

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 6 April 2016, COMMENCING AT 10.00 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 – 3 February 2016**ID:** A828400**To:** Regional Transport Committee Meeting, 6 April 2016**From:** Christine Niblock, Regional Transport Committee Secretary**Date:** 22 March 2016

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:	<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 2 December 2015 (**attached**) for confirmation as a true and correct record.

Legal compliance and significance assessment:

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

Recommendation(s):

-
1. That the minutes of the Regional Transport Committee meeting held on 3 February 2016 be confirmed as a true and correct record.
-

NORTHLAND REGIONAL COUNCIL REGIONAL TRANSPORT COMMITTEE

Minutes of the Regional Transport Committee meeting held in the Council Chamber,
36 Water Street, Whangārei, on Wednesday 3 February 2016
commencing at 10 am

Present:**Northland Regional Council**

Cr J Bain, Chairman
Cr B Shepherd

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 Transport Manager – Chris Powell
NRC CSCR Group Manager – Tony Phipps
NRC Infrastructure Manager – Graham Nielsen
NRC Transport Projects Officer – Ian Crayton-Brown
NRC CEO – Malcolm Nicolson
NRC RTC Secretary – Christine Niblock
WDC Roading Manager – Jeff Devine
NZTA Safety and Network Performance Manager – Tim Crow
FNDC Asset Engineer (Roading) - Garry McGraw
NZTA Principal Transport Planner - Jim Sephton
NZTA EA to Ernst Zöllner - Annlyn Lopez
NZTA Regional Road Safety Advisor – Trish Rudolph
NZTA Regional Advisor, Auckland & Northland - Mariota Smutz
OPUS Senior Rural Consultant – Chris Frost
OPUS Roading Team Leader – Chris Parker

The Chairman declared the meeting open at 10:00 am

Apologies (Item 1.0)**Moved (Martin/Shepherd)**

That the apologies from Jacqui Robson, Paul Dimery and Henri Van Zyl for non-attendance be received.

Carried

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 – 2 December 2015 (Item 3.1)

ID: A813604

Report from Regional Transport Committee Secretary, Christine Niblock.

Cr A Court requested an update on the Moerewa Hill slip and the Otira Bridge. Cr Bain confirmed the slip works have been included in this year's budget and the design is being reconsidered with works likely to begin later in the year. The regional council are looking into water flows relating to the Otira Bridge; once this is complete the project will be put forward ensuring it remains part of SH1.

Moved (Court/Martin)

That the minutes of the Regional Transport Committee meeting held on 2 December 2015 be confirmed as a true and correct record.

Carried

Secretarial Note: Minutes were confirmed with minor corrections made – Otira and Tim Crow.

Civil Defence Emergency Management Group Plan 2016-2021 (Item 4.1)

ID: A814699

Report from CDEM Manager, Graeme MacDonald.

CDEM Manager Graeme MacDonald provided a presentation on the Northland Civil Defence Emergency Management Group Plan, summarizing the following key points:

- Purpose & Goal: Working together to create resilient communities in Northland
- Objective 1: Increasing community awareness, understanding and preparedness and participation in CDEM
- Objective 2: Reducing the risks from hazards in Northland
- Objective 3: Enhancing capabilities to manage civil defence emergencies
- Objective 4: Enhancing capabilities to recover from civil defence emergencies
- Lifelines Utility Group
- Hazards Risk Chart
- Issues and Priorities: Road network damage, road access, infrastructure vulnerability, isolation of rural communities
- Action Objectives: Coordinated development, risk reduction through stakeholders, improvement of resilience of roading and lifelines infrastructure

Cr Court requested an update on progress to date and expressed the need for a regional response to resilience; more information was required before a resolution can be determined.

Mr Winder confirmed the challenge is not to monitor and support the implementation but to ensure our programmes adequately address the problems and issues regarding resilience.

Both Cr Martin and Mr Zöllner expressed concern over NZTA's non-inclusion in the CEG and moved to have NZTA included as a member of the CEG; Cr Shepherd seconded this. Mr MacDonald confirmed NZTA is represented through the lifelines group, which form part of the CEG.

Moved (Bain/Winder)

1. That the report by Graeme MacDonald, CDEM Manager, entitled 'Northland Civil Defence Emergency Management Group Plan 2016-2021', dated 25 January 2016, be received.
2. That staff (Transport and CDEM) report back to the next Regional Transport Committee meeting on the linking and integration of the work programmes from the Regional Land Transport Plan and the CDEM Group Plan.

Carried

Action: Jeff Devine to provide a report to the next RTC identifying areas of flooding on Whangaruru Road which can then be passed on to the environmental team for further assessment.

Proposed Upgrade of 10 Northland One-Lane Bridges – Progress Report (Item 4.2)

ID: A812164

Report from Transport Manager, Chris Powell.

Cr Court expressed concerns over the integrity of the process and the potential for this to be pushed back if other projects are accelerated through the National Land Transport Programme.

Mr Zöllner confirmed the Land Transport Management Act 2008 provides legislation relating to how cabinet influences the allocation of funding.

Both Cr Court and Mr Winder agreed the Ministers' should be held accountable for the commitments they make.

Mr Zöllner abstained from voting.

Moved (Court/Winder)

1. That the report, 'Proposed Upgrade of 10 Northland One-Lane Bridges – Progress Report' by Chris Powell, Transport Manager, dated 21 January 2016, be received.
2. That the Regional Transport Committee convey this report to the Minister of Transport asking if he is happy with the progress being made to deliver the project.

Carried

Regional land Transport Plan 2015 – 2018 – Funding Uptake (Item 4.3)

ID: A811917

Report from Transport Manager, Chris Powell.

Moved (Shepherd/Winder)

That the report, 'Northland Regional Land Transport Plan 2015-2018 – Funding Uptake' by Chris Powell, Transport Manager, dated 12 January 2016, be received.

Carried

Secretarial Note: Comments are missing from the Far North District Council section; this section will be redistributed once complete.

New Zealand Transport Agency Regional Report (Item 4.4)

ID: A811927

Report from Transport Manager, Chris Powell.

Cr Court noted that neither the Far North nor Kaipara District were represented in the Upper North Island Freight Accord despite being significant generators and receivers of freight.

Moved (Bain/Winder)

That the report 'New Zealand Transport Agency Regional Report' by Chris Powell, Transport Manager, dated 17 January 2016, be received.

Carried

Connecting Northland – Auckland to Northland Programme Business Case (Item 4.5)

ID: A814696

Report from Transport Manager, Chris Powell.

New Zealand Transport Agency Principal Transport Planner, Jim Sephton provided a presentation on the Auckland to Northland Programme Business Case, summarizing the following key points:

- A programme Business Case sets out the long and short term investment plan, how the network operates and the environmental, social and cultural outcomes.
- Establishment of three Business Cases for the Northland Network by 2017
- The process: Confirm the strategic case, develop the programme, identify the preferred programme and deliver and monitor the programme
- Strategic Case: Problems and Benefits
- SH14 to Warkworth section: Programme
- Extent of corridor
- Next steps: Finalise evidence, confirm objectives, develop the programme

Mr Zöllner suggested we continue to receive updates over the next few meetings

Cr Court suggested that the Regional Report be presented to the elected member of Northland via the next Northland Regional Governance Strategic Forum Meeting to be held at the Copthorne Hotel and Resort in the BOI on Tuesday the 23rd of February 2016.

Mr Zöllner confirmed Jacqui has requested this through NORTAG with an update expected at the elected members' forum.

Moved (Bain/Shepherd)

That the report 'Connecting Northland – Auckland to Northland Programme Business Case' by Chris Powell, Transport Manager, dated 26 January 2016, be received.

Carried

Regional Road Safety Update (Item 4.6)

ID: A813474

Report from Transport Projects Officer, Ian Crayton-Brown

Mr Crayton-Brown acknowledged that the police could not be here today due to Waitangi commitments.

Moved (Winder/Martin)

That the report 'Regional Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer, dated 19 January 2016, be received.

Carried

Review of the Vehicle Dimensions and Mass Rule (Item 5.1)

ID: A813953

Report from Transport Manager, Chris Powell

Moved (Court/Zöllner)

1. That the report "Review of the Vehicle Dimension and Mass Rule" by Chris Powell, Transport Manager, dated 21 January 2016, be received.
2. That due to the extremely short submission timeframe provided, the Regional Transport Committee endorse a regional submission supporting the individual Road Controlling Authorities submissions.
3. That the Regional Transport Committee Chair be delegated the authority to approve the content of the regional submission prior to its release.

Carried

Briefing on the Regional Stock Truck Effluent Disposal Facility Needs Locality Requirements Report (Item 5.2)

ID: A813513

Report from Transport Projects Officer, Ian Crayton-Brown

OPUS Senior Rural Consultant, Chris Frost provided a brief presentation on the Regional Stock Truck Effluent Disposal Facility Needs summarising the following key points:

- Scope of report: Identifying locations in Northland
- Key criteria considered
- Locations identified: Kaitaia, Brynderwyns, Dargaville and Kaikohe
- Telephone survey of industry to ensure locations are appropriate and prioritisation of development
- Industry feedback: All agreed to the location of the additional sites but there were varying opinions regarding the prioritisation
- All companies identified the biggest issue being farmers not standing animals off for long enough
- Conclusion: further facilities are required with 4 locations identified.

Moved (Bain/Martin)

1. That the report 'Briefing on the Regional Stock Truck Effluent Disposal Facility Needs Locality Requirements Report' by Ian Crayton-Brown, dated 20 January 2016, be received.
2. That the Regional Transport Committee approve the appointment of Cr Ann Court to chair the Northland Stock Effluent Working Group to provide regional guidance on the investigation of, and where applicable, the installation of additional stock truck effluent disposal site/s in Northland.

Carried

General Business/Information Only:

Secretarial Note: There was no general business to be discussed.

CONCLUSION

The meeting concluded at 11:50pm.

ISSUE: Tai Tokerau Northland Economic Development Action Plan**ID:** A828136**To:** Regional Transport Committee Meeting, 6 April 2016**From:** Chris Powell, Transport Manager**Date:** 22 March 2016

Report Type:	<input type="checkbox"/> Normal operations	<input checked="" type="checkbox"/> Information	<input type="checkbox"/> Decision
Purpose:	<input checked="" type="checkbox"/> Infrastructure	<input type="checkbox"/> Public service	<input type="checkbox"/> Regulatory function
	<input type="checkbox"/> Legislative function	<input type="checkbox"/> Annual\Long Term Plan	<input type="checkbox"/> Other
Significance Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to introduce a presentation by Vaughan Cooper, General Manager Investment and Infrastructure, Northland Inc. pertaining to the Tai Tokerau Northland Economic Development Plan. It concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

No decision required.

Whilst regional transport planning and infrastructure are of high significance, the purpose of this report is to provide an information update only. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation(s):

-
1. That the report 'Tai Tokerau Northland Economic Development Action Plan' by Chris Powell, Transport Manager, dated 22 March 2016, be received.
-

ITEM: 4.1

Page 2 of 2

Report:

The Tai Tokerau Northland Growth Study (completed in February 2015) highlights a range of opportunities for Northland. These have been narrowed down in the development of the Tai Tokerau Northland Economic Action Plan (the Action Plan).

See [Attachment I](#) for a copy of the Tai Tokerau Northland Economic Action Plan. Electronic copies may also be obtained through the following website link:-
<http://www.northlandnz.com/business/TTNEAP>

The Action Plan brings into focus a group of projects that together will contribute to transforming Northland's economy. These actions are founded on the opportunities laid out in the Growth Study. Logistics and transport infrastructure are an important contributing factor to the successful outcome of the Action Plan

The Action Plan is short to medium term, covering 10 years; one that encourages new projects to be included as existing projects come to completion. A broad range of organisations will contribute to the success of the Action Plan. The Action Plan is a living document that will change as projects are completed and new projects are started.



Tai Tokerau Northland Economic Action Plan

FEBRUARY 2016





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1. FOREWORD

Tēnā koutou katoa

The Tai Tokerau Northland Economic Action Plan starts now. As it progresses, we must work together productively to create real change in Northland; change that will transform our economy. This Action Plan brings into focus the first group of projects that will drive the transformation. Northland is a region rich in resources and opportunities. Together, guided by this Action Plan, we can unlock these. Many have shown interest in the Action Plan. But this is the beginning of the journey; the start of the conversation. These actions should be seen as part of a wider narrative exploring the region's opportunities and barriers; they demonstrate steps towards transformation.

This Action Plan is for everyone; young people (to help them understand future areas for employment), businesses (to make sure that their aspirations are understood and supported through regional processes and to provide the right signals for investment), Iwi/Māori (to show how resources and skills can be used to grow their assets and realise their aspirations) and for local and central government (to see where and how they can play crucial leadership and support roles).

The projects in this Action Plan are aimed at supporting and leveraging private sector investment. Local and central government can ensure enabling infrastructure is in place giving the private sector confidence to invest, with the top priorities being transport, digital infrastructure, skills and capabilities, and water resources.

If the region is to achieve its growth potential, it will require persistent, long term commitment to the goals and outcomes that are articulated in this document. As we move along the journey we will need to refine, refocus and redirect our efforts. This is a living document that will be updated as a result of ongoing conversations and collaboration. Success will benefit us all but requires us to collaborate and play to our strengths; business, Iwi/Māori, community, local government and central government.

To those who have been involved so far, we congratulate you on your commitment. To those who are still to walk alongside this Action Plan, we welcome you.

Ngā mihi maioha

Tai Tokerau Northland Economic Action Plan Advisory Group

Harry Burkhardt, John Carter, Ben Dalton, Lindsay Faithfull,
June McCabe, Bill Shepherd.

2. EXECUTIVE SUMMARY

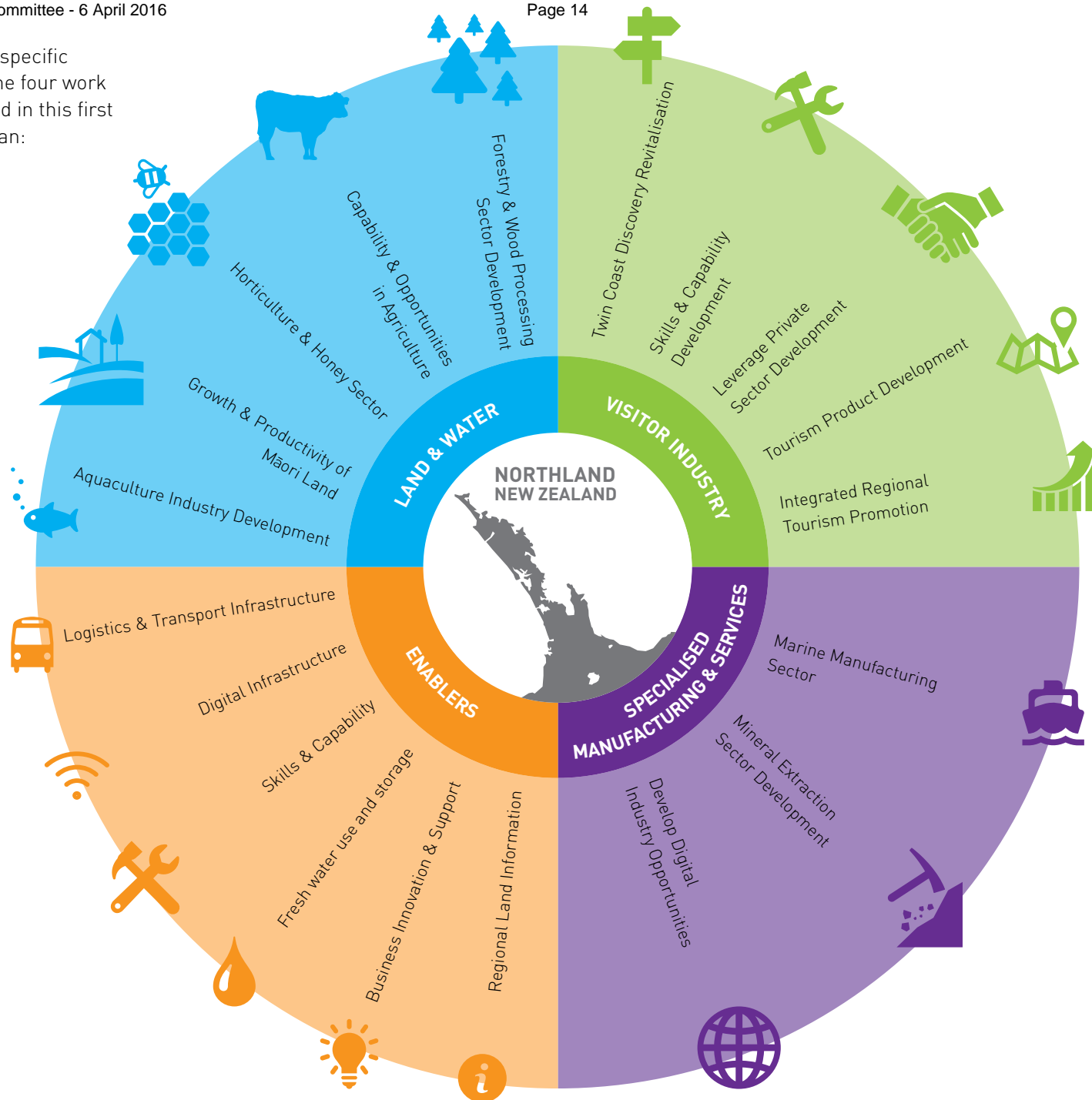
The Tai Tokerau Northland Economic Action Plan (the Action Plan) brings into focus a group of projects that together will contribute to transforming Northland's economy. These actions are founded on the opportunities laid out in the Tai Tokerau Northland Growth Study (the Study). Through the process of arriving at this Action Plan, the goals of He Tangata, He Whenua, He Oranga: An Economic Growth Strategy for the Tai Tokerau Māori Economy have been considered alongside the opportunities and barriers set out in the Study. The importance of Iwi/Māori participation in the economy is reflected in many of the projects contained in this document.

The Action Plan is short to medium term, covering 10 years; one that encourages new projects to be included as existing projects come to completion. A broad range of organisations will contribute to the success of the Action Plan, from business and Iwi/Māori through to not-for-profit organisations and local and central government. This first iteration of the Action Plan is to "get us on the road". Over the next 12 months, we will use this process to develop a deeper dialogue with Iwi/Māori and business to develop further actions that will build in a significant and transformational way on the opportunities set out here.

The Study highlighted a range of opportunities for Northland. These have been narrowed down in the development of the Action Plan to coalesce limited resources around the projects that will make the greatest short to medium term difference. These projects have been organised together into common work areas that fall under four broad work streams. The objectives for each are:

1. **Enablers:** To bring Northland's transport, digital infrastructure, skills and capabilities and water resources to a standard that creates an enabling environment for economic development in Northland.
2. **Land & Water:** To identify and develop opportunities for more productive use of land and water resources across a range of primary industry sectors.
3. **Visitor Industry:** To reduce the impact of seasonality, improve product dispersal across the region and enhance tourism promotion.
4. **Specialised Manufacturing & Services:** To support the development of new innovation and specialised manufacturing and service sectors.

This diagram shows the specific work areas for each of the four work streams that are included in this first iteration of the Action Plan:



3. BACKGROUND

Northland is a regional economy that has been underperforming relative to other New Zealand regions and relative to its resource base for too long. The regional economy was impacted by the Global Financial Crisis (e.g. a large reduction in tourists from the UK and the USA) and some significant climatic events, both severe storms and drought conditions. Far North and Kaipara districts have similar economic structures, with a strong focus on primary production. Whangārei is the region's main urban and servicing centre with a higher concentration of manufacturing and service industries.

Northland's economy accounts for 2.5% of New Zealand's Gross Domestic Product (GDP). Nominal GDP in the region increased by 2.6% per annum on average over the past five years, compared to the national average of 4.1%. Northland has an unemployment rate three percentage points above the national rate and nominal GDP per capita is 32% below the national average. Just over 20% of Northland's usually resident population live in areas that have the lowest deprivation score compared to 10% nationally.

Northland's relatively low population density and geographic remoteness have contributed to its economic underperformance despite being in relatively close proximity to the strongly performing Auckland economy. Current travel times and transport connections make it difficult to benefit from that proximity.

Northland has the highest dependency ratio (proportion of people aged under 15 and over 65 years to the total working age population) of any New Zealand region indicating a low proportion of working age people. Northland's labour force participation rate is well below the New Zealand average, and a higher proportion of the working age population earn income from benefits. The high proportion of Northland's young people not in education, employment or training (20% – twice the national rate) along with the forecast increase in the dependency ratio over the next 20 years requires both social and economic responses if the region is to maintain and grow its economy. Despite the high levels of unemployment, skills shortages are consistently highlighted by employers. There is room to improve education attainment levels, particularly for Māori.

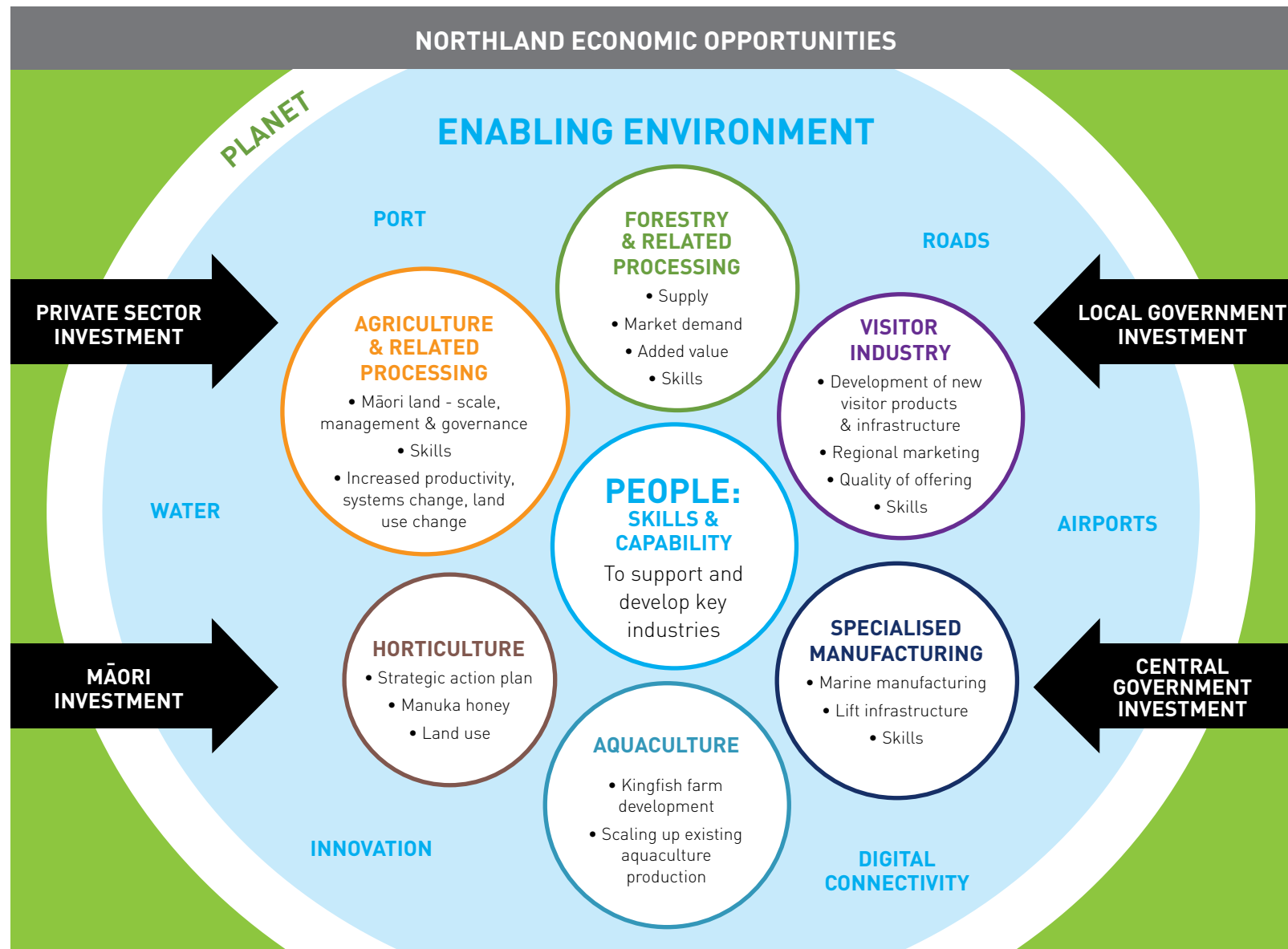


3.1. TAI TOKERAU NORTHLAND GROWTH STUDY

Northland as a region has potential but it is not yet fully realised. The Tai Tokerau Northland Growth Study (the Study) was completed in February 2015 as an independent evaluation of the region's economic opportunities (by sector) and it identified roadblocks to realising growth in investment, jobs and incomes from these key sectors.

3.2. PRIORITY AREAS OF OPPORTUNITY FROM THE STUDY

The Study identified the priority areas of opportunity set out in the diagram below:



The Study recommended that the region develop a full action plan to determine how each of the opportunities in the Study will be addressed, how they will be resourced, the major milestones and the roles of different organisations involved.

4. THE ACTION PLAN

The resulting Tai Tokerau Northland Economic Action Plan (the Action Plan) prioritises these opportunities for action. It focuses on specific projects that will have significant positive impact on Northland's economic growth and social wellbeing. It takes into account readiness for action, picking up important in-flight projects. It has also considered a number of new/developing projects that will provide the foundations for growth. The Action Plan will help stakeholders and partners identify their roles and contributions, and demonstrate how we can collaborate to achieve economic transformation.

The projects in this Action Plan are aimed at supporting and leveraging private sector investment. Local and central government can ensure enabling infrastructure is in place giving the private sector confidence to invest with the top priorities being transport, digital infrastructure, skills and capabilities and water resources.



4.1. DEVELOPING THE ACTION PLAN

Following the launch of the Study, a Steering Committee was formed including representatives from central government agencies and local government to identify how best to draw out the opportunities in the Study building on known, potential and new projects within the region and map out an Action Plan to address these.

An Advisory Group was established consisting of leaders from industry, tangata whenua, central and local government. This group is charged with overseeing the implementation of the Action Plan, agreeing priorities and setting the strategic direction as the Action Plan progresses.

The Steering Committee and Advisory Group prepared the first draft of the Action Plan which was then refined following a range of engagements with partners and stakeholders across the region.

During the development of the Action Plan a number of overarching themes were considered:

- There is significant potential to improve productivity and to achieve growth
- The proximity to Auckland is a clear opportunity especially if transport corridors can be opened up
- Northland has a unique environment that makes it an attractive place to visit, live and work
- There are improvements being made to Northland's infrastructure and this must continue if growth is to be realised
- Retaining and engaging the Māori youth cohort will be a vital factor in Northland's recovery
- Iwi/Māori are significant partners and co-investors. More can be done in the region to grow this partnership – it requires all parties to walk together to build trust and understanding about how to take this journey together for the benefit of all

The “game changers” for Northland are the things that underpin business growth. These are:

1. **Transport** – better connectivity with Auckland, within the region and with export markets. Northland is a place-based economy. Roving in particular is critical for Northland to develop and affects virtually every part of the economy
2. **Digital Infrastructure** – full digital coverage (whether it is ultrafast broadband, rural broadband or mobile coverage) across the region at acceptable speeds and with a consistent connection to enable business to be conducted efficiently and effectively
3. **Skills & Capability** – governance, management, entrepreneurship, soft skills and technical and industry specific skills
4. **Water** – storage and management (including allocation), enable best use through making water more consistently available.

The Action Plan sees transport and digital infrastructure, skills and capability development and water at the heart of growth for all of the sectors. The Action Plan intends to support and leverage growth off existing private sector development.

There are four priority work streams that have been identified as contributors to growth; Enablers, Land & Water, Visitor Industry, Specialised Manufacturing & Services. These are the focus of the Action Plan. This is not to say that other sectors identified in the Study will not be more significant in the future, but that the current priority work streams are likely to deliver more immediate results. They are to be delivered by a range of public bodies, business and not-for-profit entities. Each work stream includes several key work areas under which projects that contribute to the development of the region have been organised.

The Action Plan represents an evolving call to action across the region and includes a process for inclusion of new projects that meet the criteria identified in the Study. New projects will be added on an on-going basis during the life of the Action Plan making it a dynamic and living tool for progressing the economic development of the region. The Action Plan will track which actions are taken, it will measure the results that are achieved, and will identify and facilitate the next steps.

4.2. IWI/MĀORI PARTNERSHIP

Government has been clear in stating its commitment to raising Māori economic performance. For the goals of He kai kei aku ringa: the Crown – Māori Economic Growth Partnership to be realised, action must be taken in the regions where there are larger Māori populations such as Northland.

He kai kei aku ringa literally means providing the food you need with your own hands. This concept of economic independence or self-sufficiency is a fundamental principle for Māori. The full potential for Northland will only be achieved if Iwi/Māori actively work to raise the utilisation and productivity of their land and increase skills, employment and incomes of the regions’ poorest whanau.

He Tangata, He Whenua, He Oranga, the Māori Economic Development Strategy for Northland was published in February 2015 by the Te Taitokerau Iwi Chief Executives’ Consortium. It identified an important strategic alignment with the Study. It also stated that...“*Investment targeted towards the priorities identified for the Tai Tokerau Māori economy offer a massive opportunity to radically alter the economic profile of the region.*” This is mirrored by opportunities identified in the Study, many of which will need strong Māori leadership in the region if they are to be realised. There is a clear interconnection between these two strategic documents.

The Advisory Group is responsible for supporting, overseeing and monitoring the Action Plan. Tai Tokerau Iwi Chairs (Te Kahu o Taonui) nominated Harry Burkhardt of Ngāti Kuri to provide a Māori business perspective on the Advisory Group and to ensure that at a high level, Iwi/Māori interests are being prioritised in the development and implementation of the Action Plan.

The Advisory Group has invited the Te Taitokerau Iwi Chief Executives’ Consortium to enter into ongoing dialogue about how Māori economic aspirations are met and how the delivery of outcomes for He Tangata, He Whenua, He Oranga can be supported through the Action Plan.

4.3. BEING PART OF THE ACTION PLAN

Some of the projects included in the Action Plan will be privately run, either by business or by not-for-profit organisations. Some will be led by central government. Some will be driven by local government, including Northland Inc. Some will be led by Māori. What brings the projects together is that they all meet the criteria identified in the Study as being important drivers to support improvements in the Northland economy. Consideration was also given where the actions of one group might be able to support or enhance the actions of another.

For project leaders the benefits of being part of the Action Plan include:

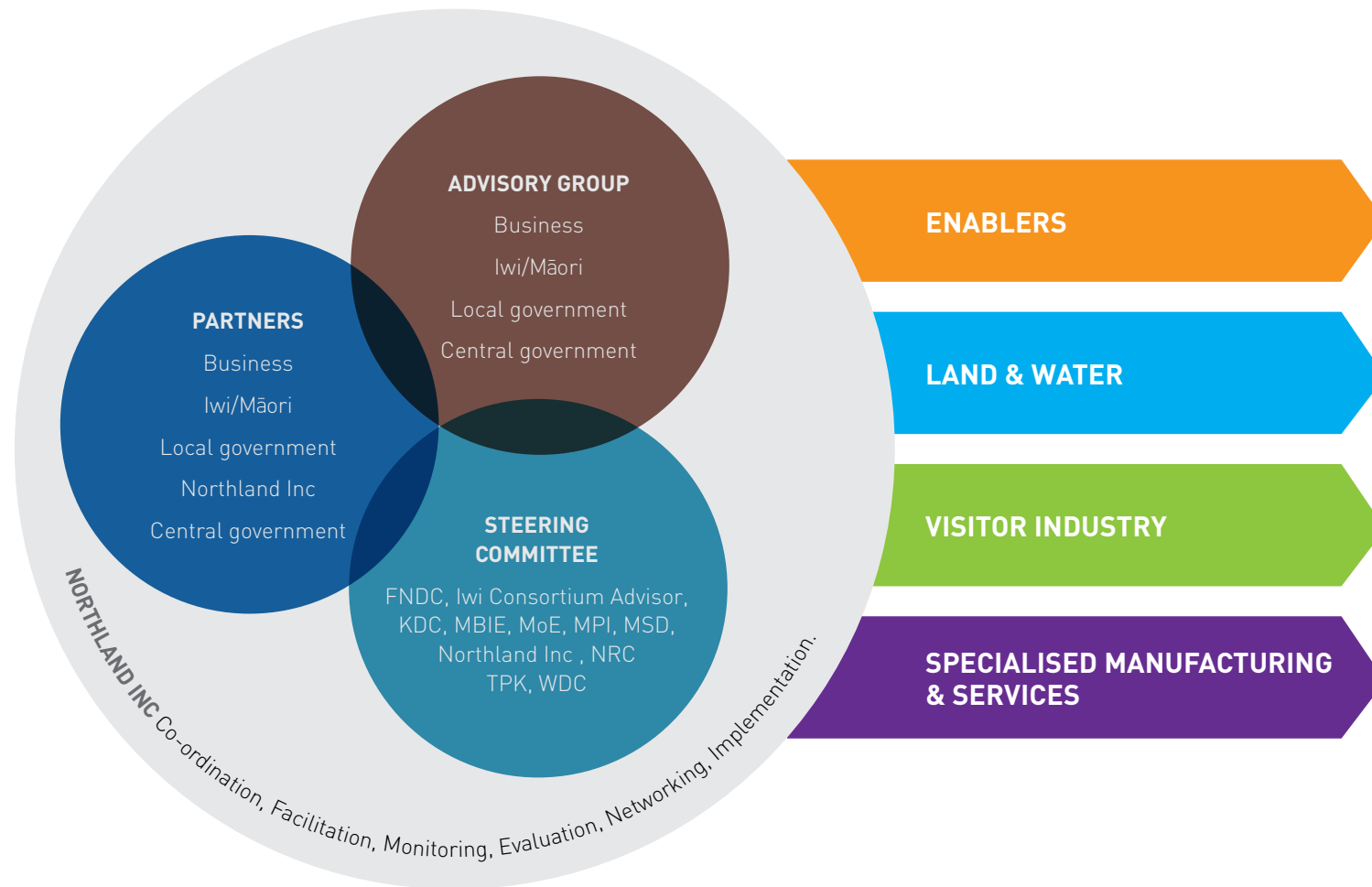
Key Benefits	Tasks
Networking and collaboration	Quarterly networking events for Action Plan projects.
Being part of the success story	Positive reporting and profiling opportunities, progress and success stories.
	Action Plan webpage with continuous progress updates.
Access to expertise, support and advocacy for economic development projects	The Advisory Group can advise on investment opportunities, leverage opportunities and provide business expertise when required.
	Northland Inc will consult with participants on a regular basis on regional economic development opportunities – the focus will be on identifying impediments and solutions working in partnership with Iwi/Māori, the private sector, central and local government. Action Plan projects will have priority.
	Central government agencies will support projects as agreed using a range of central government programmes, through co-ordination between agencies and better utilisation of resources. The focus will be on identifying impediments and the support required for projects in the Action Plan.

Transforming the Northland economy will take a concerted and co-ordinated effort across the region and all sectors and agencies. With courage, collaboration and persistence, Northland has the potential to thrive.

4.4. HOW AGENCIES WORK TOGETHER

The Action Plan represents a partnership between industry, Iwi/Māori, and central and local government. Each has a part to play.

It is essential that a climate of trust, collaboration and co-operation is established to support the transformation of Northland's economic wellbeing. This will, in turn, support better social outcomes. This partnership is facilitated by Northland Inc, the regional economic development agency for Northland.



ENABLERS

GOALS

1

That regional infrastructure is targeted to support key economic growth opportunities

2

To increase innovation through building strong relationships between businesses, research providers and tertiary institutions

3

Businesses have access to improved information about Northland to assist with investment

4

Businesses in growth sectors are communicating their skill needs to schools, communities of learning, tertiary education and other training providers resulting in the provision of fit-for-purpose education and training that supports the needs of both employers and employees

OUTCOMES



An equitable, minimum standard of digital coverage across the region with uptake increasing



A sustainable transport system that enhances the growth and existing economic development of Northland and New Zealand



At least 85% of Northland's 18 year olds will hold an NCEA Level 2 qualification or equivalent by 2017



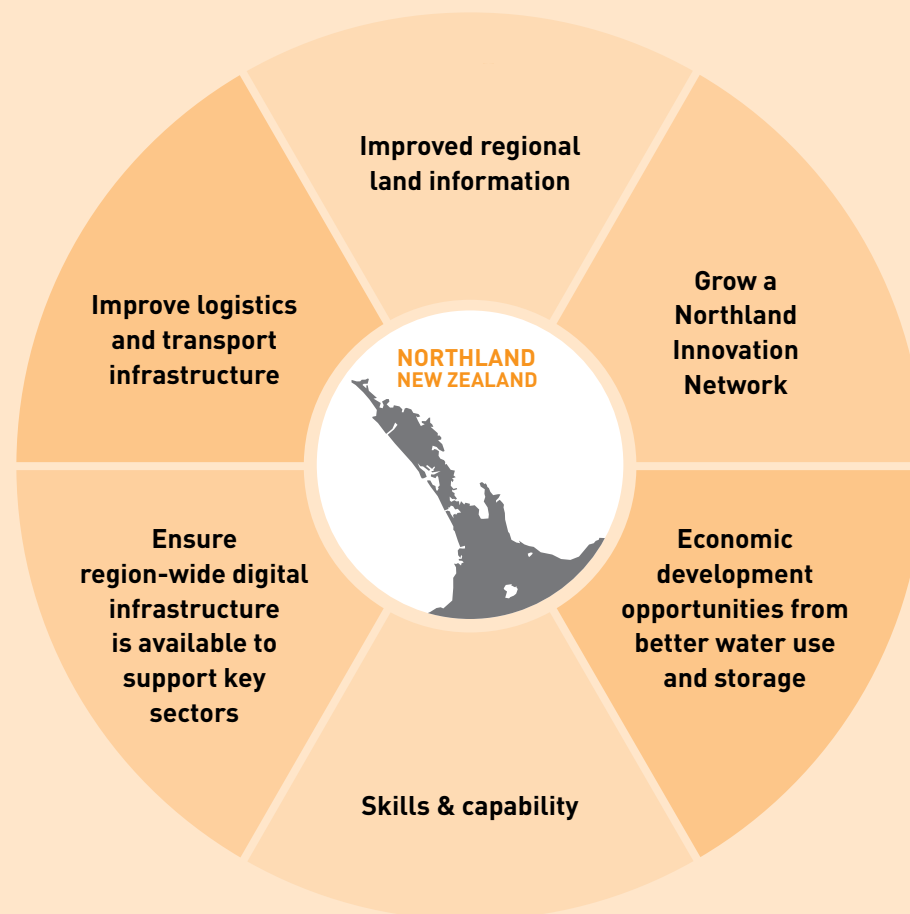
At least 20% of Northland's population will have higher qualifications by 2020 (currently 12.4% compared to the National average of 20%)



Northland's rate of youth not in employment, education or training will have declined from 20.3% to 12% by 2020 (national rate is 11.4%)



Northland's rate of Māori unemployment will have declined to 10% by 2025



WORK STREAM: ENABLERS

Logistics and Transport Infrastructure: Northland's long, narrow geography and position at the top of New Zealand makes the transport infrastructure network a critical foundation of the economy. Further strategic investment is required to complete enhancements and improve the region's connections through air transport, shipping and roading.

Digital Infrastructure: Broadband infrastructure and ICT needs to be further developed so that it provides a platform to add value to primary and other industries in the region.

Skills and Capability: The regional economy will need skills of various kinds – governance, management, entrepreneurship, soft skills, and technical and industry specific skills. Interventions to improve the demand for and supply of local skills for key industries are needed at all levels of the education system, and include pastoral care and whānau support, welfare and immigration initiatives.

There is the potential for significant employment growth across industries in Northland. However, there are also impediments to this which include a shrinking working age population, perceptions about attractive jobs, low skills acquisition and disengagement by youth. Employers and young people can find it difficult to access information about skills requirements for, and likely occupational demands of growth industries.

A forward focused, substantive and long term approach needs to be taken across all sectors to create a skills investment programme that matches industry and business needs. This work area includes projects that are geographically focused and targeted at specific age groups. They have strong employer connections in both the design of the programmes and in providing employment with ongoing support. These actions are intended to work together so their economic and social impact complement and reinforce one another. Together, they are intended to increase existing business activity and encourage the formation of new ventures. Refinement of this approach and rollout across the region in a long term, sustained manner will be required to transform the skills base.

Encouraging networks for mentoring, investment and attracting innovators and entrepreneurs who can add to the skills base of the region is also important for growing businesses. This is incorporated in the Business Innovation and Support section below.

Encouraging connections and better outcomes around and within education through communities of learning, secondary-tertiary partnerships and employer education partnerships will be crucial to building a workforce with the skills necessary to service growth sectors.

Fresh Water Use and Storage: Fresh water resources are essential for the growth of Northland. Droughts and flood events are becoming increasingly common and there is a need to be able to manage these extremes whilst supporting the development of industries to which water is essential including agriculture and horticulture.

Better water storage and management underpins the ability to grow sustainable productivity from the use of land in the region. This needs to be coupled with good land use information to allow land owners (particularly Māori) to make decisions about the most productive use of their land. It also requires working with fragmented land owners to promote efficient land use. In turn, this will require strong commercial governance and management as well as capital to develop the land into profitable enterprises.

Business Innovation and Support: There is an opportunity to provide solutions to Northland's regional primary sector, alongside public and private sector research and development organisations, business support and incubation services and improving access to capital.

Innovation is not just about research and development or technology transfer but covers business processes and systems for doing business. In a region where business skills are in short supply, creating an environment for sharing knowledge and expertise is critical to transforming the region's ability to grow.

Improved Regional Land Information: Open source detailed geographic information obtained through a region-wide LiDAR capture project, including a digital elevation model, will assist the development of land and water resources, improve the reliability of models and tools, and reduce the costs of establishing and maintaining infrastructure.

WORK AREA	PROJECT	PROJECT STATUS	LEAD AGENCY	KEY PARTNERS	INDICATIVE TIMEFRAME
1. Improve logistics and transport infrastructure	1.1 Connecting Northland (Roothing)	New	NZTA	Treasury, Local Govt	Years 3-6
	1.1a Completion of Puhoi to Warkworth	New	NZTA		Years 1-5
	1.1b Route protection for Warkworth to Wellsford	New	NZTA		Years 1-3
	1.1c Completion of Warkworth to Wellsford	New	NZTA		Years 5+
	1.2 Connecting Northland (Roothing) – completion of Wellsford to Whangārei section	New			
	1.2a On-line improvements for Wellsford to Whangārei	New	NZTA, Local Govt (RTC)	Local Govt, Treasury	Years 10+
	1.2b Completion of Wellsford to Whangārei	New	NZTA		Years 10+
	1.3 Twin Coast Discovery Route Upgrade – improving bridges, layovers and byway signage. (refer also 1.3, Visitor Industry)	In progress	NZTA, Local Govt (RTC)	Local govt, Northland Inc, Treasury	Years 1-5
	1.4 Stormwater management and flood protection for SH1 north of Whangārei	In progress	NZTA	Local Govt	Years 1-3
	1.5 Mangakahia Road is converted and upgraded to a State Highway enhancing network resilience	In progress	NZTA	Local Govt	Years 1-3
	1.6 Advocating to businesses within and outside the region of the value of using local port facilities	In progress	Northland Inc		Years 1-3
	1.7 Completing the Kerikeri airport improvements	In progress	FNH		Year 1
	1.8 Completing the Whangārei airport improvements	In progress	WDC		Year 1
	1.9 Investigation into the options for, and opportunities created by, the relocation of Whangārei airport	Commencing	WDC	NZTA, MoT, Treasury	Years 1-5

2. Ensure region-wide digital infrastructure is available to support key industries	2.1 DIGITAL INFRASTRUCTURE: Address deficits in rural broadband coverage, implement ultra-fast broadband in key towns and address mobile blackspots along state highways and at key tourism destinations	Commencing	Industry, Local and Central Govt	MBIE	Years 1-4
	2.2 IMPLEMENT THE DIGITAL ENABLEMENT PLAN: Addressing issues of affordability and enhancing the digital skills and capabilities of businesses in the region	New	Digital Leadership Group	Businesses, Schools, Tertiary Education Providers	Years 1-5
3. Skills and Capability Pathways to Employment	3.1 KAIKOHE GROWTH INDUSTRIES PATHWAY – FOCUS FOR YOUTH NOT IN EDUCATION, EMPLOYMENT OR TRAINING (NEETs) 16-24 year olds: A collaborative prototype co-designed with employers to better connect local youth to available jobs in growth industries	New	MSD, MPI & Kaikohe Social Sector Trial	MPI, TPK, MoE Employers and Iwi ITOs & Training Providers Whānau support & coordination	Years 1-2
	3.2 TE HIKU PATHWAYS – FOCUS FOR YOUTH NEET's: A pathway designed with employers to better connect local youth to available job opportunities within local communities	In progress	MSD, Make it Happen Te Hiku Taskforce	MoE, TPK, MPI, MBIE, Employers	Years 1-2

Continued on next page

<p>Connecting employers with skills</p> <p>Strengthening the education pipeline from secondary to tertiary and through to employment</p>	3.3 WORKFORCE STOCKTAKE AND PLANNING: Shared resource describing current stock of labour & skills in the region and forecasts of additional workforce needed to meet growth expectations	New	MBIE	MSD, MoE, TEC, TPK, MPI Employers and Iwi ITOs & Training providers	Year 1
	3.4 RESEARCH: To better understand primary sector employers' barriers to and opportunities for accessing the local labour pool	In progress	MPI	Employers	Year 1
	3.5 QRC TAI TOKERAU RESORT COLLEGE: Hospitality and Tourism training college supporting rangatahi from across Northland into a pathway to employment and/or higher education	New	NZ Maori Tourism	TEC, TPK, QRC, MBIE	Year 1
	3.6 EMBED VOCATIONAL PATHWAYS: From secondary to tertiary and through to employment	New	MoE & TEC	Collaborative process Secondary-Tertiary partnerships	Years 1-3
	3.7 ESTABLISH COMMUNITIES OF LEARNING IN: <ul style="list-style-type: none"> • Kaitaia • Taipa • Kaikohe • Whangārei • Hokianga 	New	Sector led facilitated and supported by MoE	Schools, Kura, Early Childhood and Tertiary Providers	Years 1-3
	3.8 TERTIARY EDUCATION PRECINCT/CLUSTER IN WHANGĀREI: A collaborative arrangement to build a tertiary campus focused on delivery of Diploma & Degree level education to people in the Northland Region	In progress	NorthTec, WDC	Northland Inc supported by UofA, Massey University, TEC	Years 1-3

4. Economic development opportunities from better water use and storage	4.1 STRATEGIC OPPORTUNITIES STUDY: Undertake a region wide strategic study of the opportunities associated with water storage and irrigation infrastructure	In progress	NRC, MPI, Northland Inc	Iwi/Māori, Land Owners, Industry Groups, Local Communities	Years 1-2
	4.2 STRATEGIC AND FEASIBILITY PLACEMENT STUDIES: Determine the most appropriate placement for water storage and irrigation infrastructure	Dependent on the outcome of project 2.1	NRC, MPI, Northland Inc		Years 1-2
	4.3 CONSTRUCTION: Implement the construction of one or more water storage schemes if viable opportunities are identified in the strategic and feasibility studies	Dependent on the outcome of project 2.2	Industry, Crown Irrigation Investments, Local Govt	MfE, Iwi/Māori, Land Owners, Industry Groups, Local Communities	Years 3-5
5. Grow a Northland Innovation Network	5.1 Build a network of innovators and research providers to support business growth including a Regional Research Institute	In progress	Northland Inc		Years 1-3
	5.2 Create relationships with tertiary providers and CRIs outside the region to enhance the resources available to the region	Commencing	Northland Inc	Universities, CRIs	Years 1-3
	5.3 Develop the Orchard in Whangārei and a Northland wide Entrepreneurial Ecosystem – business support network	New	Northland Inc	Iwi/Māori, Local Govt	Year 1-3
6. Improved regional land information	6.1 REGION-WIDE LIDAR DATA CAPTURING PROJECT: To provide detailed geographical information (e.g. digital elevation model) to assist with private, Iwi/Māori and public sector planning and investment decisions	Commencing	Local Govt & LINZ	MPI, Treasury, MfE, Iwi/Māori	Years 1-2

LAND & WATER

GOALS

1

To increase the value of, and employment in, the primary sector

2

To sustainably use land and water resources to increase productivity from current enterprises and shift resources to higher value uses

3

Support the development of Māori landholdings as a priority for growth

OUTCOMES



Farms are performing at a level equal or better than national averages



Māori land holdings are as profitable and productive as other equivalent land holdings



Two thirds of Northland's forestry production is processed in Northland by 2025

ENABLERS



Fresh water management



Digital infrastructure



Skills and capability



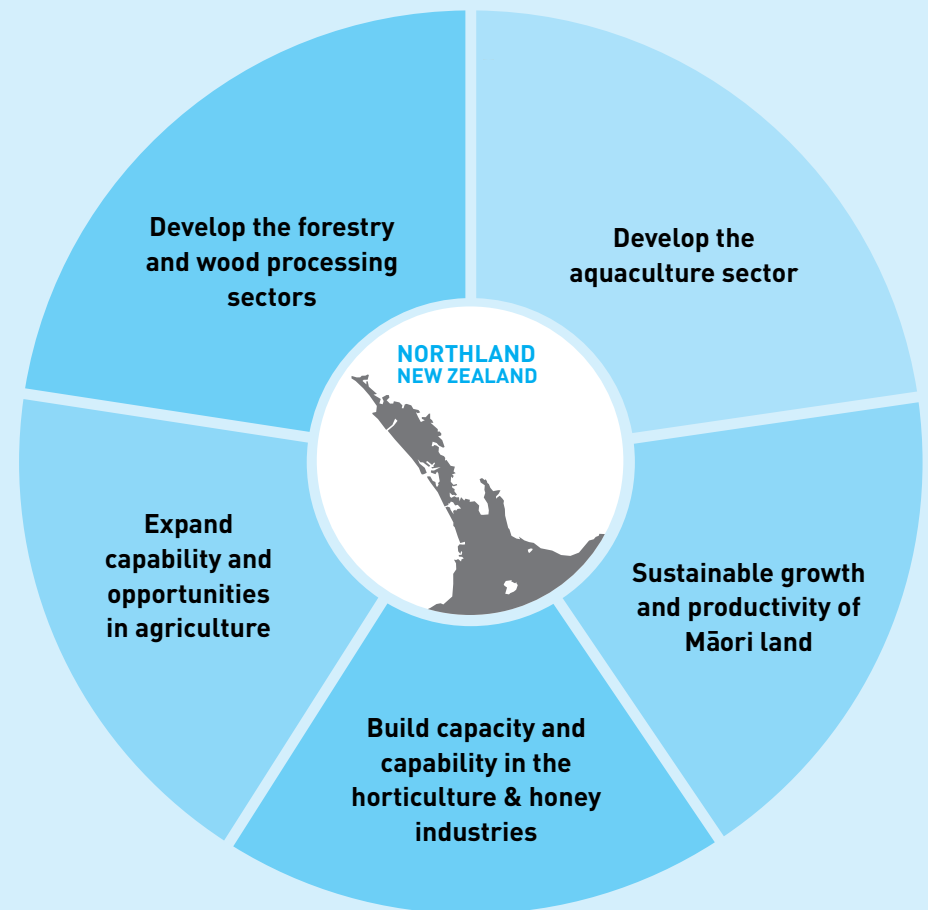
Regional Land Information



Logistics and transport infrastructure



Innovation





WORK STREAM: LAND & WATER

Northland has an abundance of natural resources, which if sustainably put to good use, are expected to play a key role in improving Northland's economic future.

Central government and regional agencies are currently working with resource owners to develop pilot programmes and business cases for improving land use. Learnings from these studies are expected to inform future initiatives for promoting improvements in land productivity. Key opportunities have been identified, and are being actively sought, across a variety of sectors, including: forestry, horticulture and agriculture.

The region has a significant and high quality forestry resource that is suitable for value-added processing. However currently large volumes of logs that could be processed in the region are being exported. There is an opportunity to achieve higher value-add through a wood processing coalition within the region.

Attracting investment to develop the primary sector must be a medium term goal.

As we see increased opportunities from Northland's land and water resources, the demand for skilled labour to support the primary sector will increase. To ensure that Northland's labour force is ready to take advantage of the opportunities as they arise, central government and regional agencies are working closely with skills providers and employers to ensure that the appropriate skills programmes are in place in time to deliver effective and skilled resources.

WORK AREA	PROJECT	STATUS	LEAD AGENCY	KEY PARTNERS	INDICATIVE TIMEFRAME
1. Develop the forestry and wood processing sectors	1.1 MANUKA PLANTING INITIATIVE: Working with numerous land blocks to scope, test, and implement projects that will see landowners plant new high performing Manuka cultivars Investigating the potential for this to be a pathway to employment for long-term unemployed (e.g. clearing the land, thinning etc)	New	TPK, MPI, Northland College	Northland Forest Owners, Iwi/Māori Land Owners, Industry, MSD, Māori Incorporations and Trusts, Northtec	Years 1-3
	1.2 A MĀORI FORESTRY COLLECTIVE FOR TE TAI TOKERAU: Establish, test and implement a Māori Forestry Collective for Tai Tokerau focused on collectivising assets to create economies of scale, skills development, employment opportunities and improve investment viability	In progress	MPI, TPK	Iwi/Māori, Industry, Northtec	Years 1-5
	1.3 FORESTRY PROCESSING: Complete an opportunity analysis regarding the establishment of a processing facility located at Ngawha	In progress	NZTE, Northland Inc	MPI, Iwi/Māori, Industry, Northland Forestry Owners	Years 1-2
	1.4 WOOD PROCESSING: Form a wood processing coalition to diversify and develop export markets	In progress	Industry, Northland Inc, NZTE		Years 1-3
2. Expand capability and opportunities in agriculture	2.1 TE HIKU SHEEP AND BEEF FARMING COLLECTIVE: Explore collaborative business opportunities through the development of a Te Hiku Farming Collective	In progress	MPI	Te Hiku Iwi and Māori Incorporations or Trusts, MPI, Treasury, KPMG, Beef and Lamb NZ	Years 1-2
	2.2 REGIONAL ECONOMIC VITALITY EXTENSION INITIATIVE: Develop a business case for the provision of on-farm mentors and expert advice to increase profitability	New	Northland Agricultural Forum supported by Northland Inc	MPI, Dairy NZ	Years 1-5

3. Build capacity and capability in the horticulture & honey industries	3.1 BUILD CAPACITY, CAPABILITY AND PARTICIPATION WITHIN THE HONEY INDUSTRY: Through the collaborative project, Te Nōta – Miere Coalition	In progress	To Nōta – Miere Coalition	DoC, MPI, Northland Inc	Years 1-5
4. Sustainable growth and productivity of Māori land	4.1 IDENTIFY FRAGMENTED MĀORI FREEHOLD LAND BLOCKS: Support informed decision making by resource owners to increase sustainable production.	In progress	MPI	Iwi/Māori, FNDC, KPMG, MBIE	Years 1-5
5. Development of the aquaculture sector	5.1 EXPLORE THE OPPORTUNITIES FOR COMMERCIALISATION OF KINGFISH PRODUCTION: Business case completed, next step is completion of Investment Memorandum	In progress	NIWA, Northland Inc, MPI	NZTE, Iwi/Māori	Year 1

VISITOR INDUSTRY

GOALS

1

To develop higher quality, culturally enriching tourism offerings across the region, that promote longer stays

2

To promote the region as a whole

3

To improve skills and capability within the tourism sector

OUTCOMES



Guest nights rise by 25% from 1.75m to 2.2m by 2020



Total visitor spend in Northland increases from \$661m to \$720m by 2020



Visitor numbers in the off peak season (May to September inclusive) increase by 30% by 2020

ENABLERS



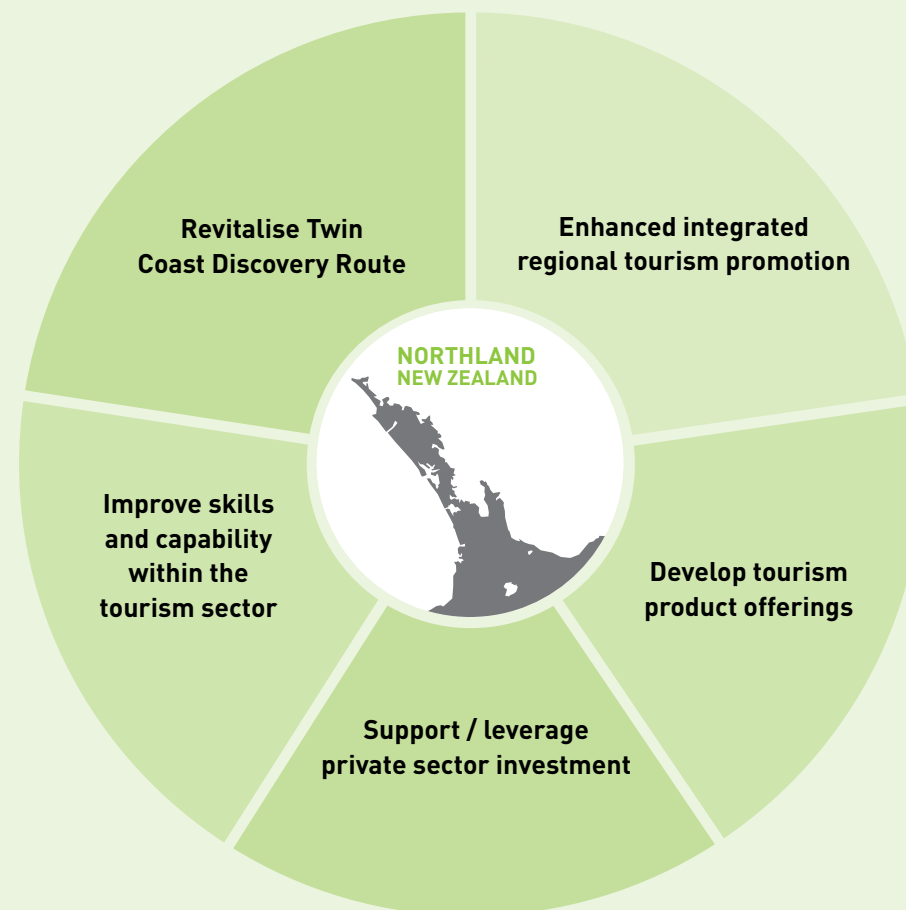
Skills and capability



Digital infrastructure



Logistics and transport infrastructure





WORK STREAM: VISITOR INDUSTRY

Northland has a wide variety of natural attractions, a mature tourism offering in the Bay of Islands, and a unique cultural and historical experience. The blend of environmental, historical and cultural tourism experiences appeals to mature western markets and domestic visitors who are prepared to pay for these experiences. However, the current visitor offering does not do the region justice. There is real opportunity to support strong growth in the visitor economy by:

- Developing more compelling value propositions based on linking cultural and natural advantages and creating authentic visitor experiences throughout the region which ultimately encourage the visitor to stay longer
- Increasing the support and funding for regional tourism promotion to benefit the whole region
- Improving the infrastructure to make the whole region more accessible – quality of roads, flights and availability of reliable internet access
- Reducing the seasonality of the sector through all-weather tourism products.

Growth in this sector will also require addressing skills shortages, the quality of tourism product in the region and seeking investment capital/partners. Building stronger relationships with schools, tertiary training providers and within the industry, is crucial to improving the quality of provision and addressing skill shortages.

WORK AREA	PROJECT	PROJECT STATUS	LEAD AGENCY	KEY PARTNERS	INDICATIVE TIMEFRAME
1. Revitalise Twin Coast Discovery Route	1.1 WORK WITH THE REGION TO REDEFINE THE SUB-REGIONAL POSITIONING DESTINATIONS: Workshops and concept testing and finalisation	In progress	Northland Inc	Industry, Local Organisations	Year 1
	1.2 COMMUNITY AND TOURISM CLUSTER ENGAGEMENT: Establish Steering Group, community engagement and byway applications, byway selection and concept optimisation, byway pilot testing and digital optimisation	In progress	Northland Inc	Industry, ATEED, TNZ, NZTA	Year 1
	1.3 PRODUCT DEVELOPMENT AND INVESTMENT: Feasibility studies including attracting new investments, align with TNZ and ATEED marketing activities, working with major partners, NZTA route experience improvements, including byway signage, layover improvements, and two-laning of bridges where required.	In progress	Northland Inc	Iwi, NRC, TNZ, ATEED, WDC, DoC, Heritage NZ, FNDC, KDC	Years 1-5
	1.4 INTERPRETATION AND COMMUNICATION: Produce interpretation and Communications Plan, design information hubs, facilitate interpretation across the region, co-operative promotion of sub-regions and byways, incorporation of Pou into byways/trails as iconic entry points	New	Northland Inc	NRC, WDC, KDC, FNDC, Industry, Iwi/Māori, NZTA	Years 1-2
	1.5 TOWN AND COMMUNITY BYWAY DEVELOPMENT: Produce individual byway development plans, facilitate improvement implementation, recognise community groups through awards programme, second round of byway development, work with NZTA to strengthen byways signage at entry points and layovers	Commencing	Northland Inc, Iwi/Māori		Year 2
2. Improve skills and capability to manage and support tourism	2.1 Define training needs and opportunities for the hospitality and tourism sectors	New	Northland Inc	MoE, Schools, MSD, Training Providers	Years 1-5
	2.2 Ensure that tourism companies are participants with Community of Schools programme	New	MoE, Providers		Years 1-2

3. Support / leverage private sector investment	3.1 Local companies capture the development opportunities and ongoing operational support for the Peppers Carrington Resort development. This work will initially be focused on tourism promotion opportunities	New	Northland Inc	Industry	Years 1-3
4. Develop tourism product offerings	4.1 Completion of the remaining sections of the Pou Herenga Tai - The Twin Coast Cycle Trail	Completing	FNDC	MBIE	Year 1
	4.2 Hundertwasser Art Centre with Wairau Māori Art Gallery - multi-functional including a main gallery of Hundertwasser's work and a contemporary Māori Art Gallery	In progress	Prosper Northland Trust	Northland Inc	Fundraising Years 1-2 Construction Years 3-4
	4.3 Kaipara cycleways and walkways project. Linking west coast lakes, coastline and forests	New	KDC		Years 2-3
	4.4 Manea Footprints of Kupe planned visitor centre in the Hokianga which will tell the story of Kupe	In progress	Te Hua o te Kawariki Trust	NRC, MBIE, Iwi/Māori, Foundation North, Northland Inc, Ngapuhi	Years 1-2 Fundraising Years 3-4 Construction
	4.5 Rakau Rangatira – upgrade of tracks and visitor facilities for Tane Mahuta and Kauri Walks, Waipoua Forest	Commencing	Te Roroa, DoC		Years 1-4
	4.6 National Park – a. Te Roroa Tourism Strategy developed along with a cost benefit analysis of the national park b. Progress Waipoua National Park - Understand and satisfactorily address the impact on Kauri dieback of increased visitor numbers.	In progress	Te Roroa, DoC	Northland Inc, FNDC, NRC	Years 1-2
5. Enhance integrated regional tourism promotion	5.1 Regional tourism promotions will be stepped up to a new level of service to better support the promotion of Northland as a tourism destination. This enhanced level of service includes: a. Marketing and Communications: PR, publications, website and social media b. Channel and Trade Relationships c. Planning and Product Development Support: strategy, projects, industry and iwi support d. Northland Tourism Desk: PR, trade and media visit co-ordination	New level of service	Northland Inc	NRC, Industry	Years 2-4

SPECIALISED MANUFACTURING & SERVICES

GOALS

1

More of the region's GDP is derived from high value manufacturing and services that support key industries in the region

OUTCOMES



Sustained growth in GDP per annum from specialised manufacturing



Employment in specialised manufacturing and services increases year on year

ENABLERS



Skills and capability



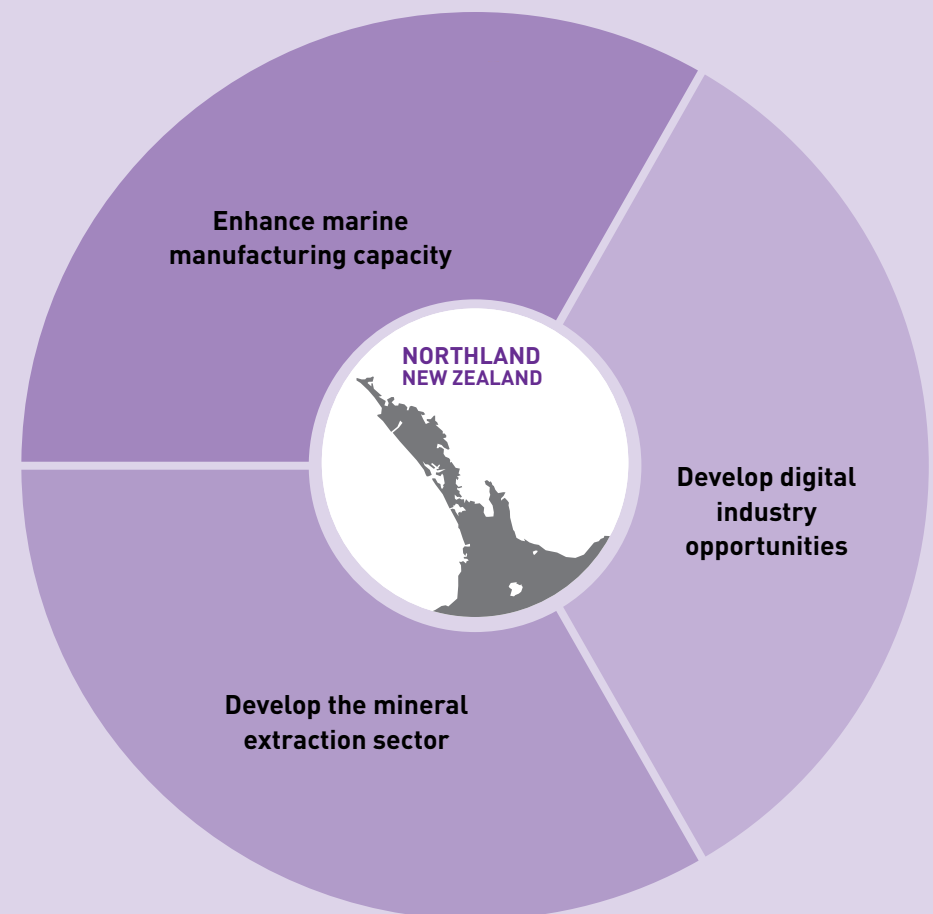
Digital infrastructure



Logistics and transport infrastructure



Innovation





WORK STREAM: SPECIALISED MANUFACTURING & SERVICES

Northland has some key areas of manufacturing capability that are a strong platform for growth.

Northland is home to the second largest boat building and refit industry in New Zealand, behind Auckland. The Whangārei marine precinct offers deep water access and a sector with a reputation for high quality, low-cost, innovative repair and refit work.

Opportunities also exist within the region to develop the mineral extraction sector in a responsible and sustainable manner.

In general, levels of digital uptake and digital based industry are low in the region. Proposed digital infrastructure improvements represent a significant opportunity to build levels of digital literacy and competence and as a result, enable innovation, education and research.



WORK AREAS	PROJECT	PROJECT STATUS	LEAD AGENCY	KEY PARTNERS	INDICATIVE TIMEFRAME
1. Enhance marine manufacturing capacity	1.1 Installation of travel lifts in Whangārei to support the expansion of the marine manufacturing industry	In progress	Industry	Northland Inc	Year 1
2. Develop the mineral extraction sector	2.1 Complete the technical design and validation of Resin and Wax opportunity	Commencing	Industry	Northland Inc, NZTE	Years 1-2
	2.2 Complete the resource consent applications for Resin and Wax opportunity	In progress	Industry		Years 1-2
	2.3 Support capital raising for Resin and Wax opportunity	Pending	Industry	NZTE, Northland Inc	Years 1-2
3. Develop digital industry opportunities	3.1 Facilitate the landing of the Hawaiki cable in Northland	In progress	Northland Inc		Year 1
	3.2 Facilitate the establishment of a data centre	Commencing	Industry	Northland Inc	Year 1
	3.3 Identify and attract appropriate supporting digital industry to the region	New	Northland Chamber of Commerce, Northland Inc	Immigration NZ	Year 2

APPENDIX 1

MEMBERS OF THE ADVISORY GROUP



BILL SHEPHERD
Chair of Northland Regional Council

Bill was elected to the Regional Council in October 2013.

Bill is a dairy farmer from Purua and company director. Bill has led a number of organisations including the NZ Hockey Federation, Hockey Northland, New Zealand Federated Farmers, Northland Events Centre Trust (construction phase), Northland Regional Council Community Trust, Enterprise Northland Trust, Destination Northland, Northland Business Development Trust and Northland Chamber of Commerce.



JOHN CARTER
Mayor of the Far North District Council

John was elected in 1987 as the National Party Member for the Bay of Islands Electorate and went on to represent Northland for seven terms. When John first stood for Parliament, he was the Principal Officer of the Hokianga County Council.

John has held a number of community roles since. In Hokianga he was the chairman of the Hokianga Community Health Committee. John has also been involved with the Te Kuiti and Rawene Lions' Clubs.

John was also appointed New Zealand's High Commissioner to the Cook Islands in 2011 and became Mayor of the Far North District of New Zealand in October 2013.



HARRY BURKHARDT
Chair Ngāti Kuri Trust Board

Harry is the Managing Director and shareholder of Replas Ltd, a company that he and his partner started in 1991. Replas manufactures and markets a range of plastic products utilising waste plastic. Replas has manufacturing plants in New Zealand and Australia and supplies its products and services to over 10 countries worldwide. In 1996 Harry and his partner purchased Matta Products Ltd. Matta manufactures and markets Safety Surfacing. With a manufacturing plant in New Zealand and sales and installation teams in New Zealand, Australia, England and the United States, Matta supplies its products and services to over 12 countries. Both companies employ over 70 staff.

Harry is the Chairman of the New Zealand Maori Arts and Crafts Institute |Te Puia, Chairman for his Iwi, the Ngāti Kuri Trust Board and was also was one of their Treaty Negotiators. He is a member of the Investment Advisory Panel for the Ministry of Primary Industry Primary Growth Partnerships, President of the Packaging Council of New Zealand and a Trustee on the A+ Trust.

He was an appointed Board Member on the Auckland District Health Board from 2003 – 2010, chaired the Audit Risk and Finance Committee from 2004- 2007 and was then Deputy Chairman and Chairman of the Finance Committee from 2007-2010. Harry Chaired the Ngāti Whatua o Orakei Health Clinic from 2010- 2014. In 2007 he was part of a Maori Economic Development working group in Taranaki, a joint initiative between Venture Taranaki and the Maori Health provider Tui Ora.



LINDSAY FAITHFULL
CEO of McKay Whangārei

Lindsay was raised in Whangārei and is of Ngāpuhi, English, and Scottish descent. Lindsay and his family are the owners of McKay Ltd. McKay, established in 1936, is a multi-disciplined electrotechnology company that specialises in electrical engineering, systems integration, software development, contracting, infrastructure maintenance, switchboard manufacturing, and marine electrical activities. The Whangārei grown business employs over 230 people and has operations in Northland, Auckland, Waikato, Bay of Plenty, China, and the United States.

Lindsay is CEO & Managing Director of McKay and a Director of Maintenir, a JV company established to undertake maintenance and project activities for Refining NZ and other major industries, and is the Northland representative for the NZ Marine Industry Association.

Lindsay has a BE(HONS) from Canterbury University, is a Member of the New Zealand Institution of Professional Engineers, the UK Institution of Engineering and Technology, is a UK chartered engineer, a Member of the Institute of Directors, and is an alumni of the University of Auckland's Global Executive Leadership Programme.



JUNE MCCABE
Company Director MBA

June has extensive experience across a broad range of industries/sectors at governance and senior management levels. Following an extensive corporate career in the public, finance and banking sectors, June established Sustainable Prosperity (NZ) Limited a management consultancy business providing advice on governance, strategic planning and strategy development, investment banking and Māori capital markets. Currently, through her consultancy she is in working in partnership with JBWere, an investment specialists firm to stimulate Māori participation in the capital markets.

She is a strong advocate for building New Zealand's Leadership capability as evidenced by her role as Founding Chair of the Leadership Institute and for her work toward the economic advancement of both Māori and women. In 2003 she launched a book which she co-authored entitled Woman2Woman aimed at motivating and inspiring women in careers and business. From 1997 she has been active in promoting Māori advancement having held a number of roles that give rise to Māori investment and Māori economic development.

With governance experience of over 20 years, she has been on a number of public, private and not-for-profit organisations, including Television New Zealand, The New Zealand Venture Investment Fund, Housing New Zealand, Accident Compensation Corporation and Te Wananga o Aotearoa, to name a few. She is currently on the boards of Northland District Health Board, Procure Health Limited and associated companies Avanti Finance and Te Waka Pupuri Putea Limited, the commercial holding company of Te Rarawa.



BEN DALTON

Senior Regional Official for Northland

Ben Dalton is the Senior Regional Official endorsed by Ministers to oversee the Government's involvement in economic development in Northland. His role is to facilitate government collaboration and coordination in support of the region's development. Ben Dalton is the Deputy Director General of the Ministry for Primary Industries with responsibility for Sector Partnerships and Programmes.

Ben is responsible for delivering government non-regulatory interventions for increasing primary sector productivity. These include the Primary Growth Partnership Fund, Sustainable Farming Fund, Aquaculture Unit, Irrigation Acceleration Fund and Māori Agribusiness programme.

He was raised in Otara and is of Ngāpuhi, Ngāti Porou and Irish descent. He has a broad range of experience across the private, community, and public sectors having been the owner/operator of forestry, housing and training businesses.

He was Chief Executive for Te Runanga a Iwi O Ngāpuhi for two separate terms. The Runanga was established to benefit the descendants of Ngāpuhi, New Zealand's largest tribe of approx 125,600 people. The role of the Runanga includes leading and representing Ngāpuhi in resource management, and economic and social issues at local, regional and national levels.

During his public sector career he has been Chief Executive of the Crown Forestry Rental Trust (assists Māori to prepare, present and negotiate claims against the Crown, which involve, or could involve, Crown forest licensed lands), and Deputy Chief Executive at the Ministry for Fisheries.

He has served on both the Northland and Wellington Rugby League boards and remains involved in community development projects in Kaikohe. Ben has an MBA from the University of Auckland, and is a graduate of the Senior Executive Programme at Columbia University.

APPENDIX 2 STEERING COMMITTEE MEMBERSHIP

The Steering Committee is made up of representatives from across the region's different sectors. Each of the following organisations has nominated a representative.

STEERING COMMITTEE
Northland Inc (Chair of Steering Committee)
Ministry for Social Development
Ministry of Education
Te Puni Kokiri
Far North District Council
Kaipara District Council
Northland Regional Council
Whangārei District Council
Iwi Consortium Advisor
Ministry of Business, Innovation and Employment
Ministry for Primary Industries

FURTHER INFORMATION

To make contact with the team please email vaughan@northlandinc.co.nz or call **09 438 5110** and ask to speak with the Action Plan Portfolio Manager.

ITEM: 4.2

Page 1 of 6

ISSUE: New Zealand Transport Agency Regional Report**ID:** A828133**To:** Regional Transport Committee Meeting, 6 April 2016**From:** Chris Powell, Transport Manager**Date:** 22 March 2016

Report Type:	<input type="checkbox"/> Normal operations	<input checked="" type="checkbox"/> Information	<input type="checkbox"/> Decision
Purpose:	<input checked="" type="checkbox"/> Infrastructure	<input type="checkbox"/> Public service	<input type="checkbox"/> Regulatory function
	<input type="checkbox"/> Legislative function	<input type="checkbox"/> Annual\Long Term Plan	<input type="checkbox"/> Other
Significance Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to introduce a report by Ernst Zöllner, Regional Director Northland/Auckland, New Zealand Transport Agency pertaining to national and regional issues. It concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

No decision required.

Whilst both national and regional issues pertaining to the New Zealand Transport Agency are of high significance, the purpose of this report is to provide an information update only. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation(s):

-
1. That the report 'New Zealand Transport Agency Regional Report' by Chris Powell, Transport Manager, dated 22 March 2016, be received.
-

**4.5 Report
to:**

Northland Regional Transport Committee

Presenter:

Ernst Zollner, Regional Director Auckland & Northland

Date:6th April 2016**1. Agency News****Road Efficiency Group Workshop – One Network Road Classification (ONRC) Business Case Approach (BCA) for Maintenance and Operations Interactive Workshop**

The above workshop was held on 15th March 2016 and is one of a series of workshops with Northland and Auckland Council Asset Managers to help Road Controlling Authorities (RCAs) develop their current Activity Management Plans (AMP) to incorporate the NZ Transport Agency Business Case Approach and One Network Road Classification (ONRC).

A draft guide has been developed which provides assistance in this area.

The Road Efficiency Group (LGNZ & NZTA) has adopted a business case approach (BCA). A BCA promotes early engagement with stakeholders and seeks a clear understanding of the problems, consequences and benefits in planning for activities.

Business Case Approach

If a party applies for NLTF funding it will need to demonstrate that the principles of the business case approach have been applied.

It is important that all investments are able to clearly show the value they would have in addressing an RCAs strategic problems and undertaking core business activities, and how this will provide benefit to customers and represent value for money.

There needs to be a clear link between the programme or project proposed in the AMP and the key issues facing your RCA, an understanding of the cause and consequence of the issues, and that different options have been considered for determining the best response or solution.

It is about having early conversations with key stakeholders and funding partners to get buy-in and alignment to other processes. And it is about right sizing and shaping the AMP to deliver on the issues that matter to provide the most efficient and effective programme.

Applying the business case principles is not about compliance, it is about demonstrating a compelling investment story with rational logic.

NZTA Investment Assurance Program 2015/16

Whangarei District Council has had a Technical audit completed in February 2016. Kaipara District Council have had full investment audit completed in February 2016. A full investment audit is scheduled for Far North District Council in late March 2016.

The Investment Assurance Programme supports the NZ Transport Agency's planning and investing for outcomes approach by providing assurance to the Transport Agency that its investments have been well managed and are providing value for money.

An investment audit of each approved organisation is carried out every two to five years, depending on a risk assessment. Factors that determine the frequency include the size of the Transport Agency's financial contribution, the complexity of each organisation's programme, network condition (pavement and safety), known challenges facing particular approved organisations and the outcome of previous audits.

2. Delivery of the Northland Transport Programme

Website updated to provide greater clarity

At the time of writing, the Transport Agency's website is being updated to reflect the **current programme of work**. This reflects the 'Connecting Northland' approach and all projects – planned and under construction – will be organised under the three 'Connecting Northland' corridor plans.

- Auckland to Whangarei
- Twin Coast
- Internal connections

The website will specifically include an opportunity for people to sign up and also provide feedback on the following

- Auckland to Whangarei Corridor Plan (issues and opportunities)
- Taipa Bridge
- Kaeo Bridge
- Matakohē Bridge
- Loop Road to Smeatons Hill (Toetoe to Oakleigh)

Regional 'Game Plans'

The NZ Transport Agency is working with the NRC and TLAs to develop a series of regional plans which will be delivered through the three corridor plans and local plans.

These include

- Regional Cycle Plan
- Regional Stopping Places Plan
- Regional Resilience Plan

Corridor Plans

The **Auckland to Whangarei Corridor Plan** is progressing with a Steering Group meeting held on the 23rd March to conclude the Investment Objectives and commence the development of alternative programmes of investment.

The Twin Coast Discovery Corridor Plan will commence later this year and is likely to be a collaborative effort between MBIE, **Northland Inc**, **TLA's** and the Transport Agency.

Bridge investigations underway

Progress is being made at Taipa, Kaeo and Matakohē with the appointment of a project team to progress the replacement of the one-lane bridges.

These four **bridge upgrades** are part of the Government's commitment (through the NZ Transport Agency) to upgrade Northland's state highways to improve the region's economic success and connections with the rest of the country. Indicative plans will be shared with the community for feedback later this year. A detailed design for each bridge will then be completed with construction planned to begin late in 2017/ early 2018.

Progressing safety projects

The Transport Agency team remains focused on addressing immediate safety concerns and the following schemes are being developed

- SH1 Loop Road – Toetoe to Smeaton Hill – in addition to the intersection improvements at Loop Road North and Portland Road, roadside safety improvements will be considered along this stretch of road which has seen a number of fatalities and serious injuries.
- SH11 Airfield to Lillypond – Construction is due to begin mid-year on the safety improvements for this stretch of the network which will include the installation of side barriers for safety reasons.
- Waipapa Growth project continues to be progressed with FNDC in the process of commissioning transport modelling services.

The team are also continuing to work with KDC and the community at Kaiwaka to establish a Township Improvement Plan. This will set out a vision for how speeds through the community could be managed through improved signage gateway treatments, pedestrian connections, landscaping, streetscape and landuse changes.

Project under construction

Progress continues on the **Brynderwyns** project with the focus on earthworks and pavement construction through various sections of the project.

Whangarei Urban Improvements – The Notice of Requirement to designate the land required for the **SH1 Tarewa** upgrade project has been lodged with WDC. Public notification is anticipated for April. The **SH1 Wilson to Fourth** upgrade project is now complete with final landscaping to begin in April. The **SH1 Kensington to Manse Street Intersection Improvements Project** commenced in late January 2016 and has been well accepted by the communities and business impacted by the construction.

90% of the site clearing has now been completed on the **SH1 Akerama** project north of Whangarei and the earthworks drainage and preloading works are now in the settlement

phase. Areas of pavement subgrade are being worked on in preparation for the pavement construction while the cut to waste operation is continuing. The Wetland construction will be commencing its next phase shortly which will involve the planting.

3. Maintenance and Operations

Highlights

- Zero Harm to date. (TRIFR of 0)
- Reseals completed on SH1 south with no customer complaints.
- Successful transition of Acting MCM (Jacqui Hori-Hoult) to new MCM (Greg Jeeves) has been smooth.
- Lack of complaints during summer construction / reseals season.
- A number of Compliments received from the public for the work we are doing out on the network.
- Exceeded minor safety programme achievement target pre-Christmas

Operational Performance

The key results area (KRA) measurement for the 4 month reporting period of November 2015 to February 2016 is being pulled together currently for presentation to the board on the 24th March.

It is anticipated that the overall performance score for this KRA period will result in an overall score of “best practice”. This means tenure is maintained for the supplier.

Smaller Safety Projects

The ongoing safety programme has 71% of projects complete to date. Delivery sat at 80% nearing the end of February, however the addition of two new projects has reset the completion target. Resources are available to deliver these new projects within the required timeframe.

Resilience Projects

Resilience Projects are underway with SH14 Rock wall repair (100% complete), SH1 Schedeways Hill retaining wall (31% complete), SH1 Mitimiti Nth retaining wall (11% complete).

SH14 Wheki Valley Drainage Improvements (Hydrotech) is due to start in March, with SH12 Waipoua Forest slip repairs scheduled to begin in April subject to PTA controls being agreed.

4. Road Safety

Visiting Drivers Signature Project

A comprehensive project overview of the Visiting Drivers Signature Project was provided to the Northland Road Safety Forum on 19th February 2016, outlining the range of initiatives developed to inform/reinforce road safety awareness at each stage of a visitor's holiday journey. This is a multi-agency cross sector approach that acknowledges there is no single solution to addressing visiting driver safety on New Zealand roads. Initiatives include: development of a driving app, Tourism Industry toolkit, road and roadside improvements on selected routes, travel speed signage, directional signage and advertising billboards.

A detailed road safety report is provided to you separately by Ian Crayton-Brown under agenda item: 4.5

ITEM: 4.2

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Going forward, Northland Regional Council and the Transport Agency are developing a format for a comprehensive joint Northland Road Safety report which will provide the strategic context to the operational delivery.

A handwritten signature in black ink, appearing to read 'Ernst Zöllner', written in a cursive style.

Ernst Zöllner

Regional Director Auckland & Northland

ITEM: 4.3

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ISSUE: Connecting Northland – Auckland to Whangarei Programme Business Case**ID:** A828611**To:** Regional Transport Committee Meeting, 6 April 2016**From:** Chris Powell, Transport Manager**Date:** 22 March 2016

Report Type:	<input type="checkbox"/> Normal operations	<input checked="" type="checkbox"/> Information	<input type="checkbox"/> Decision
Purpose:	<input checked="" type="checkbox"/> Infrastructure	<input type="checkbox"/> Public service	<input type="checkbox"/> Regulatory function
	<input type="checkbox"/> Legislative function	<input type="checkbox"/> Annual/Long Term Plan	<input type="checkbox"/> Other
Significance Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to introduce a presentation by Tim Crow, Safety and Network Performance Manager and Jim Sephton, Principal Transport Planner, New Zealand Transport Agency on the Programme Business Case for the Auckland to Whangarei corridor. It concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

No decision required.

Whilst both national and regional issues pertaining to the New Zealand Transport Agency are of high significance, the purpose of this report is to provide an information update only. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation(s):

-
1. That the report 'Connecting Northland – Auckland to Whangarei Programme Business Case' by Chris Powell, Transport Manager, dated 22 March 2016, be received.
 2. That an update on the Connecting Northland – Auckland to Whangarei Programme Business Case be presented to the next Regional Transport Committee meeting.
-

ITEM: 4.3

Page 2 of 2

Report:

At the Regional Transport Committee (RTC) meeting held on 3 February 2016, a presentation titled '*Connecting Northland – Auckland to Northland Programme Business Case*' was given by the New Zealand Transport Agency (NZTA).

This presentation detailed the progress made to date and the proposed way forward for the Programme Business Case for the Northland – Auckland state highway projects. The following aspects were highlighted:-

- A Programme Business Case sets out the long and short term investment plan, how the network operates and the environmental, social and cultural outcomes.
- Establishment of three Business Cases for the Northland Network by 2017.
- The process: confirm the strategic case, develop the programme, identify the preferred programme and deliver and monitor the programme.
- Strategic case: problems and benefits.
- SH14 to Warkworth section: programme.
- Extent of the corridor.
- Next steps: finalise evidence, confirm objectives, develop the programme.

Following on from the presentation, Mr. Zöllner suggested that the RTC "*continue to receive updates on this matter over the next few meetings*".

In addition, "*Cr Court suggested that the Regional Report be presented to the elected member of Northland via the next Northland Regional Governance Strategic Forum Meeting to be held at the Copthorne Hotel and Resort in the BOI on Tuesday the 23rd of February 2016*".

Mr. Zöllner of the NZTA provided the presentation at this forum meeting.

ITEM: 4.4

Page 1 of 2

ISSUE: Northland Regional Land Transport Plan 2015-2018 – Funding Uptake**ID:** A828126**To:** Regional Transport Committee Meeting, 6 April 2016**From:** Chris Powell, Transport Manager**Date:** 22 March 2016

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 three year Northland Regional Land Transport Plan 2015–2018 for the period 1 July 2015 to 29 February 2016. It concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

The activities detailed in this report are provided for in the council's 2015–2025 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 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(s):

-
1. That the report, 'Northland Regional Land Transport Plan 2015–2018 – Funding Uptake' by Chris Powell, Transport Manager, dated 22 March 2016, be received.
-

ITEM: 4.4

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Report:

Reports on the Northland Regional Land Transport Plan – 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 Plan 2015–2018 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 2015 to 29 February 2016 by the Northland Regional Council, Far North District Council, Whangarei District Council, Kaipara District Council and NZTA

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

Regional Land Transport Plan 2015 - 2018**ITEM 4.4**

Attachment 1

Northland Regional Council (NRC)**1 July 2015 - 29 February 2016**

Name	Phase	Status	16/17 FAR	Start	Final	Total 15/18 Budget	15/16 Budget	Revised Cost	15/16 Expenditure to date	Comments
Bus Services	Operations	Approved	54%	2015/16	2017/18	\$3,456,614	\$1,132,472	-	\$572,554	Service operating within budget
Passenger Transport Facilities Operations and Maint.	Operations	Approved	54%	2015/16	2017/18	\$400,000	\$200,000	-	\$21,351	Costs related to security service at Rose Street Terminus, terminus and bus stop maintenence and renewals.
Total Mobility Operations	Operations	Approved	40%	2015/16	2017/18	\$774,419	\$256,930	-	\$114,266	Client survey currently being undertaken to try and ascertain why client use of the Scheme remains low.
Total Mobility Wheelchair Hoist Use Payments	Operations	Approved	100%	2015/16	2017/18	\$84,000	\$28,000	-	\$12,995	Wheelchair hoist claims remain within budget.
Public Transport Information Supply, Ops and Maint.	Operations	Approved	54%	2015/16	2017/18	\$313,191	\$104,397	-	\$29,534	Work has reduced in this cost centre due to staff shortage
Minor Improvements 2015/18 - PT Improvements	PT Improvements	Approved	54%	2015/16	2017/18	\$420,000	\$140,000	-	\$93,333	Provision made for service pending finalisation of contract
Regional Land Transport Management Planning 2015/2018	Programme	Approved	54%	2015/16	2017/18	\$266,387	\$79,104	-	\$26,054	Costs on track for financial year
Regional Road Safety Action Plan 2015/2018	Programme	Approved	54%	2015/16	2017/18		\$66,010		\$18,057	Funding recently approved.
Road Safety Promotion - Medium Strategic Fit	Implementation	Approved	54%	2015/16	2017/18	\$102,100	\$33,287	-	\$7,731	Summer and holiday projects to be carried through into May 2016.
Road Safety Promotion - High Strategic Fit	Implementation	Approved	54%	2015/16	2017/18	\$341,297	\$111,565	-	\$40,000	Summer and holiday projects to be carried through into May 2016.
SuperGold Card	Implementation	Committed	10%	2015/16	2017/18	105,000	\$105,000	-	\$69,631	Operating to budget

Regional Land Transport Plan 2015 - 2018

ITEM 4.4

Attachment 2

Far North District Council (FNDC)

1 July 2015 - 29 February 2016

Name	Phase	Status	16/17	Start	Final	Total 15/18	15/16	Revised	15/16	Comments
			FAR			Budget	Budget	Cost	Expenditure to date	
Emergency Works Repairs September 2013 Event	Construction	Committed	59%	2015/16	2015/16	\$370,152	\$370,152	-	\$370,152	Works 100% Complete works to be complete EOY 30 June 2016 Yes correct amount a new application was approved for further funding. Works to be completed by 30th June 2016 Works 100% Complete works to be complete EOY 30 June 2016 Works 100% complete 52% spent and on target to 100% spend with ongoing road surface renewals still occuring Some carry over (30%) predicted to carry on network strength study. On track for 100% spend On track for 100% spend This Budget line includes Minor Safety, Bridge improvements, resilience improvements and walking & cycling. Some carry over expected, dependant on Resource consents and contractor availability.
Emergency Works Repair July/Aug 2014 event, initial response	Construction	Committed	59%	2015/16	2015/16	\$1,994,000	\$1,994,000		\$82,225	
Emergency Works Repair July/Aug 2014. Stg 1 - Permanent Repairs			79%	2015/16	2015/16	\$808,810	\$808,810	-	\$20,810	
	Construction	Committed								
Emergency Works Repair July/Aug 2014 - Stg 2 Permanent Repairs	Construction	Committed	79%	2015/16	2015/16	\$1,193,257	\$1,193,257	-	\$1,193,257	
Emergency Works Repair July/Aug 2014 - Stg 3 Permanent Repairs	Construction	Committed	79%	2015/16	2015/16	\$1,280,681	\$1,280,681	-	\$724,575	
Emergency Works - Mangakahia Road - April 2015	Construction	Committed	79%	2015/16	2015/16	\$136,714	\$136,714	-	\$136,714	
Maintenance & Operations Local Roads	Local Roads	Approved	59%	2015/16	2017/18	\$77,714,841	\$22,293,837	-	\$11,687,272	
Asset Management Planning Review	Study	Committed	65%	2015/16	2015/16	\$156,432	\$156,432	-	\$38,812	
Road Safety Promotion - Medium Strategic Fit	Implementation	Approved	59%	2015/16	2017/18	\$612,961	\$204,320	-	\$134,959	
Road Safety Promotion - High Strategic Fit	Implementation	Approved	59%	2015/16	2017/18	\$2,419,679	\$806,560	-	\$532,755	
Minor Improvements 2015-18	Local Roads	Approved	59%	2015/16	2017/18	\$10,400,000	\$4,000,000	-	\$507,434	

Regional Land Transport Plan 2015 - 2018**ITEM 4.4**

Attachment 3

Whangarei District Council (WDC)**1 July 2015 - 29 February 2016**

Name	Phase	Status	15/16 FAR	Start	Final	Total 15/18 Budget	15/16 Budget	Revised Cost	15/16 Expenditure to date	Comments
Emergency Works 2014/15: Various Sites	Construction	Committed	54%	2015/16	2015/16	\$822,930	\$822,930	-	\$463,252	Works to be completed this summer.
Preventative Maintenance 2012/15	Construction	Committed	51%	2015/16	2017/18	\$112,142	\$112,142	-	\$19,855	Works to be completed this summer.
Maintenance & Operations - Local Roads	Local Roads	Approved	54%	2015/16	2017/18	\$71,681,265	\$22,321,428	\$23,893,755	\$12,776,719	Onngoing. 53% complete. Funding increase due to approval of forestry funding.
Activity Management Planning 2015/2018 - Programme business case	Study	Approved	54%	2015/16	2017/18	\$151,893	\$50,000	-	\$29,302	Ongoing project
Activity Management Planning 2012/2015 - Study	Study	Committed	61%	2015/16	2015/16	\$3,463	\$3,463	-	\$3,463	Completed
Crash Reduction Study 2014/15	Study	Committed	61%	2015/16	2015/16	\$16,367	\$16,367	-	\$7,656	Project nearing completion
ONRC Transition Plan - Programme business case	Study	Approved	54%	2015/16	2017/18	\$157,000	\$66,000	-	\$0	Project underway
Whangarei Transportation Network Strategy Update2014/15	Study	Committed	61%	2015/16	2015/16	\$24,919	\$24,919	-	\$24,919	Project nearing completion
Road Safety Promotion 2015/18 - High Strategic Fit	Implementation	Approved	54%	2015/16	2017/18	\$776,000	\$258,667	-	\$158,628	Ongoing programme.
Road Safety Promotion 2015/18 - Medium Strategic Fit	Implementation	Approved	54%	2015/16	2017/18	\$103,000	\$34,333	-	\$28,603	Ongoing programme.
Road Safety Promotion 2015/18 - Emerging Strategic Risk	Implementation	Approved	54%	2015/16	2017/18	\$60,000	\$20,000	-	\$0	Ongoing programme.
Cycleway Construction 2012/15	Construction	Committed	61%	2015/16	2015/16	\$1,666,259	\$1,666,259	-	\$618,637	Ongoing project. Contract for Riverside Dr cycleway awarded and underway.
Mill Road/Nixon Road Upgrades	Construction	Committed	61%	2015/16	2017/18	\$6,851,400	\$3,783,900	\$4,783,900	\$3,783,900	Stage 2 (Kamo/Kensington intersection) underway. Due for completion in December. Funding cashflowed from 2016/17 to 2015/16 due to Stage 2 starting earlier than expected.
Minor Improvements 2015/18	Local Roads	Approved	54%	2015/16	2017/18	\$6,972,209	\$2,140,598	-	\$854,151	Programme underway.

Regional Land Transport Plan 2015 - 2018

ITEM 4.4

Attachment 4

Kaipara District Council (KDC)1 July 2015 - 29 February 2016

Name	Phase	Status	16/17 FAR	Start	Final	Total 15/18 Budget	15/16 Budget	Revised Cost	15/16 Expenditure	Comments
Emergency Works 2014/15: Various Sites	Construction	Committed	61%	15/16	15/16	\$624,641	\$624,641	-	\$322,924	This project is now completed, however the final invoice is still to be agreed
Emergency Works 2015/16: Various Sites	Construction	Committed	61%	15/16	15/16	\$325,000	\$325,000	-	\$0	This project has started but invoices have not been received.
Maintenance & Operations Local Roads	Local Roads	Approved	61%	15/16	17/18	\$41,448,363	\$13,269,679	-	\$10,127,439	Expenditure is now on track to finish slightly above 2015/16 budget due to the escalation of renewal designs for 2016/17 now being done this year.
Activity Management Planning	Prog. Bus. Case	not approved	69%	15/16	17/18	\$318,336	\$118,336	-	\$0	This has not applied for yet. Expect the application to spend this allocation applied for during March and April.
Road Safety Promotion - Medium Strategic Fit	Implementation	Approved	61%	15/16	17/18	\$60,000	\$20,000	-	\$18,206	Toll: 3 deaths - on Kaipara network Road Safety Promotion: Young Drivers– the December Learner Licence programme had 11 pass, with 4 resits to be undertaken. <ul style="list-style-type: none">• Young Driver programme: The December programme ran with 15 students of whom 11 have passed their learner licence and 4 will re-sit.• Volunteer Mentor Driving Programme: The programme has been granted funding to purchase a dedicated vehicle for the programme. It was launched in Dargaville on 12 January with media recording the handover of the keys. The programme will continue in January. CDMP: One student and mentor are in this programme.
Road Safety Promotion - High Strategic Fit	Implementation	Approved	61%	15/16	17/18	\$315,000	\$105,000	-	\$57,898	<ul style="list-style-type: none">• Drive Soba: The second programme for this year finished in December with 6 offenders completing the programme.• Media: Smoke free cars on 31 December and Breached Driver project on 13 January, both in the Advocate Meetings/Other Activities: Young Driver workshop NZTA workshop, Young Driver Learner licence partners meeting, Northland Road Safety Trust, Northland Road Safety Association, Planning for regional breached driver new initiative, Whangarei Safer Community, School Road Patrol fun days supported, Northland Road Safety Forum, Breached driver initiative
Minor Improvements 2015-18 - Local Roads	Local Roads	Approved	61%	15/16	17/18	\$7,489,800	\$2,494,900	-	\$654,945	A number of large projects have started but yet to be invoiced, such as the replacement of 3 box culverts and the resilience projects on Pukehuia Rd, which should completed the programme.

Northland Regional Land Transport Programme 2012 - 2018

ITEM 4.4

Attachment 5

Northland Highway Network Organisation (NZTA)1 July 2015 - 29 February 2016

Name	Phase	Status	15/16 FAR	Start	Final	Total Budget	15/16 Budget	Revised Cost	15/16 Expenditure to date	Comments
Kamo Bypass Stage 2	Construction	Committed	100%	2009/10	2012/13	\$15,399,900	-\$206,000	\$9,500	\$682,009	Project complete. Post Implementation
SH1 Akerama Curves Realignment and PL	Construction	Committed	100%	2006/07	2012/13	\$14,723,000	\$6,459,000	n/a	\$2,685,663	Construction phase
SH1 Corridor Improvements - Whangarei	Construction	Committed	100%	2011/12	2015/16	\$13,807,800	\$7,813,493	\$8,605,000	\$4,817,430	Design & Construction phases.
SH1 Springfield to Mata Median Barrier DBC	Investigation	Probable	100%	2015/16	2015/16	\$242,000	\$242,000	n/a	\$115,981	Investigation phase
SH1 Springfield to Mata Median Barrier	Construction	Probable	100%	2014/15	2016/17	\$0	\$0	\$0	\$0	currently in investigation phase
SH1N - Brynderwyn North Safe Systems Project	Construction	Approved	100%	2014/15	2014/15	\$16,943,517	\$750,000	\$9,100,000	\$7,742,295	Construction phase.
Maint, Operations and Renewals Programme 2015/18	Maintenance	Approved	100%	2015/16	2015/18	\$116,831,333	\$22,884,150	n/a	\$11,731,885	Northland M&O and Renewals
Minor Improvements	Construction	Approved	100%	2015/16	2015/18	\$7,116,000	\$1,989,280	n/a	\$788,305	Northland Minor Improvements

ISSUE: Regional Road Safety Update**ID:** A828908**To:** Regional Transport Committee Meeting, 6 April 2016**From:** Ian Crayton-Brown, Transport Projects Officer & Trish Rudolph
NZTA**Date:** 22 March 2016

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 in regard to fatal, serious, minor and non-injury crashes, 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 2015–2025 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(s):

-
1. That the report 'Regional Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer, & Trish Rudolph NZTA dated 23 March 2016, be received.
-

Road trauma update:**National road toll – 2016 Year to Date:**

The national road toll for 2016 presently stands at 83 involving 72 fatal crashes as at 23 March. For the same period in 2015 it stood at 73 involving 65 fatal crashes.

Northland road toll – 2016 Year to Date:

The Northland road toll presently stands at 8 as at 23 March 2016. This figure is made up of:-

- Two deaths in the Far North,
- Three deaths in Whangārei, and
- Three deaths in the Kaipara district.

For the same period in 2015 the road toll stood at four.

RoadSafe Northland Meeting 19 February 2016:

See Attachment 1 for the draft meeting minutes from the above meeting, including updates from road safety partners from around the region.

A 'Visiting Driver' presentation was also to be made by Jenny Dickinson from NZTA, Christchurch however due to last minute flight changes Jenny stayed in Christchurch as she would have missed all of the Forum meeting and most of the Workshop planned for the afternoon. Jacqui Hori-Hoult delivered the presentation on her behalf and facilitated the Workshop.

See Attachment 2 for brief notes from the workshop.

A further Workshop is still planned to include Jenny Dickinson explaining the project she managed in the lower South Island and the lessons learnt to assist northland to better respond to the growing challenges of overseas tourists on northland roads.

Ride Forever Motorcycle Training Workshops:

Two courses were planned for the weekend of 5 & 6 March but unfortunately a one off course planned for Marsden Point on 5 March was cancelled due to insufficient registrations. Those that did register were offered places on the Whangarei course or future Whangarei courses that would suit their shiftwork commitments.

Another successful Ride Forever Motor Cycle Training workshop did take place on Sunday 6 March in Whangarei. 20 riders of varying skills took part covering the bronze, silver & gold gradings. Two of the riders returned and participated at a higher grade of instruction from the first course they attended.

The use of ear pieces for the instructors to communicate with the riders is very effective offering immediate interaction between riders and instructor. The participants once again at the debrief at the end of the day spoke very highly of the Ride Forever training and the great instructors.

ACC, NRC and ProRider will continue to work together and will aim to continue doing Whangarei training workshops bi-monthly while there is still a good uptake of willing participants.



A Ride Forever Course is also planned for Kaitia on Saturday 7 May. ProRider is seeking the support of Far North REAP and ACC to assist promoting it through their networks in the Far North.

On the following day in Whangarei on Sunday 8 May another Course will take place. These courses take place wet or dry conditions.

Northland Road Safety Issues 2011-2015:

Preliminary key figures for the 'Northland Road Safety Issues 2011-2015' document updating the previous 2010-2014 document, showing the crash proportions for:-

- Open road crashes – reducing from 68.9% to 68%
- Loss of Control on Bends – reducing 49.9% to 49%
- Hitting Roadside Objects - reducing 32.4% to 31%
- Crashes During Summer – reducing 29% to 27%
- Fatal & Serious Crashes – increasing from 25.8% to 27%
- Young Drivers (Age 15 to 24) at Fault or part at fault – increased from 25.6% to 30%
- Driving too fast for the conditions – increased from 23.2% to 25%
- Driver with excess alcohol – remained same at 22%
- Motorcycles - increasing from 9.4% to 10%.

At the next Regional Transport Committee meeting a more informative report regarding these new statistics will be available.

Minutes RoadSafe Northland Forum 19 February 2016

In attendance:

Northland Road Safety Trust Cr J Williamson (Chairman)	Broadspectrum H McGrath	Northland Regional Council I Crayton-Brown A Child C Niblock
NZ Transport Agency J Hori - Hoult M Parker T Rudolph	Northland Road Safety Association H Mountain W Deeming	Far North REAP K Sloane-Hobson
Far North District Council M Gabriels A Court	RoadSafe Northland G Archer M Van Der Veer	OPUS D Spoonley
NZ Police I Row	Automobile Association S Westgate V Cocurullo	DHB – Health B Rowse

Apologies:

Henri VZ , Eileen K, Sandra HH, Chris P, Keith C, Mark N, Wayne E, J Dickinson (Flight Problems from ChCh)

Welcome

The Chairman welcomed everyone to the meeting.

Apologies

Apologies received from the persons above.

Moved: J Williamson / W Deeming

Minutes from previous

Accepted with minor amendment that Vince Cocurullo was in attendance.

Moved: John Williamson / M Gabriels

Correspondence

None

What's happening in the 'Young Drivers' space?

There have been some key changes that have happened with regards to young drivers, the drivers' age has risen and the process for getting a license has changed in particular at the restricted level with tougher testing and the 120hour practice expectation.

G Archer provided an update on the 'Community Mentor Driving Programme' which has been a successful programme in Northland run in association with People Potential.

- Mentors are trained by AA driving specialists who provide 3 lessons and ongoing assessments
- People Potential manage the process and work with both the mentors and students

- There is great stability with the mentors
- An extension until June 2016 has been successful and People Potential are committed to continuing the programme beyond this.
- Vehicle was originally provided and has since been purchased by People Potential, they also have a second vehicle for use in the programme.

G Archer provided a further update on the smaller Learner Driver Programme that is running alongside this programme in the Dargaville (KDC) area.

- Northland Road Safety Trust have funded a vehicle for this programme
- A driving instructor has also been in contact setting up paid driving lessons aimed at bringing students from Te Roroa Learning Centre and Dargaville High into Whangarei for lessons.

The aim is for Driving Education/Licensing to become part of the Education System and have every student leave school with a license. It is not compulsory for schools but it is hoped the lower decile schools will pick it up and include as part of the curriculum.

Questions were asked regarding the criteria for entry into the 'Community Mentor Driving Programme'

- There are two separate 12 week programs, one is targeted at an older group on a case by case basis
- Police checks are done for the 16-19 yr olds, reason being the protection of the Mentor however there are some exceptions to this.
- Those on temporary work permits are excluded as the programme is targeted at those who will get the best benefit/value
- Generally targeted at those struggling to get access to resources (vehicles/funds etc)

The idea behind this programme has been the recognition that having a driver's license increases employability for young people. Auckland Chamber of Commerce has done a study noting young people are 6 x more likely to get a job with a driver's license.

Another factor is that 70% of young people are without a license and this leads to an increase in fines and often resulting in early entry into the criminal justice system.

And finally there has been recognition that the school system should be doing something to assist young people in gaining a driver's license.

Kiri Sloane-Hobson confirmed secondary schools are utilizing the gateway services and pushing licensing more this year.

T Rudolph also provided an update on her recent involvement with the Young Drivers Portfolio.

- A large aspect of the focus group was understanding the programs currently available and putting a team together to review and report on the vast network of various organisations involved, building a case for change for young drivers.
- The report was presented at the CE's Forum but is still to be released publically.

Concerns were raised by I Crayton-Brown that the focus group was based in Auckland; Northland issues can be quite different.

- T Rudolph confirmed there is recognition that this needs to be brought into other areas and as the representative for Northland she has been passing on information but there is still some work to be done.

- There is an appreciation that the programme was initially designed for middle class NZ and not the fringe classes, this is being worked on to further reach lower decile areas.

W Deeming attended the presentation at the AA National Council meeting and was impressed with the work done and the depth of the research so far.

Further discussion was had on the prosecution numbers for under 20's relating to driving under the influence, numbers have reduced significantly with I Row confirming numbers have halved, young people are getting the message.

Regional Road Safety Action Plan Update

- In 2015 the Road Safety Coordination meetings were reviewed and it was decided to have one meeting/group focused on "Road Safety Action Planning".
- Developed a simplified report to include all Northland activity.

T Rudolph confirmed there is a desire and willingness from the leadership team to get the Road Safety Action Planning back up and running nationally, to develop a collective understanding of what is happening nationally.

- The aim of the group is to provide more awareness of the issues/risks that are being addressed.
- The group will ensure recognition of current projects on the ground through all levels.

Road Table Updates – Current risks targeted

The meeting diverged to the round table with a focus on current risks being targeted

Police – Senior Sergeant Ian Row

Current focus is on fatal and serious crashes that have happened in the past 15 months, mainly being fatigue and seatbelts.

There have been five fatalities this year and three of those were special circumstances, not part of the 'Fatal 5'. The other two were related to fatigue.

It is difficult to determine what police can do to target fatigue. Currently they are working with the Northland Road Safety Association and supporting the fatigue stops, helping to identify higher risk areas. They also have a new Intel Analyst who is helping to identify high risk drivers through social media etc.

V Cocurullo raised the question about accidents at intersections and whether they are related to fatigue. I Row confirmed they are encouraging officers to talk to people at these incidents and ask more questions about their day, why were they speeding, are they tired?

Another issue the police are having is the increase of daily phone calls about intersections that they do not consider high risk so it means they are pulling resources from other high risk areas to attend to these calls.

J Williamson asked if they have any specifics to targeting motorcyclists, I Row confirmed only through general enforcement.

J Hori – Hoult asked if the police get many calls through *555, I Row confirmed they do but are pushing for more resources to be able to respond before they push the use of *555 further. J Hori – Hoult confirmed NZTA would be able to help push the message once resources are found.

Network update – (Dave Spoonley)

Dave showed a presentation confirming the recent spike in fatal crashes towards the end of 2015. Both fatigue and restraints are showing as increasing quickly but crashes relating to bends are still the biggest issue at 55%. Wet road crashes have been decreasing.

The most frustrating issue is still restraints, survivable crashes the people die in purely because they were not wearing a restraint at the time.

T Rudolph agreed the focus has been lost over the years in Northland relating to restraints. The national office is developing resources to push this focus and Northland/East Coast will hopefully be included in the first push.

D Spoonley and T Rudolph both confirmed adults are generally the ones responsible along with a strong link to alcohol. Further discussion was had regarding comfort factors, and how alcohol/drugs affect the learned behaviour to 'make it click'. J Hori – Hoult made a comment that a lot of the older generations don't have that learned behaviour, it is only coming through now in the younger generations.

Heavy Vehicles – (Ian Crayton-Brown)

Fatigue is another big issue and risk with the freight vehicles. So too is the increasing number of heavy vehicles on the road meaning an increase in the chances of motorists having a head on crash with a heavy vehicle if crossing the centre-line. The section of road between Ruakaka and Whangarei is particularly vulnerable.

FNDC/FAR NORTH REAP – (Kiri Sloane-Hobson)

Currently targeting driving under the influence of alcohol/drugs, looking at where they are coming from and also targeting home based drinking. New campaign 'One Tear Too Many'.

Young Drivers Programme that is starting in March.

'Tusca Programme' focusing on restraints and speed, targeting the younger generation to reach to older generation through schools etc

Also focusing on visiting tourists, using one key message 'stick left'

WDC/KDC – (Gillian Archer)

Young Drivers Programme, including new vehicle for KDC. Driveway run over kit and the Rider – Northland Road Safety Programme where all KDC schools are involved. There is also the continuation of the Alcohol/Sober Driver programme.

Looking into short term programs/additional resources regarding restraints as they had a hire programme through Plunket which unfortunately has been pulled.

A SADD workshop is being held in Whangarei on 8th March at A'fare, this includes the Far North District.

Other initiatives include the 'Distraction Message' relating to smoking in cars and the new initiative 0800 number for young drivers – a contact for all resources relating to licensing etc.

Health SmokeFree – (Bridget Rowse)

The DHB have a new alcohol/drug advisor; will bring him along to the next meeting. We have also applied for national funding for a smoke free programme in the Hokianga.

Safer Journeys - Visiting Drivers Project

Presentation by Jacqui Hori – Hoult on behalf of Jenny Dickinson

The purpose of this project is to improve road safety for and of visiting drivers, while maintaining New Zealand's reputation as an attractive and safe tourist destination, the presentation summarised the following key points:

- There were 3.09 million visitors for the year to November 2015
- Tourism is important to the NZ economy
- Over the last 2 years there have been a number of high profile crashes hitting NZ media.
- The number of licence holder visitor crashes is decreasing
- The total number of international visitors has increased by 30%

J Hori – Hoult then showed the YouTube video 'Visiting Drivers Project' demonstrating the various initiatives being used at the different stages of a visitor's holiday.

It was noted that NZTA are having a stand at the field days this year, this will include a driving simulation machine.

Discussion continued around the three questions relating to the presentation which J Hori – Hoult will disseminate after:

1. What are the key visitor journeys in Northland?
2. What are the challenges our visitors are facing on these journeys?
3. What can we do to assist our visitors with these challenges?

A tentative date of 15th April was made for Jenny Dickinson to visit Whangarei.

The meeting closed at 12.35 pm

Meeting Dates 2016: 15 April, 17 June, 19 August, 21 October, and 16 December.

SIGNED.....
Chairman

DATE:.....

VISITING DRIVERS: WORKSHOP DISCUSSION

19 FEBRUARY 2016

A comprehensive project overview of the Visiting Drivers Signature Project was provided, outlining the range of initiatives developed to inform/reinforce road safety awareness at each stage of a visitor's holiday journey. This is a multi-agency cross sector approach that acknowledges there is no single solution to addressing visiting driver safety on New Zealand roads.

Following is a summary of the feedback from the workshop discussion

What are the key journeys for Northland visitors?	What are the challenges our visitors are facing?	What can we do?
<ul style="list-style-type: none"> ○ Auckland ⇨ Bay of Islands ⇨ Cape and back ○ West coast travel increasing ○ Cruise ship presence increasing ○ Twin coast tourist route ○ Domestic visitors – seasonal/holiday periods <ul style="list-style-type: none"> ○ Car towing boat increasing ○ Caravans 	<ul style="list-style-type: none"> ○ Posted speed inappropriate for visitor unfamiliar with roads ○ Type of tourist vehicle to be considered ie campervan, power capacity and handling ○ Driving culture of country of origin ○ Change of road speed/quality/geography from SH to local ○ Realistic travel times based on distance and type of road to be considered ○ Limited rest stop facilities ○ Detours, especially diversions via unsealed roads ○ Stock movements ○ Local driving culture and courtesy ○ Availability of accommodation options ○ Tourists sleeping in cars 	<ul style="list-style-type: none"> ○ Informed analysis to improve understanding of travelling audience - what the data says ○ Early road safety advice at the travel planning stage ie rest post international travel pre-driving ○ Signage – advisory, courtesy message, directional, symbols ○ Video - driving conditions compared with other countries to clarify expectations ○ Travel apps – content, messaging ○ Info and resources provided to Auckland based operators ○ Rest stops – frequency, attractiveness ○ Duty hotel system ○ GPS technology – rest alert ○ Consistent network quality ○ Overseas licence conditions, what are they? ○ Targeted approach to take into account <ul style="list-style-type: none"> ○ Seasonal factors ○ Time of day (tides for boaties) ○ Destination survey ○ Type of traveller ○ Type of vehicle

ISSUE: Integration of the Regional Land Transport Plan 2015/21 and the Northland Civil Defence Emergency Management Group Plan 2016-2021

ID: A829242

To: Regional Transport Committee Meeting, 6 April 2016

From: Graeme MacDonald, CDEM Manager and Chris Powell, Transport Manager

Date: 23 March 2016

Report Type:	<input type="checkbox"/> Normal operations	<input checked="" type="checkbox"/> Information	<input type="checkbox"/> Decision
Purpose:	<input checked="" type="checkbox"/> Infrastructure	<input type="checkbox"/> Public service	<input type="checkbox"/> Regulatory function
	<input type="checkbox"/> Legislative function	<input type="checkbox"/> Annual/Long Term Plan	<input type="checkbox"/> Other
Significance Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

At the Regional Transport Committee (RTC) meeting held on 3 February 2016, a paper titled 'Northland Civil Defence Emergency Management Group Plan 2016-2021' was tabled along with a presentation in support of the paper.

At this meeting, it was moved:-

That staff (Transport and CDEM) report back to the next Regional Transport Committee meeting on the linking and integration of the work programmes from the Regional Land Transport Plan and the CDEM Group Plan.

This report services to update the RTC on the progress made in this regard and concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

The activities detailed in this report are provided for in the council's 2015–2025 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 national funding assistance for the upgrading of land transport infrastructure 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(s):

-
1. That the report, 'Northland Civil Defence Emergency Management Group Plan 2016 -2021' by Graeme MacDonald, CDEM Manager, dated 23 March 2016, be received.
 2. That a progress report be provided to the next Regional Transport Committee meeting.
-

Report:**Regional Land Transport Plan 2015/2021**

As detailed in the previous report, the Regional Land Transport Plan (RLTP) identifies route resilience as one of the most important issues facing the region.

The RLTP itself covers route resilience in some detail and provides both maps and specific high risk areas in Northland.

One of the work streams in the compilation of the RLTP was to identify and provide as much information as possible on these high risk areas.

See Attachment I for a copy of the NZTA Spreadsheet depicting the Northland resilience related projects for inclusion in the RLTP. The information contained in this sheet is graphically presented in the following maps:-

- Attachment II Major Risk Areas
- Attachment III Resilience Corridor Initiatives
- Attachment IV Resilience Spot Treatments

It is important to note that the specific state highway resilience related work may be undertaken as part of a corridor related initiative or may be undertaken separately.

Contained in the RLTP under State Highway Improvements – Enhanced Network Resilience was a request by NZTA for the provision of \$17.6m over the 2015/16-2020/21 funding period. This funding request sits in the National Land Transport Programme under the Funding Priority as Probable.

The NZTA Planning and Investment Knowledge Base describes the funding priority category Probable as:-

Funding has not yet been approved for the activity but, based on its profile and the robust evidence provided in developing the NLTP funding approval is likely for an application made in 2015-18, subject to funds being available.

For the Far North, Whangarei and Kaipara District Councils, there are two avenues of funding available to address resilience related issues, these are:-

- Emergency Funding – This is funding provided for when the carriageway is completely blocked and needs to be opened as a matter of urgency and returned to its original status, and;
- Resilience Improvements Funding – In the event the vehicle movement on a carriageway is not adversely compromised but repairs will need to be undertaken to ensure long term use of the road i.e. a slip, assistance may be sourced through this funding category.

The three District Councils have separate lists relating to projects that would fall under the Resilience Improvements Funding category. These will be requested at a later date.

Northland Civil Defence Emergency Management Group Plan 2016/2021

Contained in the report tabled at 3 February 2016 RTC meeting was a section that included the following statement:-

At present the respective plans individually identify solutions and it is therefore recommended that dialogue between the Civil Defence Emergency Management Group and Regional Transport Committee is ensured.

Examples of proposed Actions from the CDEM Plan include the development of a Logistics Plan that recognises the content of the RLTP relating to route security and resilience, be compiled.

In support of the above the following is contained in the Northland CDEM Group Plan:

- *Support the development of a regional road network resilience plan by the Northland Lifelines Group or another appropriate agency*
- *Monitor and support implementation of road network resilience projects identified in the Regional Land Transport Plan.*
- *Take an advocate role in encouraging actions to central government to improve road and other lifelines resilience.*

Since the last RTC meeting the Northland CDEM Group has agreed a work programme for the calendar year. The work programme includes reviews of existing standard operating procedures, plans and new activities mainly focused at achieving outcomes and objectives relating to readiness, response and recovery for a national level Tsunami Exercise to be held over 3 days in August and September 2016.

Included in this work plan is the review of the Tsunami Evacuation Maps to align with the 2012 Tsunami Hazard Updated Risk Assessment, at an estimated cost of \$40,000. This mapping has provided analysis of critical infrastructure, including roading, which falls within the evacuation zones.

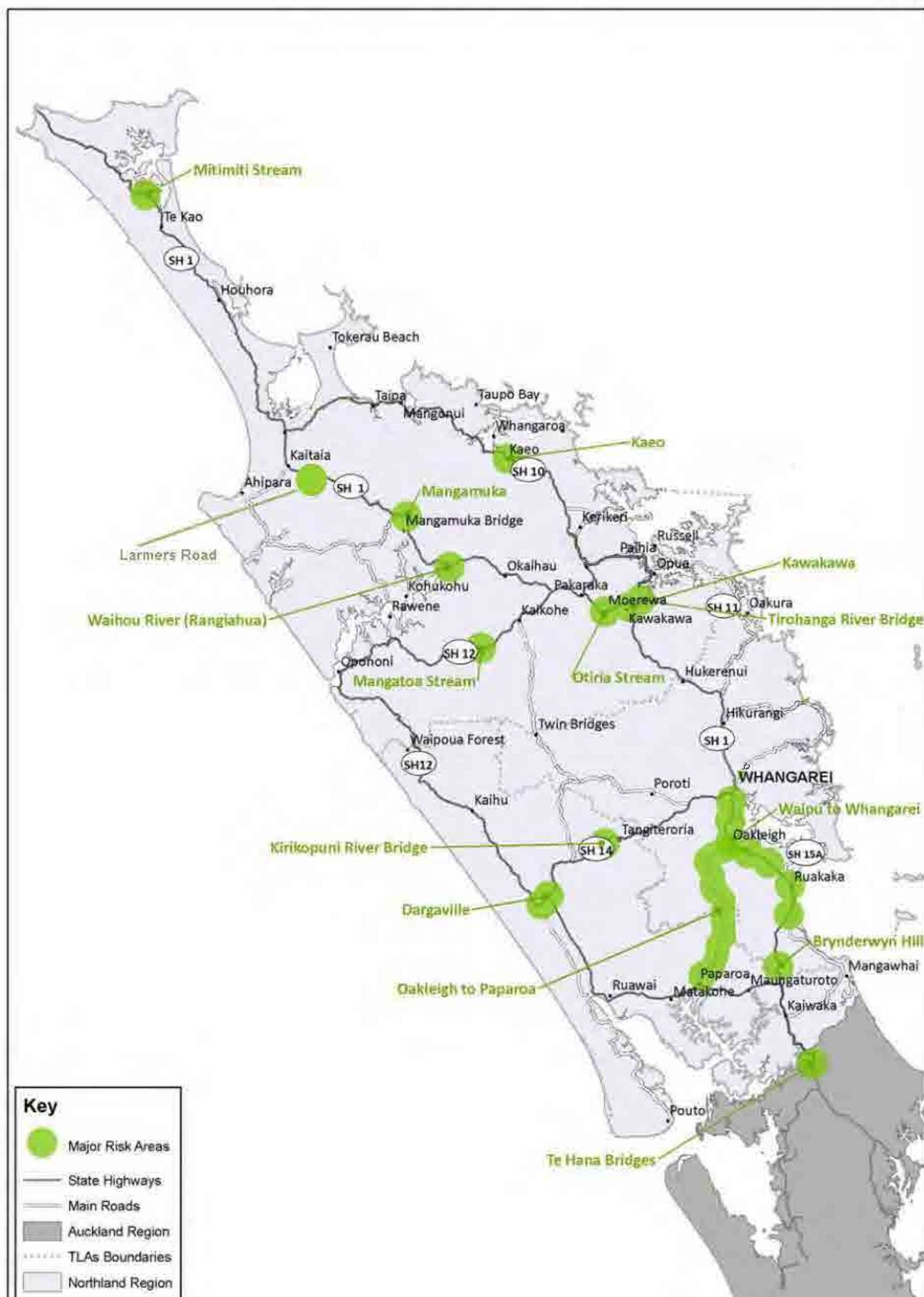
The Northland Lifelines Utility Group which comprises Asset Managers from the various utility sectors has yet to hold its first meeting for the year (scheduled for 6 April).

The proposal is that at the next meeting of the Northland Lifelines Utility Group an agenda item to discuss these matters will be undertaken. A recommendation will be made to establish a sub group consisting of representatives of the various roading authorities, together with the NRC Transport and CDEM staff to review the existing RLTP and Northland CDEM Group Plan in an effort to align the various roading and work programmes into a single regional road network resilience plan.

An update on progress will be provided to the next RTC.

Rank	SH	RS	RP	Name	Treatment Costs	Comments	SH Classification	Funding Activities	
	SH 1	330	SH 1330	4.73	North of Te Hana Bridge	\$ 50,000.00	Manage and response plan - detour routes	NS	M&O
	SH 1		SH 1		Turntable Hill	\$ 650,000.00	Proposed Preventative Maintenance Application approval confirmed in March 2015	Regional Distributor	Preventative Maintenance
	SH 1	245	SH 1245	6.12	Saleyards Road	\$ 413,000.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	Regional Distributor	Preventative Maintenance
	SH 1	373	SH 1373	4.22	Shedewys Hill (End of Existing retaining wall)	\$ 550,000.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	NSHV	Preventative Maintenance
	SH 1	373	SH 1373	4.27	Shedewys Hill (Small Slip being topped up)	\$ 550,000.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	NSHV	Preventative Maintenance
	SH16	92	SH1692	4.35	Lookout Hill 2 - South	\$ 500,000.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	Primary Collector	Preventative Maintenance
	SH16	92	SH1692	4.85	Lookout Hill 2 - North	\$ 500,000.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	Primary Collector	Preventative Maintenance
	SH 1	346	SH 1346	3.32	Substation North (South Underslip) - Culvert 8	\$ 50,000.00	Manage and response plan - detour routes will be part of Te Hana study	NS	M&O
	SH 1	346	SH 1346	3.83	Substation (North Underslip)	\$ 50,000.00	Manage and response plan - detour routes will be part of Te Hana study	NS	M&O
	SH14	30		8.199	Rock Wall Shoulder Slump	\$ 250,000.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	Primary Collector	Preventative Maintenance
	SH 1		SH 1		Callaghans Road	\$ 500,000.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	Regional Distributor	Preventative Maintenance
	SH10	79	SH1079	2.592	Puketotara Road	\$ 413,000.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	Primary Collector	Preventative Maintenance
	SH10	79	SH1079	2.3	Bush Point	\$ 318,600.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	Primary Collector	Preventative Maintenance
	SH10	79	SH1079	0.843	Thompson Place	\$ 59,000.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	Primary Collector	Preventative Maintenance
	SH10	48	SH1048	0.51	July Road	\$ 165,200.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	Primary Collector	Preventative Maintenance
	SH 1	20	SH 120	9.1	Mitimiti North	\$ 50,000.00	Manage and response plan - detour routes will be part of Tehana study	Primary Collector	M&O
	SH 1	215	SH 1215	4.41	Long Hill passing Lanes	\$ 141,600.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	Regional Distributor	Preventative Maintenance
	SH10	95	SH1095	0.951	Zidich Hill	\$ 236,000.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	Primary Collector	Preventative Maintenance
	SH12	89	SH1289	12.12	Waipoua	\$ 82,600.00	Proposed Preventative Maintenance Application approval to be confirmed March 2015	Primary Collector	Preventative Maintenance
	SH1				Cape Reinga to Awanui (No Detours)	TBA	Manage and Response Plan	Primary Collector	M&O
					Mangakahia Road	TBA	Corridor Study	N/A	M&O
	SH10				Kaeo	\$ 20,000.00	Flooding - NRC hydologic solution works completed this has been successful with the SH flooding during high tide - Management & Response Plan required	Primary Collector	M&O
	SH10				Mangonui - Kaeo - Puketona	TBA	Corridor Study - Flooding and Underslips	Primary Collector	Investigation Management
	SH1				Kaitaia - Ohaewai	TBA	Corridor Study - Flooding and Underslips	Primary Collector	Investigation Management
	SH1				Moerewa / Kawakawa / Taumarere	TBA	Flooding - work with NRC to understand hydrology of the area	Primary Collector	M&O
	SH1				Brynderwyns	\$ 20,000.00	Manage and Response Study - detours routes for Paparoa / Oakleigh and Mangawhai	National Strategic	M&O
	SH14				Whangarei to Dargaville	TBA	Corridor Study	Primary Collector	Investigation Management
	SH11				Paihia	TBA	Flooding - work with NRC to understand hydrology of the area	Primary Collector	M&O
	SH1				Whangarei to Kawakawa	TBA	Flooding - work with NRC to understand hydrology of the area	Regional Collector	M&O
	SH12				Opononi Foreshore Erosion	TBA	Initial investigation for Foreshore Erosion	Primary Collector	M&O
	SH12				Ohaewai to Omapere	TBA	Corridor Study	Primary Collector	Investigation Management
	SH12				Mangakahia Road - SH14/12 int	TBA	Corridor Study	Primary Collector	Investigation Management

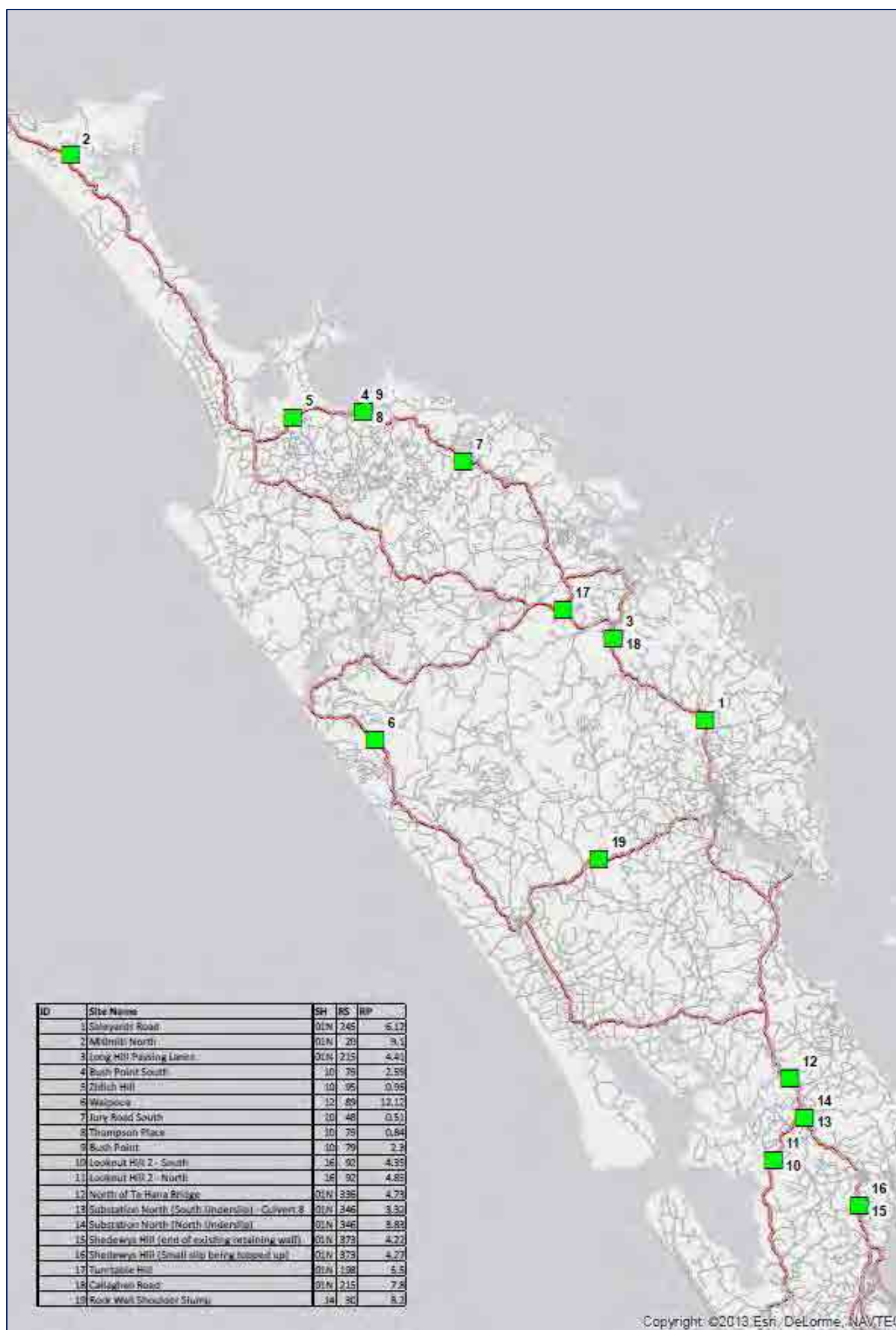
Major Risk Areas - Northland



Resilience Corridor Initiatives



Resilience Spot Treatments



ISSUE: Variation to the Northland Regional Land Transport Plan 2015/2021**ID:** A828124**To:** Regional Transport Committee Meeting, 6 April 2016**From:** Jacqui Robson, General Manager Infrastructure and Asset Management, Far North District Council**Date:** 22 March 2016

Report Type:	<input type="checkbox"/> Normal operations	<input type="checkbox"/> Information	<input checked="" type="checkbox"/> Decision
Purpose:	<input checked="" type="checkbox"/> Infrastructure	<input type="checkbox"/> Public service	<input type="checkbox"/> Regulatory function
	<input type="checkbox"/> Legislative function	<input type="checkbox"/> Annual\Long Term Plan	<input type="checkbox"/> Other
Significance Policy:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to seek a variation to the Northland Regional Land Transport Plan 2015-2021 for the Far North District Council Streetlight LED Conversion 2015/21 project.

This project was erroneously omitted from the Draft Regional Land Transport Plan stemming from confusion as to which funding category this project was to be included in.

Section 18D, subsection 2 (a) of the Land Transport Management Act 2003 allows for variations.

Legal compliance and significance assessment:

The activities detailed in this report are provided for in Council's 2015/25 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 this report is to request a variation to the Northland Regional Land Transport Plan 2015/18, therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation(s):

1. That the report, 'Variation to the Northland Regional Land Transport Plan 2015/2021' by Jacqui Robson, General Manager Infrastructure and Asset Management, dated 22 March 2016, be received.
2. That the Streetlight LED Conversion be included as a variation to the Northland Regional Land Transport Plan 2015/21.

Report:**Background:**

The Far North District Council as part of its 2015/25 Long Term Plan (LTP) approved the local share portion for the conversion of its streetlight network to LED lighting subject to gaining New Zealand Transport Agency (NZTA) funding assistance approval. Attachment 1 is page 148 of the Final 2015/25 LTP which details the financial information in relation to the completion of this project.

This project was included in the NZTA Transport Investment Online (TIO) computerised funding application programme for inclusion the Draft Northland Regional Land Transport Plan (RLTP) 2015/2021 within the Local Road Improvements category. This was reflected as summarised below:-

2015/16 - \$400,000

2016/17 - \$200,000

2017/18 - \$200,000

Total - \$800,000

Note that the above figures are for the total project cost i.e. includes both the NZTA subsidy and local share.

The information contained in the funding tables for the Draft RLTP was sourced directly from the respective road controlling authorities input into TIO. At the commencement of the process, the three district councils had included LED lighting projects into their respective funding assistance applications.

At the time however, there was some confusion as to which funding category these projects were to be included in. This resulted in a number of changes being made before this matter was resolved. During the process, it would appear that the Far North District Council application was erroneously omitted from TIO and therefore the Draft RLTP.

\

The Far North District Council is still committed to completing the streetlight LED conversion of the balance of its streetlight network by the end of the 2017/18 financial year, subject to NZTA approval via business case.

Land Transport Management Act 2003:

Section 18D titled Variation of Regional Land Transport Plans states that:-

- 1) *A regional transport committee may prepare a variation to its regional land transport plan during the 6 years to which it applies if:*

(a) the variation addresses an issue raised by a review carried out under section 18CA; or

(b) good reason exists for making the variation.

- 2) *A variation may be prepared by a regional transport committee:*

(a) at the request of an approved organisation or the Agency; or

(b) on the regional transport committee's own motion.

Due to nature of the issue, this application meets the requirement of the Land Transport Management Act 2003 Section 18D subsection 1 (b).

In addition to the above, Section 18D, subsection 5 further states that:-

5) The provisions of this Act that apply to the preparation of a regional land transport plan apply with the necessary modifications to a variation of a regional land transport plan; however, consultation is not required for any variation that:

(a) is not significant; or

(b) arises from the declaration or revocation of a State highway.

As the request for this variation does not exceed \$7million, it does not trigger the Significance Policy for Northland as shown in Section 8.4 of the Regional Land Transport Plan 2015/21 and therefore public consultation on this variation is not required.

Based on the content of this report, it is recommended that the Regional Transport Committee approve the Far North District Council application to vary the Regional Land Transport Plan 2015/21 to allow for the inclusion of the LED lighting project for the Far North.

Attachment 1: Councils Long Term Plan (LTP) 2015-25 – Ref: A1694636

ROADING AND FOOTPATHS GROUP

Roading & Footpaths

Project Name	2015-16 \$'000s	2016-17 \$'000s	2017-18 \$'000s	2018-19 \$'000s	2019-20 \$'000s	2020-21 \$'000s	2021-22 \$'000s	2022-23 \$'000s	2023-24 \$'000s	2024-25 \$'000s
LEVEL OF SERVICE WORKS (continued)										
District										
Roading Network										
WC12 - Dust Mitigation	1,200	0	0	0	0	0	0	0	0	0
WC12 - Dust Mitigation	0	1,224	0	0	0	0	0	0	0	0
WC12 - Dust Mitigation	0	0	1,248	0	0	0	0	0	0	0
WC12 - Dust Mitigation	0	0	0	1,273	0	0	0	0	0	0
WC12 - LED Streetlight Extension	400	0	0	0	0	0	0	0	0	0
WC12 - LED Streetlight Extension	0	104	0	0	0	0	0	0	0	0
WC12 - LED Streetlight Extension	0	0	300	0	0	0	0	0	0	0
WC3 - Cycleways construction	750	0	0	0	0	0	0	0	0	0
WC3 - Cycleways construction	0	1,020	0	0	0	0	0	0	0	0
WC3 - Cycleways construction	0	0	1,040	0	0	0	0	0	0	0
WC3 - Walking Facilities	225	0	0	0	0	0	0	0	0	0
WC3 - Walking Facilities	0	230	0	0	0	0	0	0	0	0
WC3 - Walking Facilities	0	0	234	0	0	0	0	0	0	0
WC3 - Walking Facilities	0	0	0	239	0	0	0	0	0	0
WC3 - Walking Facilities	0	0	0	0	244	0	0	0	0	0
WC3 - Walking Facilities	0	0	0	0	0	248	0	0	0	0
WC3 - Walking Facilities	0	0	0	0	0	0	253	0	0	0
WC3 - Walking Facilities	0	0	0	0	0	0	0	258	264	269
WC3 - Walking Facilities	225	230	234	239	244	248	253	258	264	269
Bridge Replacements	0	1,000	0	0	0	0	0	0	0	0
Bridge Replacements	0	0	1,000	0	0	0	0	0	0	0
Roading Network Total	2,800	3,907	3,965	1,751	487	497	507	517	527	538
Roads Targeted Rates										
Tanekaha Lane	0	0	0	0	0	0	0	0	44	0
Roads Targeted Rates Total	0	0	0	0	0	0	0	0	44	0
District Total	13,501	9,541	9,238	4,951	3,687	3,697	3,707	3,717	3,771	3,738