

NORTHLAND REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE
AGENDA

**FOR A MEETING TO BE HELD IN THE COUNCIL CHAMBER,
NORTHLAND REGIONAL COUNCIL, 36 WATER STREET, WHĀNGĀREI,
ON WEDNESDAY 1 APRIL 2015, COMMENCING AT 10 AM**

MEMBERSHIP OF THE COMMITTEE

Chairman (Cr J Bain, NRC)

Cr P Dimery (NRC)
Mr P Winder (KDC)

Cr G Martin (WDC)
Cr A Court (FNDC)

Mr E Zöllner (NZTA)

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

OPEN MEETING

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ISSUE: Confirmation of Minutes – 4 February 2015**ID** A731108**To:** Regional Transport Committee Meeting, 1 April 2015**From:** Chris Taylor, Council Secretary**Date** 9 March 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 Regional Transport Committee meeting held on 4 February 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 Regional Transport Committee meeting held on 4 February 2015 be confirmed as a true and correct record.

NORTHLAND REGIONAL COUNCIL REGIONAL TRANSPORT COMMITTEE

Minutes of the meeting held in the Council Chamber,
36 Water Street, Whāngārei, on Wednesday 4 February 2015
commencing at 10 am

Present:**Northland Regional Council**

Cr J Bain, Chairman

Cr P Dimery

Kaipara District Council

Mr P Winder

Far North District Council

Cr A Court

Whangarei District Council

Cr G Martin

New Zealand Transport Agency

Mr E Zöllner

In Attendance:**Full Meeting**

NRC CEO – Malcolm Nicolson

NRC Chairman – Bill Shepherd

NRC Transport Operations SPM – Chris Powell

NRC Transport Projects Officer – Ian Crayton-Brown

Strategy, Governance and Communications Manager –

Jonathan Gibbard

FNDC GM Infrastructure and Asset Management - Jacqui Robson

The Chairman declared the meeting open at 10 am.

Apologies (Item 1.0)

The apologies from KDC Roading Manager, Henri Van Zyl, and Northland Road Policing Manager, Inspector Murray Hodson, for non-attendance were noted.

Declaration of Conflicts of Interest (Item 2.0)

The Chairman invited members to make declarations item-by-item as the meeting progressed. There were no declarations of conflict at this point.

Confirmation of Minutes – 3 December 2014 (Item 3.1)**ID: A718758****Report from Council Secretary Chris Taylor.****Moved (Dimery/Court)**

That the minutes of the Regional Transport Committee meeting held on 3 December 2014 be confirmed as a true and correct record.

Carried

Secretarial Note: Item 4.1 - Police Road Safety Update – Summer Campaign was omitted due to the non-attendance of Northland Road Policing Manager, Inspector Murray Hodson.

Safe Beach Driving - Update (Item 4.2)**ID: A718821****Report from Transport Projects Officer Ian Crayton-Brown and CoastCare Co-ordinator, Laura Shaft.****Moved (Winder/Martin)**

That the report, 'Safe Beach Driving – Update' by Ian Crayton-Brown, Transport Projects Officer, and Laura Shaft, CoastCare Co-ordinator, and dated 19 January 2015, be received.

Carried**Northland Regional Land Transport Programme 2012–2015 – Funding Uptake (Item 4.3)****ID: A718644****Report from Transport Operations Senior Programme Manager Chris Powell.****Moved (Zöllner/Winder)**

That the report 'Northland Regional Land Transport Programme 2012–2015 – Funding Uptake' by Chris Powell, Transport Operations Senior Programme Manager, and dated 23 January 2015, be received.

Carried**Regional Road Safety Update (Item 4.4)****ID: A719444****Report from Transport Projects Officer Ian Crayton-Brown.****Moved (Court/Martin)**

That the report 'Regional Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer, and dated 19 January 2015, be received.

Carried

Draft Northland Regional Land Transport Plan 2015–2021 – Progress Report (Item 5.1)

ID: A719330

Report from Transport Operations Senior Programme Manager Chris Powell.

Moved (Winder/Martin)

1. That the report, 'Draft Northland Regional Land Transport Plan 2015–2021 – Progress Report' by Chris Powell, Transport Operations Senior Programme Manager, and dated 21 January 2015, be received.
2. That the Regional Transport Committee approve that the Submission Hearings Committee consist of the following members:

Cr J Bain - Northland Regional Council;
Cr P Dimery - Northland Regional Council;
Cr A Court - Far North District Council;
Cr G Martin - Whangarei District Council;
Mr P Winder - Commissioner, Kaipara District Council; and
Mr E Zöllner - NZ Transport Agency.
3. That a progress report be submitted to the 1 April 2015 Regional Transport Committee meeting.

Carried

Matters arising from Item 5.1:

Chairman John Bain extended appreciation to the NZTA representatives that attended the recent public meetings; noting that they were well briefed and answered all questions in a professional and polite manner. Chairman Bain also extended appreciation to the representatives from the Territorial Local Authorities that had attended the meetings.

Draft Northland Regional Public Transport Plan 2015–2025 – Progress Report (Item 5.2)

ID: A719557

Report from Transport Operations Senior Programme Manager Chris Powell and Policy Analyst Jon Trewin.

Moved (Winder/Martin)

1. That the report, 'Draft Northland Regional Public Transport Plan 2015–2025 – Progress Report' by Chris Powell, Transport Operations Senior Programme Manager, and Jon Trewin, Policy Analyst, dated 22 January 2015, be received.
2. That the Regional Transport Committee approve that the submissions hearing on the draft Northland Regional Public Transport Plan 2015–2025 be heard in conjunction with the draft Regional Land Transport Plan 2015–2021.
3. That a progress report be submitted to the 1 April 2015 RTC meeting.

Carried

CONCLUSION

The meeting concluded at 10.57 am.

ISSUE: Regional Land Transport Programme 2012–2015 - Funding Uptake**ID:** A733884**To:** Regional Transport Committee Meeting, 1 April 2015**From:** Chris Powell, Transport Operations Senior Programme Manager**Date:** 19 March 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 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 provide an update on the third and final financial year of the three year Northland Regional Land Transport Programme 2012–2015 and covers the period 1 July 2014 to 28 February 2015. It concludes with the recommendation that the report be received.

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

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

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

The **attached** spreadsheets provide the relevant information on the uptake of funding for the period 1 July 2014 to 28 February 2015 by the Northland Regional Council, Far North District Council, Whangarei District Council, Kaipara District Council and New Zealand Transport Agency.

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

Legal compliance and significance assessment:

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

ITEM: 4.1

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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 normal operations of the council. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation:

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

Northland Regional Land Transport Programme 2012 - 2015

Northland Regional Council

1 July 2014 to 28 February 2015

Name	Phase	Status	13/14 FAR	Start	Finish	Total Budget	14/15 Budget	Revised Cost	Expenditure to Date	Comments
<u>Passenger Transport Services</u>										
Bus Service	Operations	Approved	50%	2012/13	2014/15	\$2,467,616	\$847,966		\$552,624	Costs continue to align with budget.
Passenger Transport Facilities Ops and Maint.	Operations	Approved	57%	2012/13	2014/15	\$126,162	\$44,731		\$44,024	More funding will be requested to cover for security at Rose St bus terminus
Total Mobility	Operations	Approved	40%	2012/13	2014/15	\$810,302	\$276,000		\$126,868	Client travel continues to remain below previous usage. Work is continuing to promote the scheme.
Wheelchair Hoists	Operations	Approved	60%	2012/13	2014/15	\$25,000	\$0		\$0	No requests have been received to date for wheelchait hoist instalations
Total Mobility Flat Rate Payments	Operations	Approved	100%	2012/13	2014/15	\$139,666	\$47,926		\$14,193	Use of the Total Mobility Wheelchair vans remain low as the health sector contains to make use of their own vehicles. Funding for people with severe disabilities is now becoming accessible from the national health sector.
Public Transport Information, Ops and maint	Operations	Approved	57%	2012/13	2014/15	\$254,490	\$90,977		\$27,101	This will be spent by the end of the financial year.
<u>Transport Planning</u>										
Activity Management Planning - Study	Study	Approved	64.77%	2012/13	2014/15	\$100,000	\$34,000		\$19,995	Expenditure is on track for this period
Regional Land Transport Planning Management - Study	Study	Approved	64.77%	2012/13	2014/15	\$206,185	\$91,436		\$62,362	Expenditure is on track for this period
<u>Road Safety Promotion</u>										
High Strategic Fit	Construction	Approved	64.77%	2012/13	2014/15	\$212,763	\$76,032		\$35,342	Expenditure is on track. Additional costs will be incurred for the Easter , Anzac Day and Queens Birthday weekend road safety campaigns
Medium Strategic Fit	Construction	Approved	64.77%	2012/13	2014/15	\$91,500	\$30,505		\$13,141	Expenditure is on track. Additional costs will be incurred for the Easter , Anzac Day and Queens Birthday weekend road safety campaigns
<u>External Funding</u>										
SuperGold Card Allocations	Implementation	Approved	100%	2012/13	2012/13	\$95,000	\$103,000		\$68,043	Expenditure is on track for this period

Northland Regional Land Transport Programme 2012 - 2015										
Far North District Council										
1 July 2014 to 28 February 2015										
Name	Phase	Status	12/13	Start	Finish	Total Budget	14/15 Budget	Revised Cost	Expenditure to Date	Comments
Emergency Works Repairs September 2013 Event	Construction	Approved	55	2013/14	2013/14	-	\$1,252,165		\$869,140	On target fo completion this year.
Emergency Works Repairs July/Aug 2014 event - Stage 1 Permanent Repairs	Construction	Approved	74					\$4,957,000	\$4,193,495	Contracts are being let to complete this work this year.
Emergency Works Repairs July/Au 2014 event - Stage 2 permanent repairs	Construction	Approved	74					\$1,100,000	\$0	Contracts are being let to complete this work this year.
Emergency Works Repairs July/Aug event, initial response	Construction	Approved	74					\$1,574,434	\$1,574,434	Completed
Maint,Ops & Renewals Programme 2012/15	Local Roads	Approved	55%	2012/13	2014/15	\$63,052,604	\$21,837,955		\$10,881,903	Working to spend allocation this year
Asset Management Planning Review	Study	Approved	65%	2013/14	2014/15	\$240,000	\$202,152		\$49,830	Working to spend allocation this year
Minor improvements	Local Roads	Approved	65%	2012/13	2014/15	\$5,734,575	\$2,555,874		\$303,197	Working to spend allocation this year
Road Safety 2012/15 - Medium Strategic Fit	Construction	Approved	65%	2012/13	2014/15	\$720,522	\$240,174		\$160,116	On target to spend total allocation this year
Road Safety 2012/15 - High Strategic Fit	Construction	Approved	65%	2012/13	2014/15	\$2,470,446	\$823,482		\$548,988	On target to spend total allocation this year
Bridge Replacement West Coast Road 2012 - 13	Construction	Approved	65%	2012/13	2012/13	\$450,000	\$135,264		\$0	Waiting for contractor to bring finishing work up to specified standard.
Waitangi Trust										
Maint,Ops & Renewals Programme 2012/15	SPR	Approved		2012/13	2014/15	\$201,200	\$47,468			No Claims to date for Waitangi Trust. FNDC claim for the whole of this AO at the end of each year.

Northland Regional Land Transport Programme 2012 - 2015

Whāngārei District Council

1 July 2014 to 28 February 2015

Name	Phase	Status	13/14 FAR	Start	Finish	Total Budget	14/15 Budget	Revised Cost	Expenditure to Date	Comments
Emergency Works 2013/14: various Sites	Construction	Approved	51%	2013/14	2014/15	\$421,155	\$421,155		\$421,155	Project Complete
Emergency Works 2014/15: various Sites	Construction	Pending	54%	2014/15	2014/15	\$2,055,657	\$2,055,657	\$2,732,179	\$1,767,433	65% complete
Preventative Maintenance 2012-2015	Construction	Approved	51%	2012/13	2014/15	\$103,000	\$103,000		\$23,000	Pacific Bay project complete. Tutukaka Block project yet to start
Maint, Ops & Renewals Programme 2012/15	Local Roads	Approved	51%	2012/13	2014/15	\$51,959,242	\$17,971,431	\$19,001,631	\$14,565,870	Programme ongoing
Activity Management Planning 2012/2015	Study	Approved	61%	2012/13	2014/15	\$154,904	\$53,945		\$53,945	Project continuing due to development of ONRC
Crash Reduction Study 2014/15	Study	Approved	61%	2014/15	2014/15	\$49,842	\$49,842		\$0	Project commencing
Whangarei Transportation Network Strategy Update 2014/15	Study	Approved	61%	2014/15	2014/15	\$62,460	\$62,460		\$0	Negotiating offer of service
Road Safety 2012/15 - High Strategic Fit	Construction	Approved	61%	2012/13	2014/15	\$695,794	\$239,954		\$99,352	Ongoing programme
Road Safety 2012/15 - Medium Strategic Fit	Construction	Approved	61%	2012/13	2014/15	\$85,700	\$37,725		\$6,273	Ongoing programme
Cycleway Construction 2012/15	Construction	Approved	61%	2012/13	2014/15	\$2,250,000	\$1,327,000		\$85,788	Construction underway
09/12 Roothing-4th Ave/Kauika Rd & Wilson/5th Ave link	Construction	Committed	62%	2010/11	2012/13	\$650,000	\$22,404		\$19,039	Construction underway
09/12 Roothing - Spedding Rd Link	Construction	Committed	62%	2010/11	2013/14	\$3,756,446	\$5,147		\$5,147	Project Complete
Hayward Rd Bridge 131 Upgrade	Construction	Approved	61%	2014/15	2014/15	\$276,903	\$262,187	\$2,600	\$0	Project design changed to heavy maintenance repairs
Mill Rd/Nixon St Upgrades	Construction	Approved	61%	2014/15	2015/16	\$6,481,000	\$2,931,000	\$2,374,000	\$825,681	Construction underway
Minor Improvements 2012/15	Local Roads	Approved	61%	2012/13	2014/15	\$3,268,309	\$1,599,922		\$380,014	Ongoing programme

Northland Regional Land Transport Programme 2012 - 2015

Kaipara District Council

1 July 2014 to 28 February 2015

Name	Phase	Status	12/13 FAR	Start	Finish	Total Budget	14/15 Budget	Revised Cost	Expenditure to Date	Comments
Emergency Works '2013/14 Various Sites	Construction	Approved	60%	2012/13	2012/13	\$311,000	\$566,218		\$566,218	<p>The repairs to Mangarata Block, Central and Heatley Roads are complete the slips repairs from June and July storm events are underway with a second tranche expected to be let in March. Some low risk projects are also being completed by the maintenance contractor.</p> <p>Ops work is on track and renewals are catching up on projections. However about 10% will not be finished and other under expenditure is due to good tender rates.</p> <p>some costs have occurred, but yet to be claimed relating to AMP</p> <p>Toll: 1 death.</p> <p>Drive Soba – 9 offenders are attending the programme which commenced in February.</p> <p>Coffee Brake – VA voucher distribution drive has been undertaken as vouchers are due to expire in June</p> <p>Young Driver – The list is full for the March learner licence course</p> <p>RYDA: Confirmed for Otamatea and Westmount for 2015. Dargaville High School transitioning to Year 12.</p> <p>Mentor Driving Programme: This programme is ready to commence in March.</p> <p>Kaipara Alcohol Accord: Poster to be circulated publicising reduced drink driving limits and "Not Bearsies" resources provided</p> <p>no action as yet</p> <p>The larger than usual minor safety projects programme is expected to be about 60% by end of June.</p>
Emergency Works '2014/15 Various Sites	Construction	Approved	73%					\$1,768,145	\$70,104	
Maint, Ops & Renewals Programme 2012/15	Local Roads	Approved	59%	2012/13	2014/15	\$40,084,462	\$19,393,956		\$8,351,482	
Activity Management Planning 2012/2015	Study	Approved	69%	2012/13	2014/15	-	\$200,000		\$0	
Road Safety 2012/15 - High Strategic Fit	Implementation	Approved	69%	2013/14	2014/15	\$266,255	\$90,515		\$56,474	
Road Safety 2012/15 - Medium Strategic Fit	Implementation	Approved	69%	2012/13	2012/13	\$20,000	\$14,550		\$0	
Minor Improvements 2012/15	Local Roads	Approved	69%	2012/13	2014/15	\$2,154,250	\$1,721,380		\$300,783	

Northland Regional Land Transport Programme 2012 - 2015										
Northland Highway Network Organisation (NZTA)		1 July 2014 to 28 Feb 2015								
Name	Phase	Status	14/15	Start	Final	Total	14/15	Revised	14/15	Comments
			FAR			Budget	Budget	Cost	Expenditure to date	
09 - 12 Roding - Puketona SH11 Int Impvt	Design	Committed	100%	2009/10	2012/13	\$140,100	\$0	\$0	0	Safety improvement works - Rural Intersection Active Warning Sign (RIAWS) installed
Bulls Gorge Realignment	Construction	Committed	100%	2009/10	2013/14	\$6,919,700	\$184,800	\$184,800	\$48,008	Project complete. No change.
Kamo Bypass Stage 2	Construction	Committed	100%	2009/10	2012/13	\$15,399,900	-\$206,000	\$9,500	\$104,097	Project complete
SH1 Akerama Curves Realignment and PL	Design	Committed	100%	2006/07	2012/13	\$1,355,700	\$46,400	\$209,900	\$203,752	Tenders being evaluated. February start. Includes Design \$188,272 & Construction \$15,480 phases
SH1 Corridor Improvements - Whangarei	Construction	Committed	100%	2011/12	2013/14	\$13,807,800	\$8,605,000	\$8,605,000	\$3,712,594	Design & Construction phases.
SH1 Springfield to Mata Median Barrier	Investigation	Probable	100%	2012/13	2012/13	\$100,000	\$68,900	\$737,000	\$87,483	Progressing well with investigation phase.
SH1 Springfield to Mata Median Barrier	Construction	Probable	100%	2014/15	2016/17	\$0	\$0	\$50,000	0	Possible construction start early 2016.
SH1N - Brynderwyn North Safe Systems Project	Construction	Probable	100%	2014/15	2014/15	\$16,943,517	\$0	\$9,100,000	\$1,813,733	Includes Design \$106,678 & Construction \$1,707,055 phases
Maint, Operations and Renewals Programme 2012/15	Maintenance	Approved	100%	2013/14	2013/14	94,398,423	\$30,045,300	\$32,645,862	\$17,024,360	Netcome outcomes refinement of FWP to ensure correct projects for Asset Preservation / T10 SCRIM
Minor Improvements	Construction	Approved	100%	2013/14	2013/14	\$5,576,000	\$1,895,155	\$1,895,155	\$815,041	Tranche 1 - Designs being priced by Contractors - Tranche 2 has been approved by National Office

ISSUE: Regional Road Safety Update**ID:** A734095**To:** Regional Transport Committee Meeting, 1 April 2015**From:** Ian Crayton-Brown, Transport Projects Officer**Date:** 18 March 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:

This report serves to update the Regional Transport Committee (RTC) on the Northland region's road toll and issues affecting road safety.

Legal compliance and significance assessment:

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

While the subject of road safety is a significant issue for the region, the purpose of the report is to provide an information update on road safety issues and trends in Northland. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation:

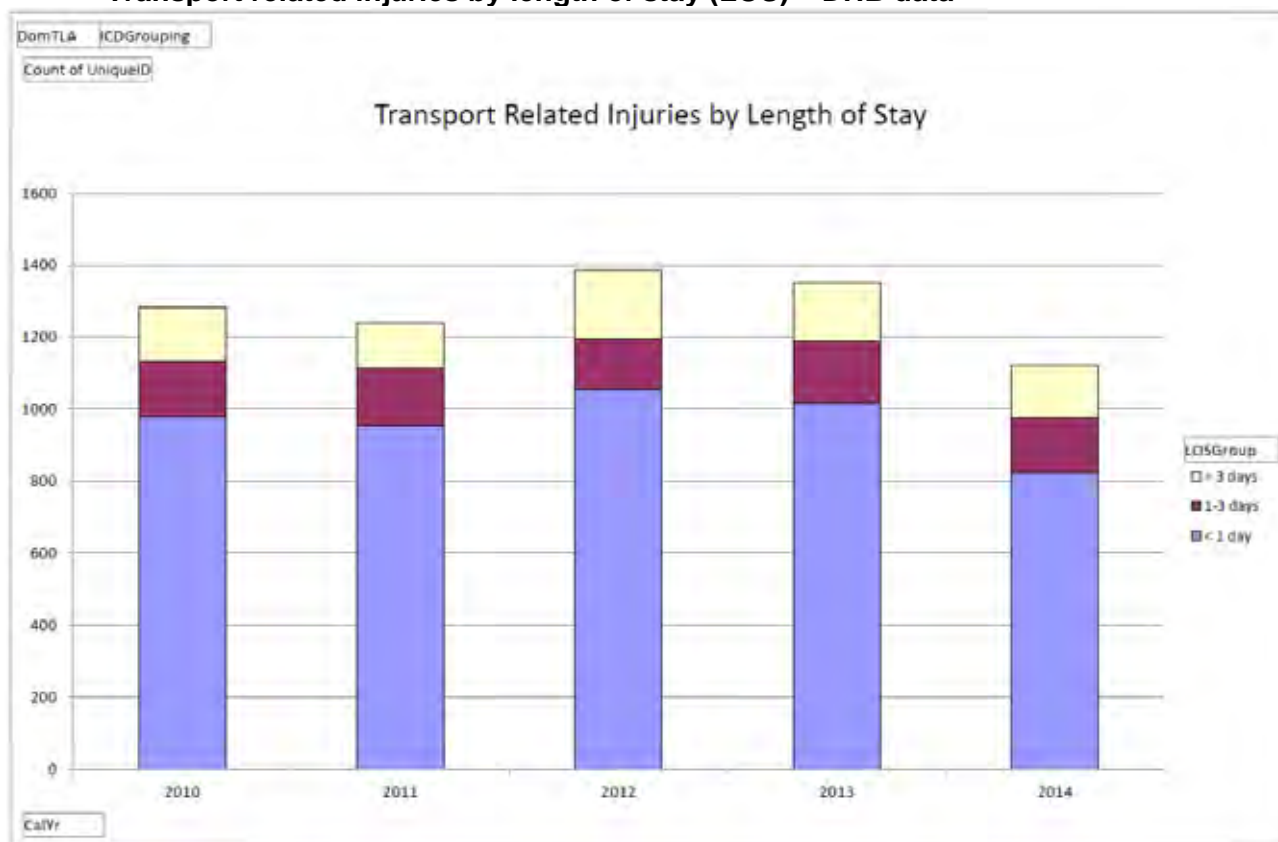
That the report 'Regional Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer, dated 18 March 2015, be received.

Road trauma update:**National road toll - year to date 2015**

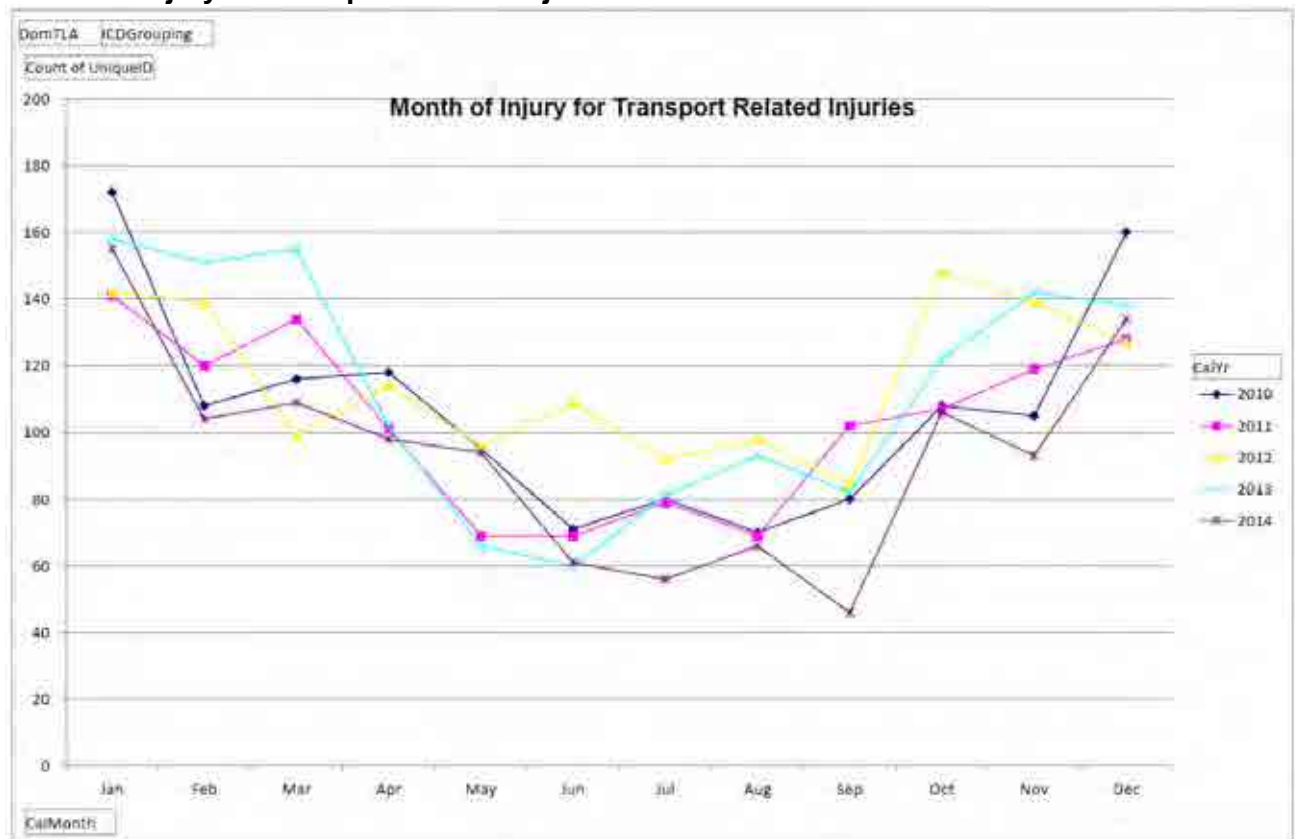
The national road toll presently stands at 66 as at midnight Tuesday 17 March 2015. At the same time in 2014 it stood at 55.

Northland road toll - year to date 2015

The Northland road toll presently stands at four as at midnight Tuesday 17 March 2015. At the same time in 2014 it also stood at four.

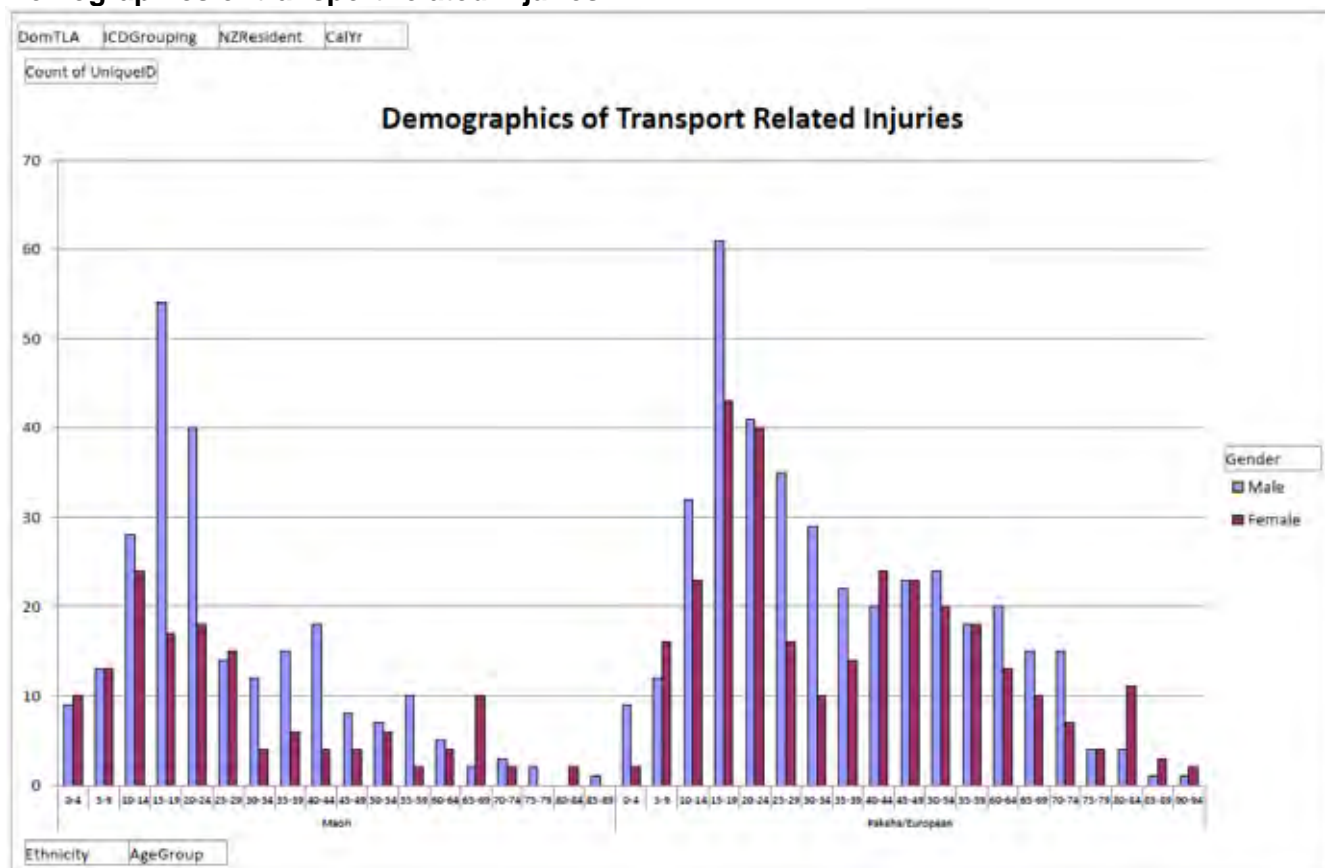
Hospitalisation data for quarter ending December 2014:**Transport related injuries by length of stay (LOS) – DHB data**

The above table covers transport related injuries by length of stay (LOS). For 2014 the data is showing significant reductions in LOS compared to each of the previous four years. Hospitalisation costs however for the <1 and 1-3 day periods are up on year 2013.

Month of injury for transport related injuries

The above table highlights the 12 month period of 2014 and the transport related injuries. The data typically identifies the early and late months of the year as being high injury hospitalisation periods. For 2014 the data shows consistent reductions and positive tracking throughout the whole year compared to the previous four years from 2010.

Demographics of transport related injuries



The above table confirms that most hospitalisation injuries are males. The 15-24 age group in both Māori and Pakeha ethnicities stands out. Pakeha females in the age groups 20-24, 40-44, 45-49, 55-59 or 80yrs plus either equal or exceed the hospitalisation injury statistics. Pakeha males dominate through to 39yrs of age, 50-54, 65-69, and 70-74.

Motorcars and motorcycles are the most common vehicle types for injuries.

Fatigue stops

The Northland Road Safety Association has approved two more northbound Fatigue Stops on SH1, Uretiti. These will take place on Thursday 2 April (Easter) and 24 April (Anzac Weekend) 2015. There are a number of community and agency road safety partners that come together to attend and support these important fatigue intervention and education stops.

ISSUE: Police Road Safety Update – Summer Campaign**ID:** A734361**To:** Regional Transport Committee Meeting, 1 April 2015**From:** Ian Crayton-Brown, Transport Projects Officer**Date:** 20 March 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:

The purpose of this report is to introduce Acting Senior Sergeant Ian Row the Road Policing Supervisor from the New Zealand Police who will provide a **presentation** to the committee on the Police Summer Road Safety Campaign in Northland.

Legal compliance and significance assessment:

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

Whilst the broader subject of Road Safety is a significant issue in Northland, the purpose of the presentation is to provide an information update on the normal operations of the council. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation:

That the report, 'Police Road Safety Update – Summer Campaign' involving a presentation by Acting Senior Sergeant Ian Row, Northland Road Policing Supervisor, dated 20 March 2015, be received.

ISSUE: Draft Northland Regional Land Transport Plan 2015–2021 – Progress Report**ID:** A734654**To:** Regional Transport Committee Meeting, 1 April 2015**From:** Chris Powell, Transport Operations Senior Programme Manager, and Jon Trewin, Policy Analyst**Date:** 23 March 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 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 update the Regional Transport Committee (RTC) on the progress to date on the draft Northland Regional Land Transport Plan 2015–2021 (RLTP). The report concludes with the recommendations that the report be received, that the Regional Transport Committee approve the formal adoption of the Northland Regional Land Transport Plan 2015–2021, that the Regional Transport Committee approve the release 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 forwarded to the NZ Transport Agency, that the Regional Transport Committee approve the Chair be delegated authority to approve the finalised formatting of the document and that the recommended method of reply to submitters be approved.
- Supporting information is contained in **Attachments 1, 2, 3 and 4** 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, 'Draft Northland Regional Land Transport Plan 2015–2021 – Progress Report' by Chris Powell, Transport Operations Senior Programme Manager, and Jon Trewin, Policy Analyst, dated 23 March 2015, be received.
 2. 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 NZ Transport Agency.
 3. That the Regional Transport Committee delegate the authority to the Chair of the Regional Transport Committee to approve the finalised layout and formatting of the Northland Regional Land Transport Plan 2015–2021 prior to it being tabled at the full Northland Regional Council meeting on 21 April 2015.
 4. That the Regional Transport Committee approve the recommended method of reply to each submitter.
-

Attachment 1**Report:****Progress to date**

At the RTC meeting held on 4 February 2014, the committee moved:

1. *That the Regional Transport Committee approve that the Submission Hearings Committee consist of the following members:*

*Cr J Bain - Northland Regional Council;
Cr P Dimery - Northland Regional Council;
Cr A Court - Far North District Council;
Cr G Martin - Whangarei District Council;
Mr P Winder - Commissioner, Kaipara District Council; and
Mr E Zöllner - NZ Transport Agency.*

2. *That a progress report be submitted to the 1 April 2015 Regional Transport Committee meeting.*

Submissions received

A total of 287 submissions on the draft RLTP were received from across the region. Of the total submissions received, the following breakdown is provided:

RLTP only	= 265
Dual (RLTP + RPTP)	= 22
Total	= 287

When analysing the 287 submissions received in regard to the RLTP only and dual submissions, 127 or 44% relate to Matakohē bridges.

Other submissions received were in regards 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.

Submission hearings

Submissions on the draft RLTP were held at the Northland Regional Council on Wednesday 4 March 2015 and Thursday 5 March 2015. In accordance with the RTC recommendation of 4 February 2015, the Hearings Committee consisted of the representatives as listed above.

The draft RLTP hearings were held in conjunction with the Regional Public Transport Plan 2015–2025.

A total of 53 submissions were heard on the draft RLTP. The submissions and presentations presented were of a high standard.

ITEM: 5.1

Page 4 of 5

A copy of the minutes of the Regional Land Transport Plan 2015–2021, and the Regional Public Transport Plan 2015–2025 hearings held in the Council Chamber, 36 Water Street, Whāngārei, providing brief details of the various submitters heard can be seen in Attachment 2.

Deliberations

The RTC appointed Hearings Committee deliberated on the submissions received on Thursday 5 March 2015 following the completion of the hearings. Prior to this the Hearings Committee was provided with a summary of each submission, which included staff recommendations. The Hearings Committee members discussed and provided a decision on each category of submission. On completion of the deliberations, a 'Decisions on Submissions' document was prepared which recorded the decisions made on the various categories that related to the submission received.

Based on the content of the submissions, the Hearings Committee supported:

1. *SH 1 Loop Road to Smeatons Hill Safety Improvements - NZTA present the project design for the Loop Road to Smeatons Hill Safety Improvements to the Regional Transport Committee (RTC) before being finalised;*
2. *Northland Inland Freight Route - Adopt a 'corridor approach' to Mangakahia Road, Otaika Road, and all related issues;*
3. *Corridor Approach – To identify specific corridor plans within Northland;*
4. *Matakohe Bridges – Featured significantly during the hearings process and it was agreed that the Hearings Committee must clearly acknowledge the message; and*
5. *Wrights Road/McCardle Road – NZTA undertook to review the ranking of Wrights Road/McCardle Road (currently 6).*

A number of the submissions will be referred to individual district councils for actioning through their Long Term Plans, as these provide the greater level of detail around the individual projects sought by those submitters.

In addition, the Hearings Committee noted that a number of issues had been repeatedly raised which required an explanation as to why these had not been included in the draft RLTP. These included:

1. The increased usage of alternative transport modes for the conveyance of heavy goods, i.e. rail and shipping; and
2. Greater need for increased walking and cycling facilities.

See Attachment 3 for a copy of the minutes of the Hearings Committee deliberations.

Northland Regional Land Transport Plan 2015–2021 format

Please note that the Northland Regional Land Transport Plan 2015–2021 document (Attachment 4) presented to the RTC highlights all recommended changes made by the Hearings Committee.

The funding spreadsheets are provided separately for ease of reading.

Recommended changes by NZTA were not available at the time this report was compiled. These will be tabled on the day.

Based on the very short time period provided for the completed document to be tabled at the next full meeting of the Northland Regional Council, it is recommended that the Chair of the RTC be granted authority to approve the final layout and format of the document.

Finalisation of the Northland Regional Land Transport Plan 2015–2021

In order for the RTC approved timetable to be met, the RTC is requested to approve the submission of the Northland Regional Land Transport Plan 2015–2021 to the full Northland Regional Council scheduled for 21 April 2015 with a recommendation that the plan be approved and be forwarded on to NZTA by no later than 30 April 2015.

Submitter feedback

It is recommended that once the draft RLTP has been fully approved and submitted to the NZ Transport Agency, the following method be used to inform each submitter as to how their submission was dealt with:

- The 'Staff Officers Report on Submissions' spreadsheets used during the hearings be amended to include a column entitled 'Recommended Action';
- That the 'Recommended Action' taken be included for each submission;
- That the spreadsheets be compiled in alphabetical order;
- That the completed spreadsheets be posted on the Northland Regional Council website;
- That every submitter receive either an e-mail or letter advising them that they can ascertain the action taken on their submission by visiting the website; and
- That if the submitter does not have access to the internet, they may request the action taken be forwarded to them in writing.

It is anticipated that the above method will assist in reducing time and cost on this part of the consultation process.

**NORTHLAND REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE
HEARINGS COMMITTEE**

Minutes of the Regional Land Transport Plan 2015-2021, and
the Northland Regional Public Transport Plan 2015-2025 hearings
held in the Council Chamber, 36 Water Street, Whāngārei,
on Wednesday 4 March 2015 and Thursday 5 March 2015
commencing at 10 am

Present:**Northland Regional Council**

Cr J Bain, Chairman

Cr P Dimery

Kaipara District Council

Mr P Winder

Far North District Council

Cr A Court

Whangarei District CouncilCr G Martin (*Wednesday: left meeting at 2.30pm*)**New Zealand Transport Agency**Mr E Zöllner (*Wednesday: left meeting at 11.20am - returned at 11.50am, left meeting at 2.33pm – returned at 3.03pm.**Thursday: from 12.14pm*)**In Attendance:****Full Meeting**

NRC Transport Operations SPM

NRC Public Passenger Transport Officer

NRC Transport Admin Assistant

NZTA Representative

KDC Roading Manager

NRC Council Secretary

Part Meeting

NRC Councillor Joe Carr

NRC Infrastructure Manager

NRC Policy Analyst

NRC Iwi Liaison Officer

NRC EDRMS Officer

FNDC Project Manager

FNDC GM Infrastructure and Asset Management

The Chairman declared the meeting open at 10.00 am.

Apologies (Item 1.0)

There were no apologies.

Declaration of Conflicts of Interest (Item 2.0)

The Chairman invited members to make declarations item-by-item as the meeting progressed. There were no declarations of conflict at this point.

Hearing of Submissions to the Draft Regional Land Transport Plan 2015-2021 and Draft Regional Public Transport Plan 2015-2025 (Item 3.1)

ID: A729651

Report from NRC Transport Operations SPM Chris Powell.

Moved (Winder/Bain)

1. That the report 'Hearing of Submissions to the Draft Regional Land Transport Plan 2015-2021) and Draft Regional Public Transport Plan 2015-2025' by Chris Powell, Transport Operations Senior Programme Manager, and dated 2 March 2015, be received.
2. That all submissions on the Draft Regional Land Transport Plan 2015-2021 and Draft Regional Public Transport Plan 2015-2025 be received.

Carried

Deliberations on Submissions to the Draft Regional Land Transport Plan 2015-2021 and Draft Regional Public Transport Plan 2015-2025 (Item 3.2)

ID: A729651

Report from NRC Transport Operations SPM Chris Powell.

Moved (Winder/Bain)

1. That the report 'Deliberations on Submissions to the Draft Regional Land Transport Plan 2015-2021 and Draft Regional Public Transport Plan 2015-2025' by Chris Powell, Transport Operations Senior Programme Manager, and dated 2 March 2015, be received.
2. That any changes recommended to be made to the Draft Regional Land Transport Plan 2015-2021 and Draft Regional Public Transport Plan 2015-2025 by the Hearings Committee as a result of submissions be presented to the Regional Transport Committee meeting on 1 April 2015.

Carried

Submitter	Mr Peter Shand 10.00am
Mr Peter Shand	<p><i>(Additional information was tabled)</i></p> <ul style="list-style-type: none"> • Promoted the use of electric vehicles as being advantageous in the context of climate change by tapping into a renewable energy source and reducing carbon dioxide emissions. • Congratulated NRC "leading the charge" to encourage the use of electric vehicles.

ID: A731196

	<ul style="list-style-type: none"> Emphasised the need to establish “high end infrastructure” in terms of fast charging stations. It was suggested these could be jointly funded by council, power companies, tourist bodies, supermarkets, restaurants etc.
Councillor Ann Court	Questioned how road controlling authorities collected road user charges on electric vehicles. <i>It was advised they were exempt until 2020.</i>
Chairman John Bain	Questioned whether fast chargers would damage the batteries and incur additional cost. <i>It was advised that recommended practise was to only charge batteries to 80-90% to prevent damage.</i>
Submitter	Northland District Health Board - Meng Cheong and Ian McAlley 10.12am <i>(Apologies tendered by Chief Executive Nick Chamberlain for non-attendance)</i>
	<i>(An overview of the NDHB's submission was tabled)</i> <ul style="list-style-type: none"> Emphasised the need to secure safe and adequate access to the Whāngārei hospital. Stressed the challenges facing the NDHB were significant. NDHB were constantly looking for innovative solutions to improve and expand services e.g. joint partnerships and applying technology. Improving the frequency and capacity of bus services to the hospital would be advantageous by alleviating congestion and giving patients alternate transport options. Safe pedestrian access to the hospital, the West End shops and links to the CBD would be beneficial.
Chairman John Bain	Declared a conflict of interest being on the board of the NDHB.
Councillor Ann Court	Questioned the NDHB's role with regard to dust on roads. It was also questioned whether it would be standard practise for Treasury to pay development contributions as part of the hospital upgrade. <i>Mr Cheong and Mr McAlley advised that dust was not their area of expertise and that neither the NDHB, the Ministry of Health or other government departments paid development contributions.</i>
Commissioner Peter Winder	Questioned why the NDHB would be different from private enterprise undertaking a major redevelopment where transport engineering would be an integral part of the total project. <i>It was the NDHB's philosophy that it was entrusted with crown funds to supply health services, not address congestion. The NDHB was not attempting to “capture a greater market” but merely manage the “tidal wave of patients”.</i>
Chairman John Bain	Questioned whether the NDHB would be happy to contribute land to facilitate the alterations to hospital road and when the new office block would be operational. <i>It was advised the NDHB was amenable to the supply of land and the new block was scheduled to</i>

	<i>be operative 20 April 2015.</i>
Submitter	Vision Kerikeri – Rod Brown 10.33am
	<ul style="list-style-type: none"> Emphasised the need to address resilience; with increased focus north of Whāngārei. Supported the upgrade of Mangakahia Road provided it was 100% government funded. It was stressed this must not be at the expense of projects north of Whāngārei. Requested that the plan address: <ul style="list-style-type: none"> flooding issues in Morewa; the one-way bridges in Kaeo and Taipā; the Waipapa roundabout at Kerikeri; climate change and energy efficiency; and the rail link to the port.
Submitter	Frank Miller 10.44am
	<ul style="list-style-type: none"> provided a personal account of the dangers attributed to the Matakohe/"Give way" Bridges.
Councillor Ann Court	Questioned why there were so many "near-misses". <i>It was suggested drivers weren't accustomed to one way bridges; especially tourists.</i>
<i>The hearings adjourned at 10.54 am and reconvened at 11.07am.</i>	
Submitter	Alan Agnew 11.07am
	<p><i>(Tabled two sample jars of metal)</i></p> <ul style="list-style-type: none"> Stressed that red metal should not be used for tarseal. Stated lime stabilisation works were preventing the tarsealing of other roads. Sympathised with residents suffering from dust on roads. Suggested advertising on the rear of buses to encourage participation in sports.
<i>The hearings adjourned at 11.20 am and reconvened at 11.38am. At this time NZTA Representative, Mr E Zöllner, was not present.</i>	
Submitter	Bruce Miller 11.38am
	<ul style="list-style-type: none"> Highlighted the dangers related to the Matakohe Bridges. Urged that council make the funds available for their replacement as soon as possible. It was suggested that in the interim more adequate signage be erected at both ends to alert drivers of the hazards.
<i>Secretarial Note: Mr E Zöllner returned at 11.50am</i>	
Submitter	Kauri Park Nurseries - John Wearmouth 11.56am
	<ul style="list-style-type: none"> Family owned land near the Matakohe Bridges for over 30 years and witnessed numerous accidents, deaths and at least one drowning. Noted that over time Transit NZ had put forward a number of proposals to resolve the issue but none had been progressed. Suggested the best route would be to realign the road south of the quarry.

Submitter	Private Heavy Trucks and Bus Licenses – David Silby 12.10pm
	<p><i>(Additional information was tabled)</i></p> <ul style="list-style-type: none"> • Drew attention to the hazards related to the Matakohe Bridges. • Stressed it was now a “desperate situation” needing immediate action and long term planning. • A two lane carriageway was essential to prevent traffic having to stop.
Submitter	Andrew Wearmouth 12.23pm
	<p><i>(Additional information was tabled)</i></p> <ul style="list-style-type: none"> • Highlighted the hazards relating to the Matakohe Bridges. • Acknowledged that a good roading network would attract people and business to the Kaipara.
Councillor Greg Martin	Questioned whether additional signage and an advertising campaign were required. <i>Andrew acknowledged this would be beneficial but only if it was a temporary measure until a long term solution was implemented.</i>
Submitter	Bridge Concern Committee - Susan Reyland 12.35pm
	<p><i>(Tabled a series of photos and additional information)</i></p> <ul style="list-style-type: none"> • Stressed the Matakohe Bridges were outdated and dangerous; the only serviceable detour being approximately 30km. • Stated the bridges carried approximately 1,700 to 2,000 vehicles per day. • Noted improvement projects had not been progressed.
Submitter	Susan Reyland (personal submission) 12.48pm
	<ul style="list-style-type: none"> • Had personally experienced a head on collision on the Matakohe Bridges. • Acknowledged the research project undertaken by the former Northland MP, Mike Sabin. • Suggested that failing replacement of the bridges that all the trees directly leading up to the bridges be removed, the mangroves eradicated and traffic lights installed; the latter by the end of March when fog started to become an issue.
Councillor Ann Court	Questioned whether there had been the installation of any safety measures, such as guard railing. <i>Susan wasn't aware of any.</i>
<i>The hearings adjourned at 12.57 pm for lunch and reconvened at 1.31pm.</i>	
Submitter	Vicki Holford (and neighbour Murray) 1.31pm
	<p><i>(addressed a Powerpoint presentation)</i></p> <ul style="list-style-type: none"> • Highlighted the severe dust related issues affecting Ngapipito Road and requested it be included in the sealing programme for 2015-2025 • Drew attention to the PM10 monitoring that had

	<p>measured conditions along Ngapipito Road that exceeded national standards.</p> <ul style="list-style-type: none"> Detailed how this proposal would tie in with the GPS Land Transport 2015-2025 in terms of economic development, road safety and value for money.
Councillor Ann Court	Questioned whether Vicki had approached any other organisations regarding this issue. <i>It was advised FNDC had been approached but it was hoped that if the matter was included in the RLTP it would be taken forward to government.</i>
Commissioner Peter Winder	Questioned whether a 40km speed limit made a noticeable difference. <i>It was advised that it did but the trucks did not always adhere to the self-enforced speed limit.</i>
Councillor Paul Dimery	Questioned whether there were noticeable health impacts. <i>Both Vicki and Murray relayed personal experiences.</i>
Councillor Ann Court	Suggested there would be merit developing a communication tool that demonstrated the “funding hierarchy” and that the Crown had the ultimate decision making power.
Submitter	National Road Carriers (Inc) – Paula Rogers and Daron Turner 1.51pm
	<ul style="list-style-type: none"> Stressed the importance of a fit for purpose transport system. Highlighted four key points: <ul style="list-style-type: none"> i. The critical importance of SH1; ii. The need for a clear co-ordinated programme for HPMV and 50Max; iii. The need to develop a sealing programme to address dust issues; and iv. The need for initiatives to address the current driver shortage.
Councillor Ann Court	Stressed that councils were bound by a constrained budget and questioned whether thought had been given to the remainder of the network and how it could be funded. <i>Daron referred to the recent storm event that highlighted Northland's roads were “30 years behind” and reiterated comments that the NZTA model did not fit Northland. It was stressed Northland's roading network must be fit for purpose.</i>
Chairman John Bain	Questioned whether Northland's subsidiary roads would ever be fit for purpose for 50 tonne trucks. <i>Daron stressed that the VDM industry guidelines should dictate the use of the safest and most productive vehicles.</i>
Submitter	Yvonne and I.E. Macdonald 2.11pm
	<p><i>(tabled additional information)</i></p> <ul style="list-style-type: none"> Requested consideration be given to the construction of a Kawakawa bypass which would have benefits in terms of safety, alleviating flooding and removing heavy traffic from the township.

Submitter	Godfrey Warehouse (and associate Neil Thomas) 2.21pm
	<ul style="list-style-type: none"> • Stressed the need for Northland to remove itself from the seat of government and create its own destiny through the establishment of a local currency and creating economic activity locally. • Promoted the use of alternate fuels such as canola in lieu of oil and alcohol as an alternative for fuel.
<i>Secretarial Note: Councillor Greg Martin left the meeting at 2.30pm. Mr E Zöllner left the meeting at 2.33pm</i>	
Submitter	Ken Rintoul 2.34pm
	<ul style="list-style-type: none"> • Endorsed the establishment of a mid north bus service and stressed that public transport was critical for the connectivity of small communities in general. • Questioned the current safety improvements being undertaken on the northern side of the Brynderwyn Hills and stressed the only long term solution was to “open cut” or construct a tunnel. • Questioned who was accountable for the poor roading construction techniques being applied. • Stressed that route security must be addressed and that the rail must be advanced.
<i>The hearings adjourned at 2.50pm and reconvened at 3.03pm. Mr E Zöllner returned to the meeting at this time.</i>	
Submitter	Far North Transport Lobby – Charles Adamson 3.03pm
	<p><i>(addressed a Powerpoint presentation)</i></p> <ul style="list-style-type: none"> • Highlighted the need for background information to be included in the plan e.g. volumes/origins/destinations of freight and projected growth. • Suggested the plan should be better aligned with national transport objectives and also existing pieces of work e.g. the UNISA Freight Study. • Emphasised the plan must broaden its focus and address the development of an integrated transport system, including rail. • The plan to highlight that the construction of a rail link to Northport should be a national priority.
Submitter	Far North Transport Lobby - William Gordon Bonetti 3.14pm
	<ul style="list-style-type: none"> • Stressed the plan must also address rail and shipping. • Questioned what action had been taken with Kiwirail to develop Northland rail. • Emphasised Northport’s attributes as a natural deep water port and urged Northland councils to lobby the government to make the rail link a priority. • Made reference to two relevant studies: the

	<p>“Upper North Island Freight Story” developed by UNISA and “The North Auckland Line: Social impact assessment” by Quigley and Watts Ltd 2012.</p> <ul style="list-style-type: none"> • Raised concern that heavier trucks were to be introduced to Northland roads when some roads were already failing. • Noted government was not providing additional funding to protect resilience. • Offered to forward a copy of the report commissioned in 2010 by central government.
Councillor Ann Court	Drew attention to the submission from Auckland Transport which commented on the significant impact northern rail would have on the city’s public transport system. <i>It was stated that this further endorsed the linkage to Northport. It was also noted that Avondale had been identified as a suitable bypass for Auckland.</i>
Submitter	Te Hiku Community Board Member for Doubtless Bay – Mike Ward 3.37pm
	<p>(addressed a Powerpoint presentation and tabled additional information)</p> <ul style="list-style-type: none"> • Highlighted the safety issues pertaining to Highway 10 in Cable Bay, in particular the lack of pedestrian crossings, erosion/subsidence affecting pathways/bridges and an unsuitable speed limit in front of Taipā School.
<p>Moved (Bain/Winder)</p> <p>That [as per Standing Order 3.3.7] the meeting be permitted to continue for more than six hours.</p> <p>Carried</p> <p><i>The hearings adjourned at 3.53pm and reconvened at 4.05pm.</i></p>	
Submitter	Ian Hayes 4.05pm
	<ul style="list-style-type: none"> • Highlighted two issues; <ul style="list-style-type: none"> - that the drain system along SH10 Kaeo had not been cleared for 25 years; and - the need for a double lane bridge in Kaeo.
Commissioner Peter Winder	Questioned whether the current bridge acted as a dam. <i>Ian noted there was a distinctive drop in the head of water either side of the bridge. It was also stated that mangroves were beginning to shut off the second river channel and sediment was accruing along its length. During flood events the roads up to the bridge were known to be unpassable.</i>
Submitter	District Council of NZ Automobile Association – Paul Jarmin and Steve Westgate 4.23pm
	<p>(tabled additional information)</p> <ul style="list-style-type: none"> • Supported the RONS but not at the expense of Northland’s local roads. • Raised concern that Northland was disadvantaged by FAR rates. • Stressed the importance of road resilience.

	<ul style="list-style-type: none"> Emphasised that a Warkworth bypass should be a priority; to the benefit of both freight and tourism. Supported changing the Mangakahia designation to a State Highway. Stressed that the forestry industry was placing un-forecast demands on Northland roads.
Chairman John Bain	Questioned whether the RONS project should start in Whāngārei and move south. <i>Steve believed the "bottleneck" was in Warkworth/Wellsford and would reap the greatest benefit by being addressed first.</i>
<p><i>Secretarial Note: Additional information was tabled from submitter Louis Toorenburg (Labyrinth Woodworks) who had tendered apologies for non-attendance.</i></p> <p><i>The hearings adjourned at 4.41pm and reconvened the following day, Thursday 5 March 2015, at 10am</i></p>	
Submitter	Margaret Hicks 10.00am
	<p><i>(tabled additional information)</i></p> <ul style="list-style-type: none"> Raised concern regarding the impact of climate change and increased frequency of severe weather events on Northland's roads. Stressed that rail was the key to future proof Northland's transport system and should include passenger services. Suggested consideration should be given to downsizing buses to service Whāngārei's satellite suburbs. Was in support of all efforts to ensure safer cycling.
Submitter	Waipu Rates Payers Association – Peter Lindop 10.09am
	<ul style="list-style-type: none"> Suggested that the two one way bridges at Langs Beach and Waipū Cove could be replaced with box culverts.
Submitter	Councillor Joe Carr (and associate Mr Joseph Cooper) 10.14am
	<p><i>(tabled additional information)</i></p> <ul style="list-style-type: none"> Stressed that the proposal to 4-lane from Whāngārei to Auckland ignored the heavy volume of freight internally within Northland. Supported 100% funding of dust mitigation by NZTA. Suggested a highway from Whāngārei to Kaitāia would reap the greatest benefit for Northland. Stressed that the Matakōhe Bridge improvements must proceed. Highlighted the value of a mid north bus service and acknowledged the efforts of FNDC and NRC to develop the proposal. Suggested the Hokianga bridge proposal should be included as a "visionary concept" (including the second bridge at Rawene).
Submitter	Chamber of Commerce – Tony Collins 10.36am
	<ul style="list-style-type: none"> Generally supportive of the strategy and the

	<p>need for a resilient and integrated transport system.</p> <ul style="list-style-type: none"> Stressed that 4-laning through Whāngārei and the linkage with Auckland was critical.
Chairman John Bain	Questioned whether the Chamber of Commerce would support the upgrade of Mangakahia Road to a State Highway as a priority. <i>Tony stressed the need for business continuity and a fail-safe system.</i>
Councillor Ann Court	Noted that 4-laning through Whāngārei would soak up all available funding and other areas such as Kaipara would not benefit. <i>Tony stressed that there must be a reliable transport route between Whāngārei and Auckland and there would be an on-going debate regarding how funds were most efficiently spent.</i>
Chairman John Bain	Questioned whether there would be merit starting the RONS from Wellsford to Whāngārei from the north. <i>Tony acknowledged this may be the most cost effective approach.</i>
Submitter	Barbara and Victor Turner 10.47am
	<ul style="list-style-type: none"> Advocated the sealing of Rawhiti Road
Chairman John Bain	Questioned whether residents had approached other agencies for funding. <i>It was advised that FNDC had committed to funding the sealing at one time but was later withdrawn</i>
Submitter	Northland Inc – Vaughan Cooper. 10.56am David Wilson arrived 11am.
	<p><i>(Apologies were tendered from David Wilson for late arrival)</i></p> <ul style="list-style-type: none"> Advised the submission was based on the Taitokerau Regional Growth Study launched 4 February 2015. Stressed the need for a high quality transport network; one for tourism and one for freight. Encouraged elements within the Growth Study relating to the Twin Coast Discovery Highway to be implemented and confirmed Northland Inc's support in doing so.
Councillor Ann Court	Requested an explanation of the action plan for the Twin Coast Discovery Highway and questioned whether there were statistics regarding projected use. <i>Vaughan undertook to circulate a summary of the project as well as expected returns.</i>
NZTA Representative Jim Sephton	Questioned whether there were any specific deficiencies in the transport network that would impact on the proposal. <i>It was advised that separating tourism and freight would be important and equally having a resilient network with alternate routes in the event of flooding.</i>
Chairman John Bain	Raised the concept of a thoroughfare across the Hokianga and whether it would benefit the project. <i>It was advised that based on economic connectivity Northland Inc would be interested investigating further.</i>
<i>The hearings adjourned at 11.06am and reconvened at 11.23am.</i>	
Submitter	Jeanette Head 11.23am
	<ul style="list-style-type: none"> Supported the upgrade of the Mangakahia Road

	<p>to a State Highway.</p> <ul style="list-style-type: none"> Stressed the dangers, both to pedestrians and drivers, as a result of the volume of logging trucks using the Mangakahia route.
Councillor Ann Court	Questioned whether it was the expectation the road would be upgraded if redesignated to state highway status. <i>It was advised that this was the assumption.</i>
Submitter	Whangarei District Council - Jeff Devine 11.36am
	<p>(tabled additional information)</p> <ul style="list-style-type: none"> Supported the sealing of Wright/McCardle roads; being a predominant logging route and causing safety/dust issues. Requested NZTA upgrade Mangakahia Road to state highway status based on the fact it was carrying similar volumes and incurring maintenance costs comparable to a state highway. WDC had recently completed its forestry strategy and was requesting additional funding to ensure forestry roads remained fit for purpose. Requested increased funding for pavement renewals, LED streetlight upgrades and HPMV improvements. WDC supported the Loop Road project and the SH14 hospital road upgrade
Commissioner Peter Winder	Questioned whether 100 metre seals were the most cost effective/adequate solution. <i>It was advised that this was council's decision. In addition, "100 metre seals" was an arbitrary term and each location would be assessed to ensure an adequate length to address dust plumes.</i>
Submitter	Bike Northland Inc – Stuart Bell 11.59am
	<ul style="list-style-type: none"> Requested the funding for walking/cycling increase over time. Stressed the need for an integrated regional approach to secure government funding. Requested that NRC, at first instance, complete a regional walking/cycling strategy.
Councillor Ann Court	Drew attention to the additional \$100 million funding by central government to accelerate cycleways in urban centres. <i>Stuart expressed concern that this opportunity had not been seized by Northland councils.</i>
NZTA Representative Jim Sephton	Questioned how much the "cycling aspect" of the Twin Coast Discovery Highway should be marketed for tourism. <i>Stuart believed there was huge potential if it was promoted as a full loop. It was also noted that New Zealand needed to develop a "cycling culture".</i>
<i>Secretarial Note: Mr Ernst Zöllner arrived 12.14pm</i>	
Submitter	Sophia Xiao-Colley 12.15pm
	<ul style="list-style-type: none"> Emphasised the potential for Northport to become a container port and foster economic development in Northland. Encouraged the establishment of rail, including a

	passenger service, to reduce congestion, save fuel and improve linkages with the rest of the country.
Submitter	Whangarei Disability Advisory Group – Mhairi Collins 12.19pm
	<ul style="list-style-type: none"> • Supported any initiatives that addressed accessibility issues for disabled persons. • Suggested a shopping route via Tarewa, Okara and Porowini Avenue. • Requested improved shelter at bus stops with large print timetables. • Suggested a concession fare for caregivers. • Supported an audit of curbs and pavements at bus stops. • Requested raising the standard of access, lighting and security cameras to assist safety at the Rose Street bus terminal. • Supported objectives for improved access services for both urban and rural areas, such as Hikurangi and Ruakaka. • Encouraged councils to take into account the affordability of services for low fixed income users. • Raised concern regarding the reliability of taxi services contracted for Total Mobility.
Submitter	Ross Clark 12.26pm
	<ul style="list-style-type: none"> • Highlighted the concept of “transition towns”; a global initiative for an alternate future to create resilient communities with greater reliance on local food production and fuel resources. • Stressed the need to build a resilient transport system for Northland due to its vulnerability to severe weather events and reliance on the availability of cheap fossil fuels.
Submitter	David Lourie 12.35pm
	<ul style="list-style-type: none"> • Stressed that an alternate road network must be established in recognition of the numerous low lying margins of Northland that would be impacted by climate change.
Submitter	Neville Rosengren 12.49pm
	<ul style="list-style-type: none"> • Supported maintenance and safety initiatives. • Opposed the omission of rail from the strategy. • Opposed increasing the size of vehicles on the roads. • Strongly supported the establishment of a reliable and predictable rail passenger service. • Raised concern regarding the timetables and stop off points of the existing bus services and stressed these should be tailored for the greatest benefit of the users rather than based on profit margins.
<i>The hearings adjourned at 12.59pm and reconvened at 1.29pm.</i>	

Submitter	Pipiwai, Titoki Advocacy for Community Health and Safety 1.29pm
	<p><i>(tabled photos and additional information)</i></p> <ul style="list-style-type: none"> • Stressed that the health and safety along unsealed roads was marginalised due to the dust generated by heavy traffic. • Stressed that dust was not just a nuisance but injurious to health. • PM10 monitoring had demonstrated that air quality standards had been breached. • Stated the roads were not environmentally fit for purpose.
Councillor Ann Court	Questioned whether the advocacy group had approached the NDHB. <i>It was advised that a representative was on the board.</i>
Submitter	John Sanderson 1.42pm
	<ul style="list-style-type: none"> • Drew attention to the dangers on Kerikeri Road; especially for pedestrians and cyclists. • Requested a reduction in speed limit and also consideration be given to the establishment of cycleways and footpaths.
Submitter	Hokianga Health Enterprise Trust - John Wigglesworth 1.49pm
	<ul style="list-style-type: none"> • Stressed that consideration must be given to rural Northland's needs. • Hokianga Health was seeking to develop a partnership that integrated with its vision to provide the best health services it could. • Requested that the economic development of rural communities be assisted through investment in infrastructure. • Highlighted the Hokianga's contribution through the forestry and dairy industries and also its reliance on the road network and ferry service. • Requested that the "dog-leg" road around the Hokianga be upgraded to state highway status to both assist the Twin Coast Discovery Highway and reduce the local burden to maintain roads. • It was also requested that consideration be given to extending the Twin Coast route into the Hokianga.
Councillor Ann Court	Requested a list of health clinics with unsealed road access.
Councillor Paul Dimery	Questioned whether Hokianga Health saw benefit in the construction of a bridge. <i>It was advised that there would need to be two bridges, with a second to ensure connectivity with Rawene. However, this must not be at the expense of a number of small scale projects that could be achieved.</i>
Submitter	Positive Aging Advisory Group – Stephanie McMillan 2.06pm
	<ul style="list-style-type: none"> • Committed to supporting the needs of older residents and requested "more available"

	<p>transportation.</p> <ul style="list-style-type: none"> • Suggested a regular bus route from Rose Street to Tarewa Road, Porowini Avenue and Okara Park. Also suggested a bus from Otangerei to Tikipunga Countdown. • Requested the upgrade of the Rose Street terminal with more prominent timetables in large text, including a contact phone number. • Requested a review of the Total Mobility Scheme and its service providers. • Supported schemes using the Super Gold Card.
Chairman John Bain and Councillor Greg Martin	Questioned whether a van service would be acceptable for districts such as Hikurangi and whether residents would be amenable to a targeted rate. <i>It was advised this would be a practical solution and it would depend on the quantum of the targeted rate.</i>
Submitter	Far North District Council – Councillor John Vujcich 2.14pm
	<ul style="list-style-type: none"> • Stressed the importance of internal freight to Northland and that FNDC would not support the Whāngārei to Puhoi RONS if it was at the expense of local roads. • Emphasised that a reliable/resilient road network was crucial to economic development. In this manner Mangakahia Road should be upgraded to a state highway and the road to Kaitiāia should be a priority. • With an aging population, consideration must be given to the establishment of public transport schemes in smaller communities. • It was stressed these issues must be addressed with a sense of urgency.
<p>Moved (Dimery/Bain)</p> <p>That a late submission be received from the Northland Regional Council's Te Taitokerau Māori Advisory Committee.</p> <p>Carried</p>	
Submitter	The Te Taitokerau Māori Advisory Committee – Councillor Joe Carr 2.29pm
	<ul style="list-style-type: none"> • Supported the initiatives and large scale projects within the plan but provided they did not inhibit the timely provision of local infrastructure. • Requested the plan highlighted the need for a plan change to recognise the health issues relating to dust on roads. • Stressed the need for route security; which adversely affected rural Māori communities. • Stressed the need for a two lane bridge in the Hokianga. • Highlighted the benefit of mid north bus service and the need for a policy change to ensure a holistic approach when determining the viability of bus services.

Submitter	Community Business and Environment Centre – Simon Millichamp 2.46pm
	<ul style="list-style-type: none"> Stressed the need to continue the Kaitāia bus service and relayed several clients' "stories" to demonstrate its significance.
Councillor Ann Court	Questioned that such services must relieve congestion to meet the criteria for central government funding. <i>It was agreed that the situation was farcical.</i>
Submitter	Gary Nichol 3.02pm
	<ul style="list-style-type: none"> As a regular user of the Kaitāia bus service spoke in support of continuing the service. Questioned whether Super Gold Card concessions could be applied.
Submitter	Bevan Alison 3.12pm
	<ul style="list-style-type: none"> Stressed the need for an urgent programme to rebuild Northland's roads from the "foundations up" rather than the current practise of "patching". Drew concern to road corridors contaminated by weeds. Stressed that road alignments must be "needs-based".
Submitter	Wayne Deeming 3.22pm
	<ul style="list-style-type: none"> Requested consideration be given to the development of a strategy for rest areas/public toilets/truck stopping bays. It was stressed there must be clear signage and safe access to these facilities.
<i>The hearings adjourned at 3.33pm and reconvened at 3.47pm.</i>	
Submitter	David McConnell 3.47pm
	<ul style="list-style-type: none"> Drew attention to the poor maintenance of the Paparoa/Oakleigh road and requested that consideration be given to safety measures such as a reduced speed limit, clear signage and truck stopping bays.
Moved (Martin/Dimery) That [as per Standing Order 3.3.7] the meeting be permitted to continue for more than six hours.	
Carried	
Submitter	Shaun Reilly 4.01pm
	<ul style="list-style-type: none"> Accepted and endorsed the "thrust" of the plan. Drew attention to the congestion of Northland's roads due to heavy vehicles. Stressed that the development of rail in Northland, including the Marsden Point Rail Link, was a matter of urgency.
Submitter	Steve Cornwall 4.11pm
	<i>(tabled additional information)</i> <ul style="list-style-type: none"> Drew attention to key points within his 50 submissions on the plan.

Submitter	Ohaewai Taiamai Residents Association - Michael Grayton 4.27pm
	<ul style="list-style-type: none"> • Requested safety measures be put in place to protect Ohaewai from the increased volume of heavy vehicles; including but not limited to additional signs, reduced speed limit, provision of parking and footpaths. • Confirmed the Association's willingness to start "dialogue" with the appropriate organisation and assist in implementing the initiatives.
Chairman John Bain	Undertook to confirm the appropriate "body" for the association to liaise with.
Submitter	David Scoffham - 4.34pm
	<ul style="list-style-type: none"> • Stressed the poor state of Northland's infrastructure reflected its poor economic state. • Raised concern regarding the "patchwork" approach to road repairs. • Suggested with low international bond rates there was the opportunity to fund a reliable trunkline to Whāngārei which would have significant economic benefit for Northland. • Stressed that road user charges paid by Northlanders should be "ringfenced" for Northland. • Requested the committee "think big" and incorporate multi-modal transport; air, sea and rail as well as the road network.
<i>The hearings adjourned at 4.47pm and reconvened at 4.54pm.</i>	
Submitter	Federated Farmers NZ – Richard Gardner 4.54pm
	<ul style="list-style-type: none"> • Stressed the importance of SH1 to Auckland to give access to markets. Equally it was important the plan demonstrated that Northland was reliant on its rural economy and thus must have sufficient access to rural areas. • Noted the decreasing quality of rural roads and the unquantified cost to drivers and the long term cost of repairs. • Raised concern that government was not directing funds appropriately and suggested a collaborative effort to remedy this.
Chairman John Bain	Questioned whether Federated Farmers NZ would support the proposal to upgrade Mangakahia Road to a state highway. <i>Richard stated it would certainly attract local support and there were similarities with other regions e.g. Southland.</i>
NZTA Representative Ernst Zöllner	Questioned what evidence was available that the rural network was deteriorating. <i>It was advised this was anecdotal e.g. the road west from Wellsford to Taporā.</i>

Conclusion

The hearings concluded at 5.06pm

**NORTHLAND REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE
HEARINGS COMMITTEE**

Minutes of the Regional Land Transport Plan 2015-2021, and
the Regional Public Transport Plan 2015-2025 deliberations
held in the Council Chamber, 36 Water Street, Whāngārei,
on Thursday 5 March 2015 commencing at 5.14 pm (following hearings)

Present:**Northland Regional Council**

Cr J Bain, Chairman
Cr P Dimery

Kaipara District Council

Mr P Winder

Far North District Council

Cr A Court

Whangarei District Council

Cr G Martin (*left at 6.15pm*)

New Zealand Transport Agency (NZTA)

Mr E Zöllner

In Attendance:**Full Meeting**

NRC Transport Operations SPM
NRC Public Passenger Transport Officer
NRC Transport Admin Assistant
NRC Policy Analyst
NRC Infrastructure Manager
NZTA Principal Transport Planner
FNDC Project Manager
WDC Roading Manager
KDC Roading Manager
NRC Council Secretary

Part Meeting

NRC Chief Executive Officer
FNDC GM Infrastructure and Asset Management

Loop Road to Smeatons Hill Safety Improvements

It was requested that NZTA present the project design for the Loop Road to Smeatons Hill Safety Improvements to the Regional Transport Committee (RTC) before being finalised.

The Northland Inland Freight Route

- It was agreed to adopt a “corridor approach” to Mangakahia Road, Otaika Road and all related issues.
- NRC Transport SPM, Chris Powell, and NZTA Principal Transport Planner, Jim Sephton, to include a “line item” to this effect indicating the development of a programme business case and a placeholder amount. The NZTA Board’s decision would determine the way forward on this matter.

Corridor Approach

It was agreed to identify specific corridor plans within Northland. For example “the Whāngārei to Bay of Islands corridor” which would include Akerama Curves, flooding and community issues. Each corridor plan to detail the relevant issues, aspirational goals and related timeframes.

In this manner, the line item “Northland Resilience – Business Case Assessment” to be broken down to reflect the corridor projects and related budgets. NZTA and the Roding Managers to progress this concept further (including prioritisation of the corridor projects), NORTEG to peer review the work before being presented to the Regional Transport Committee meeting in April.

It was suggested that single lane bridges and flood resilience must be emphasised, including context as to how it related to flood modelling/mitigation work undertaken by NRC.

It was agreed that a clear “comms message” was critical to convey there was \$5 million budgeted per annum for maintenance/resilience. This to include an interim update demonstrating which projects had progressed past design and were advancing towards construction.

It was agreed that it was important to highlight that the two big projects, Akerama Curves and Loop Road/Smeatens Hill, were approved to progress to relay a positive message to the community.

Matakohe Bridges

The Matakohe Bridges had featured significantly during the hearings process and it was agreed that the Committee must clearly acknowledge the message.

Confirmation was provided that NZTA had developed a business case/preferred plan and that the project would be ranked nationally for funding.

It was advised that the quantum (\$15 million) detailed in the plan would need to be reviewed and also broken down to reflect the different stages of the project.

Wrights Road/McCardle Road

The NZTA representatives undertook to review the ranking of Wrights Road/McCardle Road (currently 6).

It was noted that establishing a reduced speed limit and erecting signs would be an interim measure to acknowledge the concerns had been heard.

It was cautioned that the project had an associated “expectation risk” which would have to be managed carefully.

As an aside, NZTA representative, Ernst Zöllner, advised he had established a Northland Regional Development Team to ensure resources were committed to the region. Ernst undertook to advise the members of the team.

Secretarial Note: The deliberations adjourned at 5.58pm and reconvened at 6.18pm.

General

It was agreed that in future, in order to manage time efficiently, submissions relating to small scale projects would be directed to the relevant road controlling authorities.

It was suggested that there should be uniformity across Northland with regard to speed restrictions around schools. NRC Transport SPM, Chris Powell, undertook to circulate a list of all submissions relating to speed limits and signage with the intent the Regional Transport Committee would investigate the matter further.

It was agreed to include wording regarding the value of linking the port via rail into the 30 year plan (with no associated cost). However, it also be emphasised that unless a bypass was established via Avondale there was no practical way to get freight movements through Auckland. It was suggested that there would be merit contacting Hawkes Bay Regional Council to draw from its learnings.

It was advised that the seal extension projects for dust mitigation would be assessed on merit. The same applied for the hospital road upgrade, for which NZTA was developing a business case for funding.

It was agreed to add a "line item" for dust mitigation specific to Ngapipito Road and adjust the quantum for the dust mitigation programme accordingly.

It was agreed to comply with DOCs request to include their NZTA funding in the plan. NRC Transport SPM, Chris Powell, to also confirm how the organisation engaged with council at an executive level.

A letter to be drafted to the NZTA, on behalf of the committee, expressing concern that the criteria for public transport services to attract Crown funding stipulated they must alleviate congestion; a measure which was inappropriate in a rural context. NZTA Representative, Ernst Zöllner, also undertook to raise the matter with the management team the following week.

It was agreed to highlight within the section 2.1 "Securing increased economic growth and productivity" that there was limited connectivity between Northland's towns.

WDC Roading Manager, Jeff Devine, and NZTA Principal Transport Planner, Jim Sephton, to discuss (in another forum) the rationale for road designations and whether they recognised levels of use.

Concern was raised regarding the figure depicting "Average annual expenditure for sealed roads" and there were differing opinions whether it should be updated, whether condition assessment and depreciated value were more appropriate measures or whether there was merit comparing Northland with other regions. It was also suggested the graph could be replaced by an explanatory blurb.

In summary:

Moved (Dimery/Winder)

That the hearings committee approve the Plans be amended to reflect the Territorial Local Authorities' actual figures.

Carried

It was further moved (Court/Dimery)

That all Busabout Kaitāia and mid-north bus service submissions be forwarded to the Northland Regional Council for consideration as part of the Long Term Plan 2015-2025.

Carried

It was further moved (Winder/Dimery)

That all submissions relating to local roading and state highway matters be forwarded to the relevant roading authorities for consideration.

Carried

Conclusion

The deliberations concluded at 7.24pm

Regional Land Transport Plan 2015-2021

Northland Regional Land Transport Plan 2015—2021



~~Northland's Regional Transport Committee offers you the opportunity to give feedback on the draft Regional Land Transport Plan 2015-2021 (RLTP).~~

~~The draft plan sets out the strategic direction for land transport in Northland, plus a proposed programme of works over the next three years.~~

~~Importantly, this plan is used to bid for government funds so we can carry out land transport activities in the region.~~

~~This is your chance to make a submission on our transport priorities and proposed activities for Northland.~~

~~Submissions close at 5pm on Friday 30th of January 2015.~~

~~Have your say at www.nrc.govt.nz/haveyoursay~~

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 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.

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

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, ~~and~~ 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.

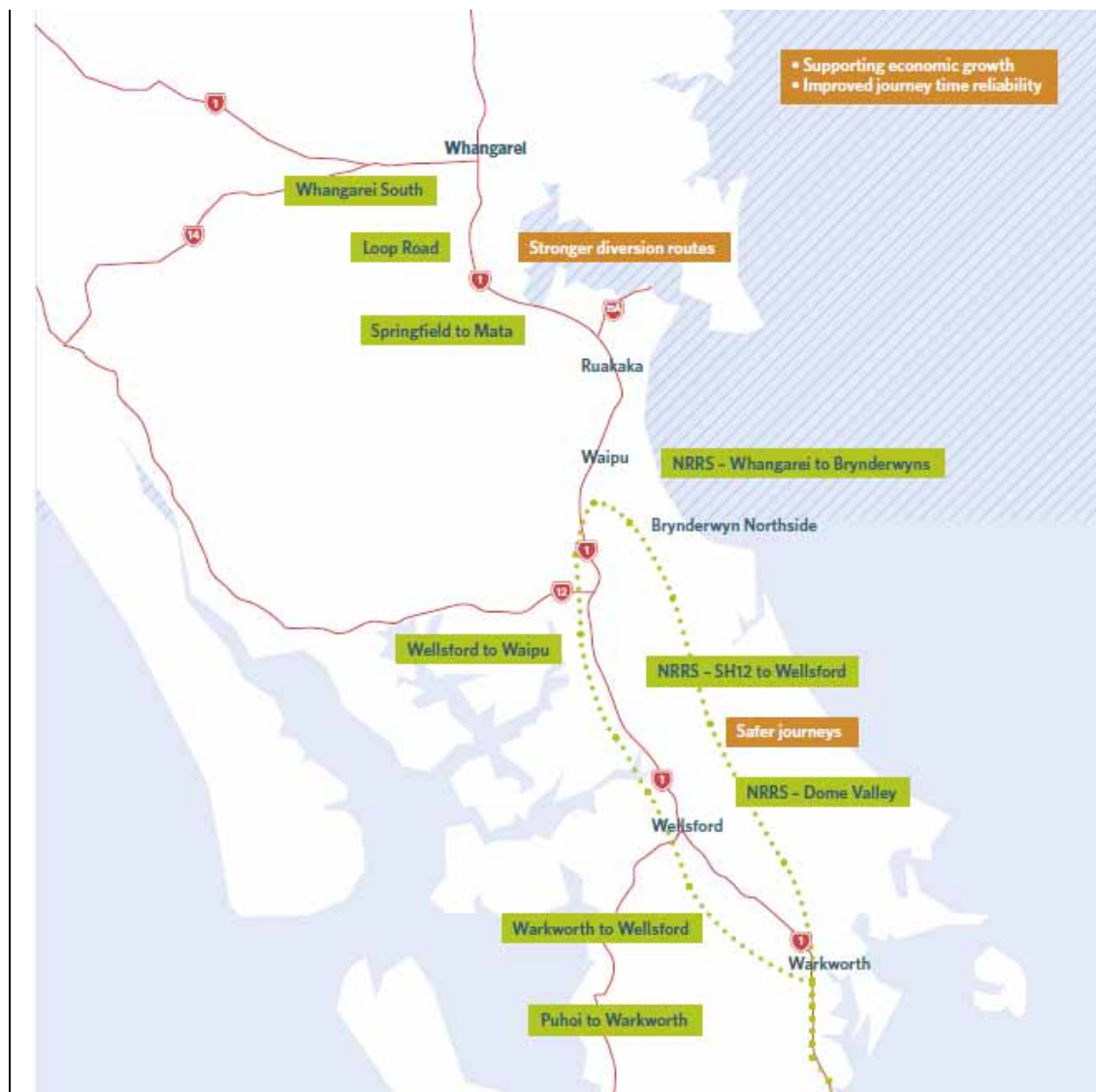
Although planning and development of the Puhoi to Wellsford Road of National Significance has been identified in the Government Policy Statement on Land Transport Funding, as being a Road of National Significance (RoNS), improvements must be made to secure this entire stretch of the state highway from 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 (~~see Figure 8~~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 32: State Highway 1, ~~Pukei~~ 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 43: Railway lines and stations in Northland



Wider upper North Island context

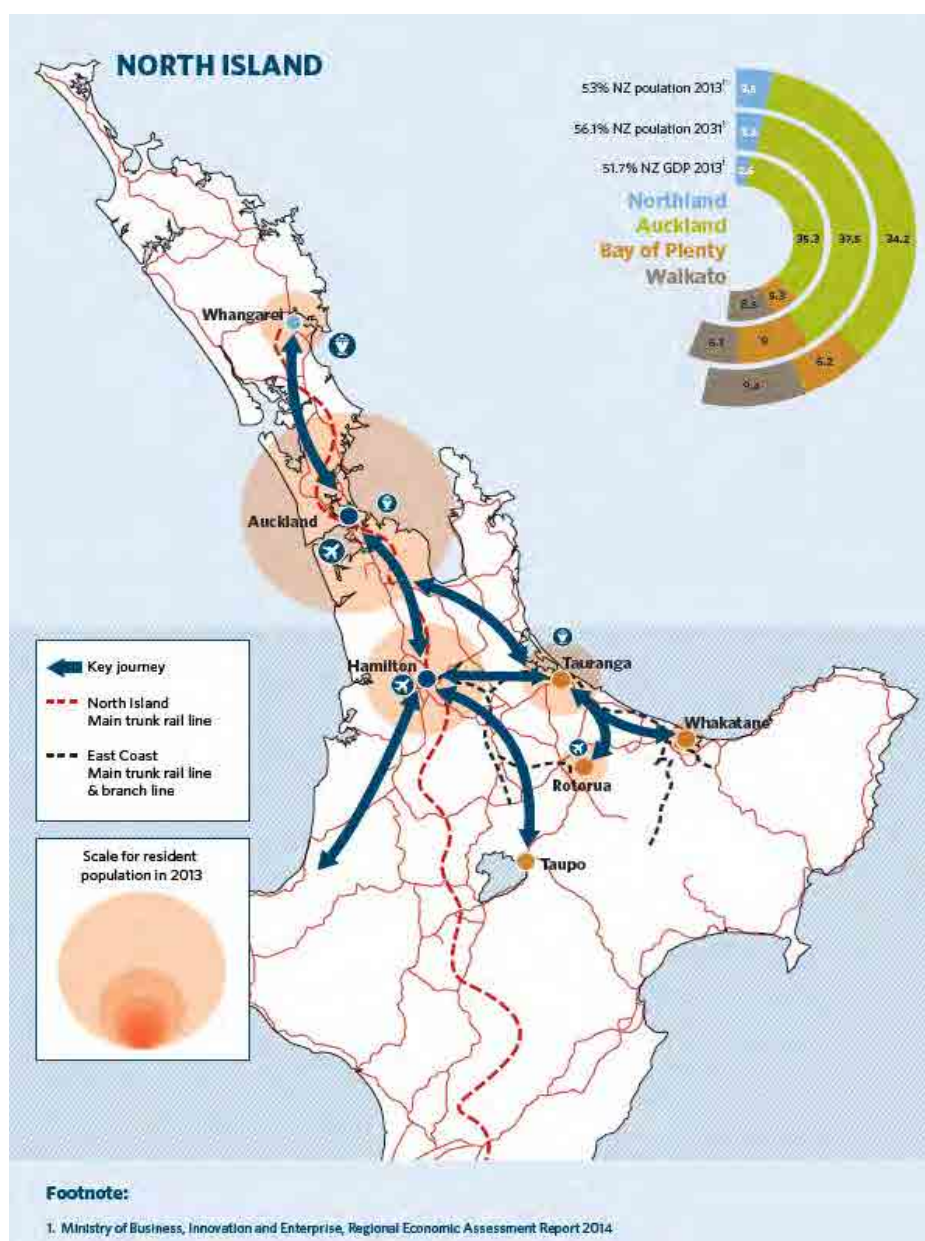
In a wider context, making improvements to State Highway 1 between Auckland and Whāngārei is an important artery and lifeblood for the commercial future of Northland. This route compliments the movement of freight in the upper North Island and is a key goal of the Upper North Island Strategic Alliance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



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. ~~with medical centres outside of Whāngārei offering limited services.~~ 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, blocking 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.

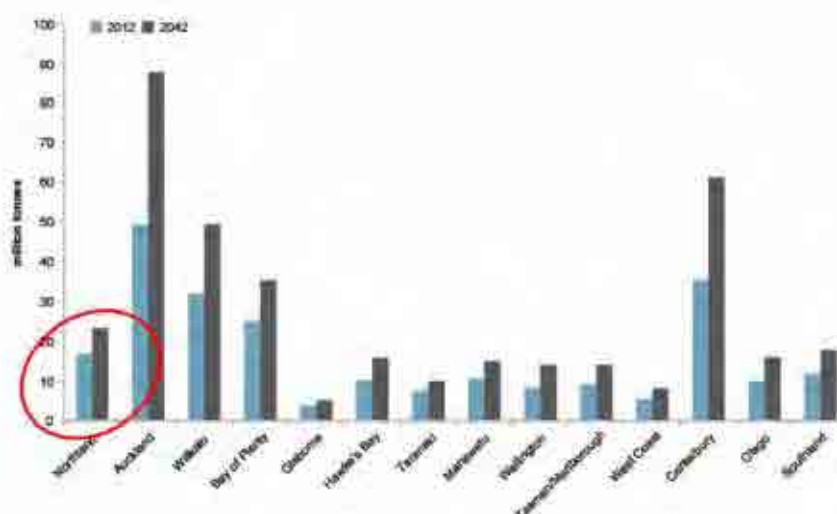
Under the provisional customer levels of service associated with the proposed One Network Road Classification, Northland's state highway network north of Whāngārei would be *"nearly always available except in major weather events or emergency"*

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

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.

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, (to 2042) suggest that annual freight movements will increase to 23 million tonnes a year (see Figure 64).

Figure 64: Regional freight task (current and projected)



The largest sectors and freight generators in Northland include:

- Movements of 3.41 million tonnes of logs (3.89 million tonnes of timber and forestry products). Northland harvest 12% of New Zealand logs – the third highest percentage in New Zealand.
- Movement of 1.07 million tonnes of liquid milk. 1.014 million litres (production increased by 12% 2006/07 – 2011/12).
- Movements of 1.78 million tonnes of limestone, cement, concrete and fertiliser.
- Movements of 0.51 million tonnes of livestock

Forestry utilises many routes across Northland including State Highways, to reach markets, particularly Northport. Mangakahia Road is a local road that is seeing particularly high usage by heavy vehicles, including 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

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.

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 it already costs more than the national average to maintain Northland's sealed local roads.

Figure 75 shows how Northland's districts compare to the national median for expenditure on a kilometre of sealed local road. As can be seen, the three districts of Northland (Kaipara, Far North and Whāngārei) spend substantially more than the national median level of spend. By contrast spending on state highway maintenance in the region is below the national median level of spend.

Figure 75: Average annual expenditure for sealed roads 2007/08 – 2011/12 per sealed lane km⁶



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 roading 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

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

there are consistent levels of service to maintain the resilience of key routes (including cross-boundary routes) across Northland. .

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:

- Reducing the effect of stormwater through catchment improvements.
- Capital projects to improve resilience on the road network including preventative maintenance at key risk areas.
- Improving diversion routes including managing and responding to events.

~~Resources need to be targeted at these known risk areas during this plan's life and beyond.~~

Figure 9: Resilience Corridor Initiatives



Strategic freight route alternative

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 (Mangakahia Road, Otaika Valley Road) from the south to north of the region (see /). 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.

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

Figure 107: Strategic freight routes in Northland



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.
- 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 119: 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 strategic 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 129 summarises the overall approach to road safety in Northland.

Figure 129: Safe road system - Safer Journeys – 2020 Road Safety Strategy



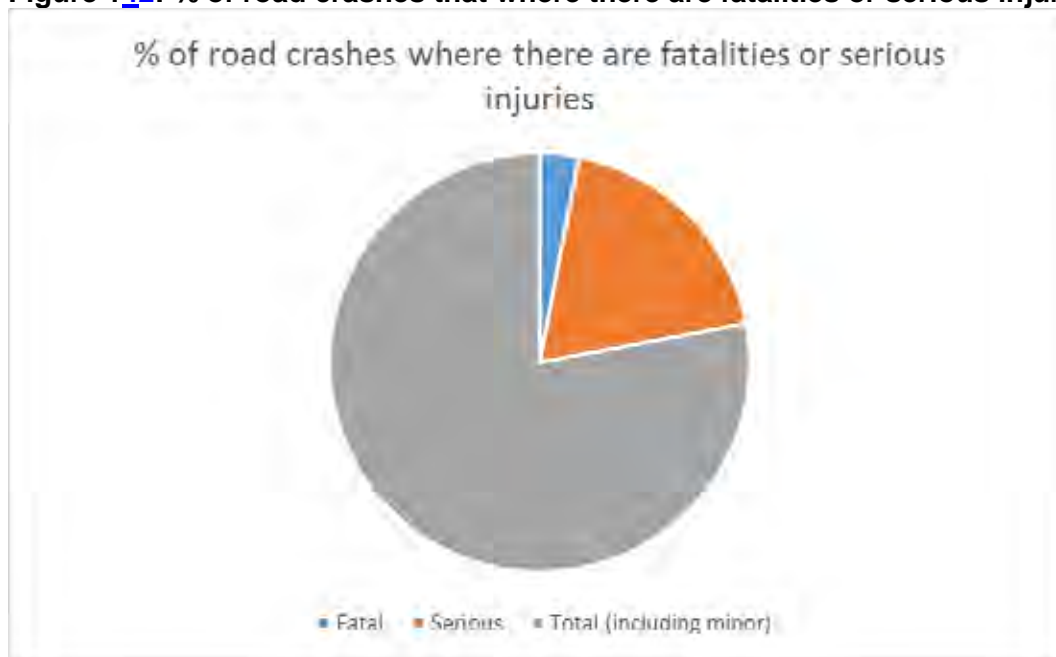
Northland's Road Toll

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 134). The majority of road crashes are however minor injury accidents (78% - refer to Figure 142).

Figure 131: 5 year road crash casualty rates (fatal and seriously injured)



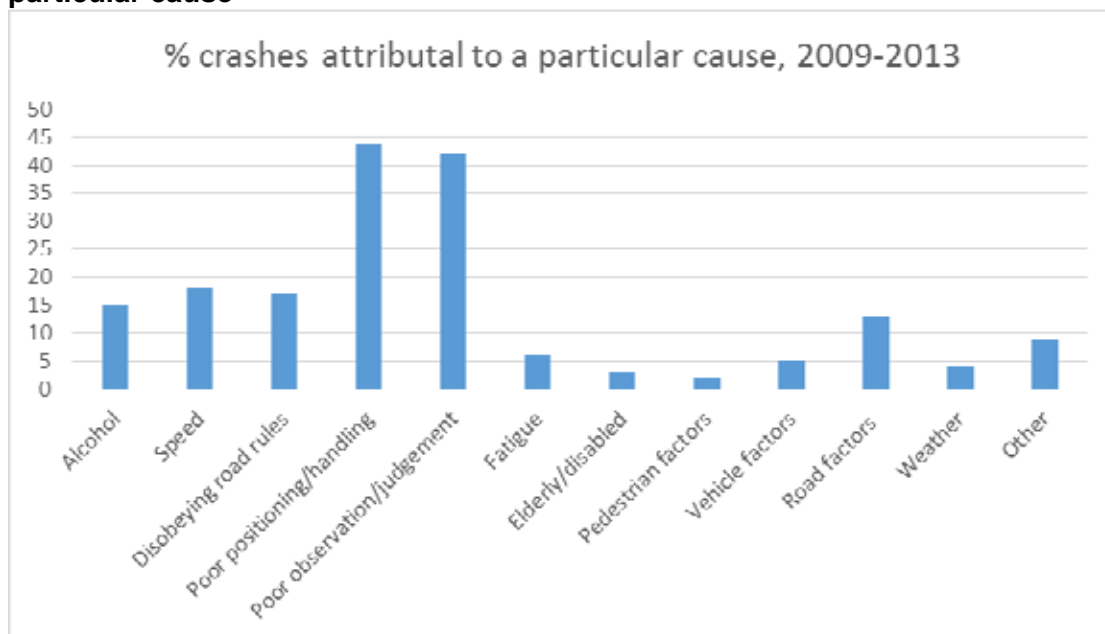
Figure 142: % of road crashes that where there are fatalities or serious injuries



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 13-15 highlights the causes behind crashes (both injury causing and non-injury causing) recorded in Northland between 2009-2013.

Figure 153: 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 164: 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 15), State Highway 1 from Wellsford to Kaiwaka ranks as the riskiest (Medium-High risk) followed by State Highways 10 and 14 (Medium risk).

Figure 175: KiwiRAP regional collective risk profile



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 19: 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, ~~and~~ cycling and horse-riding including through the provision of safer facilities.*

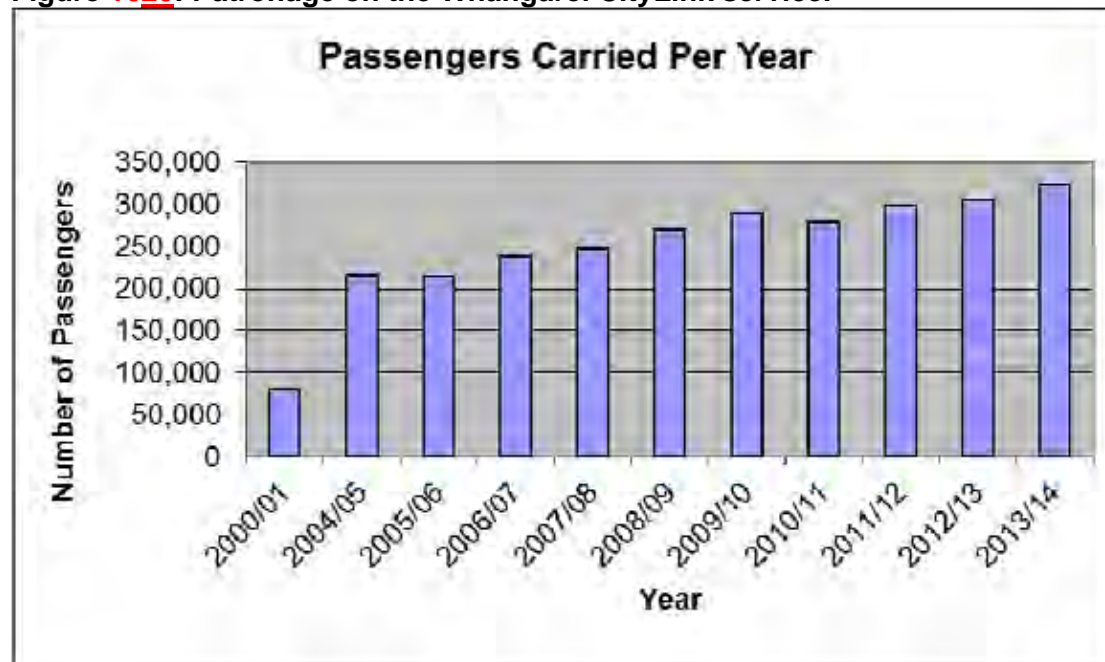
2.3 Increasing travel choice

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 1620: 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, ~~and 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.

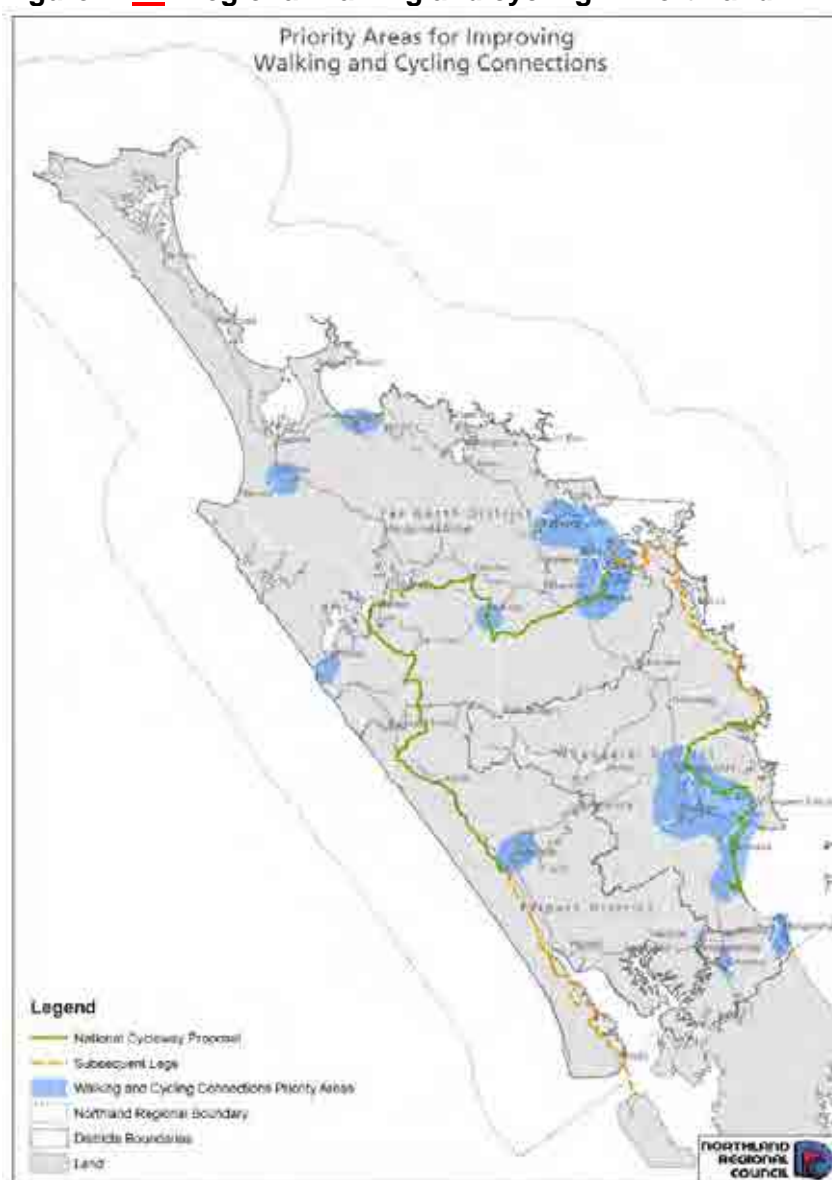
Relevant matters to consider include:

- 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 4721: 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, and 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.*
- 7.8. *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)

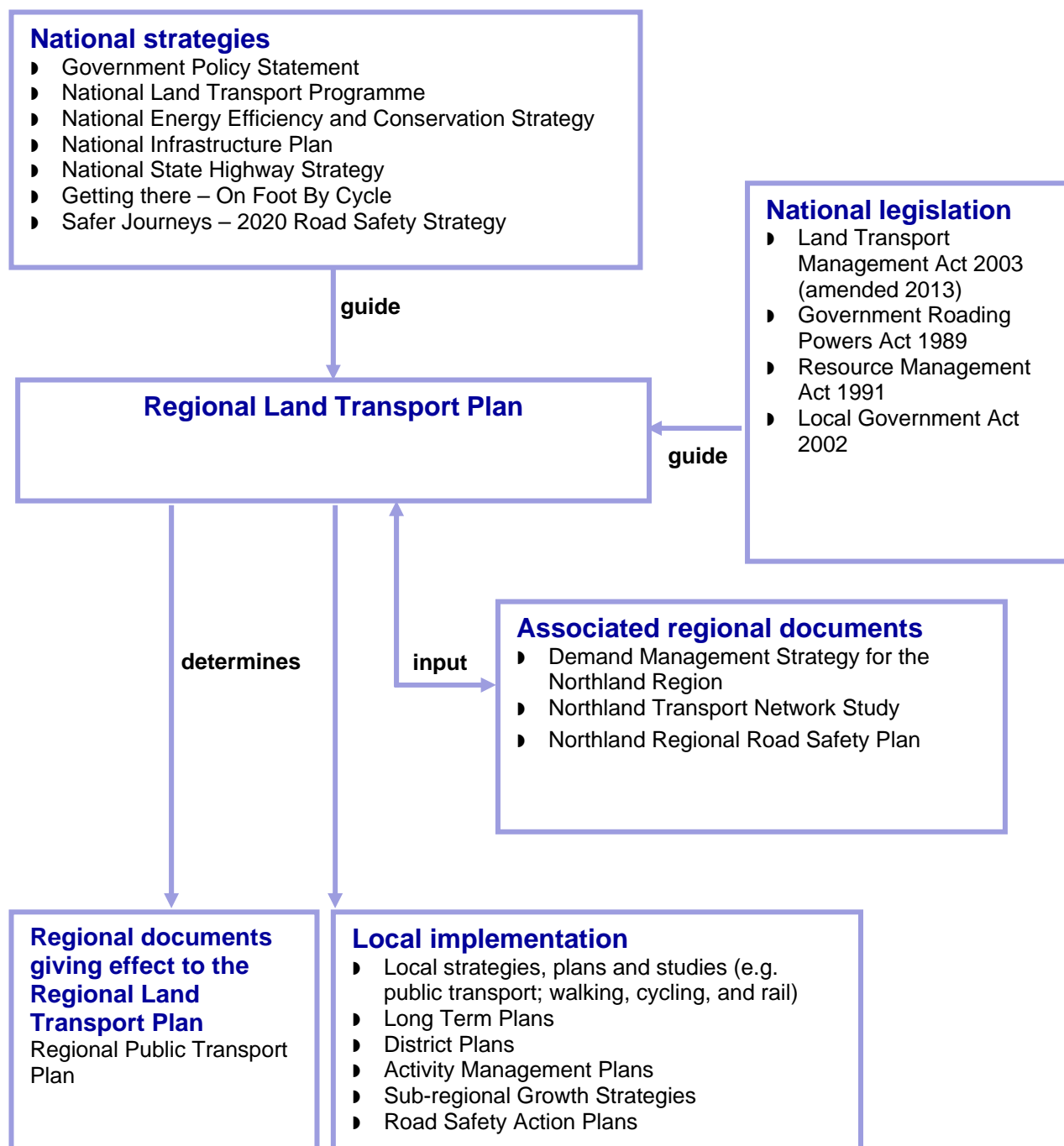
Under the terms of the Land Transport Management Amendment Act 2013, the requirement to produce a separate Regional Land Transport Strategy and Regional Land Transport Programme have been combined into a requirement to produce only one planning document, the RLTP. The document must contain both the strategic 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 [49-22](#) 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 1822: 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 19-23 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 19-23: 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 [20-24](#) 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 [2024](#): 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 a 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 ~~24~~25 provides the full list of activities and measures to support the outcomes above.

Figure 2425: 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"> 1. Observation and intervention to ensure the safety of older road users and our communities. 2. Work with key stakeholders to ensure the safety of older road users is considered in Road Safety Action Plan (RSAP) processes. 3. Identify educational opportunities to support older road users and educate other road users. 	<ol style="list-style-type: none"> 1. Focus on older road users included in Risk Targeted Patrol Plan (RTPP) process. 2. RSAP action planning processes undertaken with regard to older road users. 3. 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, Roadsafes 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 before Council adoption

Appendix II – detailed 10-year programme

Total anticipated expenditure for Northland for the 10-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

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	\$7,861,296	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

To be completed before council approval to adopt.

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 NRC.

Appendix IV – Legislative Requirements of the Regional Land Transport Plan

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	Securing increased economic growth and productivity. <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>
Road safety	Road safety <i>Road safety is an important issue for Northland as it is nationally.</i>
Value for money	<i>Is implicitly recognised through Regional Land Transport</i>

	<i>Programme prioritisation and 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

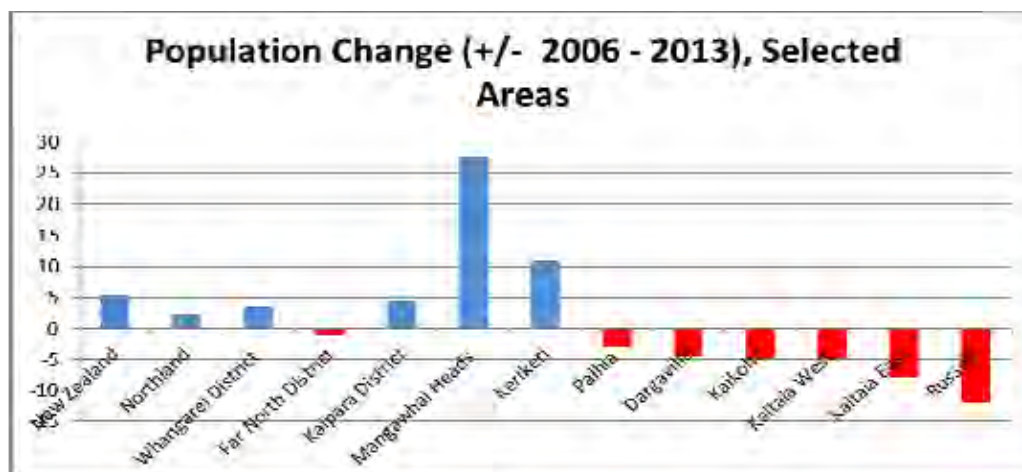
Appendix VII – Other relevant information

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						
New Zealand		4,000						

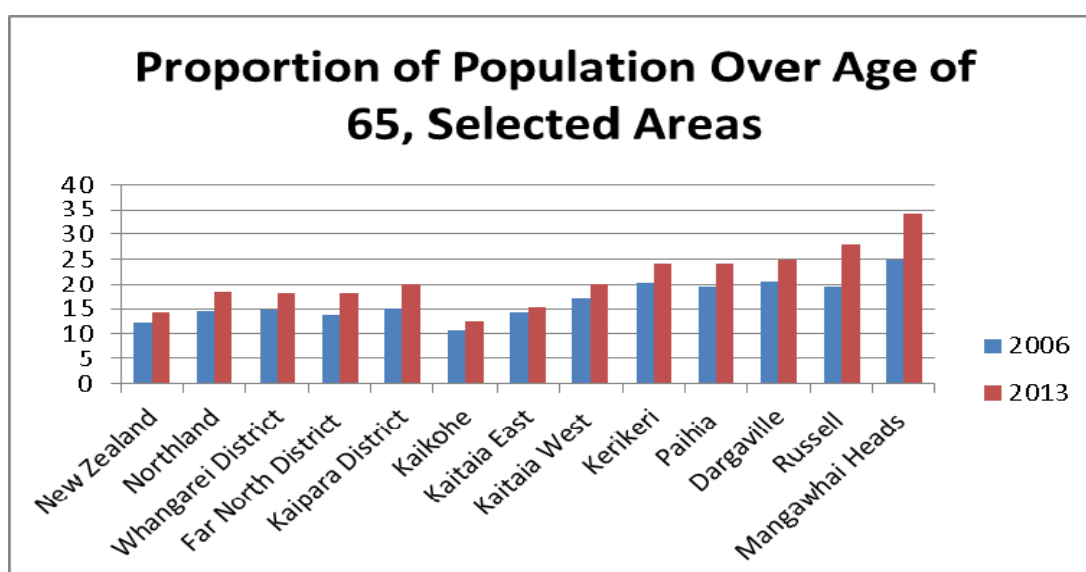
Key demographic drivers

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.



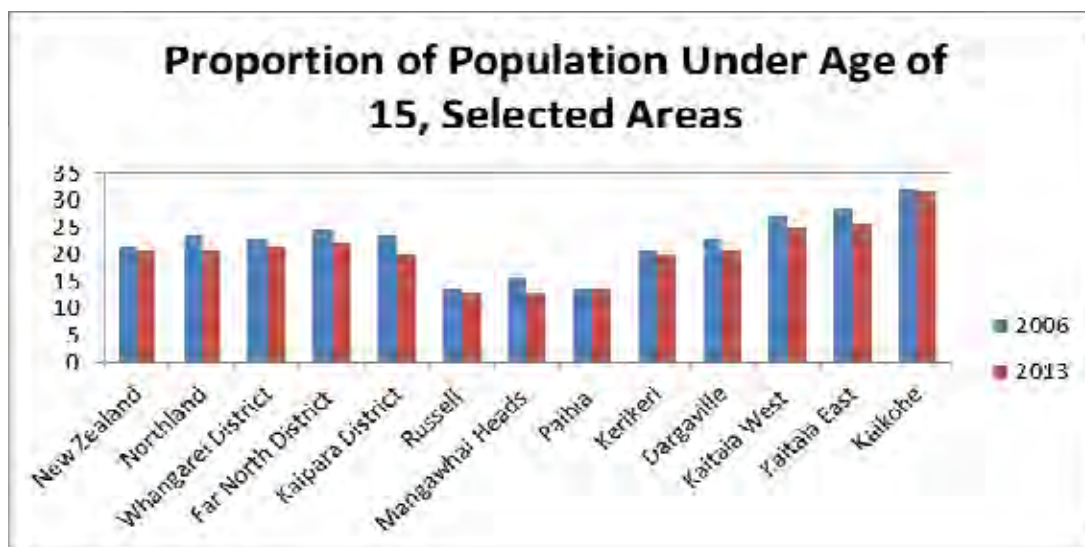
Some of Northland's towns are clearly experiencing a notable decline in population. This is typical of small towns in rural areas of New Zealand where there are fewer employment opportunities and reduced levels of service.

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).



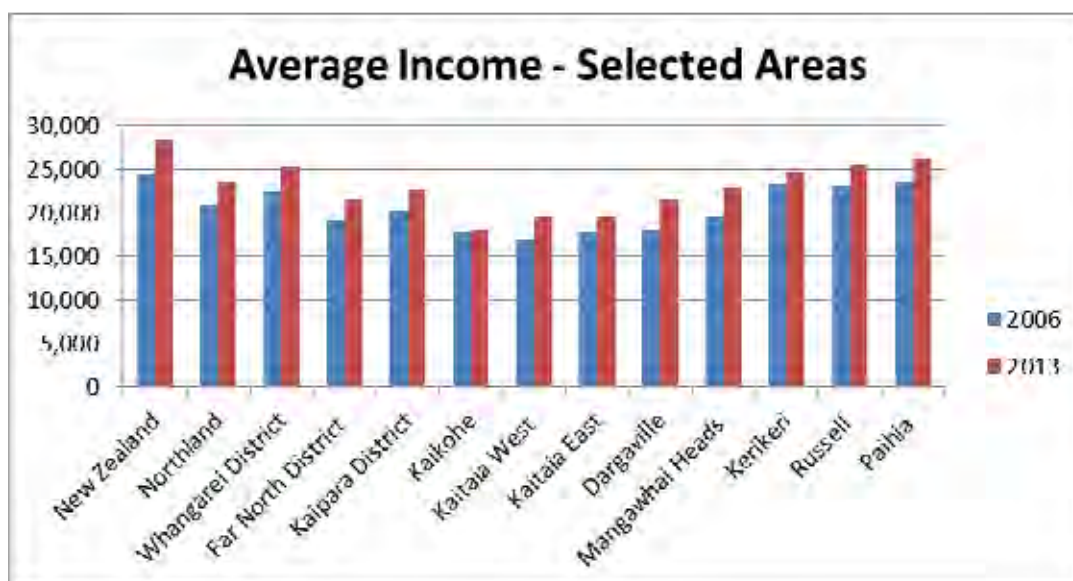
¹¹ Kaitiaki is represented as Kaitiaki East and West due to census boundaries.

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.

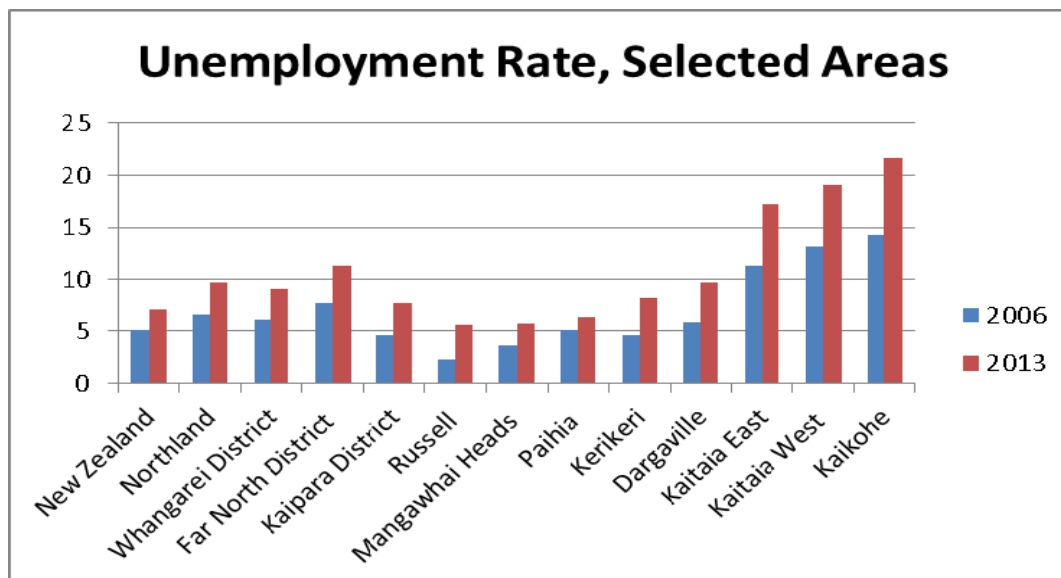


As the population ages, demand for public transport and total mobility services is likely to increase – this will have issues for the planning and prioritising of public transport investment in the region.

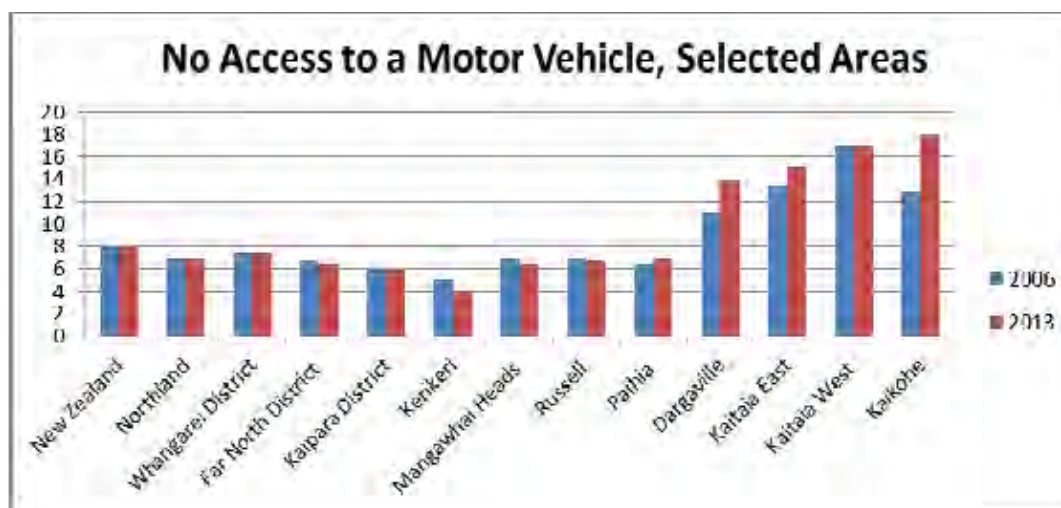
Other key socio-economic indicators reveal significant disparities in the region that will be ongoing considerations for the next 10 years. Income has generally risen across Northland (Kaikohe being the exception in the graph below) however still falls below the national average. The ability of the community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



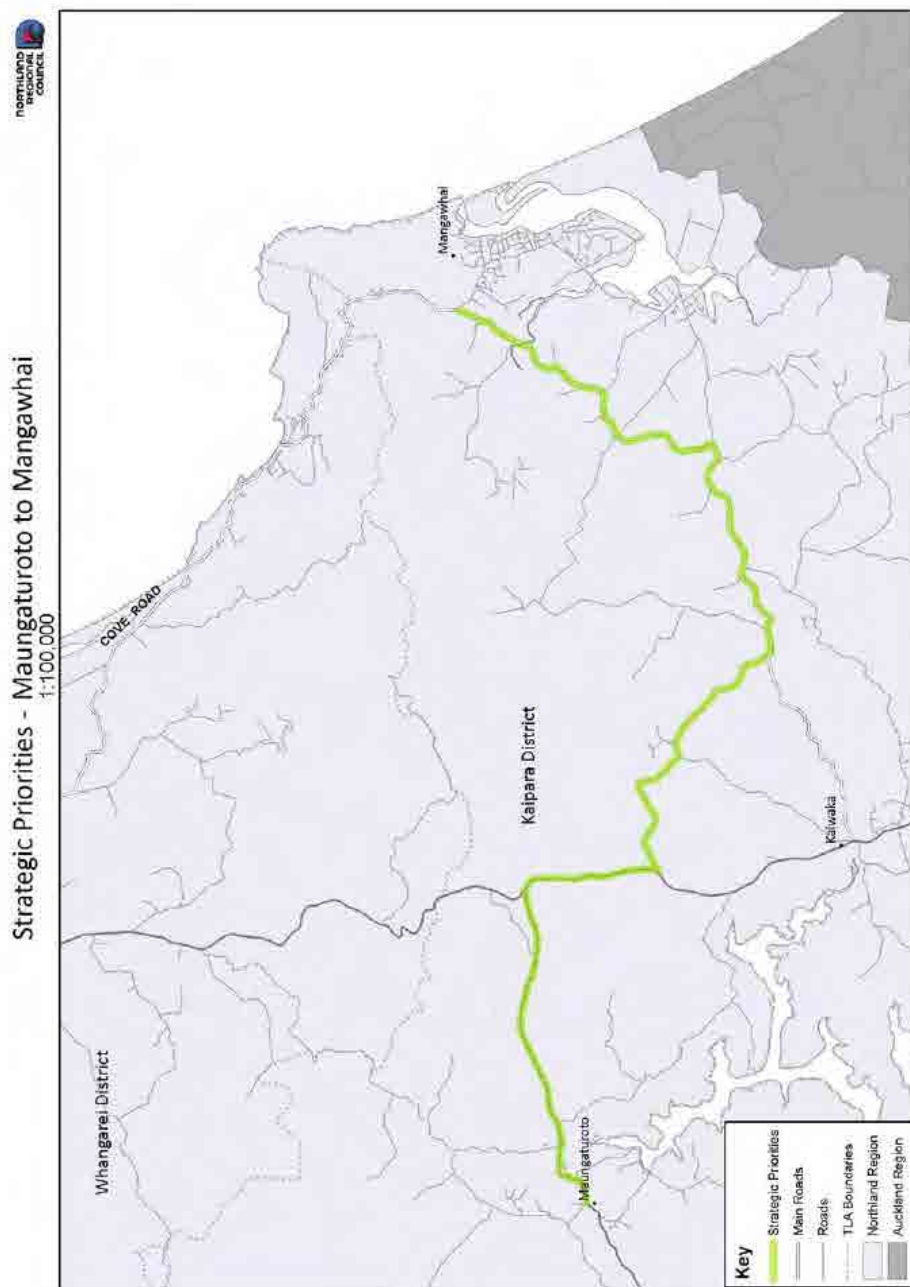
In addition to a low average income, unemployment is typically higher in Northland. Areas that are particularly high and have increased markedly in recent years include Kaikohe and Kaitiāia.



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 – Roading priorities in growth areas





Appendix IX: Corridor Improvements

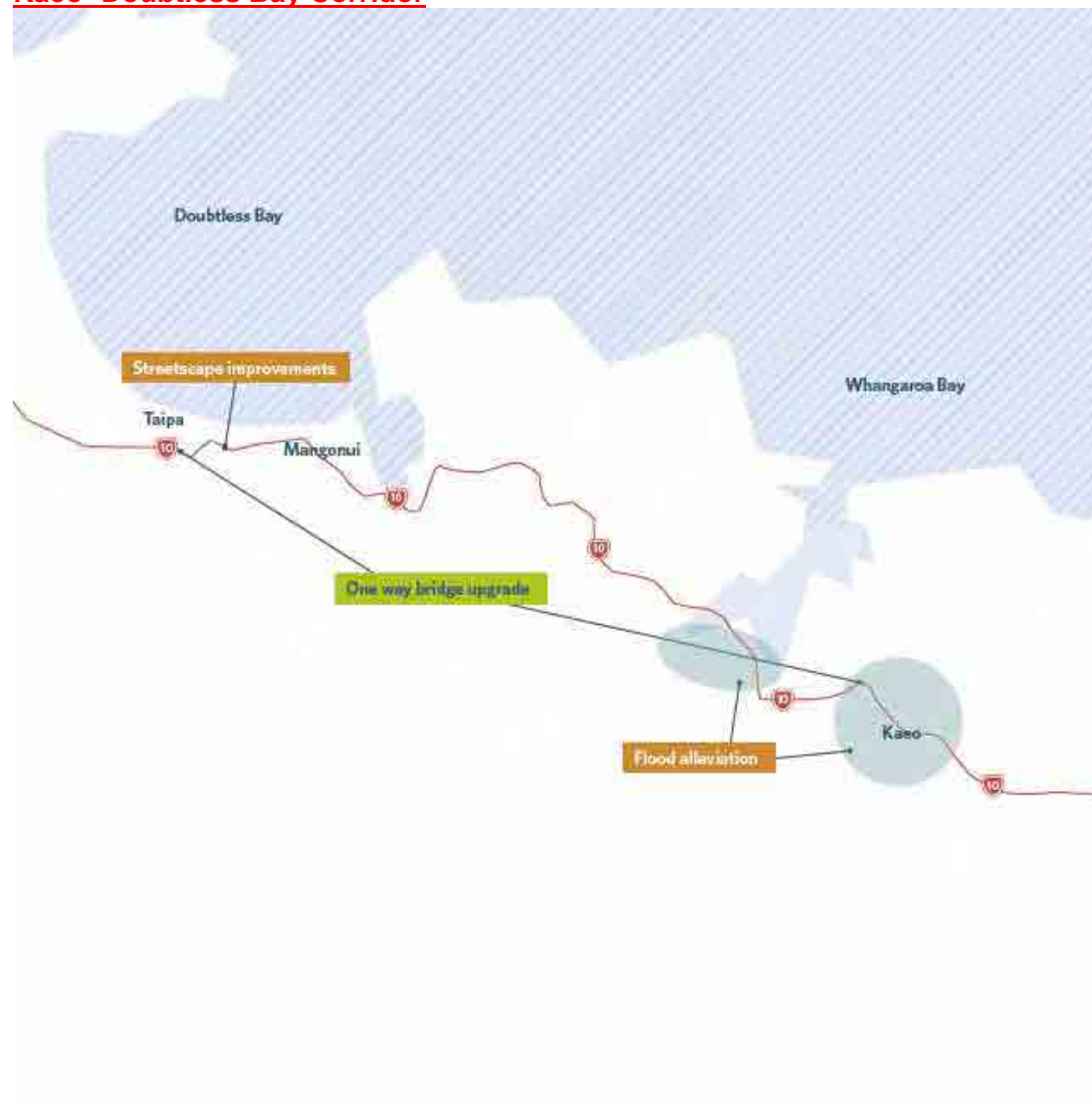
Whangarei – Bay of Islands Corridor



Kerikeri-Waipapa Corridor



Kaeo -Doubtless Bay Corridor



State Highway 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	18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cum NZTA Total	Strat. Fit	Effect	BCR	Prior Rating
Projects with Funding Approved																			
NZTA	SH1 Corridor Improvements - Whangarei	Construction		2011/12	36	\$9,885,000	\$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	Construction		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	Inv. Design, Constr.		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	Inv. Design, Constr.		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	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	Design & Constr.		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	Design & Constr.		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	7
NZTA	Pukatona Roundabout	Design & Constr.		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	3
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	Inv. Design, Constr.		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	Inv. Design, Constr.		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.	Inv. Design, Constr.		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 Resillinece & 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	Waiotu North North Bound Passing Lane	Inv. Design, Constr.		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	\$43,688,292	\$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
\$68,507,840
Maint & Ops
Renewals \$50,758,230
Total \$119,266,070

NZTA
Share
\$68,507,840
\$50,758,230
\$119,266,070

Local
Share
N/A
N/A
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				
									Project Costs	FAR	NZTA Share	Cum NZTA Total					
						15/16	16/17	17/18					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															
FNDC	Sealed pavement maintenance	Local Roads		2015/16	36	\$2,014,234	\$2,074,651	\$2,135,900	\$6,225,795	60%	\$3,735,477	\$3,735,477	-	-	-	N/A
FNDC	Unsealed pavement maintenance	Local Roads		2015/16	36	\$3,335,018	\$3,435,068	\$3,536,120	\$10,308,206	60%	\$6,184,924	\$9,920,401	-	-	-	N/A
FNDC	Routine drainage maintenance	Local Roads		2015/16	36	\$1,414,808	\$1,458,488	\$1,502,198	\$4,375,494	60%	\$2,625,296	\$12,545,697	-	-	-	N/A
FNDC	Structures maintenance	Local Roads		2015/16	36	\$1,192,158	\$1,227,923	\$1,264,761	\$3,684,842	60%	\$2,210,905	\$14,756,602	-	-	-	N/A
FNDC	Environmental maintenance	Local Roads		2015/16	36	\$1,099,253	\$1,132,231	\$1,163,174	\$3,394,658	60%	\$2,038,795	\$16,793,397	-	-	-	N/A
FNDC	Traffic services maintenance	Local Roads		2015/16	36	\$1,310,209	\$1,349,515	\$1,390,640	\$4,050,364	60%	\$2,430,218	\$19,223,615	-	-	-	N/A
FNDC	Operational traffic management	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	60%	\$0	\$19,223,615	-	-	-	N/A
FNDC	Cycle path maintenance	Local Roads		2015/16	36	\$9,000	\$9,200	\$9,500	\$27,700	60%	\$16,620	\$19,240,235	-	-	-	N/A
FNDC	Level crossing warning devices	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	60%	\$0	\$19,240,235	-	-	-	N/A
FNDC	Network and asset management	Local Roads		2015/16	36	\$950,000	\$978,500	\$1,007,855	\$2,936,355	60%	\$1,761,813	\$21,002,048	-	-	-	N/A
FNDC	Renewals															
FNDC	Unsealed road metalling	Local Roads		2015/16	36	\$4,900,000	\$5,047,080	\$5,198,410	\$15,145,410	60%	\$9,087,246	\$9,087,246	-	-	-	N/A
FNDC	Sealed road resurfacing	Local Roads		2015/16	36	\$3,875,000	\$3,991,250	\$4,110,988	\$11,977,238	60%	\$7,186,343	\$16,273,589	-	-	-	N/A
FNDC	Drainage renewals	Local Roads		2015/16	36	\$800,000	\$824,000	\$848,700	\$2,472,700	60%	\$1,483,620	\$17,757,209	-	-	-	N/A
FNDC	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
FNDC	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
FNDC	Environmental renewals	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	60%	\$3,000	\$26,307,784	-	-	-	N/A
FNDC	Traffic services renewals	Local Roads		2015/16	36	\$1,215,000	\$1,039,450	\$1,064,534	\$3,319,084	60%	\$1,991,450	\$28,299,235	-	-	-	N/A
KDC	Maintenance & Operations															
KDC	Sealed pavement maintenance	Local Roads		2015/16	36	\$820,000	\$820,000	\$820,000	\$2,460,000	61%	\$1,500,609	\$1,500,609	-	-	-	N/A
KDC	Unsealed pavement maintenance	Local Roads		2015/16	36	\$2,200,000	\$2,200,000	\$2,200,000	\$6,600,000	61%	\$4,026,009	\$5,526,609	-	-	-	N/A
KDC	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
KDC	Structures maintenance	Local Roads		2015/16	36	\$260,000	\$260,000	\$260,000	\$780,000	61%	\$475,800	\$6,935,700	-	-	-	N/A
KDC	Environmental maintenance	Local Roads		2015/16	36	\$505,150	\$505,150	\$505,150	\$1,515,450	61%	\$924,425	\$7,850,125	-	-	-	N/A
KDC	Traffic services maintenance	Local Roads		2015/16	36	\$730,000	\$730,000	\$730,000	\$2,190,000	61%	\$1,335,900	\$9,196,025	-	-	-	N/A
KDC	Operational traffic management	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	61%	\$0	\$9,196,025	-	-	-	N/A
KDC	Cycle path maintenance	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	61%	\$0	\$9,196,025	-	-	-	N/A
KDC	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
KDC	Network and asset management	Local Roads		2015/16	36	\$1,430,000	\$1,430,000	\$1,430,000	\$4,290,000	61%	\$2,616,900	\$11,831,225	-	-	-	N/A
KDC	Renewals															
KDC	Unsealed road metalling	Local Roads		2015/16	36	\$2,487,900	\$2,505,700	\$2,487,600	\$7,491,200	61%	\$4,569,632	\$4,569,632	-	-	-	N/A
KDC	Sealed road resurfacing	Local Roads		2015/16	36	\$1,138,300	\$1,148,700	\$1,129,800	\$3,415,800	61%	\$2,083,699	\$6,653,331	-	-	-	N/A
KDC	Drainage renewals	Local Roads		2015/16	36	\$397,000	\$397,000	\$408,500	\$1,202,500	61%	\$733,525	\$7,386,856	-	-	-	N/A
KDC	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
KDC	Structures component replacements	Local Roads		2015/16	36	\$420,800	\$430,000	\$430,000	\$1,280,000	61%	\$780,800	\$14,162,797	-	-	-	N/A
KDC	Environmental renewals	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	61%	\$0	\$14,162,797	-	-	-	N/A
KDC	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															
Wait	Sealed pavement maintenance	Local Roads		2015/16	36	\$8,500	\$8,500	\$8,500	\$25,500	100%	\$25,500	\$25,500	-	-	-	N/A
Wait	Unsealed pavement maintenance	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$25,500	-	-	-	N/A
Wait	Routine drainage maintenance	Local Roads		2015/16	36	\$500	\$500	\$500	\$1,500	100%	\$1,500	\$27,000	-	-	-	N/A
Wait	Structures maintenance	Local Roads		2015/16	36	\$500	\$500	\$500	\$1,500	100%	\$1,500	\$28,500	-	-	-	N/A
Wait	Environmental maintenance	Local Roads		2015/16	36	\$500	\$500	\$500	\$1,500	100%	\$1,500	\$30,000	-	-	-	N/A
Wait	Traffic services maintenance	Local Roads		2015/16	36	\$1,000	\$1,000	\$1,000	\$3,000	100%	\$3,000	\$33,000	-	-	-	N/A
Wait	Operational traffic management	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$33,000	-	-	-	N/A
Wait	Cycle path maintenance	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$33,000	-	-	-	N/A
Wait	Level crossing warning devices	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$33,000	-	-	-	N/A
Wait	Network and asset management	Local Roads		2015/16	36	\$700	\$700	\$700	\$2,100	100%	\$2,100	\$35,100	-	-	-	N/A
Wait	Renewals															
Wait	Unsealed road metalling	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$0	-	-	-	N/A
Wait	Sealed road resurfacing	Local Roads		2015/16	36	\$0	\$18,000	\$0	\$18,000	100%	\$18,000	\$18,000	-	-	-	N/A
Wait	Drainage renewals	Local Roads		2015/16	36	\$2,000	\$0	\$2,000	\$4,000	100%	\$4,000	\$22,000	-	-	-	N/A
Wait	Sealed road pavement rehabilitation	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$22,000	-	-	-	N/A
Wait	Structures component replacements	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$22,000	-	-	-	N/A
Wait	Environmental renewals	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	100%	\$0	\$22,000	-	-	-	N/A
Wait	Traffic services renewals	Local Roads		2015/16	36	\$12,000	\$0	\$0	\$12,000	100%	\$12,000	\$34,000	-	-	-	N/A
WDC	Maintenance & Operations															
WDC	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
WDC	Unsealed pavement maintenance	Local Roads		2015/16	36	\$753,970	\$762,982	\$773,465	\$2,290,447	53%	\$1,213,937	\$8,931,312	-	-	-	N/A
WDC	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
WDC	Structures maintenance	Local Roads		2015/16	36	\$264,848	\$268,014	\$271,706	\$804,568	53%	\$426,421	\$10,845,013	-	-	-	N/A
WDC	Environmental maintenance	Local Roads		2015/16	36	\$1,127,500	\$1,141,651	\$1,158,069	\$3,427,219	53%	\$1,816,426	\$12,661,439	-	-	-	N/A
WDC	Traffic services maintenance	Local Roads		2015/16	36	\$1,260,750	\$1,181,852	\$1,103,078	\$3,545,760	53%	\$1,879,263	\$14,540,702	-	-	-	N/A
WDC	Operational traffic management	Local Roads		2015/16	36	\$809,408	\$819,879	\$831,892	\$2,461,277	53%	\$1,304,477	\$15,845,179	-	-	-	N/A
WDC	Cycle path maintenance	Local Roads		2015/16	36	\$65,375	\$66,487	\$67,741	\$199,603	53%	\$105,790	\$15,950,969	-	-	-	N/A
WDC	Level crossing warning devices	Local Roads		2015/16	36	\$25,800	\$26,286	\$26,847	\$78,943	53%	\$40,250	\$15,991,218	-	-	-	N/A
WDC	Network and asset management	Local Roads		2015/16	36	\$1,929,050	\$1,957,167	\$1,989,525	\$5,885,742	53%	\$3,119,443	\$19,110,662	-	-	-	N/A
WDC	Renewals															
WDC	Unsealed road metalling	Local Roads		2015/16	36	\$1,285,040	\$1,280,180	\$1,287,800	\$3,843,000	53%	\$2,036,790	\$2,036,790	-	-	-	N/A
WDC	Sealed road resurfacing	Local Roads		2015/16	36	\$3,987,519	\$4,039,535	\$4,083,513	\$12,120,567	53%	\$6,423,901	\$8,460,691	-	-	-	N/A
WDC	Drainage renewals	Local Roads		2015/16	36	\$466,298	\$472,552	\$478,600	\$1,417,450	53%	\$751,249	\$9,211,939	-	-	-	N/A
WDC	Sealed road pavement rehabilitation	Local Roads		2015/16	36	\$6,626,400	\$6,705,800	\$6,789,000	\$20,130,000	53%	\$10,688,900	\$19,880,839	-	-	-	N/A
WDC	Structures component replacements	Local Roads		2015/16	36	\$888,540	\$863,600	\$862,200	\$2,514,340	53%	\$1,332,600	\$21,213,439	-	-	-	N/A
WDC	Environmental renewals	Local Roads		2015/16	36	\$0	\$0	\$0	\$0	53%	\$0	\$21,213,439	-	-	-	N/A
WDC	Traffic services renewals	Local Roads		2015/16	36	\$652,600	\$660,400	\$669,500	\$1,982,500	53%	\$1,050,725	\$22,264,164	-	-	-	N/A
Far North District Council									Project Cost		NZTA Share	Local Share				
Main & Ops									\$35,003,414		\$21,002,048	\$14,001,366				
Renewals									\$47,165,391		\$28,299,235	\$18,886,156				
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					

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		N/A	N/A	\$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		N/A	N/A	\$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				Comments
						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	53%	\$489,190	\$489,190	-	-	-	N/A	Committed project
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	Provide facilities that allow safe alternative travel options for commuters around schools and between communities where state highways and higher volume local roads are involved.
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	Provide facilities that allow safe alternative travel options for commuters around schools and between communities where state highways and higher volume local roads are involved.
KDC	No Projects	N/A		N/A	N/A	\$0	\$0	\$0	\$0	61%	\$0	\$2,850,000	-	-	-	-	N/A
NZTA	No Projects	N/A		N/A	N/A	\$0	\$0	\$0	\$0	100%	\$0	\$2,850,000	-	-	-	-	N/A
Wait	No Projects	N/A		N/A	N/A	\$0	\$0	\$0	\$0	100%	\$0	\$2,850,000	-	-	-	-	N/A
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	Continuation of the Whangarei City cycleway project by completing the Kamo and Tikipunga off-road routes.

	Project Cost	NZTA Share	Local Share
Projects with Funding Approved			
Whangarei District Council	\$923,000	\$489,190	\$433,810
Projects Requiring Funding Approval			
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				Comments
						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	Improve safety on roads by reducing drug and alcohol impaired driving, increase use of restraints, reduce speed related crashes, reduce fatigue related crashes, improve young driver awareness of safety, licencing and vehicle compliance through community education, advertising, fatigue stops and random testing.
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	Safety promotions - seat belts Safety promotion - drugs, alcohol & young drivers Working with Regional Police during the year and rotate our Safety Messages across our Northland and Auckland Network maximum rotation each 1/4 to coincide with holiday traffic or Police Campaigns.
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	A collective programme working with the Regional Police, is currently being developed to address Northland's safety statistics and can be taken out into the rural community.
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	Continuation of existing programme to reduce fatigue related crashes.
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	Continuation of existing programme to reduce alcohol and drug impaired drivers, to reduce speed and educate young drivers
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	Reinstatement of a previous programme to increase the use of seat belts.
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	Continuation of existing programme to raise awareness of fatigue related issues across the region to reduce fatigue related crashes and poor driver behaviours.
NRC	High Strategic Fit Projects	Road Safety		2015/16	36	\$111,565	\$113,717	\$116,015	\$341,297	54%	\$184,300	\$3,173,125	H	H	H	1	Continuation of Speed and Distraction related projects relating to heavy vehicles and affected motorists and coastal speed issues.

	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	Develop/update AMP, BCA's, ONRC, LoS, FWP, asset performance, WC plan, Transport Strategy, Road Safety action plan, procurement strategy, etc
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	Review and re-prioritise Kerikeri/Waipapa Strategy projects to reflect updated population growth rates and re-run traffic modelling.
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	This is to improve the AMP over the three year period to incorporate the ONRC and future improve the business case approach.
KDC	LED Streetlights	Plan		2015/16	36	\$50,000	\$0	\$0	\$50,000	61%	\$30,500	\$752,000	H	M	-	N/A	This is a study to look into the option of an all in cost for power, maintenance and improvements.
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	Part of NRR programme to deliver, Median wire rope barrier or wide centreline, side wire rope barriers (Part of the National Roads and Roadsides programme Business Case)
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	Part of NRR programme to deliver, Median wire rope barrier or wide centreline, side wire rope barriers (Part of the National Roads and Roadsides programme Business Case)
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	Part of the NRR PBC to deliver Curve widening, side wire rope barriers (Part of the National Roads and Roadsides programme Business Case)
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	Part of NRR PBC to deliver Audio Tactile Profiled, Centre Lines & Edge Lines (Part of the National Roads and Roadsides programme Business Case)
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	Part of NRR programme to deliver, Median wire rope barrier or wide centreline, side wire rope barriers (Part of the National Roads and Roadsides programme Business Case)
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	Waipapa is projected to experience business growth and it is necessary to understand what infrastructure is required to accommodate it.
NZTA	Northland resilience - Business Case Development	Study		2015/16	12	200,000	\$0	\$0	200,000	100%			H	H	-	N/A	Study to provide the supporting evidence for further development of resilience activities.
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	Compilation, implementation, monitoring and reporting on the Regional Land Transport Plan for Northland
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	Statutory review of the RPTP to ensure it meets the requirements of the LTMA 2003
NRC	Regional Road Safety Action Plan	Plan		2015/16	36	\$66,010	\$67,391	\$78,829	\$212,230	54%	\$114,604	\$2,744,954	H	H	-	N/A	Compilation, implementation, monitoring and reporting on the Regional Road Safety Action Plan for road safety projects in Northland
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	Continuation of existing programme to update the Transport AMP to ensure that best value for money is being achieved on the network.
WDC	Crash Reduction Study	Study		2017/18	12	\$0	\$0	\$51,412	\$51,412	53%	\$27,248	\$2,852,705	H	M	-	N/A	Continuation of WDC's 3 yearly crash reduction study programme to identify locations of high crash risk and to development suitable treatments.
WDC	ONRC Transition Plan	Study		2015/16	12	\$66,197	\$0	\$0	\$66,197	53%	\$35,084	\$2,887,790	H	M	-	N/A	Transition plan to identify the gaps and funding impacts to implement NZTA's One Network Road Classification system.

		Project Cost	NZTA Share Cost	Local Share
Far North District Council	Total	\$1,050,000	\$630,000	\$420,000
Kaipara District Council	Total	\$200,000	\$122,000	\$78,000
New Zealand Transport Agency	Total	\$1,750,000	\$1,750,000	\$0
Northland Regional Council	Total	\$506,396	\$273,454	\$232,942
Whangarei District Council	Total	\$269,502	\$142,836	\$126,666
Total		\$3,775,898	\$2,918,290	\$857,608

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	\$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

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	\$7,861,296	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	\$52,708,400	\$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	\$1,816,040	\$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

ISSUE: Draft Northland Regional Public Transport Plan 2015–2025 - Progress Report

ID: A734238

To: Regional Transport Committee Meeting, 1 April 2015

From: Chris Powell, Transport Operations Senior Programme Manager, and Jon Trewin, Policy Analyst

Date: 19 March 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 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 update the Regional Transport Committee (RTC) on the progress to date on the draft Northland Regional Public Transport Plan (RTP) 2015–2025. The report concludes with the recommendations that the report be received, and that the Northland Regional Council (NRC) make the necessary changes to the Regional Public Transport Plan 2015–2025 and the Chair of the Regional Transport Committee be granted authority to approve the changes and the release of the Regional Public Transport Plan 2015–2025 to a full meeting of the Northland Regional Council for endorsement for public release.
- 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 for in the council's 2012–2022 Long Term Plan, 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 Public Transport Plan 2015–2025 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, 'Draft Northland Regional Public Transport Plan 2015–2025 – Progress Report' by Chris Powell, Transport Operations Senior Programme Manager, and Jon Trewin, Policy Analyst, dated 19 March 2015, be received.
 2. That the Regional Transport Committee approve that NRC staff make the necessary changes to the Regional Public Transport Plan 2015–2025 during April and May 2015.
 3. That the Regional Transport Committee approves that the Chair of the Regional Transport Committee, Cr John Bain, be granted the authority to approve the changes and the release of the finalised Regional Public Transport Plan 2015–2025 to a full meeting of the Northland Regional Council with a recommendation for final endorsement for formal public release.
-

Attachment 1**Report:****Progress to date**

At the RTC meeting held on 2 February 2015, the committee moved:

1. *That the Regional Transport Committee approve that the submissions hearing on the draft Northland Regional Public Transport Plan 2015–2025 be heard in conjunction with the draft Regional Land Transport Plan 2015–2021.*
2. *That a progress report be submitted to the 1 April 2015 RTC meeting.*

Submission hearings and deliberations

A total of 163 submissions were received in regard to the Regional Public Transport Plan 2015–2025 (RPTP).

Submission hearings were conducted on Wednesday 4 March 2015 and Thursday 5 March 2015. A total of 13 submitters relating to the RPTP were heard.

The deliberations on the draft Regional Public Transport Plan 2015–2025 were held after completion of the hearings on Wednesday 5 March 2015.

Synopsis of submissions received and deliberation outcomesBusAbout Kaitāia

One hundred and twenty six or 78% of the submissions received related to the request for the retention of the BusAbout Kaitāia bus service. NRC, through its Long Term Plan 2015–2025 (LTP), will be asking those ratepayers who are presently contributing to the 'Targeted Transport Rate' if they wish to continue with this rate.

At the deliberations, the Hearings Committee moved:

That all BusAbout Kaitāia bus service submissions be forwarded to the Northland Regional Council for consideration as part of the Long Term Plan 2015–2025.

Mid-North Bus Service

Fifteen submissions were received requesting a passenger transport service that linked the towns between the Hokianga, Kaikohe and the Bay of Islands.

This matter is also being dealt with through the NRC's Long Term Plan. As this type of service is extremely unlikely to attract central government subsidy, those ratepayers that are considered to most benefit from such a service will be asked if they would agree to a 'Targeted Transport Rate' to subsidise such a service.

At the deliberations, the Hearings Committee moved:

That all mid-north bus service submissions be forwarded to the Northland Regional Council for consideration as part of the Long Term Plan 2015–2025.

ITEM: 5.2

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Hokianga – Kaikohe Bus Service

Twelve submissions were received requesting a service that would link Ōmāpere and Opononi to Kaikohe and return.

The NRC has provided funding for a four month trial service operating between Ōmāpere and Opononi to Kaikohe. On completion of the trial service, the NRC will summarise the operational statistics and present these to council for consideration for continued funding assistance.

Whāngārei Bus Service

Very few submissions were received on this service. The issues raised were predominantly operational in nature and will be dealt with through the ongoing service review and through consultation with the Whangarei District Council over infrastructural requirements.

Regional Public Transport Plan 2015–2025 approval

Due to staff being fully utilised to complete the draft Regional Land Transport Plan 2015–2021 in order that it could be tabled at the 1 April 2015 RTC, the proposed changes to the RPTP have yet to be undertaken.

Based on the submissions received, there are very few changes required to be made to the document.

The final date for submission of the approved RPTP to the NZ Transport Agency is 30 June 2015.

Based on the above, it is requested that RTC approval be given for NRC staff to make the necessary adjustments to the Regional Public Transport Plan 2015–2025 during April and May 2015.

It is further requested that the Regional Transport Committee Chair be granted authority to approve the finalised document before it is sent to a full Northland Regional Council meeting for final endorsement prior to its formal release.

ITEM: 5.2
Attachment 2

Regional Public Transport Plan 2015–2025

The proposed timeline for the compilation, consultation and adoption of the RPTP 2015–2025 is closely aligned to the timeline for the RLTP 2015–2021. The key dates are:

Phase	Timelines	Status
Compilation of draft RPTP 2015–2025 for Regional Transport Committee	24 November 2014	Completed
Regional Transport Committee approves draft RPTP 2015–2025 for release for public submission	3 December 2014	Completed
Draft RPTP released for public submission	15 December 2014	Completed
Public submission period	15 December 2014–30 January 2015	Completed
Hearings on submissions	4 and 5 March 2015	Completed
Deliberations on submissions	5 March 2015	Completed
Northland Regional Council compiles final RPTP 2015–2025	April/May 2015	
Regional Transport Committee Chair approves release of final RPTP 2015–2025 to NRC for approval	May 2015	
Northland Regional Council approves release of final RPTP 2015–2025	May 2015	

Acronyms

RLTP – Regional Land Transport Plan 2015–2021

RPTP – Regional Public Transport Plan 2015–2025

NLTP – National Land Transport Programme 2015–2018

NZTA – NZ Transport Agency

A/O – Approved Organisation

RTC Meetings

12 February 2014

2 April 2014

4 June 2014

6 August 2014

1 October 2014

3 December 2014

4 February 2015

1 April 2015