka. The main purpose of the walk-way is to offer an alternative route to the surf beach, especially at high tide to avoid dune damage and disturbance of nesting birds by estuary.

A field trip to Ngunguru Sandspit was held to assess existing flora and ascertain any requirements for propagation and planting. The field trip was led by NRC and attended by members of Ngunguru Sandspit Protection Society. Also, more than 125 people attended the annual Ngunguru Sandspit Walk and beach clean-up organised by Ngunguru Sandspit Protection Society.

A report giving options for mitigation of erosion at Te Ti Bay, Paihia has been received and discussed with FNDC who are taking steps towards following up on some of the recommendations contained in the report.

A meeting of the Northland Safe Beach Driving Group was held. It was agreed to continue the Safe Beach Driving awareness programme and regular inter-agency meetings.

Soil Conservation

The poplar and willows web page has been updated to include more in depth planting information and advice relevant to Northland. www.nrc.govt.nz/poplars

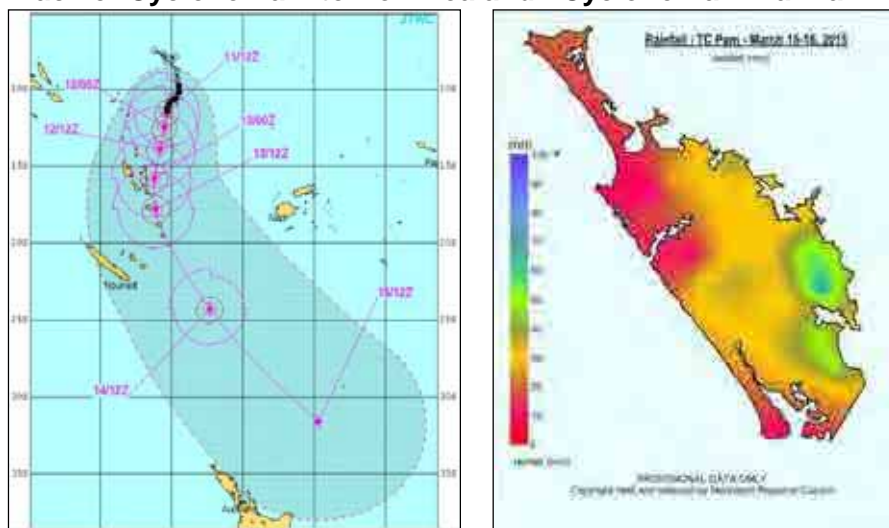
The webpage now includes an online ordering component for soil conservation planting materials.

Hydrology***Northland Weather and Water Resources***

Weather patterns over Northland during March were generally settled with afternoon showers producing patchy rain in most areas. Cyclone Pam produced some useful rain to some areas of the region during mid-March.

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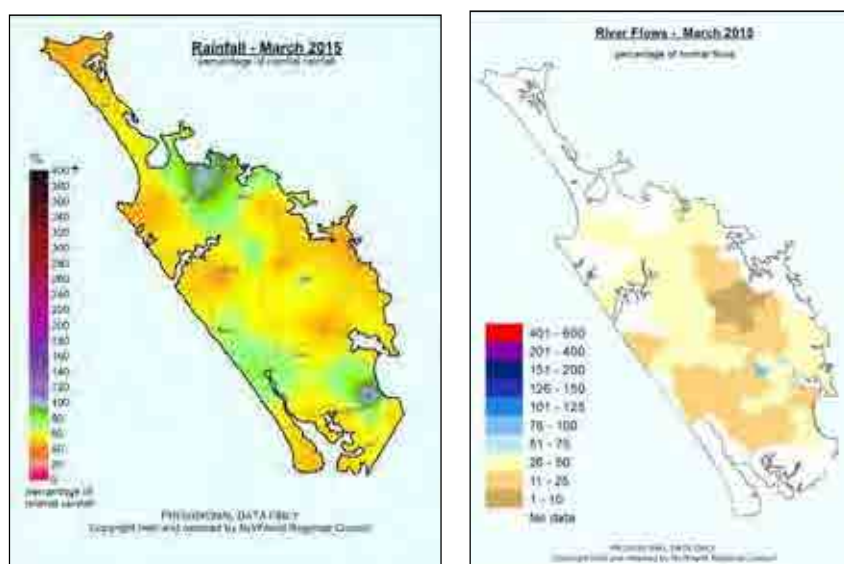
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Track of Cyclone Pam to New Zealand - Cyclone Pam Rainfall Amounts**Effects on Northland - Cyclone Pam**

- Rainfall amounts were useful but 'uneventful' with the highest falls recorded east of Whāngārei (Glenbervie 67.5mm) and the lowest recorded falls in the Hokianga and Poutō Peninsula areas (around 10-15mm)
- Only small rises in rivers
- Maximum wind gusts from the east and south east – Cape Reinga 118.5kph and Whāngārei Airport 81kph
- Tides were elevated 200-400mm over normal accompanied with a large swell up to four meters
- Barometric pressure fell from approximately 1012hpa to 986hpa as the system moved south east.

March rainfall, river levels and groundwater

- Below average rainfall and river flows during March
- Most rain was as a result of Cyclone Pam in mid-March
- Groundwater levels are normal for this time of year
- River flows below normal but generally above their mean annual low flows.

Rainfall and River Flow maps for March 2015

MetService April outlook and current ocean conditions

The past month has seen unusual and very active conditions in the tropics to the north of New Zealand. Importantly, Cyclone Pam produced one of the strongest reversals of the trade winds seen in recent years. 'Westerly wind bursts' can kick-start El Nino, since they allow warmer waters to push towards South America. El Nino conditions are now present and are forecast to continue through the southern winter (60% chance of continuing El Nino conditions).

Weather sequences, rather than El Nino, should drive New Zealand rainfall and temperatures. Highs are expected to dominate over the country for the start of April, producing generally drier and warmer conditions than usual. Unsettled north westerlies and lows then prevail for the second week of April, with unusually mild temperatures expected across New Zealand.

For the second half of the month, low pressures are forecast to continue in the New Zealand region, maintaining above average temperatures, and above normal rainfall for the northwest of the South Island, also the southwest North Island. All other regions of the country should also record some rainfall, including the eastern South Island.

NIWA three month outlook - April to June 2015

The table below shows the probabilities (or percent chances) for rainfall, temperature, soil moisture and river flows over the following three months for Northland.

	Temperature	Rainfall	Soil moisture	River flows
Above average	50	25	20	20
Near average	40	35	40	35
Below average	10	40	40	45

NRC water quantity module for LAWA

Land, Air, Water Aotearoa (LAWA) was established by like-minded organisations with a view to helping local communities find the balance between using natural resources and maintaining their quality and availability.

The water quantity module of LAWA will be operational by mid April 2015. Over the last month, staff from the hydrology and IT teams have been working closely to establish the necessary systems to ensure NRC is successful in fulfilling its requirements to LAWA.

NRC also has to provide information related to consented water takes. A high amount of detail is required as the Ministry for the Environment is using the data to plug into a national model for water use. NIWA was commissioned to build this model. This has presented some challenges and will require further work by NRC and LAWA personnel.

8.2.4 ECONOMIC DEVELOPMENT**Northland Strategic Water Management Study**

In accordance with the decision taken at the October council meeting, a Request for Proposal (RFP) for a Northland Strategic Water Management Study was advertised on GETS. A key focus of this study is to review the current irrigation situation in Northland and assess the potential for future water demand. Ten proposals were received and evaluated by officers in accordance with the criteria set out in the RFP.

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The selection committee, consisting of the NRC Chair and Cr David Sinclair, approved the awarding of the contract to OPUS.

8.2.5 HAZARD MANAGEMENT

Warnings and activations

Date	Event	CDEM Action
11 March 2015	National Warning Test Message	Actioned
13 March 2015	Severe Weather Watch – T/C Pam	Monitored
14 March 2015	Severe Weather Warning – T/C Pam	Monitored

Tropical Cyclone Pam

At 9.52am on Friday 13 March 2015, the MetService issued a Severe Weather Watch in respect to Tropical Cyclone Pam, which included the Northland region. As a result of high public and media interest in the possible impacts the MetService issued a series of Severe Weather and Wind Watches and Warnings earlier than usual for the Tropical Cyclone. The Northland CDEM monitored the situation throughout the threat period and provided a series of media releases and public information to ensure that communities were aware of the on-going situation. MetService forecasters indicated very early that the threat to Northland was not likely to eventuate into a significant weather event. Key stakeholders, including the emergency services were kept abreast of the situation throughout.

The Minister of Civil Defence was acutely aware of the situation and was briefed by officials concerning the weather event and Top Energy's planned power outage and repairs in the mid and far north prior to the impact of the storm on Sunday 15 March.

Recovery Professional Development

On 26 March a Recovery Seminar was held for the regions appointed recovery managers and Civil Defence officers. The seminar was also attended by a MCDEM official and a recovery manager from the lower North Island. The purpose of the seminar was to review the recovery activity for the July storms and included discussions on Mayoral Relief Funding and Enhanced Task Force Green. A follow-up seminar is proposed for August.

Exercise Shakeout

MCDEM have advised that planning is well underway for New Zealand Shake Out 2015. The time and date for the earthquake drill has been set at 0915 hours on 15 October 2015. This date ties in with international Shake Out events and has the approval of the Ministry of Education. This year MCDEM aims to have 1.5 million people register to take part.

Business Continuity Plans

MCDEM facilitated The National Business Continuity Discussion Group on 5 March with invited Business Continuity specialists in Wellington. Northland was represented on this group by Kim Abbott.

Youth in Emergency Services (YES) Programme

Progress is continuing on the Kawakawa and Moerewa 2015 Youth in Emergency Services programme with 24 nominations being received. Workgroup planning meetings are continuing with logistical and operational matters for the practical days

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now being considered and developed. A draft programme has been agreed and will be confirmed at the next meeting. There is very strong interest in the programme and it is possible that more candidates may be included into the programme than initially planned.

Regional Managers Forum

The annual CDEM Regional managers Forum was held on 16 and 17 March in Wellington with Claire Nyberg attending and representing the Northland region. A number of matters were outlined during the forum that are of mutual interest to CDEM Groups.

Resilience Fund

An official from MCDEM visited the region on 30 March to carry out an audit of the Northland 2013/14 Resilience Fund Projects. Northland had four projects reviewed worth a total of \$132,000. The review is being used as a background to a report to the Minister to examine the manner in which the fund is being used by groups and its effectiveness. No issues were identified in the Northland projects which were all considered to be of high value.

Kelly's Bay Fire

On 5 and 6 March the Kaipara District Civil Defence Officer was deployed to the Incident Command Centre for the response to the Kelly Bay Fire on the Pouto Peninsula. The deployment was in response to a request for assistance with evacuations in the area and welfare arrangements. Assistance was provided at several public meetings and also directly to affected parties. A letter was received from the Kelly's Bay Residents Improvement Society personally thanking the KDC CDO for the work she had done for the community during the response.

Controllers Development Programme

Three local controllers from the region have been confirmed on the next MCDEM Controllers Development Programme. The programme involves a pre-course programme, weeklong residential course followed by an 18 month development programme. It is being administered by Massey University in Wellington. The cost of the programme course is approximately \$3900 each.

On-Scene Commanders

Jim Lyle was recently appointed as a National On-Scene Commander by the Director of Maritime NZ. Peter Weissing and Peter Thomas were also appointed to Regional On-Scene Commanders. These appointments allow this staff members to declare a national response and take control in an event of an oil spill incident within New Zealand marine waters.

8.2.6 TRANSPORT

Draft Regional Land Transport Plan 2015-2021 and Draft Regional Public Transport Plan 2015-2025

Refer to attached agenda item.

Proposed Funding of 10 one way bridges in Northland

During the month of March 2015, the government approved the release of between \$32m to \$69m to provide for the two laning of 10 one way bridges in Northland.

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The bridges are:

- SH1: Waihou River Bridge - Rangiahua
- SH10: Taipa Bridge - Taipa
- SH10: Kaeo River Bridge - Kaeo
- SH11: Tirohanga Stream Bridge - Kawakawa
- SH12: Taheke Bridge - Taheke
- SH12: Hallahans Bridge - Waimamaku
- SH12: Lowes Bridge - Waimamaku
- SH12: Darby and Joan Kauri Bridge – Waipoua Forest
- SH12: Hardies Bridge - Matakohe
- SH12: Andersons Bridge - Matakohe

The following bridge expansion projects are included in the Regional Land Transport Plan 2015-2021:

- SH10: Taipa Bridge - Taipa
- SH10: Kaeo River Bridge - Kaeo
- SH12: Hardies Bridge - Matakohe
- SH12: Andersons Bridge - Matakohe

There are however a number of questions in regard to the where the aforementioned funding would be sourced.

If the required funds are to be obtained through the National Land Transport Programme, all the proposed projects must be included in a Regional Land Transport Plan and must meet the NZ Transport Agency requirements of a detailed business plan for each project to ensure they meet the required funding eligibility criteria for funding assistance.

Based on present funding availability and traffic flows, it is extremely doubtful if any of these projects would be eligible for funding assistance through the National Land Transport Programme.

The other funding option available to Government is that of "Crown Funding". Under this option, the Government may, at its discretion, allocate funding without having to meet the NZ Transport Agency requirements.

Passenger Transport Administration

Total Mobility

Total Mobility figures are reported one month in arrears, as the information is not available in time to meet the agenda deadline.

Month	Total clients	Monthly Actual Expend	Monthly Budget Expend	Variance	Year/Date Actual Expend	Year/Date Budgeted Expend	Variance
February 2015	1090	\$11,758	\$16,666	\$4,908	\$107,885	\$133,328	\$25,443

Total Mobility – new system

The NZ Transport Agency has not as yet provided any further details of their intention to implement a nationally consistent electronic payment system for the Total Mobility Scheme. No further action will be taken by council until this matter has been fully clarified.

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City Link Whāngārei

Due to the start of the month falling on a long weekend, the operational statistics were not received in time for inclusion in this report. These will be included in the April 2015 report to council.

SuperGold Card Scheme

Due to the start of the month falling on a long weekend, the operational statistics were not received in time for inclusion in this report. These will be included in with the April 2015 report to council.

One of the election promises made by the new Northland Member of Parliament, the Right Honourable Winston Peters was for the use of the SuperGold Card on the passenger ferries operating in Northland. This based on the eligibility of these cards on the Auckland based ferry services.

It is unclear at this time if the Government will agree to provide additional funding assistance for these Northland services, or if they will be required to be covered under the existing allocation which is presently fully utilised each year.

Road Safety update

The 2015 year to date national road death toll stands at 86. This compares to 74 deaths for the corresponding 2014 period, and 68 for the 2013 period.

The year to date Northland road death toll stands at 5. There have been:

- 2 deaths in the Far North district;
- 2 deaths in the Whāngārei district; and
- 1 in the Kaipara district.

In 2014 there were 4 deaths at the corresponding time.

Easter holiday break saw a huge increase in traffic on Northlands' roads and congestion affected the flow of motorists on their journeys especially from Johnsons Tunnels north.

Fatigue Stop Easter

The Northland Road Safety Association has operated a number of fatigue stops supported by various road safety partners including the Northland Regional Council since last Labour weekend. The Easter Stop was well patronised with around 400 people stopping and 170 plus vehicles. Excellent feedback was received from motorists from as far south as Gisborne on the east coast and New Plymouth on the west coast. Again many overseas tourists in rental vehicles stopped and frequently said they had never come across such a fatigue stop. Overseas visitors came from a wide variety of countries such as China, Korea, South Africa, Zimbabwe, Holland, Germany, United Kingdom, USA, Canada and Australia. Road safety resources were handed out to all motorists regarding fatigue and in the case of the overseas visitors more detailed information about the different road rules that might be in place in NZ such as keeping to the left and seat belt wearing.

The NZ Refining Company and NZ Police had emergency vehicles and staff on-site which was very popular with motorists. The emergency personnel were able to explain their roles in crashes and breath testing procedures along with the risk that fatigued driving causes.

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ACC one of our key road safety partners has been providing excellent educational resources on fatigue related driving which has been very popular with all the motorists.



Navigation, Safety and Maritime Operations

Oil Spill Preparedness and Response

A minor oil spill incident was investigated and left to disperse naturally. An abatement notice has been issued to the operator of the fuel site on Pukenui Wharf in Houhora due to prolonged non-compliance with the requirements to maintain a valid oil spill contingency plan and the failure to remedy a number of deficiencies identified at the site. Maritime New Zealand (MNZ) is also investigating as the Director of MNZ approves the operation of such sites.

The harbourmaster, deputy and council's iwi liaison officer met with a representative from Patuharakeke to update them on the oil spill response system and discuss the potential participation of representatives in future oil spill exercises. An oil spill exercise to update the skills of a number of regional responders and a training session for communications personnel has been planned for April.

Port and Harbour Safety

Four cruise ships were piloted safely into and out of the Bay of Islands as scheduled. One cruise ship was cancelled by the harbourmaster due to bad weather from Cyclone Pam. Marsden Point Northport berths and the refinery berths were also closed during the storm.

Four hot work permits were issued during this period. One permit was issued for bunkering fuel at Northport.

The maritime programme manager met with an iwi representative at Pataua to discuss the installation of a new 5 knot sign.

The harbourmaster has provided feedback into a coastal routing review undertaken by MNZ. This review to establish the specific risks posed by shipping on the coast is one of several outcomes of the Rena accident and subsequent investigation. A regional meeting has also been organised in April where key Northland stakeholders will participate.

The harbourmaster supervised the successful completion of training and examination programme for a pilot from North Tugz, who has now been approved as a harbour pilot for the Bay of Islands.

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Maritime staff in Whāngārei met with Whāngārei based MNZ staff to discuss ongoing matters of mutual interest.

Maritime incidents, enforcement and safety

Staff dealt with 24 incidents during this period. Some examples of these incidents:

An old launch sank in Matauwhi Bay, Bay of Islands with over 300 litres of fuel on board. Maritime staff responded and removed the fuel from the vessel to prevent possible pollution. The owner has subsequently missed opportunities to re-float the vessel. Issue of a formal wreck removal notice has been issued.

The owner of a yacht who appears to be incapable of safely operating his yacht has been instructed to secure the vessel properly on a mooring or have it removed from the water after a number of mishaps in the Bay of Islands.

A yacht sank on its mooring in Onerahi in Whāngārei Harbour. The owner arranged for the salvage of the vessel and its removal from the water.

An out-of-service fishing boat on a mooring in Houhora Harbour sank on its mooring and was later salvaged by the owner's insurer.

A warning letter was issued for an offence involving speeding on a jet ski in Parua Bay in Whāngārei Harbour.

Other incidents dealt with included illegal occupation of moorings and debris causing pollution or navigation hazard concerns. Follow up on abandoned and derelict vessels was also continued.

Aids to navigation

A new buoy was installed to replace the Mangawhai entrance 5 knot buoy that was damaged by a barge entering the harbour. Costs for the replacement have been sought from the owner of the offending vessel.

Cyclone Pam's residual storm resulted in reports of buoys out of position and damage to beacons. The Langs Beach 5 knot buoy and swimming marker buoys were reported as washed up on the beach and the Wellingtons Bay buoy as out of position. All buoys were reinstated to their correct locations. The starboard beacon on Hat Island, Bay of Islands was totally destroyed. A temporary beacon has been installed until a new beacon is fabricated. The topmark on No. 2 Ngunguru port hand beacon, also damaged, was replaced.

Moorings

The harbourmaster and moorings officer have held discussions with the mooring contractors operating in the region regarding improvements to the levels of service required by council for the effective administration of moorings. A new contractor licensing regime was also discussed that is to replace the existing system for mooring contractor approvals.

Work continues to improve compliance with mooring service requirements. Five infringement notices were issued to mooring licence holders who have failed to service their moorings despite several reminders and notices.

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Assistance was also provided to the marina managements at Ōpua and Whangaroa for their respective marina expansion projects to facilitate the possible relocation of some moorings.

Others

Skipper assistance was provided to other departments for water quality and structures inspections in the Bay of Islands, Whāngārei and Kaipara harbours.

Council's new boat the Ruāwai, a 6.7 metre long Surtees custom built vessel has been put into service following a launch ceremony at Ruāwai presided over by local dignitaries, a councillor and Malcolm Nicholson. This boat has replaced the Tai Ao which has been withdrawn from service and will be sold.

Work has commenced on the next edition of 'Boating in Northland', the annual council boating education and tide information booklet.

8.2.7 SUPPORT SERVICES**Public Communications****Media and Publications**

Northland's media was monitored for items relevant to council in March and early April. Articles which directly mentioned council, or quoted or contained input from (or were written by) a councillor or staff member are listed below:

Topic	Based on media release or assisted by interview with councillor or council staff	Number of articles/ radio, TV or media website items
Regional Land Transport Programme 2015-18/Matakohe Bridges, dust on roads and public meetings (also includes response to Northland by-election pledges on bridges throughout the region)	✓	18
Mair Bank pipi beds	✓	2
Strategic water management study with Northland Inc and MPI Irrigation Acceleration Fund	✓	3
Joe Carr candidate profiles/statements/Electoral Act		19
Sharon Bain as new Kaipara Civil Defence officer		1
Agreement between Karetu Maori Committee and Far North Holdings over Ōpua Marina extension (NRC mentioned as having granted consent)		2
Launch of Regional Growth Strategy		2
Northland Dairy Industry Awards (NRC as category sponsor)		2
Ex-Tropical Cyclone Pam – weekend of 13 and 14 March		18
Enviroschools	✓	3
Teacher workshop	✓	6
Environment Fund		1
Ballance Farm Environment Awards (NRC as category sponsor)		3

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Ōmāpere-Kaikohe bus trial	✓	6
Whangaroa Harbour/Westpac Mussels		1
NRC Environmental Curriculum Awards	✓	5
Local government reform		2
Maori TV item on Millan Ruka with Bill Shepherd on behalf of NRC	✓	1
NRC outlines regional infrastructure priorities	✓	2
Launch of new NRC boat Ruāwai	✓	1
Strategic water management study with Northland Inc and MPI Irrigation Acceleration Fund	✓	1
Funding for Twin Coast Discovery Highway		1
Proposed staff restructure	✓	6
Deputy harbourmaster quoted in relation to jetski incident in Bay of Islands	✓	1
Regular Pest Watch column	✓	2
NRC draft LTP and consultation period	✓	2
John Carter column in Northland Age	✓	1
Tsunami siren testing	✓	5
Millan Ruka criticism re Poroti Springs		1
Kellys Bay oystercatchers	✓	1
NRC as supporter of IKHMG		1
Miscellaneous (members identified as a councillor, but quoted in a non-council capacity/other professional role)		7

Publications and media releases during March and early April 2015***Publications***

- Consultation Document for the Long Term Plan 2015-2025
- Supporting information document for the Long Term Plan 2015-2025
- The March-April edition of Regional Report, with key articles including the LTP consultation period and opportunities for feedback, the award for the Civil Defence team, the NRC presence at the Northland Field Days, the proposed increase to the Environment Fund and a profile of Monty Knight as the new Te Hiku councillor
- EnviroSchools Newsletter

Media releases

- Island as 'living classroom' for teacher workshop attendees (authorised by/quotes Bill Shepherd)
- Keep an eye on cyclone progress; Civil Defence (issued on behalf of the Northland Civil Defence Emergency Management Group)
- Heavy rain, gale warnings for Northland in cyclone's wake (issued on behalf of the Northland Civil Defence Emergency Management Group)
- Northland largely unscathed in Pam's wake (issued on behalf of the Northland Civil Defence Emergency Management Group)

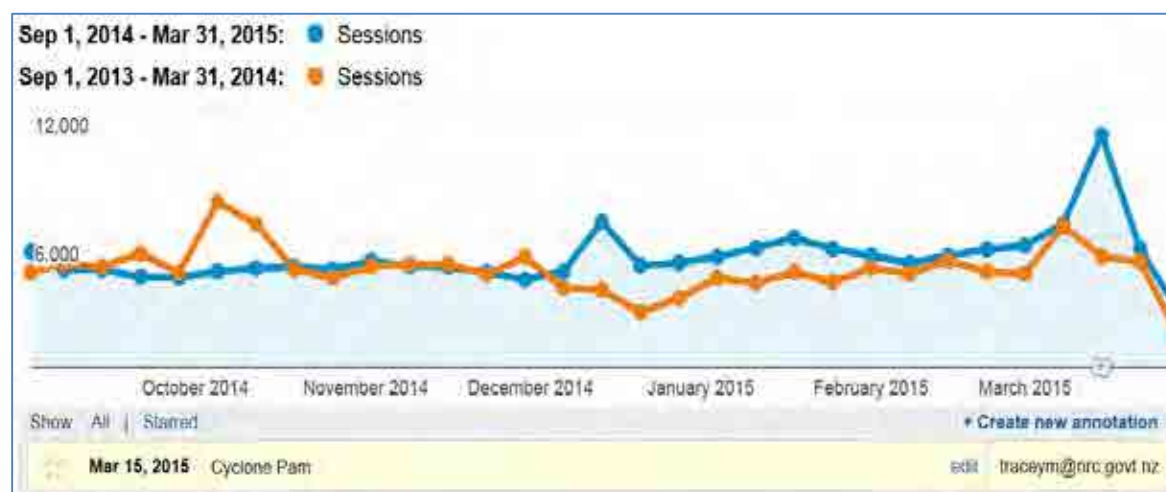
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- \$20,000 schools' Environmental Curriculum Awards open (authorised by/quotes Bill Shepherd)
- NRC outlines regional infrastructure priorities (authorised by/quotes Bill Shepherd)
- Review of NRC organisational structure (authorised by/quotes CEO)
- Environmental education opportunities explored (authorised by/quotes Bill Shepherd)
- New NRC 10-year plan launched (authorised by/quotes Bill Shepherd).

Councillor constituency columns and photographs

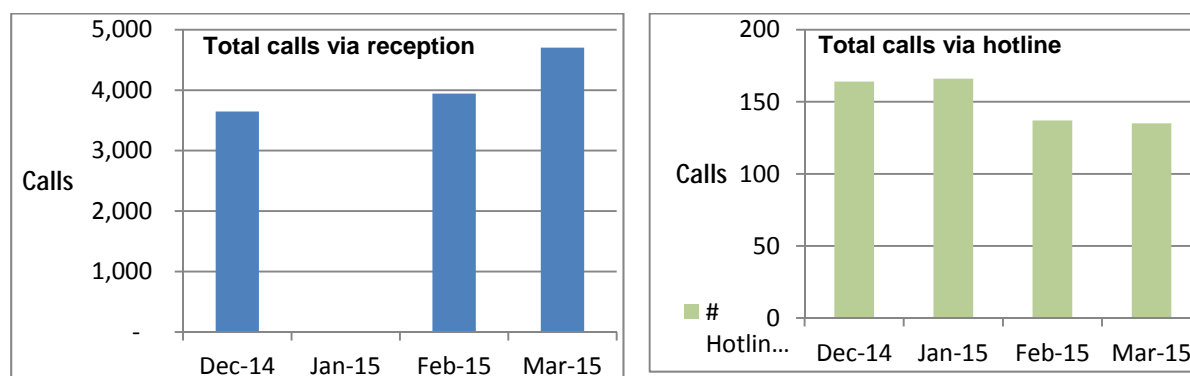
- A break in councillor columns was scheduled for March (and again in November) to coincide with the production and distribution of *Regional Report* to households throughout the region.

Online channels**# visits to the NRC website (compared to the same period last year):**

Key Performance Indicators	Dec-14	Jan-15	Feb-15	Mar-14
WEB				
PDF documents downloaded (Transactions)	3,713	5,303	4,103	5,459
\$ Print value of documents downloaded	10,923	14,068	15,094	16,531
E-payments made	15	8	13	5
GIS Service - Number of unique visitors	2,614	1,449	763	1,189
GIS Service - Number of visits	3,820	2,161	1,074	1,566
# subscription customers (cumulative)	1,016	1,029	1,044	1,047
SOCIAL MEDIA (cumulative)				
# Twitter followers	809	815	823	851
# NRC Facebook fans	585	600	622	646
# CDEM Facebook fans	3,338	3,375	3,395	4,289
# CoastCare Facebook fans	126	132	136	136

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Customer services

NOTE: Due to technical difficulties, January call figures are unavailable.

Events

Event	Date	Location	Description	Staff contact
April				
Pouto Lakes Catchment Group	13 April	Te Kopuru	Pouto Lakes Catchment Group workshop	Natalie Blandford
Doubtless Bay Catchment Group	15 April	Taipa Bay	Doubtless Bay Catchment Group workshop	Natalie Blandford
Mangere Catchment Group	22 April	Kokopu	Mangere Catchment Group workshop	Natalie Blandford
Waitangi Catchment Group	30 April	Okaihau	Waitangi Catchment Group workshop	Natalie Blandford
Fatigue stop	24 April	Uretiti	A northbound fatigue stop on SH1	Ian Crayton-Brown
May				
Pouto Lakes Catchment Group	1 May	TBC	Pouto Lakes Catchment Group field trip	Natalie Blandford
Whangarei Harbour Catchment Group	5 May	Whangarei	Whangarei Harbour Catchment Group workshop	Natalie Blandford
BFEA winners field day	9 May	Whangarei	A field day hosted by the Supreme Winners of the Balance Farm Environment Awards	Natasha Stubbing or Debbie Johnson

New Zealand Dairy Industry Awards Dinner – 10 March 2015

Councillor Joe Carr presented the Northland Regional Council Environment Award to Joe Foster at the 2015 Northland Dairy Industry Awards. Joe was also awarded runner up in the Farm Manager of the Year 2015. This year the awards dinner was held at Toll Stadium in Whāngārei, which allowed for an additional 100 guests.

Environmental Education

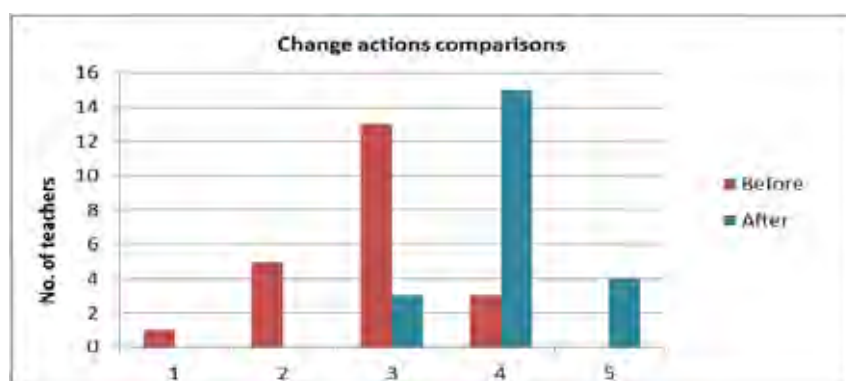
Northland Regional Council Teacher Workshop

Teachers from around Northland attended the Preparation for Northland Regional Council's 2015 teacher workshop on Matakoho/Limestone Island, Whāngārei Harbour. Workshop rating overall from participants was 9/10.

Teacher workshop participant comments included:

- Fantastic, motivating experience with a group of like-minded people
- Workshop increases local awareness of actions we can take towards sustainability
- Absolutely loved exploring Matakoho/Limestone island and learning about all the initiatives to preserve and enhance the island
- Amazing, great to learn about Community Based Social Marketing and Matakoho/Limestone Island
- Meeting new people with like ideas and getting new ideas to take back into the class/school
- Well-resourced and collaborative

Workshop participants' ability to make sustainable behaviour change actions in their teaching



The teacher workshop links to the following NRC Council objectives - maintain and improve the quality of Northland's overall environment, invest in Northland to increase all our communities' economic performance and quality of living and reduce disparities, encourage the sustainable access and use of our environment in ways that will progress our collective quality of living, promote the awareness and appreciation of our heritage, landforms, freshwater and marine environment to encourage our collective pride in Northland.

Northland Regional Council Environmental Curriculum Awards

The first application for this year's \$20,000 Northland Regional Council 2015 Environmental Curriculum Awards programme came in after this year's awards round opened on Monday 16 March.

School Visits

School support/visiting during March included working with 100 primary students on a beach ecosystem care -themed visit to Langs Beach.

Enviroschools

National Enviroschools census carried out

In December 2014, The Enviroschools Foundation contracted external evaluators to carry out the first ever nation-wide census of outcomes for the Enviroschools Programme. By the end of April there will be a report specific to the Northland region.

Enviroschools Green-Gold review presentation held

On 2 March, the Chairman presented Mangakahia Area School with a certificate and two spades to commemorate its successful Enviroschools Green-Gold review. Once an Enviroschool has reached the Green-Gold stage, this status is reviewed every three years.

Enviroschools and CoastCare communities clean up Northland beaches

From February to April, a total of 1,340 people took part in Northland beach clean-ups to celebrate Seaweed. Enviroschools and CoastCare equipped schools and community groups to 'clean-up' at coastal locations including: Bland Bay, Coopers Beach, Herewaka, Hihi, Hōreke, Houhora Heads, Kavarua, Marsden Bay, Matauri Bay, Ngunguru Sandspit, Ōākura, Opito Bay, Opononi, Ōruru, Paihia, Parua Bay, Portland Estuary, Ripiro, Ruakaka, Shipwreck Bay, Tauranga Bay, Uretiti and Waipū Cove.

Enviroschools Northland newsletter distributed

On 24 March, the first Enviroschools Northland newsletter for 2015 was distributed to schools and interested community groups. Feature articles include: Enviroschools deepening their practice by moving through the Bronze – Silver – Green-Gold stages of the programme, and CoastCare and Enviroschools communities working together to clean up Northland beaches. The newsletter highlights Ahipara, Bream Bay College, Dargaville Intermediate, Hukerenui, Mangakahia, Otaika Valley, Peria, Poroti and Tangowahine schools and Kerikeri Kindergarten.

Facilitation of Enviroschools communities

The following school communities were visited during March: Bream Bay, Hurupaki, Kamo High, Kamo Primary, Kokopu, Mangakāhia, Mangawhai, Maungaturoto, Northland College, Opononi, Ōtamatea, Paparoa, Parua Bay, Taipā, Taurarora Area School and Te Kura o Hato Hohepa te Kamura.

Iwi liaison

Te Tai Tokerau Māori Advisory Committee

The Te Tai Tokerau Māori Committee (TTMAC) met during March at the regional council's Whāngārei office. The committee was due to hold a marae based workshop/hui however opted to have a closed workshop based primarily on the council's proposals for its Long Term Plan 2015 – 2025.

Treaty Settlements

Refer to the attached agenda item.

Iwi Liaison

As the Northern representative on the national committee Te Pae Urungi (a professional body for local government practitioners with responsibilities for Māori / Council relationships), the Iwi Liaison Officer (ILO) has been assisting with the presentation to be made to Te Maruata and Local Government New Zealand.

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As a body, Te Pae Urungi are seek to act as a national point of leadership and influence for Council-Māori relations by;

1. Providing leadership and identify best practice concerning local government Māori responsiveness and effectiveness.
2. Empower and support Māori within local government through Te Waka Awhina.
3. Strengthening the development of Council-Māori relationships through Te Mātāpuna.
4. Enabling a collaborative and consistent approach to Māori responsiveness and effectiveness through regional networks and initiatives.

During March the ILO received a number of queries seeking support for funding applications to the Ministry for the Environments Te Mana o Te Wai fund. The ILO attended a hui in Rawene along with a staff member from Far North District Council. The ILO also attended a meeting to discuss a proposal for Dune Lake restoration which included lakes on the Te Aupouri and Poutō peninsulas and Kai Iwi Lakes.

All requests for support are being asked to submit proposals which will then be considered by the Waiora Northland Steering Group.

Finance and IT***Fraud declaration***

Fraud is an intentional act by one or more individuals among management, those charged with governance, employees, or third parties, involving the use of deception to obtain an unjust or illegal advantage. I am not aware of any fraud nor am I investigating any incidence or suspected incidence of fraud at this time.

Finance

Council's financial results for the nine months to date show an operating surplus after transfers to and from Reserves of \$2.395M.

Prior to the reserve transfers, the operating surplus is \$5.005M compared to a budget of \$4.115M or a variance of \$890K arising from revenue being 1% ahead of budget and expenditure being 3% less than budget.

Capital expenditure is \$822K ahead of budget due to the purchase of the Reyburn Street property.

A summarised financial report appears as Item 6.1 of this Agenda.

Human Resources***Proposed Organisational Restructure***

Following meeting with affected staff on 23 and 24 March 2015, I issued a proposal for the restructuring of the organisation to all staff on 25 March 2015. On the same day information packs containing the information release was forwarded to each councillor.

The restructure has become necessary to ensure that the organisation is aligned with the strategic direction of council as developed through the Long Term Plan process.

ATTACHMENT 1

Consents Decisions and Applications in Process**ID: A736839**

The following Resource Consent Decisions have been made since 1 March 2015.

Consent Number	Consent Holder	Consent Description
AUT.002163.01.04	W H Hutchinson	<ul style="list-style-type: none"> Renewal of water take for irrigation at Glenbervie.
AUT.002163.02.01		<ul style="list-style-type: none"> Take from Waitangi River for frost protection at Glenbervie.
AUT.007177.01.03	W A Bigwood	Take water for irrigation at Kerikeri.
AUT.007246.01.03	Ōpua Commercial Estate Limited	<ul style="list-style-type: none"> Discharge of domestic wastewater from industrial park.
AUT.007246.02.02		<ul style="list-style-type: none"> Discharge contaminants (primarily odour) to air.
AUT.008898.01.02	Jacaranda Family Trust	Jetty in Hātea River, Whāngārei.
AUT.011234.01.03	K & J Farms Limited	FDE 653 - Farm effluent discharge at Umawera.
AUT.012985.01.02	Pacific Oyster Farms Limited	Oyster farm lease No. 321 at Orongo Bay, Bay of Islands.
AUT.013116.01.02 – AUT.013116.03.02	Bellingham Quarries Limited	<ul style="list-style-type: none"> Extract rock from Templetons Quarry and remove/place overburden. Discharge stormwater to ground from Templetons Quarry. Divert stormwater and groundwater from Templeton's Quarry.
AUT.013576.01.03	Colquhoun Family Trust	ARA Review of Mussel Farm licence no. 277 at Kiri Kiri Inlet, Kaipara Harbour.
AUT.015249.01.02	Whāngārei District Council	Groundwater take for toilets at Woolleys Bay.
AUT.026844.01.02 – AUT.026844.03.02	Mangawhai Harbour Restoration Society Incorporated	<ul style="list-style-type: none"> Mangrove removal at Mangawhai Harbour. Disturb foreshore in the Upper Mangawhai Harbour. Deposit material in CMA in Upper Mangawhai Harbour.
AUT.027178.01.02 – AUT.027178.04.02	Northland Property Concepts Limited	<ul style="list-style-type: none"> Earthworks within a RMZ, and construct a dam for the purpose of sediment control on the bed of an intermittently flowing stream and significant indigenous wetland. To clear indigenous vegetation from a Riparian Management Zone at Church Bay, Tutukaka Harbour. To dam and divert stormwater from land disturbance activities at Church Bay, Tutukaka Harbour. To discharge stormwater via a sediment retention pond to an unnamed tributary of Church Bay, Tutukaka Harbour.

Consent Number	Consent Holder	Consent Description
AUT.036864.01.01 – AUT.036864.05.01	Kent Bay Trust	<ul style="list-style-type: none"> Coastal structures for Whangaroa Marina, Kent Bay, Whangaroa Harbour. New berths at Whangaroa Marina, Kent Bay, Whangaroa Harbour. Stormwater outlet structure at Whangaroa Marina, Kent Bay, Whangaroa Harbour. Divert and discharge stormwater at Whangaroa Marina, Kent Bay, Whangaroa Harbour. Temporary access ramp at Whangaroa Marina, Kent Bay, Whangaroa Harbour.
AUT.037292.01.01	B J Fullam	Groundwater take at Elingamite Drive, Pukenui.
AUT.037331.01.01 – AUT.037331.02.01	M T Nelson Family Trust & Trustees	<ul style="list-style-type: none"> Seawall and steps at Ngunguru. Boat shed and boat ramp at Ngunguru.
AUT.037335.01.01 – AUT.037335.02.01	A Broughton	<ul style="list-style-type: none"> Seawall and steps at 19 Ewen Street, Ngunguru. Boat ramp at 19 Ewen Street, Ngunguru.
AUT.037421.01.01	O Mitchell	On-site effluent disposal at Moureeses Bay.
AUT.037423.01.01 – AUT.037423.02.01	McLaughlin Yates Limited	<ul style="list-style-type: none"> Seawall at Darch Point, Whāngārei Harbour. Disturb land for seawall at Darch Point, Whāngārei Harbour.
AUT.037447.01.01 – AUT.037447.04.01	P R Atkinson	<ul style="list-style-type: none"> Earthworks for a dam. Water permit for a dam at Te Ahu Ahu Road, Kerikeri. Discharge consent for dam construction at Te Ahu Ahu Road, Kerikeri. Diversion for construction of a dam at Te Ahu Ahu Road, Kerikeri.
AUT.037452.01.01	R M & C J Milina Limited	FDE 7254 discharge at Russell Road, Hikurangi.
AUT.037455.01.01	Top Energy Limited	Riverbed protection works at Puketona.
AUT.037468.01.01	M Churcher	Bore construction at Shoebridge Crescent, Ngunguru.
AUT.037482.01.01	R T & S A Warren	Pipeline beneath a stream at Waimate North Road, Kerikeri.
AUT.037490.01.01	Morphum Environmental Limited	Bore construction at Kaitāia Cemetery.
AUT.037507.01.01 – AUT.037507.03.01	United Civil Construction Limited	<ul style="list-style-type: none"> To place clean fill and install a sediment retention pond, Brynderwyns. Discharge stormwater to land at 4647 State Highway 1, Brynderwyn North. Stormwater diversion at 4647 State Highway 1, Brynderwyn North.
AUT.037510.01.01	S & S Steed	Bore at 2915 Far North Road, Waiharara.
AUT.037547.01.01	A K Jowitt	Bore construction at Wharf Road, Parua Bay.

ATTACHMENT 2

CONSENTS DECISIONS AND PROGRESS ON NOTIFIED APPLICATIONS IN PROCESS, OBJECTIONS AND APPEALS

The Consents/Monitoring Manager's summary of resource consent decisions issued since 1 March 2015 is given in Attachment 1.

Progress on notified applications, objections, and appeals is as set out in the following tables:

NOTIFIED APPLICATIONS

Progress on Applications Previously Notified

Applicant	Proposal	Progress
Far North District Council APP.004007.01.03 Lodged: 30/05/2008	East Coast Bays Wastewater Treatment Plant (Taipā) replacement discharge consents	Fifty-four submissions received, 24 wishing to be heard and 30 not wishing to be heard. Most of those oppose the current operation of WWTP. The applicant wants to reopen discussions with the submitters. The council has provided an update to the submitters on work undertaken by the applicant since the application was notified and the applicant's proposal to reopen discussions with them. A hui was subsequently organised by submitters at the Parapara Marae which was attended by representatives of four local Marae, FNDC and NRC. The outcome of this hui was that a working party would be formed between the applicant and local Maori to come to an agreed solution for the discharge from this WWTP. The processing of this consent application remains on hold at the request of the applicant until further notice.
B C Taylor APP.015366.01.02 Lodged: 25/11/2010	Use of a coastal structure (building) for accommodation and community hall at Whakapirau	Nine submissions received, two in support and seven in opposition. Six submitters wish to be heard. Issues between the applicant and the Kaipara District Council (KDC) associated with the designation of the land and ownership of the building have been resolved. Applications for resource consents from the KDC have been lodged and it is considering whether or not to notify these. No one other than the applicant is adversely affected by the delay at this point.

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Applicant	Proposal	Progress
Millpara Avocados Limited APP.014520.01.02 Lodged: 31/07/2012 APP.014520.02.01 Lodged: 19/06/2012	Increase in existing groundwater take for avocado irrigation purposes, Paparore, Far North	Twelve submissions received within time, with one submitter wishing to be heard. Nine are in opposition, one in support and two neutral. One further (late) submission in opposition received. The council has circulated a proposal to proceed with the existing consent along with draft conditions while leaving the other application on hold until a reassessment of the Aupouri groundwater resource by the council is completed. One submitter wishing to be heard has withdrawn its wish to be heard on the take from the existing bore. The other submitter wishing to be heard has not responded and has been difficult to contact. The consent processing officer has attempted to make contact by phone on a number of occasions and sent another letter to this submitter requesting a response by 12 May 2014. No response has been received. The council will organise a formal pre-hearing meeting and require this submitter to attend. It has been decided to wait for the completion of the reassessment of the Aupouri groundwater resource before organising a meeting so that the council has to only deal with this submitter once.
Far North District Council APP.001862.01.04 Lodged: 13/01/2014	Change to groundwater take consent from Monument Hill for Kaikohe town supply	A submission opposing the application was received from the Waikotitē Māori Reservation Trust. The applicant, representatives of the Trust and the NRC met at Squires Springs on Friday 13 February 2015, to view the actual take and discuss the implications of changes to the conditions. Representatives of the Trust indicated that they are comfortable with the changes to the conditions and need to take these back to the Trust members to gain their approval. The council is awaiting agreement from the Trust prior to issuing a decision under delegated authority.
Ota Point Effluent Society Incorporated APP.002724.01.04 Lodged: 24/07/2014	Replacement consent for discharge of treated wastewater from communal system to Waitapu Bay, Whangaroa Harbour	Three submissions received, all wishing to be heard, with one in opposition, one in support and one neutral. A pre-hearing meeting was held at Ota Point on Thursday 19 March 2015 to discuss the issues raised in the submissions. The outcome of the meeting was favourable, and the council is to draft conditions that will hopefully resolve submitters issues.
Northland Regional Council (Rivers) APP.037356.01.01 Lodged: 15/12/2014	Waima River flood control works	Discussions are being held with submitters towards resolving outstanding issues, thereby avoiding the need for a hearing.
A Brain APP.037013.01.01 Lodged: 23/07/2014	New swing mooring in Orongo Bay, Bay of Islands	A pre-hearing is scheduled for 24 April 2015 with the one opposing submitter to try to resolve outstanding issues.
Ohana Limited APP.006510.01.03 Lodged: 7/01/2015	Jetty extension in Kerikeri River	The hearing has been delayed pending a submission from a newly identified affected person.

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Applicant	Proposal	Progress
Ngawha Generation Limited APP.036992.01.01 Lodged: 18/12/2014	Replacement consents for the existing Ngawha power station. New consents for the expansion to the power station.	Eleven submissions received, all in opposition with nine submitters wishing to be heard. A joint hearing with the FNDC has been scheduled to start on 10 August 2015. The applicant has requested pre-circulation of evidence and the use of independent commissioners.

APPEALS/OBJECTIONS

Applicant	Proposal	Progress
Poutō Farms Limited APP.021258.01.01 Lodged: 6/08/2008	Flood protection works at Kaihū River	Objection to decision to return application documents as incomplete, but the applicant is still seeking stay of hearing, pending receipt of flood model data to enable completion of application detail.
Far North Holdings Limited APP.008385.31.01 Lodged: 5/02/2014	Ōpua Marina Stage 2 extension	Appeal lodged by Far North Holdings Limited (FNH) has been resolved by Court Order. The appeal by the Karetu Maori Committee has been withdrawn.

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ISSUE: Puhipuhi Water and Sediment Heavy Metal Testing Programme**ID:** A737087**To:** Council Meeting, 21 April 2015**From:** Rachel Ropiha, Iwi Liaison Officer, and Katrina Hansen, Biodiversity Advisor**Date:** 7 April 2015

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"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The Ngāti Hau Trust Board was successful in gaining funding via the council's Joint Iwi Monitoring Fund to test for the presence of heavy metals in both sediment and water in the Puhipuhi catchment (upper Wairua River catchment).

The programme was designed alongside the board after they raised concerns about the possible presence of heavy metals in water and the impact of these on traditional food sources such as kēwai (fresh water crayfish), kākahi (fresh water mussels) and tuna (both long and short fin eels). Further they had concerns regarding the possibility of mining in the area and what further impact any release of contaminants via mining might have on these traditional food sources and water; therefore creating desire to establish a baseline data inventory.

Iwi representatives worked alongside staff over a 12 month period to collect samples which were then analysed by Watercare Laboratory Services. **Attached** is the final report which provides an analysis of the accumulative results.

Results are relatively consistent for a river system where acid rock is prevalent. The programme and year's results also provide good baseline data should any mining take place in the catchment.

It should be noted the attached report has been compiled by the Northland Regional Council as Ngāti Hau still has outstanding concerns as to the interpretation of results. Staff will continue to work with Ngāti Hau to address these concerns and anticipate these will be able to be resolved shortly. The report uses the national guidelines for fresh water and reporting is consistent with this guideline.

Since this project Ngāti Hau is seeking funding from central government's contestable fund - Te Mana o Te Wai - to progress research into the accumulative effects of heavy metals in traditional food sources.

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Legal compliance and significance assessment:

The activities detailed in this report are part of the council's day to day operations, 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. The matter does not trigger the council's Significance Policy.

Recommendation:

That the report 'Puhipuhi Water and Sediment Heavy Metal Testing Programme' by Rachel Ropiha, Iwi Liaison Officer, and Katrina Hansen, Biodiversity Advisor, dated 7 April 2015, be received.

Puhipuhi Water and Sediment - Heavy Metal Testing Programme 2013 - 2014

A joint project between Ngāti Hau Resource Management
Unit and Northland Regional Council



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Introduction

Background

Representatives of Ngāti Hau approached Northland Regional Council (NRC) in 2013 with a proposal to set up a monitoring programme in Puhipuhi and its tributaries (upper Wairua catchment). Ngāti Hau concerns centred around impacts of the presence of heavy metals in the water and sediments, particularly with proposals to mine in the surrounding areas. Concerns related to the release of heavy metals into the ground and surface water systems if mining was to be undertaken.

Ngāti Hau Trust Board also have concerns about the impacts of heavy metals on traditional food sources such as kēwai (fresh water crayfish), kākahi (fresh water mussels) and tuna (both long and short fin eels) and what impact any release of contaminants from mining might have on these food sources.

A joint Ngāti Hau / NRC monitoring programme was established to collect and analyse samples of water and sediments for heavy metals over a 12 month period to provide background data on the heavy metal levels within the catchment.

The programme was funded from the NRC Joint Iwi Monitoring Fund. Monitoring was carried out from July 2013 through to June 2014. This report summarises the results from the monitoring programme – and has been compiled by Northland Regional Council.

Catchment overview

The Puhipuhi catchment is approximately 30 kilometres north of Whangārei. The Puhipuhi catchment area is fed from three main tributaries: the Waiotu River drains water from the western side of the catchment, the Whakapara River on the eastern side of the catchment, and the Waiariki from the centre of the catchment. The catchment size for the Waiariki catchment within the centre of Puhipuhi is 25 square kilometres. The Waiotu catchment adjoins the Waiariki catchment (121 km²) to the west and the Whakapara catchment (164 km²) to the east (Figure 2).

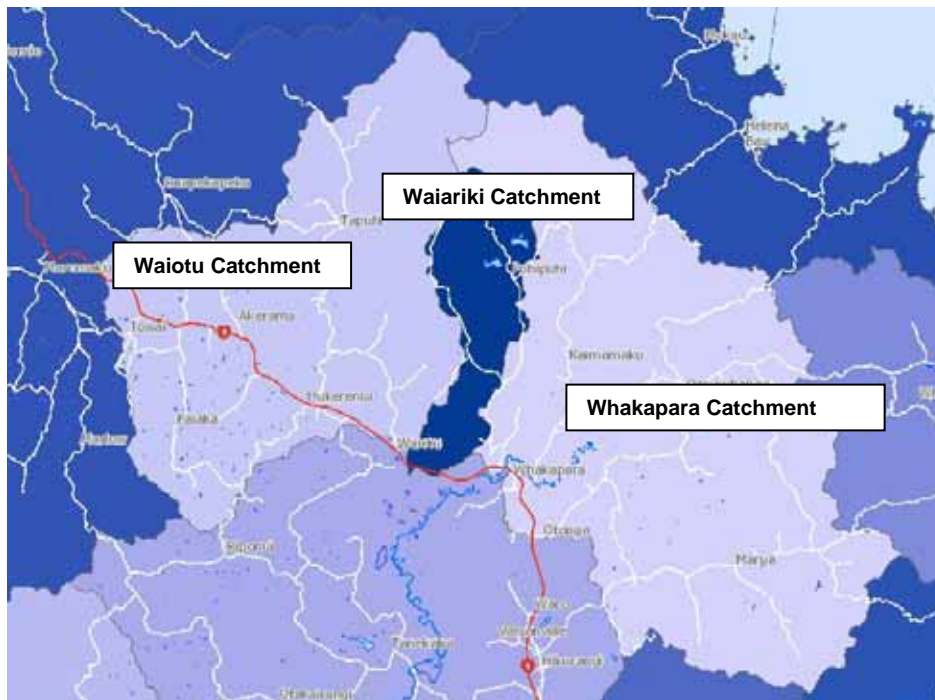


Figure 2: Waiotu, Waiariki and Whakapara catchments

These catchments also include numerous streams and creeks which are tributaries to the three main rivers (Figure 3). There are also many underground aquifers and bores which are used to supply drinking and stock water.

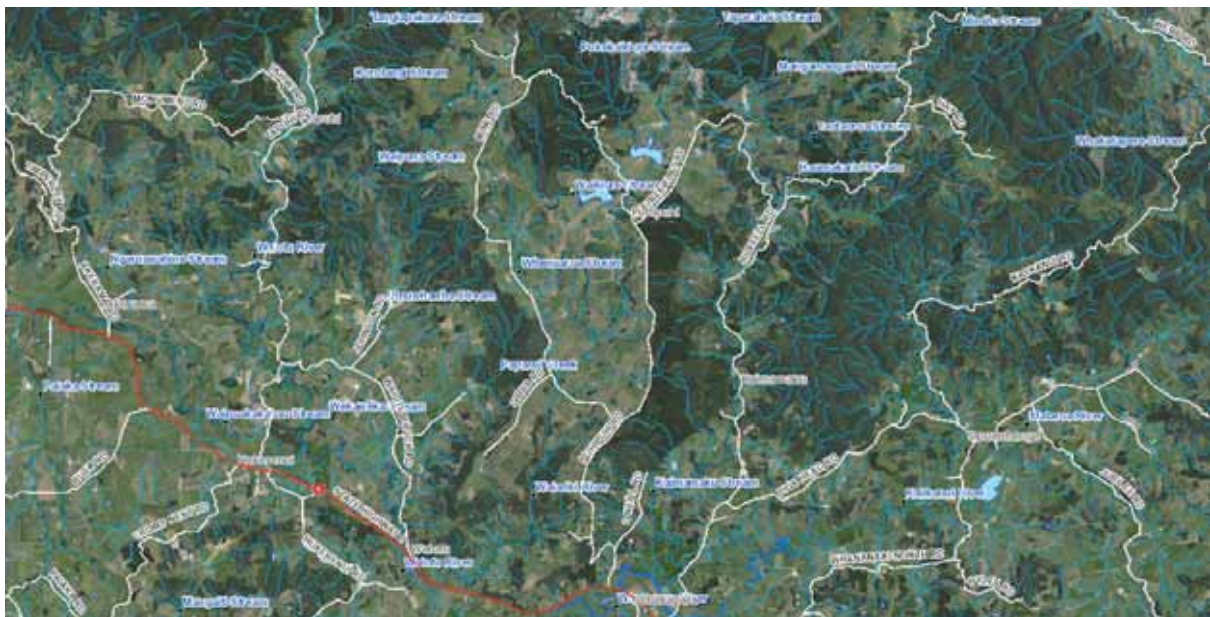


Figure 3: Tributaries within the Puhipuhi catchment area

The three main rivers join to form the Wairua River which flows through the Hikurangi Swamp then down to the Wairoa River and out into the northern Kaipara Harbour.

Land use within the catchment includes farming, dairying and pastoral, crown forest (Glenbervie Forest – Puhipuhi Blocks North and South) and some native forest.

Monitoring Programme

The programme was developed around testing for the presence of heavy metals in water and sediments in the rivers and tributary streams. Training for taking water samples and recording water quality data parameters was given to Ngāti Hau to allow their assistance and involvement in the project (Figure 4).



Figure 4: Ngāti Hau representatives and staff field testing

Samples of water were collected over a 12 month period: July 2013 to June 2014. Two sediment samples were taken during the 12 month period, in April and May.

Water and sediment samples were analysed for the following heavy metals: arsenic (As), cadmium (Cd), chromium (Cr), copper (Cu), mercury (Hg), nickel (Ni), lead (Pb) and zinc (Zn). The pH levels in the tributaries were measured each month and dissolved oxygen levels were measured for the period February to June 2014.

The pH levels and dissolved oxygen (DO) of the water were measured while at the site collecting the water and sediment samples. Weather conditions were also recorded for each month's sampling, detailing wind speed (Beaufort scale), wind direction, cloud cover (proportion out of 8), current weather (fine/showers/rain) and the weather during the previous 24 hour period.

Dissolved oxygen (DO) readings were taken to gain a measure of the amount of oxygen dissolved in the water as a certain level is required to maintain the aquatic organisms living in rivers and streams. Either not enough or too much DO is detrimental to the fauna (e.g. fish). The recommended guideline for DO, for the protection of aquatic ecosystems is that DO should be between 98-105% (ANZECC 2000). This data provides some general background information on the water quality within the streams.

The samples were collected from eight sites within and around the Puhipuhi catchment (Table 1 and Figure 5).

Table 1: Names and co-ordinates of sampling sites

Map Site No.	Site No.	Site Name	Co-ordinates	
			X	Y
1	301201	Waiariki River@SH1, Whakapara	1712880	6066763
2	301203	Whenuaroa Stream@Mine Road, culvert	1713888	6071698
3	301205	Old Mine Dam@Mine Road, below dam outlet	1713628	6075134
4	301207	Pukekaikio Stream@Puhipuhi Road, upper bridge	1715155	6074132
5	301209	Waikiore Stream@Puhipuhi Road, below farm dam	1715114	6073307
6	301211	Pukekaikio Stream@Puhipuhi Road, lower bridge	1715394	6073369
7	301213	Waiotu River@Morgans Road bridge	1708877	6072305
8	301215	Umuwhawha Stream@Johnson Road bridge	1711049	6071021

Ngāti Hau representatives and NRC staff collected the samples each month. The samples were then taken to the Whangarei District Council laboratory in Whangārei for dispatching to Watercare Laboratory Services for analysis for heavy metals. Watercare Laboratory is an IANZ accredited testing laboratory and standard methods were followed for heavy metal tests.

The results were compared to the trigger limits in ANZECC (2000). The ANZECC trigger values for slightly-moderately modified ecosystems were used (ANZECC 2000; Table 3.4.1). The current ANZECC guidelines for aquaculture also state that there are a range of guideline limits ranging from 0.00005mg/L to 0.02mg/L for mercury and a median of 0.001mg/L could be used for freshwater sampling.



Figure 5: Location of sampling sites

Results

Heavy metals in water

All eight sites were below the trigger limits (Table 2) for arsenic, cadmium, mercury and nickel. Umuwhawha stream at the Johnson Road bridge (Site 301215) had one only sample above the limit for lead, on 17 February 2014; all other heavy metals tested for were within the limit at this site. All sites were above the limit for chromium on one to four occasions over the year of sampling. Six sites were above the limit for copper, with Pukekaikio and Waikiore streams (Sites 301207 and 301209) above on all 12 sampling visits. Five sites were above the limit for zinc. No sites were above the mercury guidelines for water samples.

Full results are shown in Appendix 1.

Table 2: Concentration of heavy metals in water samples above the trigger limit

Site	301201			301203			301205			301207			301209			301211			301213	301215	
Heavy metal	CRT g/m3	CUT g/m3	ZNT g/m3	CRT g/m3	CUT g/m3	ZNT g/m3	CRT g/m3	CUT g/m3	ZNT g/m3	CRT g/m3	CUT g/m3	ZNT g/m3	CRT g/m3	CUT g/m3	ZNT g/m3	CRT g/m3	CUT g/m3	ZNT g/m3	CRT g/m3	CRT g/m3	PBT g/m3
ANZECC Guideline level Trigger level (mg/L)	0.001	0.0014	0.0080	0.001	0.0014	0.0080	0.001	0.0014	0.0080	0.001	0.0014	0.0080	0.001	0.0014	0.0080	0.001	0.0014	0.0080	0.001	0.001	0.0034
Date																					
30/07/2013	0.00051	0.0006	0.0026	0.0015	0.00068	0.005	0.00056	0.00094	0.0093	0.00031	0.0044	0.018	0.00089	0.0019	0.011	0.00082	0.0022	0.00480	0.00053	0.00045	<0.0001
20/08/2013	0.0015	0.0011	0.0026	0.0016	0.001	0.0048	0.0015	0.0011	0.0055	0.0013	0.0059	0.012	0.0018	0.0022	0.0088	0.00085	0.0022	0.00540	0.0014	0.0012	0.00013
23/09/2013	0.001	0.0015	0.006	0.001	0.001	0.0051	0.00082	0.0014	0.0069	0.00063	0.0073	0.016	0.00084	0.0018	0.01	0.00084	0.0022	0.00660	0.00073	0.00055	0.00015
21/10/2013	0.0011	0.0013	0.0026	0.0011	0.0011	0.0034	0.00072	0.00082	0.0035	0.0075	0.0052	0.0093	0.00079	0.0016	0.0085	0.0013	0.0015	0.00290	0.0036	0.00064	<0.0001
18/11/2013	0.00041	0.00092	0.0013	0.0035	0.001	0.0028	0.0011	0.0015	0.0017	0.00084	0.0015	0.0021	0.0042	0.0052	0.0085	0.001	0.0012	0.00810	0.0014	0.00087	0.0001
16/12/2013	0.00085	0.0013	0.002	0.0006	0.00086	0.0036	0.0007	0.0021	0.0014	0.0006	0.014	0.0094	0.00078	0.003	0.0067	0.0011	0.002	0.00230	0.00057	0.00061	0.00011
20/01/2014	0.00069	0.0021	0.0018	0.00067	0.0011	0.0034	0.0011	0.0027	0.0022	0.00043	0.005	0.011	0.00088	0.0034	0.012	0.00046	0.0017	0.00350	0.00056	0.00054	<0.0001
17/02/2014	0.001	0.0015	0.0023	0.00056	0.0014	0.0043	0.00072	0.00068	0.0019	0.00066	0.0059	0.011	0.00077	0.0023	0.0071	0.001	0.0018	0.0052	0.0021	0.00056	0.015
17/03/2014	0.00062	0.0029	0.13	0.0007	0.0021	0.12	0.0011	0.0022	0.11	0.0005	0.008	0.13	0.00077	0.0023	0.11	0.00085	0.0027	0.12	0.00053	0.00061	0.0002
14/04/2014	0.00045	0.00079	0.0033	0.00065	0.00072	0.0036	0.001	0.0007	0.029	0.00038	0.0048	0.013	0.00068	0.0021	0.008	0.00059	0.0015	0.0044	0.00043	0.00041	<0.0001
19/05/2014	0.00031	0.0018	0.0017	0.0004	0.0004	0.004	0.00052	0.00024	0.0021	0.00019	0.0045	0.0095	0.00073	0.002	0.0065	0.00042	0.0013	0.0033	0.00032	0.00049	0.0001
23/06/2014	0.00051	0.0014	0.0029	0.00053	0.0049	0.0046	0.0005	0.0046	0.00051	0.0052	0.013	0.0095	0.00095	0.0032	0.0069	0.00055	0.0018	0.005	0.00044	0.00051	0.00018

Equal to trigger level

Greater than trigger level

Key: CRT
CUT
PBT
ZNT

Chromium - total
Copper - total
Lead - total
Zinc - total

For all months of sampling, the results exceeded one or more of the ANZECC guideline limits. Zinc was particularly high at six sites (301201, 301203, 301205, 301207, 301209 and 301211) on 17 March 2014, ranging from 13.75 to 16.25 times greater than the limit. The results for copper were nearly four times greater than the limit for site 301209 on 18 November 2014 and the results for lead were four times greater than the limit at site 301215 on 17 February 2014. All other samples were generally only slightly elevated above the guideline values.

There was no apparent relationship between an increase in heavy metals in the water samples following a period of heavy rain.

Table 3: Rainfall recorded at time of sampling, in the previous 24 hours and 7 day periods

Sampling date	Weather				
	At time of sampling ¹	Rainfall (mm) ²	Previous 24 hours ¹	Rainfall (mm) ²	Total rainfall in previous 7 days (mm) ²
30 July 2013	Fine	0	Fine	0	11
20 August 2013	Fine	(2mm)	Showers	4.5	69
23 September 2013	Fine	0	Showers	23.5	55
21 October 2013	Fine	0	Fine	0	17
18 November 2013	Fine	(3mm)	Fine	0	0
16 December 2013	Fine	0	Fine	0	0
20 January 2014	Fine	23.5	Showers	0	0
17 February 2014	Fine	0	Fine	0	6
17 March 2014	Fine	0	Showers	1.5	112.5
14 April 2014	Showers	3.5	Fine	0	0
19 May 2014	Fine	0	Fine	0	0.5
23 June 2014	Fine	0	Fine	0	26

¹ As recorded on fieldsheet

² Recorded at Whakapara rainfall site at Puhipuhi

Heavy metals in sediments

Pukikaikiore stream (site 301207) was over the limit for copper and Waikiore stream (site 301209) was on the limit for nickel (Table 4).

All sites were above the trigger limits for mercury in sediments. The results ranged from two to 28 times for seven of the sites, with the old mine dam outlet over 500 times greater than the trigger limit.

Table 4: Concentration of heavy metals in sediment samples

Site ID	Fieldsheet No.	Sample ID	Date	ASST mg/kg	CDST mg/kg	CRST mg/kg	CUST mg/kg	HGST mg/kg	NIST mg/kg	PBST mg/kg	ZNST mg/kg	PH	TEMP Deg.C
ANZEEC Guidelines: Trigger levels					1.5	80	65	0.15	21	50	200		
ANZEEC Guidelines: Recommended sediment quality guidelines (mg/kg dry wt): ISQC-Low (Trigger value) - ISQG-High				-	1.5-10	80-370	65-270	0.15-1	21-52	50-220	200-410		
301201	20140318	20141672	2/04/2014	19	<0.45	16	21	1.800	8.5	6.7	41	7.08	15.4
301203	20140318	20141673	2/04/2014	170	<0.46	8.9	13	2.200	6.5	7.1	<34	6.69	16.0
301205	20140318	20141674	2/04/2014	44	<0.46	17	25	31.000	15.0	15.0	<34	6.59	16.7
301207	20140318	20141675	2/04/2014	120	<0.46	11	96	6.300	2.7	21.0	<34	5.39	14.7
301209	20140318	20141676	2/04/2014	32	<0.45	78	42	12.000	21.0	7.5	73	5.58	19.0
301211	20140318	20141677	2/04/2014	41	<0.46	21	50	1.900	10.0	11.0	45	6.64	18.1
301213	20140318	20141678	2/04/2014	14	0.59	16	20	0.810	11.0	17.0	77	7.31	15.4
301215	20140318	20141679	2/04/2014	2.5	<0.46	4.7	7.7	0.280	2.9	8.2	<34	7.39	14.5
301201	20140422	20142130	19/05/2014	14	<0.091	13	11	1.600	4.8	4.9	20	6.51	12.2
301203	20140422	20142131	19/05/2014	77	0.15	10	13	2.600	4.9	6.8	24	6.08	12.7
301205	20140422	20142132	19/05/2014	2.6	<0.09	34	19	83.000	12	8.2	27	5.93	12.2
301207	20140422	20142133	19/05/2014	40	<0.09	4.5	29	1.900	1.4	9.5	8	4.74	12.5
301209	20140422	20142134	19/05/2014	26	<0.091	19	14	4.200	6.3	4.5	29	5.22	14.9
301211	20140422	20142135	19/05/2014	21	<0.091	16	23	0.860	6	6.5	31	6.4	13.1
301213	20140422	20142136	19/05/2014	8.4	<0.089	11	13	0.440	7.9	14	62	6.83	11.9
301215	20140422	20142137	19/05/2014	5.8	<0.089	9.2	14	0.320	5.3	12	47	6.76	11.9

Equal to trigger level

Greater than trigger level

Key:

ASST	Arsenic - sediments total
CDST	Cadmium - sediments total
CRST	Chromium - sediments total
CUST	Copper - sediments total
HGST	Mercury - sediments total
NIST	Nickel - sediments total
PBST	Lead - sediments total
ZNST	Zinc - sediments total

Dissolved Oxygen levels

The dissolved oxygen levels were only recorded between 98-105% saturation guideline limits (ANZECC 2000) on four occasions. The highest recorded oxygen level was 103.7% and the lowest was 73.1%.

Table 5: Dissolved oxygen levels

Site ID	Date	Time	TEMP Deg.C	DO g/m3	DO% % Saturated
301201	17/02/2014	10:16	18.4	8.6	92.1
301201	17/03/2014	9:40	18.0		87.1
301201	14/04/2014	09:20	16.7	8.7	87.8
301201	19/05/2014	11:15	12.2	10.1	94.1
301201	23/06/2014	11:04	13.2	9.7	92.5
301203	17/02/2014	10:47	18.8	7.4	80.2
301203	17/03/2014	10:19	16.8		76.0
301203	14/04/2014	09:47	16.0	7.5	74.5
301203	19/05/2014	11:49	12.7	9.2	87.6
301203	23/06/2014	11:39	13.3	9.3	88.8
301205	17/02/2014	11:15	18.4	7.9	83.7
301205	17/03/2014	10:50	17.0		78.0
301205	14/04/2014	10:14	16.0	7.8	79.3
301205	19/05/2014	12:15	12.2	8.9	82.8
301205	23/06/2014	12:24	11.8	9.9	91.1
301207	17/02/2014	11:39	15.9	8.3	84.8
301207	17/03/2014	11:10	15.5		80.0
301207	14/04/2014	10:44	14.8	7.4	73.1
301207	19/05/2014	12:55	12.5	8.6	80.3
301207	23/06/2014	12:49	12.9	9.3	88.2
301209	17/02/2014	11:52	21.3	8.2	92.4
301209	17/03/2014	11:25	19.7		86.1
301209	14/04/2014	11:04	19.3	8.5	91.6
301209	19/05/2014	13:09	14.9	10.0	97.6
301209	23/06/2014	13:09	13.3	9.3	88.5
301211	17/02/2014	12:07	20.1	8.8	98.0
301211	17/03/2014	11:35	19.1		92.2
301211	14/04/2014	11:15	17.5	9.3	97.5
301211	19/05/2014	13:50	13.1	11.0	103.7
301211	23/06/2014	13:25	13.2	10.2	96.6
301213	17/02/2014	09:45	17.7	9.0	94.6
301213	17/03/2014	08:44	16.3		87.0
301213	14/04/2014	08:44	15.8	9.0	90.8
301213	19/05/2014	10:30	11.9	10.6	98.2
301213	23/06/2014	10:14	12.6	9.8	92.3
301215	17/02/2014	10:00	17.8	9.3	97.9
301215	17/03/2014	09:00	15.8		87.0
301215	14/04/2014	09:00	14.7	9.4	92.7
301215	19/05/2014	10:59	11.9	10.6	99.6
301215	23/06/2014	10:40	13.3	9.5	91.3

Figures in red indicate DO within recommended guidelines of: 98-105%

Discussion and Recommendations

The results show that surface water within the Puhipuhi catchment, at various sampling sites, were above the ANZECC guideline trigger limits for chromium, copper and zinc. However, Northland lowland rivers are naturally high in these heavy metals. The surface water samples were not above the trigger limits for mercury at any sites.

The sediments within the Puhipuhi catchment contain mercury at levels above the ANZECC guidelines at all sites, with the site below the mine dam having the highest levels. This result is not unexpected given the historical mining that occurred in this location (Butcher 2010).

The results presented here provide a back-ground level of heavy metals in the tributaries and sediments of the Puhipuhi catchment. It is recommended that levels of heavy metals are monitored during any exploratory or mining action that is carried to determine the impacts on levels within the tributaries and sediments.

Appendix 1: Results

Site ID	Date	Time	AST mg/L	CDT g/m3	CRT g/m3	CUT g/m3	HGT g/m3	NIT g/m3	PBT g/m3	ZNT g/m3	PH	TEMP Deg.C	DO g/m3	DO% % Sat
ANZECC Guidelines - Trigger level (mg/L)			0.037	0.0002	0.001	0.0014	0.0006	0.011	0.0034	0.0080				
301201	30/07/2013	10:00	0.00069	<0.00005	0.00051	0.0006	<0.00005	0.00043	<0.0001	0.0026	7.2	9.8		
301201	20/08/2013	09:45	0.00091	<0.00005	0.0015	0.0011	<0.00005	0.00083	<0.0001	0.0026	6.42	12.3		
301201	23/09/2013	11:15	0.0011	<0.00005	0.001	0.0015	<0.00005	0.00095	0.00012	0.006	5.96	15.6		
301201	21/10/2013	09:40	0.00087	<0.00005	0.0011	0.0013	<0.00005	0.00048	<0.0001	0.0026	7.36	13.6		
301201	18/11/2013	09:27	0.001	<0.00005	0.00041	0.00092	<0.00005	0.00049	<0.0001	0.0013	6.6	16.4		
301201	16/12/2013	09:00	0.0016	<0.00005	0.00085	0.0013	0.00042	0.00065	<0.0001	0.002	6.52	18.2		
301201	20/01/2014	11:15	0.0015	<0.00005	0.00069	0.0021	<0.00005	0.0004	<0.0001	0.0018	6.5	19.1		
301201	17/02/2014	10:16	0.0018	<0.00005	0.001	0.0015	<0.00005	0.00053	0.00043	0.0023	6.49	18.4	8.6	92.1
301201	17/03/2014	09:40	0.0023	<0.00005	0.00062	0.0029	<0.00005	0.00081	0.00012	0.13	4.35	18		87.1
301201	14/04/2014	09:20	0.0012	<0.00005	0.00045	0.00079	<0.00005	0.00037	<0.0001	0.0033	5.8	16.7	8.7	87.8
301201	19/05/2014	11:15	0.00074	<0.00005	0.00031	0.0018	<0.00005	0.0003	<0.0001	0.0017	6.51	12.2	10.1	94.1
301201	23/06/2014	11:04	0.00091	<0.00005	0.00051	0.0014	<0.00005	0.00063	<0.0001	0.0029	6.21	13.2	9.7	92.5
301203	30/07/2013	10:38	0.00320	<0.00005	0.0015	0.00068	0.00005	0.0013	0.00013	0.005	5.95	10.1		
301203	20/08/2013	10:54	0.0033	<0.00005	0.0016	0.001	<0.00005	0.0017	<0.0001	0.0048	5.87	12.2		
301203	23/09/2013	12:45	0.0038	<0.00005	0.001	0.001	<0.00005	0.0013	0.00013	0.0051	5.1	14.6		
301203	21/10/2013	10:00	0.0073	<0.00005	0.0011	0.0011	<0.00005	0.0012	<0.0001	0.0034	6.85	14.6		
301203	18/11/2013	09:45	0.011	<0.00005	0.0035	0.001	<0.00005	0.0011	0.00012	0.0028	6.14	17.2		
301203	16/12/2013	09:20	0.0094	<0.00005	0.0006	0.00086	<0.00005	0.0013	<0.0001	0.0036	6.12	18.9		
301203	20/01/2014	11:35	0.014	<0.00005	0.00067	0.0011	<0.00005	0.00097	0.00015	0.0034	6.2	18.6		
301203	17/02/2014	10:47	0.0084	<0.00005	0.00056	0.0014	<0.00005	0.0012	0.00047	0.0043	5.88	18.8	7.4	80.2
301203	17/03/2014	10:19	0.0042	<0.00005	0.0007	0.0021	<0.00005	0.0018	0.00017	0.12	4.27	16.8		76.0
301203	14/04/2014	09:47	0.0078	<0.00005	0.00065	0.00072	<0.00005	0.0008	<0.0001	0.0036	5.35	16	7.5	74.5
301203	19/05/2014	11:49	0.007	<0.00005	0.0004	0.0004	<0.00005	0.00077	<0.0001	0.004	6.08	12.7	9.2	87.6
301203	23/06/2014	11:39	0.0027	<0.00005	0.00053	0.0049	<0.00005	0.0016	<0.0001	0.0046	5.72	13.3	9.3	88.8
301205	30/07/2013	11:10	<0.0001	<0.00005	0.00056	0.00094	<0.00005	0.0075	0.00013	0.0093	4.22	9.4		
301205	20/08/2013	12:20	<0.0001	<0.00005	0.0015	0.0011	0.00010	0.0065	0.00011	0.0055	4.1	11.2		
301205	23/09/2013	13:14	0.00011	<0.00005	0.00082	0.0014	0.00009	0.0047	<0.0001	0.0069	3.5	16.1		
301205	21/10/2013	10:19	<0.0001	<0.00005	0.00072	0.00082	<0.00005	0.006	<0.0001	0.0035	5.72	12.9		
301205	18/11/2013	10:05	0.0003	<0.00005	0.0011	0.0015	0.00020	0.0039	0.00037	0.0017	6.14	15.5		
301205	16/12/2013	09:45	0.00013	<0.00005	0.0007	0.0021	0.00009	0.0038	0.00014	0.0014	6.27	18.2		
301205	20/01/2014	11:49	0.00015	<0.00005	0.0011	0.0027	0.00013	0.0033	0.00037	0.0022	6.15	18.7		
301205	17/02/2014	11:15	0.00012	<0.00005	0.00072	0.00068	<0.00005	0.0033	0.00013	0.0019	6.16	18.4	7.9	83.7
301205	17//03/2014	10:50	0.00011	<0.00005	0.0011	0.0022	0.00007	0.0036	0.00012	0.11	2.95	17		78.0
301205	14/04/2014	10:14	0.0002	<0.00005	0.001	0.0007	0.00010	0.0041	0.0002	0.029	5.47	16	7.8	79.3
301205	19/05/2014	12:15	<0.0001	<0.00005	0.00052	0.00024	0.00006	0.0024	<0.0001	0.0021	5.93	12.2	8.9	82.8
301205	23/06/2014	12:24	<0.0001	<0.00005	0.0005	0.0046	0.00026	0.0034	<0.0001	0.0046	5.44	11.8	9.9	91.1
301207	30/07/2013	11:23	0.0024	<0.00005	0.00031	0.0044	<0.00005	0.0024	<0.0001	0.018	5.1	10		
301207	20/08/2013	12:40	0.0012	<0.00005	0.0013	0.0059	0.00007	0.0027	0.0002	0.012	4.74	11.9		
301207	23/09/2013	14:10	0.00098	<0.00005	0.00063	0.0073	<0.00005	0.0031	0.00016	0.016	3.78	13.6		
301207	21/10/2013	10:40	0.0017	<0.00005	0.0075	0.0052	<0.00005	0.0022	0.0001	0.0093	5.45	13.7		
301207	18/11/2013	10:30	0.00095	<0.00005	0.00084	0.0015	<0.00005	0.0006	<0.0001	0.0021	4.66	14.8		
301207	16/12/2013	10:05	0.0012	<0.00005	0.0006	0.014	<0.00005	0.0021	<0.0001	0.0094	4.64	16		
301207	20/01/2014	12:15	0.0025	<0.00005	0.00043	0.005	<0.00005	0.002	0.00013	0.011	4.63	16.3		
301207	17/02/2014	11:39	0.0012	<0.00005	0.00066	0.0059	<0.00005	0.0022	0.00019	0.011	4.71	15.9	8.3	84.8
301207	17/03/2014	11:10	0.001	<0.00005	0.0005	0.008	<0.00005	0.0031	0.00018	0.13	2.95	15.5		80.0
301207	14/04/2014	10:44	0.0019	<0.00005	0.00038	0.0048	<0.00005	0.0021	<0.0001	0.013	3.93	14.8	7.4	73.1
301207	19/05/2014	12:55	0.0015	<0.00005	0.00019	0.0045	<0.00005	0.002	<0.0001	0.0095	4.74	12.5	8.6	80.3
301207	23/06/2014	12:49	0.0012	<0.00005	0.00051	0.0052	<0.00005	0.0025	<0.0001	0.013	4.65	12.9	9.3	88.2

Equal to trigger level

Greater than trigger level

Cont'd

Results continued

Site ID	Date	Time	AST mg/L	CDT g/m3	CRT g/m3	CUT g/m3	HGT g/m3	NIT g/m3	PBT g/m3	ZNT g/m3	PH	TEMP Deg.C	DO g/m3	DO% % Sat
ANZECC Guidelines - Trigger level (mg/L)			0.0370	0.0002	0.001	0.0014	0.0006	0.011	0.0034	0.0080				
301209	30/07/2013	11:44	0.0013	<0.00005	0.00089	0.0019	<0.00005	0.0024	<0.0001	0.011	4.7	11.5		
301209	20/08/2013	12:55	0.0013	<0.00005	0.0018	0.0022	0.00009	0.0021	0.00016	0.0088	4.37	12.6		
301209	23/09/2013	14:28	0.001	<0.00005	0.00084	0.0018	<0.00005	0.0024	0.00013	0.01	4.3	16.4		
301209	21/10/2013	10:54	0.0014	<0.00005	0.00079	0.0016	<0.00005	0.0021	<0.0001	0.0085	5.05	17.2		
301209	18/11/2013	10:45	0.0018	<0.00005	0.0042	0.0052	<0.00005	0.0019	<0.0001	0.0085	5.27	19.4		
301209	16/12/2013	10:15	0.0035	<0.00005	0.00078	0.003	<0.00005	0.0018	0.00017	0.0067	5.3	23.1		
301209	20/01/2014	12:20	0.0067	<0.00005	0.00088	0.0034	<0.00005	0.0014	0.00042	0.012	5.6	20.8		
301209	17/02/2014	11:52	0.0053	<0.00005	0.00077	0.0023	<0.00005	0.0016	0.0002	0.0071	5.45	21.3	8.2	92.4
301209	17/03/2014	11:25	0.0045	<0.00005	0.00077	0.0023	<0.00005	0.0013	0.00026	0.11	4.43	19.7		86.1
301209	14/04/2014	11:04	0.0034	<0.00005	0.00068	0.0021	<0.00005	0.0018	0.00013	0.008	4.78	19.3	8.5	91.6
301209	19/05/2014	13:09	0.0021	<0.00005	0.00073	0.002	<0.00005	0.0016	0.00012	0.0065	5.22	14.9	10.0	97.6
301209	23/06/2014	13:09	0.0019	<0.00005	0.00095	0.0032	0.00005	0.0016	0.00033	0.0069	5.22	13.3	9.3	88.5
301211	30/07/2013	11:55	0.00066	<0.00005	0.00082	0.0022	0.00007	0.0012	<0.0001	0.00480	5.8	10.3		
301211	20/08/2013	13:09	0.0006	<0.00005	0.00085	0.0022	<0.00005	0.0013	0.00016	0.00540	6.04	12.7		
301211	23/09/2013	14:46	0.00077	<0.00005	0.00084	0.0022	<0.00005	0.0012	0.00015	0.00660	5.8	15.8		
301211	21/10/2013	11:04	0.0009	<0.00005	0.0013	0.0015	<0.00005	0.00069	0.00011	0.00290	6.1	14.2		
301211	18/11/2013	10:56	0.0022	<0.00005	0.001	0.0012	<0.00005	0.0018	<0.0001	0.00810	6.31	18.4		
301211	16/12/2013	10:25	0.0011	<0.00005	0.0011	0.002	<0.00005	0.00072	<0.0001	0.00230	6.31	20.7		
301211	20/01/2014	12:29	0.0017	<0.00005	0.00046	0.0017	<0.00005	0.00052	0.00023	0.00350	6.36	19.2		
301211	17/02/2014	12:07	0.0013	<0.00005	0.001	0.0018	<0.00005	0.0007	0.00011	0.0052	6.19	20.1	8.8	98
301211	17/03/2014	11:35	0.0013	<0.00005	0.00085	0.0027	<0.00005	0.00092	0.00018	0.12	5.22	19.1		92.2
301211	14/04/2014	11:15	0.0013	<0.00005	0.00059	0.0015	<0.00005	0.001	<0.0001	0.0044	5.14	17.5	9.3	97.5
301211	19/05/2014	13:50	0.00068	<0.00005	0.00042	0.0013	<0.00005	0.00064	<0.0001	0.0033	6.4	13.1	11.0	103.7
301211	23/06/2014	13:25	0.00093	<0.00005	0.00055	0.0018	<0.00005	0.0009	0.00016	0.005	5.92	13.2	10.2	96.6
301213	30/07/2013	12:39	0.00025	<0.00005	0.00053	0.00024	<0.00005	0.00013	<0.0001	0.0017	7	9.6		
301213	20/08/2013	10:14	0.00032	<0.00005	0.0014	0.00046	<0.00005	0.00033	0.0001	0.0014	6.87	11.6		
301213	23/09/2013	11:44	0.00036	<0.00005	0.00073	0.0011	<0.00005	0.0004	0.00027	0.0028	6.3	13.8		
301213	21/10/2013	09:00	0.00037	<0.00005	0.0036	0.001	<0.00005	0.00016	<0.0001	<0.001	7.6	13.5		
301213	18/11/2013	08:49	0.00049	<0.00005	0.0014	0.00045	<0.00005	0.00024	<0.0001	<0.001	6.96	16.3		
301213	16/12/2013	08:30	0.00049	<0.00005	0.00057	<0.0002	<0.00005	0.00025	<0.0001	0.0016	6.86	17.9		
301213	20/01/2014	10:45	0.0005	<0.00005	0.00056	0.00072	<0.00005	0.00073	0.00016	0.0018	7.6	18.9		
301213	17/02/2014	09:45	0.0006	<0.00005	0.0021	0.00087	<0.00005	0.00025	<0.0001	0.0016	6.83	17.7	9.0	94.6
301213	17/03/2014	08:44	0.00042	<0.00005	0.00053	0.00093	<0.00005	0.00049	0.00015	0.0031	6.03	16.3		87.0
301213	14/04/2014	08:44	0.00049	<0.00005	0.00043	0.00035	<0.00005	0.00018	<0.0001	0.0031	5.7	15.8	9.0	90.8
301213	19/05/2014	10:30	0.0004	<0.00005	0.00032	0.00034	<0.00005	0.00013	0.0001	0.001	6.83	11.9	10.6	98.2
301213	23/06/2014	10:14	0.00034	<0.00005	0.00044	0.0005	<0.00005	0.00026	0.00011	0.0016	6.08	12.6	9.8	92.3
301215	30/07/2013	12:47	0.00028	<0.00005	0.00045	0.0003	<0.00005	0.00012	<0.0001	0.0017	7.3	11.1		
301215	20/08/2013	10:30	0.00027	<0.00005	0.0012	0.00055	<0.00005	0.00027	0.00013	0.0014	6.91	12.2		
301215	23/09/2013	12:04	0.00031	<0.00005	0.00055	0.00049	<0.00005	0.00032	0.00015	0.0028	6.49	16		
301215	21/10/2013	09:24	0.00027	<0.00005	0.00064	0.00043	<0.00005	0.00014	<0.0001	<0.001	8.03	13.2		
301215	18/11/2013	09:10	0.00042	<0.00005	0.00087	0.00053	0.00009	0.00024	0.0001	<0.001	6.89	14.9		
301215	16/12/2013	08:44	0.00041	<0.00005	0.00061	<0.0002	<0.00005	0.00021	0.00011	0.0016	6.9	16.4		
301215	20/01/2014	10:58	0.0005	<0.00005	0.00054	0.00064	<0.00005	0.00029	<0.0001	0.0018	7	18.3		
301215	17/02/2014	10:00	0.00065	<0.00005	0.00056	0.00078	<0.00005	0.00024	0.015	0.0026	6.85	17.8	9.3	97.9
301215	17/03/2014	09:00	0.00037	<0.00005	0.00061	0.00099	<0.00005	0.00038	0.0002	0.0026	6.14	15.8		87.0
301215	14/04/2014	09:00	0.00048	<0.00005	0.00041	0.00047	<0.00005	0.0002	<0.0001	0.0031	5.52	14.7	9.4	9.27
301215	19/05/2014	10:59	0.00037	<0.00005	0.00049	0.00055	<0.00005	0.00018	0.0001	0.0021	6.76	11.9	10.6	99.6
301215	23/06/2014	10:40	0.00032	<0.00005	0.00051	0.0007	<0.00005	0.00032	0.00018	0.0022	6.38	13.3	9.5	91.3

Equal to trigger level

Greater than trigger level

References

ANZECC 2000. Australian and New Zealand Guidelines for Fresh and Marine Water Quality. Australian and New Zealand Environment Conservation Council, National Water Quality Strategy paper No. 4.

Butcher, Maria, 2010. The Puhipuhi Mercury Mine History and Site Description. Department of Conservation, Whangarei Area Office.

Bibliography

Griffiths R. Aurere Estuary Community Monitoring Programme 2011-2012



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ITEM: 9.1

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ISSUE: Northland Civil Defence and Emergency Management Group 3 March 2015 - Receipt of Minutes**ID:** A738649**To:** Council Meeting, 21 April 2015**From:** Graeme MacDonald, CDEM Senior Programme Manager**Date:** 14 April 2015

Report Type:	<input checked="" type="checkbox"/> Normal operations	<input 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 Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to present the unconfirmed minutes of the Northland Civil Defence and Emergency Management Group meeting held on 3 March 2015 **(attached)** to the council for information.

Legal compliance:

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

Recommendation:

That the minutes of the Northland Civil Defence and Emergency Management Group meeting held on 3 March 2015 be received.

Northland Civil Defence Emergency Management Group

Minutes of the Northland Civil Defence Emergency Management Group Meeting,
held in the Council Chamber, Northland Regional Council,
36 Water Street, Whāngārei, on
Tuesday, 3 March 2015 commencing at 11.00 am

File A728594

Present:

Cr C Kitchen, Chairman
Cr P Dimery
Cr J Williamson
Mr P Winder
Insp M Ruth, NZ Police (on behalf)
Mr M Lister, NZ Fire Service (on behalf)

Observer:

Mr G Gallop, MCDEM

In Attendance:

Full Meeting
Mr T Phipps, NRC
Mr G MacDonald, NRC
Mr D Alderton, NRC

Also Present:

Mr J Robson, FNDC
Mr S Weston, WDC
Ms V Randall, WDC
Mr B Hutchinson, FNDC
Mr S Bain, KDC
Mr J Burt, KDC
Mr A Wells
Ms R MacKenzie, Northland Health
Ms C Nyberg, Welfare Advisory Group
Ms K Abbott, NRC

Apologies

Moved (Winder/Williamson)

That the apology from Mr K Gregory and Supt R Le Prou for non-attendance be received.

Carried

Declaration of Conflict of Interest

There were no declarations of conflicts of interest in any items of business.

1. Confirmation of Minutes – 2 December 2014

A563953

Moved (Williamson/Ruth)

1. That the minutes of the Northland Civil Defence Emergency Management Group Meeting sitting as a sub-committee on 2 December 2014, be confirmed.

Carried

1.1. Northland CDEM Group Agenda – items for information and discussion

Report dated 20 February 2015.

Moved (Lister/Winder)

That the reports as listed be received:

- 2 MCDEM Work Programme status report from Greg Gallop, MCDEM Regional Emergency Management Advisor dated 20 February 2015
- 3 Controllers Development presentation by Paul Dell, Whangarei District Councillor Controller
- 4 Natural Hazards Management presentation by Toby Kay, Natural Hazards/Rivers Officer, Northland Regional Council
- 5 CEG Chairs report from Tony Phipps, CEG Chair and Group Controller dated 16 February 2015
- 6 Appointment of Local Controller to Whangarei District Council area, from Graeme MacDonald, CDEM Senior Programme Manager dated 16 February 2015
- 7 Whangarei District Council update from Victoria Randall, CDEM Officer dated 16 February 2015
- 8 Kaipara District Council update from Sharon Bain, CDEM Officer dated 19 February 2015
- 9 Far North District Council update from Bill Hutchinson, Civil Defence Coordinator dated 19 February 2015
- 10 Welfare Advisory Group Update from Claire Nyberg, Welfare Advisory Group Chair dated 16 February 2015
- 11 Emergency Management Information System (EMIS) Update from Victoria Randall, CDEM Officer dated 16 February 2015
- 12 Community Resilience Projects from Shona Morgan, CDEM Officer – Community Resilience and Kim Abbott, Group Welfare Manager dated 16 February 2015

Carried

Voting Note: Cr Williamson abstained from voting on this item.

Matters Arising

Item 5: CEG Chairs report

The Chairman commented on the recent presentation of a ministerial Silver Award to the Northland CDEM Group. He said that the Northland Group was held in very high regard in Wellington and the award was a reflection of how well all the parties responding to events in Northland worked harmoniously with each other.

Item 6: Appointment of Local Controller to Whangarei District area

Moved (Williamson/Winder)

That the CDEM Group appoint Ms Victoria Randall and remove Mr Andrew Venmore and Mr Mark Simpson from the list of local controller for the Whangarei District area.

Carried

Next Meeting

The next meeting of the Northland Civil Defence Emergency Management Group is to be held at the Northland Regional Council, 36 Water Street, Whāngārei on Tuesday 2 June 2015 commencing at 11.00 am.

Conclusion

The meeting closed at 12.25 pm.

**ISSUE: Regional Policy Committee Meeting
23 March 2015 - Receipt of Minutes****ID:** A738637**To:** Council Meeting, 21 April 2015**From:** Evania Laybourn, Committee Secretary**Date:** 14 April 2015

Report Type:	<input checked="" type="checkbox"/> Normal operations	<input type="checkbox"/> Information	<input type="checkbox"/> Decision
Purpose:	<input type="checkbox"/> Infrastructure	<input checked="" 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 Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to present the unconfirmed minutes of the Regional Policy Committee meeting held on 23 March 2015 (**attached**) to the council for information.

Legal compliance:

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

Recommendation:

That the minutes of the Regional Policy Committee meeting held on 23 March 2015 be received.

**NORTHLAND REGIONAL COUNCIL
REGIONAL POLICY COMMITTEE**

Minutes of the Regional Policy Committee Meeting
held in the Council Chamber,
Northland Regional Council, 36 Water Street, Whāngārei, on
Monday 23 March 2015, commencing at 1.00pm

Present:

Northland Regional Council

Cr Graeme Ramsey (Chairman)
Cr Craig Brown
Cr David Sinclair
Cr Joe Carr
Cr Dover Samuels
Cr John Bain

In Attendance:

Senior Programme Manager – Resource Management
Programme Manager – Policy Development
Programme Manager – Resources
Waiora Northland Water Project Manager
Economist
Committee Secretary

Meeting opened at 1.04pm and was adjourned until 1.30pm

Meeting reconvened at 1.30pm

Apologies (Item 1.0)

Moved Cr Ramsey/Cr Brown

That the apology from Bill Shepherd and Malcolm Nicolson for non-attendance be received.

Carried

Declaration of Conflict of Interest (Item 2.0)

The Chairman gave members the opportunity to declare an interest on any item of business on the agenda for the meeting.

Confirmation of minutes – 23 February 2015 (Item 3.1)

Report from Evania Laybourn, Committee Secretary dated 09 March 2015.

ID: A731142

Moved Cr Brown/Cr Sinclair

That the minutes of the Regional Policy Committee meeting held on 23 February 2015 be confirmed as a true and correct record.

Carried

New Regional Plan – Project Plan (Item 3.2)

Report from Ben Lee, Programme Manager – Policy Development dated 12 March 2015.

ID: A22813

Moved Cr Brown/Cr Sinclair

That the report “New regional Plan – Project Plan” by Ben Lee, Programme Manager – Policy Development and dated 12 March 2015, be received.

Carried

Conclusion

The meeting concluded at 1.52pm

ISSUE: Business with the Public Excluded**ID:** A738700**To:** Council Meeting, 21 April 2015**From:** Chris Taylor, Council Secretary**Date** 14 April 2015**Executive summary:**

The purpose of this report is to recommend that the public be excluded from the proceedings of this meeting to consider the confidential matters detailed below for the reasons given.

Recommendations:

1. That the public be excluded from the proceedings of this meeting to consider confidential matters.
2. That the general subject of the matters to be considered whilst the public is excluded, the reasons for passing this resolution in relation to this matter, and the specific grounds under the Local Government Official Information and Meetings Act 1987 for the passing of this resolution, are as follows:

Item No.	Item Issue	Reason\Grounds
10.1	Confidential Minutes of the Council Meeting – 17 March 2015	The reasons for excluding the public are as stated in the minutes of the open section of that meeting.
10.2	Human Resources Report	The public conduct of the proceedings would be likely to result in disclosure of information, the withholding of which is necessary to protect the privacy of natural persons, including that of deceased natural persons 7(2)(a).
