

NORTHLAND REGIONAL COUNCIL

Regional Transport Committee Agenda

For meeting to be held in the Council Chamber,
36 Water Street, Whangārei, on Wednesday 7 December 2016,
commencing at 10 am

MEMBERSHIP OF THE COMMITTEE

Chairman: Cr John Bain (NRC)

Cr Paul Dimery (NRC) TBC (WDC) Mr E Zöllner (NZTA)
Cr Julie Geange (KDC) Cr A Court (FNDC)

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

OPEN MEETING

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ISSUE: Regional Transport Committee Representatives and Regional Transport Committee Alternate Representatives

ID: A892578

To: Regional Transport Committee Meeting, 7 December 2016

From: Chris Powell, Transport Manager

Date: 14 November 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 introduce the formally nominated representatives of the Regional Transport Committee (RTC) and to provide the names of the formally nominated Alternate Representatives. It concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

No decision required.

Whilst the work of the Regional Transport Committee is 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 'Regional Transport Committee Representatives and Regional Transport Committee Alternate Representatives' by Chris Powell, Transport Manager, dated 14 November 2016, be received.
 2. That the elected Regional Transport Committee Representatives and Regional Transport Committee Alternate Representatives be duly noted.
-

Report:

Land Transport Management Act 2003

Subpart 2, Section 105, subsections 1; 2; 4; of the Land Transport Management Act 2003 (Act) stipulates that:-

- 1) *As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.*
- 2) *Each regional council must appoint to its regional transport committee:-*
 - a) *2 persons to represent the regional council; and*
 - b) *1 person from each territorial authority in the region to represent that territorial authority; and*
 - c) *1 person to represent the agency.*
- 4) *A person specified in subsection (2)(a) to (c) and (3)(a) and (b) may only be appointed on the nomination of the relevant entity.*
- 6) *Each regional council must appoint from its representatives the chair and deputy chair of the committee.*
- 7) *At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting:-*
 - a) *has a deliberative vote; and*
 - b) *in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).*

2016 Local Body Election

Following the 2016 local body triennium election, letters were sent to the NZ Transport Agency and to the Far North, Whangarei and Kaipara District Councils requesting the names and contact details for both the Representative and Alternate Representative appointed to the Northland Regional Transport Committee.

Northland Regional Transport Committee Representatives.

Formal written confirmation has been received by the Northland Regional Council from each approved entity confirming the appointment of the following representatives:-

Councillor John Bain (Chair) – Northland Regional Council;
Councillor Paul Dimery (Deputy Chair) – Northland Regional Council;
Councillor Ann Court – Far North District Council;
To be confirmed – Whangarei District Council;
Councillor Julie Geange – Kaipara District Council; and
Mr Ernst Zöllner – Regional Director Auckland and Northland NZ Transport Agency

Please see Attachment I for the Terms of Reference for the Regional Transport Committee.

Northland Regional Transport Committee Alternate Representatives

Formal written confirmation has been received by the Northland Regional Council from each approved entity confirming the appointment of the following representatives:-

Councillor Joce Yeoman – Northland Regional Council
Councillor John Vujcich – Far North District Council;
To be confirmed – Whangarei District Council;
To be confirmed – Kaipara District Council; and
Mr Brett Gliddon – Highway Manager Auckland and Northland NZ Transport Agency

Please see Attachment II detailing the functions of an Alternative Member.

COMMITTEE TERMS OF REFERENCE

Regional Transport Committee

Membership

The Regional Transport Committee (the committee) comprises two (2) councillors (as Chairperson and Deputy Chairperson) plus a representative from each of the district councils and a representative from the New Zealand Transport Agency, as follows:

Chairperson:
Councillor John Bain

Deputy Chairperson:
Councillor Paul Dimery

Members:
Councillor Ann Court representing the Far North District Council
To be confirmed representing the Whāngārei District Council
Councillor Julie Geange representing the Kaipara District Council
Mr Ernst Zöllner representing the NZ Transport Agency

Alternate Members:
Any appointing authority may appoint an alternate (who shall have full voting rights) for the appointed member. These alternative members as follows:-

Councillor Joce Yeoman – Northland Regional Council
Councillor John Vujcich – Far North District Council;
To be confirmed – Whangarei District Council;
To be confirmed – Kaipara District Council; and
Mr Brett Gliddon – Highway Manager Auckland and Northland NZ Transport Agency

Quorum

The quorum for meetings of the committee shall be three members, being half of the members (including vacancies).

Terms of Membership

Should any member appointed to represent an outside organisation be absent without prior leave from two consecutive meetings of the committee, that person's appointment is automatically terminated.

Should a vacancy occur in the membership of the committee, the Committee Secretary (or person fulfilling that role) shall report this to the next meeting of the council and the nominating organisation will be invited to nominate a replacement.

Members of the committee representing outside organisations are expected to regularly report back to their nominating organisation on matters discussed at committee meetings.

Voting Rights

At any meeting of the committee, the Chair, or any other person presiding at the meeting, has a deliberate vote, and in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved). This is a requirement of the Land Transport Management Act 2003 (the Act) and therefore takes precedence over council's standing orders.

COMMITTEE FUNCTIONS

- 1) To prepare for approval by the Northland Regional Council:
 - (a) a Regional Land Transport Plan for the Northland region, or any variations to the plan or any reports on the plan prepared under the Act;
 - (b) a Regional Public Transport Plan, or any variations to the plan prepared under the Act; and
 - (c) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.
- 2) To adopt a policy that determines significance in respect of variations made to the Regional Land Transport Plan.
- 3) To regularly monitor and review progress towards the adoption and implementation of the Regional Land Transport Plan.
- 4) To approve procedures and requirements for implementing the council's public passenger transport service registration functions under the Act.
- 5) To advise the council on any significant legislative changes, programmes, plans or reports relating to the region's land transport system.
- 6) To liaise with Ministry of Transport, New Zealand Transport Agency, the Commissioner of Police, district councils, Northland's Road Safety Forum and other interests on land transport matters, and advise the council on appropriate new initiatives.
- 7) To regularly monitor and review progress towards the performance targets and outcomes relative to land transport contained in the current Long Term Plan and Annual Plan.

Delegated Authority – Power to Act

- 1) Does not have the powers of council to act in the following instances as specified by Clause 32 (1) of Schedule 7 of the Local Government Act 2002:
 - a) make a rate;
 - b) make a bylaw;
 - c) borrow money, or purchase or dispose of assets, other than that in accordance with the current Long Term Plan or Annual Plan;
 - d) adopt a Long Term Plan, or Annual Plan, or Annual Report;
 - e) appoint a Chief Executive; or
 - f) adopt policies required to be adopted and consulted on under this Act in association with a Long Term Plan or developed for the purpose of the Local Governance Statement.

- 2) Does have the ability to appoint subcommittees to deal with any matters of responsibility within the committee's Terms of Reference and areas of responsibility, and to make recommendations to the committee on such matters. (Any subcommittee shall not have power to act other than by a resolution of the committee with specific limitations where there is urgency or special circumstance.)
- 3) Does have the ability to make decisions in accordance with the Terms of Reference.

Power to Act (for the information of council)

- 1) To prepare an annual report on the Regional Land Transport Plan
- 2) To co-ordinate regional road safety activities.
- 3) To monitor transport activities of the regional council, territorial authorities and New Zealand Transport Agency in order to report on progress of the Regional Land Transport Plan.

Power to Recommend to Council

- 1) To prepare and recommend the Regional Land Transport Plan and Regional Public Transport Plan. To consider and recommend transportation planning studies and associated outcomes.
- 2) To provide recommendations to relevant government agencies on transport priorities and the allocation of national regional transport funds.

ISSUE: Overview and Introduction to the Puhoi to Warkworth Public Private Partnership

ID: A898175

To: Regional Transport Committee Meeting, 7 December 2016

From: Tom Newson, Principle Project Manager – Puhoi to Warkworth, NZ Transport Agency

Date: 18 November 2016

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

Executive summary:

The purpose of this report is to introduce a presentation by Tom Newson, Principle Project Manager – Puhoi to Warkworth, NZ Transport Agency, providing the Regional Transport Committee an overview and introduction to the Puhoi to Warkworth Public Private Partnership project.

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 'Overview and Introduction to the Puhoi to Warkworth Road Public Private Partnership' by Tom Newson, Principle Project Manager – Puhoi to Warkworth, NZ Transport Agency, dated 18 November 2016, be received.
-

ISSUE: Confirmation of Minutes – 5 October 2016

ID: A900272

To: Regional Transport Committee Meeting, 7 December 2016

From: Christine Niblock, Regional Transport Committee Secretary

Date: 24 November 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 5 October 2016 (**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 5 October 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 5 October 2016
commencing at 10.00am

Present:

Northland Regional Council

Cr J Bain, Chairman
Cr P Dimery

Kaipara District Council

Mr P Winder

Far North District Council

Cr A Court

Whangarei District Council

Cr G Martin

New Zealand Transport Agency

Mr E Zöllner

In Attendance:

Full Meeting

NRC Chairman – Cr Bill Shepherd
NRC CEO – Malcolm Nicolson
NRC Community Resilience/Customer Service Group Manager –
Tony Phipps
NRC Transport Manager – Chris Powell
NRC Transport Projects Officer – Ian Crayton-Brown
NRC Infrastructure Manager – Graham Nielsen
WDC Roding Manager – Jeff Devine
KDC Roding Manager – Henry Van Zyl
NRC Minute Taker – Tegan Capp
NRC Public Passenger Transport Officer – Sharlene Selkirk
NZTA Network Performance Manager- Tim Crow

There were 13 others recorded as attending.

The Chairman declared the meeting open at 10:01am.

Apologies (Item 1.0)

There were no apologies to be received.

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 – 1 June 2016 (Item 3.1)

ID: A864716

Report from Regional Transport Committee Secretary, Tegan Capp.

Moved (Winder/Dimery)

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

Carried

Secretarial Note: Permission was granted to Chris Powell to table a progress report on the Regional Cycle Plan at the next Regional Transport Committee meeting on 7 December 2016.

New Zealand Transport Agency Regional Report (Item 4.1)

ID: A879955

Report from Regional Director Northland/Auckland, New Zealand Transport Agency, Ernst Zöllner.

Moved (Bain/Court)

1. That the report 'New Zealand Transport Agency Regional Report' by Ernst Zöllner, Regional Director Northland/Auckland, New Zealand Transport Agency, dated 26 September 2016, be received.

Carried

Northland Regional Land Transport Plan 2015-2018- Funding Uptake (Item 4.2)

ID: A879200

Report from Transport Manager, Chris Powell.

Moved (Martin/Dimery)

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

Carried

Secretarial Note:

- *It was agreed that the report format would be amended to include extra non-financial information. The purpose of this change would be to better inform Regional Transport Committee members and the public about Northland Regional Land Transport Plan 2015-2018 progress.*

Regional Road Safety Update (Item 4.3)

ID: A880439

Report from Transport Projects Officer, Ian Crayton-Brown and NZTA Regional Road Safety Advisor Trish Rudolph.

New Zealand Transport Agency's Regional Road Safety Advisor – Trish Rudolph was in attendance and gave a presentation about of the next Road Safety Action Plan, highlighting the Key Areas of Focus.

Moved (Winder/Dimery)

1. That the report 'Regional Road Safety Update' by Ian Crayton-Brown Transport Projects Officer; and Trish Rudolph, New Zealand Transport Agency dated 26 September 2016, be received.
2. That the Committee requests actual evidence of the progress of programmes put in place and their successes.
3. That the 'Northland Road Safety Focus Areas 2016/17' document has been endorsed by the Committee.

Carried

A Status Update on Electric Vehicles (EV's) in Northland and Nationally (Item 4.4)

ID: A879270

Report from Margriet Geesink, Sustainability Development Manager, Northland District Health Board and Russell Watson, Network Engineer Manager, Northpower.

Margriet Geesink, Northland District Health Board and Russell Watson, Northpower were in attendance and provided a presentation on the regional and national progress made in regard to Electric Vehicles (EV's).

Moved (Winder/Dimery)

1. That the report 'A Status Update on Electric Vehicles (EV's) in Northland and Nationally' by Margriet Geesink, Sustainability Development Manager, Northland District Health Board and Russell Watson, Network Engineer Manager, Northpower dated 22 September 2016 be received.

Carried

Natural Resilience Business Improvement Project (Item 4.5)

ID: A879205

Report from Stuart Woods, Principal Transport Planner, Highways and Network Operations Group, New Zealand Transport Agency

Stuart Woods, New Zealand Transport Agency was in attendance and provided a presentation about the Natural Resilience Business Improvement Project.

Moved (Martin/Winder)

1. That the report 'National Resilience Business Improvement Project' by Stuart Woods, Principal Transport Planner, Highways and Network Operations group, New Zealand Transport Agency, dated 22 September 2016, be received.

Carried

CONCLUSION

The meeting concluded at 12.01pm.

**ISSUE: Northland Regional Land Transport Plan
2015-2018 – Funding Uptake**

ID: A896437

To: Regional Transport Committee Meeting, 7 December 2016

From: Chris Powell, Transport Manager

Date: 14 November 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 provide an expenditure update on the three year Northland Regional Land Transport Plan 2015–2018 (RLTP) for the period 1 July 2016 to 31 October 2016.

The report concludes with the recommendation that the report be received, and that a progress report be tabled at the February 2017 Regional Transport Committee meeting.

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 14 November 2016, be received.
 2. That a progress report be tabled at the February 2017 Regional Transport Committee meeting.
-

Report:

Northland Regional Land Transport Plan 2015–2018 – Funding Uptake

Reports on the Northland Regional Land Transport Plan – Funding Uptake are tabled at each Regional Transport Committee (RTC) meeting.

These reports serve to update the committee members on the progress by each of the regions approved road controlling authorities on actual expenditure as against budgeted expenditure by project for the stipulated time period.

The base information contained in the spreadsheets is sourced directly from the NZ Transport Agency's (NZTA's) 'National Land Transport Plan 2015–2018 Northland' and from the relevant subsidy claims as submitted to NZTA by the various approved road controlling authorities.

The **attached** spreadsheets provide the relevant information on the uptake of funding for the period 1 July 2016 to 31 October 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.

Improved Funding Uptake Reporting

At the 5 October 2016 Regional Transport Committee meeting:-

'It was agreed that the report format would be amended to include extra non-financial information. The purpose of this change would be to better inform Regional Transport Committee members and the public about Northland Regional Land Transport Plan 2015-2018 progress.'

As future funding uptake reports will be prepared by the Northland Transport Alliance (NTA), a meeting of the NTA Manager and the roading managers was held on 4 November 2016 where this matter was discussed in detail, along with the need for a standardised method of reporting.

It is recommended that progress on this matter be tabled at the February 2017 RTC meeting.

Regional Land Transport Plan 2015 - 2018

ITEM 5.1

Attachment I

Northland Regional Council (NRC)

1 July 2016 - 31 October 2016

Name	Phase	Status	16/17 FAR	Start	Final	Total 15/18 Budget	16/17 Budget	Revised Cost	16/17 Expenditure to date	Comments
Bus Services	Operations	Approved	54%	2015/16	2017/18	\$3,549,097	\$1,349,782	-	\$305,827	Running to budget. Will increase with introduction of Okara Park Service
Passenger Transport Facilities Operations and Maint.	Operations	Approved	54%	2015/16	2017/18	\$400,000	\$228,400	-	\$10,969	Costs predominantly for security service at Roase Street Terminus
Total Mobility Operations	Operations	Approved	40%	2015/16	2017/18	\$774,419	\$258,435	-	\$58,113	Costs within budget.
Total Mobility Wheelchair Hoist Use Payments	Operations	Approved	100%	2015/16	2017/18	\$141,000	\$34,270	-	\$6,670	Costs within budget.
Public Transport Information Supply, Ops and Maint.	Operations	Approved	54%	2015/16	2017/18	\$319,914	\$146,459	-	\$18,807	Advertising and promotion costs for car free day and Christmas promotions pending
Minor Improvements 2015/18	PT Improvements	Approved	54%	2015/16	2017/18	\$420,000	\$140,000	-	\$46,439	Cost of Mid-North Service
Regional Land Transport Planning 2015/18	Prog Bus Case	Approved	54%	2015/16	2017/18	\$266,387	\$78,657		\$18,863	Will increase with start of Regional Land Transport Plan 2015/2021 review.
Regional Road Safety Action Plan - 2015-2018	Prog Bus Case	Approved	54%	2015/16	2017/18	\$212,200	\$67,391		\$12,179	Costs within budget.
Road Safety Promotion - Medium Strategic Fit	Implementation	Approved	54%	2015/16	2017/18	\$102,100	\$34,017	-	\$2,015	Increased expenditure forecast for December onwards with onset of holiday period
Road Safety Promotion - High Strategic Fit	Implementation	Approved	54%	2015/16	2017/18	\$341,297	\$113,717	-	\$9,866	Increased expenditure forecast for December onwards with onset of holiday period
SuperGold Card	Implementation	Committed	10%	2015/16	2017/18	\$505,800	\$104,784	-	\$32,152	This cost centre running ahead of budget due to demand.

Far North District Council (FNDC)

1 July 2016 - 31 October 2016

Name	Phase	Status	16/17 FAR	Start	Final	Total 15/18 Budget	16/17 Budget	Revised Cost	16/17 Expenditure to date	Comments
Emergency Works Repair July/Aug 2014 - Stg 2 Permanent Repairs	Construction	Committed	60%	2015/16	2015/16	\$2,318,000	\$867,973	-	\$0	on track for delivery
Emergency Works Repair July/Aug 2014 - Stg 3 Permanent Repairs	Construction	Committed	60%	2015/16	2015/16	\$3,170,300	\$853,831	-	\$382,199	on track for delivery
Maintenance & Operations Local Roads	Local Roads	Approved	60%	2015/16	2017/18	\$77,602,800	\$34,874,203	\$28,040,873	\$5,956,459	on track for delivery
2015-18 Activity Management Planning/ONRC Transition	Prog Bus Case	Approved	60%	2016/17	2017/18	\$170,000	\$120,000	-	\$0	funding now committed.
Asset Management Planning Review	Study	Committed	65%	2015/16	2015/16	\$245,400	\$47,127	-	\$21,661	on track for delivery
Road Safety Promotion - Medium Strategic Fit	Implementation	Approved	60%	2015/16	2017/18	\$613,000	\$204,320	-	\$68,372	Far North REAP are on target to spend full budget for this year
Road Safety Promotion - High Strategic Fit	Implementation	Approved	60%	2015/16	2017/18	\$2,419,700	\$806,560	-	\$268,588	Far North REAP are on target to spend full budget for this year
LED Streetlight upgardes	Construction	Approved	60%	2017/18	2017/18	\$800,000	\$400,000	-	\$27,829	
Minor Improvements 2015-18	Local Roads	Approved	60%	2015/16	2017/18	\$10,400,000	\$3,710,000	-	\$679,972	On target to spend the full budget for this year (Bridging, resilience, walking & cycling, associated improvements & safety)

Whangarei District Council (WDC)

1 July 2016 - 31 October 2016

Name	Phase	Status	15/16 FAR	Start	Final	Total 15/18 Budget	16/17 Budget	Revised Cost	16/17 Expenditure to date	Comments
Emergency Works 2014/15: Various Sites	Construction	Committed	53%	2015/16	2015/16	\$3,687,900	\$368,013	-	\$2,065	Final works being completed this Summer.
Preventative Maintenance 2012/15	Construction	Committed	51%	2015/16	2017/18	\$136,000	\$15,770	-	\$4,865	Works nearing completion.
Maintenance & Operations - Local Roads	Local Roads	Approved	53%	2015/16	2017/18	\$71,629,400	\$23,680,610	-	\$6,971,114	Ongoing programme. 29% spent to date this year.
Activity Management Planning 2015/18	Study	Committed	53%	2015/16	2017/18	\$151,600	\$35,238	-	\$15,933	Ongoing programme to develop business case AMP.
ONRC Transition Plan	Prog Bus Case	Committed	53%	2015/16	2015/16	\$157,000	\$127,870	-	\$2,465	Ongoing programme to implement the One Network Road Classification.
Road Safety Promotion 2015/18 - High Strategic Fit	Implementation	Approved	53%	2015/16	2017/18	\$776,000	\$319,592	-	\$22,625	Ongoing programme.
Road Safety Promotion 2015/18 - Medium Strategic Fit	Implementation	Approved	53%	2015/16	2017/18	\$103,000	\$34,333	-	\$0	Ongoing programme.
Road Safety Promotion 2015/18 - Emerging Strategic Risk	Implementation	Approved	53%	2015/16	2017/18	\$60,000	\$40,000	-	\$4,569	Ongoing programme.
Cycleway Construction 2015/18	Construction	Committed	53%	2015/16	2015/16	\$4,575,000	\$3,368,000	-	\$0	KiwiRail approval granted. First tender to be released for tender before Christmas.
Cycleway Construction 2015/18 - Crown Funded	Construction	Approved	100%	2016/17	2017/18	\$2,000,000	\$1,472,000		\$415,642	As above.
Mill Road/Nixon Road Upgrades	Construction	Committed	61%	2015/16	2017/18	\$9,636,000	\$2,015,470	-	\$969,086	Asphalting commencing 19 November. On track for completion by Christmas.
Minor Improvements 2015/18	Local Roads	Approved	53%	2015/16	2017/18	\$6,972,209	\$2,763,796	-	\$258,627	Ongoing programme. 10% spent to date this year.

Regional Land Transport Plan 2015 - 2018

ITEM 5.1

Attachment I

Kaipara District Council (KDC)

1 July 2016 - 31 October 2016

Name	Phase	Status	16/17 FAR	Start	Final	Total 15/18 Budget	16/17 Budget	Revised Cost	16/17 Expenditure to date	Comments
Emergency Works 2014/15: Various Sites	Construction	Committed	61%	15/16	17/18	\$1,071,700	\$92,329	-	\$24,480	Projects to be part of the 15/16 list.
Emergency Works 2015/16: Various Sites	Construction	Committed	61%	15/16	15/16	\$325,000	\$325,000	-	\$0	Final designs underway.
Maintenance & Operations Local Roads	Local Roads	Approved	61%	15/16	17/18	\$41,448,363	\$13,252,438	-	\$4,491,416	Works completed as per Maintenance Contract 33% completed on track with forecasting.
Activity Management Plan/ONRC transition plan	Prog. Bus. Case	Approved	61%	15/16	17/18	\$150,000	\$88,000	-	\$0	Activity Management/ONRC Transition Plan developemtn into BCA based Activity Management Plan.
Activity Management Planning 2012/15	Study	Approved	69%	15/16	17/18	\$204,500	\$1,448	-	\$0	Asset and network management has HSD, FWD, New Bridge Management,Traffic count improvements started and develop further.
Road Safety Promotion - Medium Strategic Fit	Implementation	Approved	61%	15/16	17/18	\$60,000	\$21,794	-	\$13,294	Toll: 8 deaths (calendar year) Young Driver programme: The funding Agreement is still with the service provider and waiting for final dates and the Health and Safety plan. Volunteer Mentor Driving Programme: The funding agreement is still with the service provider and is waiting for the Health and Safety plan. Four students sat their restricted licence and two have passed and information regarding the other two is pending. Drive Soba: The funding Agreement is in process and is expected to be completed in November. The next programme is due to commence in January 2017. Restraints: A planning meeting has provided insight into the expected programme which will target Field days 2017. No funding agreement has yet been signed. Kaipara Alcohol Accord: The draft advertising graphics have been sourced by the subcommittee for the Christmas campaign. Health and Safety: No health and safety incidents have been reported.
Road Safety Promotion - High Strategic Fit	Implementation	Approved	61%	15/16	17/18	\$315,000	\$135,111	-	\$3,656	Linked to similar activities listed above.
Minor Improvements 2015-18 - Local Roads	Local Roads	Approved	61%	15/16	17/18	\$7,489,800	\$3,579,132	-	\$322,796	Projects underway as part of other projects or as stand alone projects.

Northland Regional Land Transport Programme 2012 - 2017

Northland Highway Network Organisation (NZTA)

1 July 2016 - 31 October 2016

Name	Phase	Status	16/17 FAR	Start	Final	Total Budget	16/17 Budget	Revised Cost	16/17 Expenditure to date	Comments
Kamo Bypass Stage 2	Construction	Committed	100%	2009/10	2012/13	\$1,881,018	\$977,877	\$9,500	\$144,525	Project complete. Post Implementation
SH1 Akerama Curves Realignment and PL	Construction	Committed	100%	2006/07	2012/13	\$14,724,000	\$6,581,541	n/a	\$1,322,577	Construction phase
SH1 Corridor Improvements - Whangarei	Construction	Committed	100%	2011/12	2015/16	\$35,820,349	\$7,296,030	\$8,605,000	\$2,143,513	Construction phase
SH1 Springfield to Mata Median Barrier DBC	Investigation	Probable	100%	2015/16	2015/16	\$768,080	\$116,099	\$0	\$0	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	\$18,715,603	\$1,689,290	\$9,100,000	\$1,010,677	Construction phase.
SH1 Loop Rd – Smeatons Hill Safety Improvements	Investigation & Design	Approved	100%	2016/17		\$1,241,469	\$500,000	\$0	\$30,911	Budget figures are for DBC & D phases
Taipa Br	Investigation	Approved	100%	2016/17		\$666,666	\$666,666	\$0	\$798,315	
Matakohe Br	Investigation	Approved	100%	2016/17		\$666,667	\$666,667	\$0	\$1,134,548	
Kaeo Br	Investigation	Approved	100%	2016/17		\$666,667	\$666,667	\$0	\$515,151	
Maintenance, Operations and Renewals Programme 2015/18	Maintenance	Approved	100%	2015/16	2015/18	#####	\$19,317,450	n/a	\$4,802,752	Northland M&O and Renewals
Minor Improvements	Construction	Approved	100%	2015/16	2015/18	\$7,116,000	\$2,368,925	n/a	\$183,008	Northland Minor Improvements

**ISSUE: Northland Regional Land Transport Plan 2015-2021
Three Year Review**

ID: A897172

To: Regional Transport Committee Meeting, 7 December 2016

From: Chris Powell, Transport Manager

Date: 15 November 2016

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

Executive summary:

The purpose of this report is to provide the Regional Transport Committee (RTC) with the background and details of the process for the review of the Northland Regional Land Transport Plan 2015/2021 (RLTP) Three Year Review as stipulated in Section 18CA of the Land Transport management Act 2003.

The RLTP is the mechanism used to apply for central government funding for Northlands roading network, public transport and road safety.

The report details the relevant statutory requirements, Government policy, NZ Transport Agency (NZTA) requirements and guidance and proposed way forward for the review.

The report concludes with the recommendation that the report be received, that the RTC approve a workshop be held in February 2017 to cover Regional Objectives, Regional Priorities and Strategic Outcomes, that the Steering Group facilitate the timely and efficient delivery of the three year review and that progress be reported to each RTC meeting.

Legal compliance and significance assessment:

The activities detailed in this report are provided for in 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.

This issue is considered under council policy to be potentially significant because the outcome decision will affect:

1. The funding assistance the region could potentially receive through the National Land Transport Programme 2018-2018;
2. The ability of the region to financially progress new land transport related projects;
3. The decision is potentially controversial.

Recommendation(s):

1. That the report, 'Northland Regional Land Transport Plan 2015 – 2021 Three Year Review' by Chris Powell, Transport Manager, dated 15 November 2016, be received.
 2. That the Regional Transport Committee approve the proposed Regional Land Transport Plan 2015-2021 Three Year Review workshop to be held in February 2017 to assess the validity and relevance of the present Regional Objectives, Regional Priorities and Strategic Outcomes, and if required agree on new Regional Objectives, Regional Priorities and Strategic Outcomes.
 3. That the Regional Transport Committee approve the Steering Group, comprising responsible managers from the Far North District Council, Whangarei District Council, Kaipara District Council, Northland Regional Council, New Zealand Transport Agency Planning and Investment and the Northland Transport Alliance Manager, facilitate the timely and efficient delivery of the three year review.
 4. That a progress report be tabled at the February 2017 Regional Transport Committee meeting.
-

Report:

Background

Legislative Requirement to for Three Year Review of the Regional Land Transport Plan

The statutory requirements for compilation, content, consultation, reporting and reviewing of a Regional Land Transport Plan (RLTP) are contained in the Land Transport Management Act 2003.

Section 13 of the Land Transport Management Act 2003 (LTMA) states that:-

'Every 6 financial years, each regional council, in the case of every region except (Auckland), must -

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

On 4 April 2015 the Regional Transport Committee (RTC) approved that the Regional Land Transport Plan 2015/2021 be forwarded to the Northland Regional Council (NRC) for approval for release to the New Zealand Transport Agency (NZTA) applying for national funding assistance through the National Land Transport Fund for the three year period 2015/2018. On 21 April 2015, the NRC formally approved the release of the RLTP.

Although the LTMA calls for a six year RLTP, Section 18CA stipulates the requirements for a three year "review of regional land transport plans". In this case, 2017/2018 being the applicable year. These requirements are:-

- '(1) A regional transport committee must complete a review of the regional land transport plan during the 6-month period in the 2017/2018 financial year, immediately before the expiry of the third year of the plan.*
- (2) In carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.'*

Potential Influencing Factors

There are a number influences that could potentially impact on the outcome of the three year review. These are:-

- Government Policy Statement;
- The Tai Tokerau Northland Economic Action Plan;
- Twin Coast Discovery Route;
- Connecting Northland; and
- Northland Bridging Programme.

Government Policy Statement

The RLTP must be consistent with the Government Policy Statement (GPS).

National transport funding is regulated through a statutory Government Policy Statement (GPS) which is issued every three years by the Minister of Transport (Minister). The next GPS is scheduled for release in June 2017. It sets out the government's desired priorities and outcomes for the land transport sector and

describes what the government expects to be achieved from its investment in land transport through the National Land Transport Fund (NLTF).

In order to attract national funding through the NLTF, the RLTP must be consistent with the GPS. For the 2015/2018 funding period, approximately 67% of the regions public sector funding is sourced from the NLTF. This is split as follows:-

<u>Approved Authority</u>	<u>%</u>	<u>\$ for15/16</u>
• Far North District Council	= 60%	
• Whangarei District Council	= 53%	
• Kaipara District Council;	= 61%	
• Northland Regional Council	= 54%	
• New Zealand Transport Agency	= 100%	

The current GPS has three priorities for land transport which, early indications suggest are unlikely to change:-

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

A copy of the 2015/2016 – 2024/2025 GPS can be downloaded from:

<http://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/GPS-2015.pdf>

Business Case Approach for the Northland Regional Land Transport Plan

RTC's responsibility for developing an RLTP includes the need to meet any requirements of the NZTA in terms of form and content.

One of the NZTA's primary requirements is that the principles of the NZTA Business Case Approach (BCA) must be applied in developing and reviewing the RLTP. The BCA is a principles-based approach to investment development that helps ensure that investment proposals seeking funding from the NLTF are supported by a clear, concise business case.

See Attachment I for a copy of the NZTA "Business Case Approach Guidance for 2018 RLTP Recommendations" for a detailed breakdown of the requirements and recommendations.

2015/2021 Northland Regional Land Transport Plan 2015 -2021 Priorities

The Northland Regional Land Transport Plan 2015/2021 currently contains the following '**Regional Priorities**' which are consistent with the 2015/2016 – 2024/2025 GPS:-

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

- A safe road network, reducing fatalities and serious injuries.

Proposed Three Year Review of the Northland Regional Transport Plan 2015-2021 for the funding period 2018–2021

The proposed process for the Three Year Review of the Northland Regional Land Transport Plan commences in the early part of 2017. This involves the Road Controlling Authorities, and the Northland Regional Council commencing work on their Long Term Plans. NZTA has commenced work on the State Highway Investment Plan. These plans will then feed into the RLTP.

The “front end” of the RLTP which includes the Objectives, Priorities and Outcomes for the region will also commence early next year. Should the RTC consider the existing Regional Objectives, Regional Priorities and Strategic Outcomes to no longer accurately reflect the regional land transport requirements, it must agree on new or amended objectives, priorities and strategic outcomes.

Due to the importance of having this first stage of the review undertaken as comprehensively as possible, it is recommended that staff organise a separate RTC workshop in February 2017. It is further proposed that, due to the importance of this stage, an independent facilitator be sourced to run this workshop.

Project Management and Co-ordination Steering Group

It is proposed to have the Steering Group to facilitate the timely and efficient delivery of the review.

The Steering Group will be made up of the responsible managers from the four councils, an NZTA Planning and Investment representative and the Northland Transport Alliance Manager.

The Steering Group will be chaired and administered by the NRC as the agency responsible for ensuring the preparation of the RLTP.

The Steering Group will provide regular progress reports to the RTC and Steering Group members will report directly to their respective organisations.

Three Year Review of the Northland Regional Land Transport Plan 2015/2021 Draft Timetable

A detailed project plan will be presented to the February 2017 RTC meeting for approval.

The last page of Attachment I, provides a high level timeline for the RLTP review.

Based on the information received to date, it is important to note the following important target dates as provided by NZTA:-

- 30 April 2018 – Regional Land Transport Plan 2015-2021 to be submitted to NZTA;
- 30 June 2018 - Signing off of the National Land Transport Programme 2018-2021 by NZTA; and
- 1 July 2018 – NZTA releases the approved National Land Transport Programme.

It is important to note that meeting this timeframe is dependent on:-

1. The release of the draft Government Policy Statement in June 2017;
2. Completion of the National Investment and Revenue Strategy;
3. Release of the NZTA Early Investment Signals;
4. Release of the national guidelines for the preparation of RLTP's; and
5. Release of the approved Government Policy Statement.

Progress reports will be provided to each RTC meeting throughout the duration of this review.

BUSINESS CASE APPROACH GUIDANCE FOR 2018 RLTP REVIEWS

REQUIREMENTS & RECOMMENDATIONS

Incorporating the BCA principles in RLTP reviews

MAY 2016



RLTP REQUIREMENTS

Legal requirements

Regional land transport plans (RLTPs) are statutory documents that set out the region's land transport objectives, policies and measures for at least 10 years (refer Land Transport Management Act 2003).

RLTPs are to be prepared by Regional Transport Committees (RTCs) every six years – and must include a statement of transport priorities for the region as well as a forecast of anticipated revenue and expenditure on land transport activities. For the purposes of this guidance, Auckland Transport is treated as if it were an RTC.

The Land Transport Management Act 2003 (LTMA) sets out in detail the requirements of an RLTP – which includes a requirement to complete a review of an RLTP during the six months before the end of the third year. There is also a clear expectation that proposed activities within RLTPs are aligned with, and help give effect to, the objectives and priorities of the Government Policy Statement on Land Transport (GPS). The RLTP must also set out the region's land transport objectives, policies and measures for a period of at least 10 years.

Statutory requirements for a three-year review

The LTMA requires that each RTC complete a review of their RLTP in the six-month period prior to the expiry of the third year of the plan.

It also stipulates that in carrying out the review the RTC must have regard to the views of representative groups of land transport users and providers.

The NZ Transport Agency also has a statutory responsibility within the RLTP process. This includes prescribing what information must be presented in the RLTP and the form and detail of activities to be considered for inclusion in the NLTP.

The LTMA stipulates that for the purpose of inclusion of activities in the National Land Transport Programme (NLTP), the RLTP must be in the form and contain the detail that the Transport Agency may prescribe in writing to regional transport committees.

In turn, in preparing the NLTP every three years, the Transport Agency must 'take into account any regional land transport plans' (LTMA).

NZ TRANSPORT AGENCY REQUIREMENTS

Overview of the Business Case Approach

The Business Case Approach (BCA) was introduced by the Transport Agency in 2013 to help improve transport planning and project development practice in New Zealand.

The BCA is based on international best practice, and its introduction will help align investment management practice

in the land transport sector with NZ government and Treasury expectations for public investments. It helps ensure that investment proposals seeking inclusion in the NLTP are supported by a concise investment story.

To achieve the full benefits of the BCA, it is important that plans at national, regional and local levels are developed in a way that supports the development of fit-for-purpose investment cases for individual activities and programmes. As the key statutory document for each region, it is important that RLTPs are developed and managed in a way that supports this outcome.

The Transport Agency requires RLTPs to apply BCA principles

RTCs' responsibility for developing an RLTP include the need to meet any requirements of the Transport Agency in terms of form and content.

One of the Transport Agency's primary requirements is that the principles of the BCA must be applied in developing and reviewing the RLTP.

The BCA is a principles-based approach to investment development that helps ensure that investment proposals seeking funding from the National Land Transport Fund (NLTF) are supported by a clear, concise business case.

Four key principles

There are four key principles that lie at the heart of the BCA. They are:

- The importance of accurately identifying a problem and its consequences.
- The stating of the benefits associated with addressing the identified problem(s).
- The need to explore alternatives and options and then build the case for a particular response - with clear logic and evidence to support it.
- The need for informed discussion by the relevant parties throughout the development process.

RTCs must be able to show they have applied these principles to the RLTP development, its review process and to the RLTP itself.

Applying the principles of the BCA to RLTP development in this way helps ensure that the resulting document contains a clear, compelling and desirable plan for advancing land transport in the region.

How should these principles be applied?

In practice, there will be differences in how the principles are applied depending on which section of the document is under development.

For the front end of the RLTP (the regional strategic context), the Transport Agency considers there are six key features that illustrate the BCA principles.

Six key features we look for

This section outlines six key features we look for to gain confidence that the BCA principles have been effectively applied. We encourage you to refer to these principles for guidance in your review.

The front end of the RLTP describes the strategic context for the region. It describes the priority problems the region is facing, the outcomes sought and what the region is looking to achieve overall.

This strategic context should reflect the principles of the BCA and forms the region's case for investment. The six key features that the Agency has identified to illustrate the BCA principles have been successfully applied for this part of the RLTP are as follows:

1. Clear statements on what the highest priority issues or problems relating to transport in the region are - supported by evidence
2. Clear statements on the highest priority benefits/outcomes the region is seeking from investing in transport
3. A clear set of regional objectives, that will address these problems and outcomes. (Objectives need to be specific, measureable, achievable/affordable, relevant/realistic and timebound)
4. A clear view of the relative priority of these objectives
5. Evidence that stakeholders have been involved in helping to identify the problems, outcomes and objectives through a process of informed discussion. This must involve the parties that will collectively be responsible for addressing the problems and delivering the benefits sought, as well as those who hold the most knowledge about the problems.
6. A clear, logical story that shows how the region's programme has been prioritised to deliver on the priority objectives

Requirements for activities submitted for inclusion in the RLTP

The Transport Agency has previously signalled that from 1 July 2015, any new activity seeking funding via the NLTP must be able to demonstrate that the BCA principles have been applied in developing the case for investment, regardless of the size or complexity of the activity or initiative. Each approved organisation is responsible for ensuring that the activities it submits via the RLTP for inclusion in the NLTP continue to meet this requirement.

In testing the application of principles in relation to these activities, the Transport Agency will be looking to see that the approach relevant to the activity's point of entry has been applied robustly, and that the resulting case for investment is appropriate for NLTP inclusion or for funding from the NLTF.

The Transport Agency will also be looking to see how the RTC has determined that these activities align with the priorities set by the region and described in the strategic context (ie the front part) of the RLTP. It will also assess how they align to the current GPS.

TRANSPORT AGENCY RECOMMENDATIONS

The following section outlines the Transport Agency's recommendations for incorporating the BCA principles throughout the RLTP development and review process, supporting higher quality RLTPs.

Benefits of applying BCA principles to inform RLTP development

There are a number of benefits gained by applying the BCA principles to RLTPs. These benefits include:

1. Enabling activities submitted for NLTF funding to be assessed more accurately in terms of how they will deliver on the regions priorities and achieve chosen outcomes, where these align to the GPS.
2. Ensuring there is a robust case for investment behind every RLTP that stakeholders have been part of building and are clearly committed to.
3. The regional objectives will inform the strategic context for every individual investment proposal in the region.
4. Providing a clear signal to individual approved organisations through the RLTP objectives of what the region values most in terms of transport outcomes and what will be prioritised in the region's programme. This will enable clear expectations to be set regarding the need for each approved organisation to submit programmes that align with regional, as well as national, priorities.
5. Ensuring there is clear logic, reasoning and evidence to support the region's priorities.
6. Providing a common framework and language that enables ready comparison across regions.

The resulting plan should in turn enable the Transport Agency to clearly understand the regional investment story and take that into account when it prepares the NLTP – giving appropriate recognition to investments that will deliver most on regional priorities and outcomes, where these are consistent with the GPS.

The value of the mid-term (three-year) review

The three-year review is an opportunity to take stock and review progress.

It provides an opportunity for collective reflection, and to make any needed refinements to the plan.

It enables the programme of work to be updated to reflect what has been achieved in the first three years of the RLTP and to include any important new or changed activities, providing detail for years 4–6 of the current programme.

It is also an opportunity to check that everyone working in the region (AOs, Police and other key stakeholders) remains committed to the plan

We know that last time round the RLTP development process was challenging for everyone – as it involved a number of new requirements.

This review provides the opportunity to ensure quality is high and, if need be, bring the document up to a standard that might not have been achievable during the initial development phase.

What is recommended in terms of process for the mid-term review?

The size and scale of the review and the process to be used is up to individual RTCs to decide within the prescribed form and content of the RLTP, including timelines to be met to enable development of the NLTP. The diagram included in this guidance shows a recommended timeline, but each RTC must determine the exact path it will follow, which will depend on the scope of the review required.

The process for the three-year review of RLTPs is not prescribed under the LTMA. However, the Transport Agency recommends the following approach:

- The parties involved in the initial RLTP development process jointly reflect on the plan and what might need modifying to ensure the plan continues to be relevant for the next three years.
- As part of the check that is done, the parties reflect on (a) to (g) below:
 - a. Progress made since the plan was developed. Questions to reflect on could include:
 - > What has changed in the last three years in terms of our strategic context – what progress against objectives or change in outcomes are we seeing? What benefits have been delivered by committed investments? What new evidence are we seeing? What more do we know? What has changed in our planning landscape?
 - > What progress has been made in the three-year period in terms of our work programme? What has been progressed? What has been achieved? What has slipped? What more do we know?
 - b. Confirmation of whether the objectives, policies and measures set in the RLTP are still valid or relevant, and whether they still align with the GPS or need to be re-visited.
 - c. A check to confirm that the RLTP follows the principles of the business case approach (as set out under *Requirements*).
 - d. The continued relevance and importance of the priority problems identified within the plan. Consider:
 - > Are the problems identified the most critical/the biggest facing the region?
 - > Are there no more than 3–4 problems presented? (Note: any more than that and the impact gets lost).
 - > Is there evidence that these problems are critical and important to solve in this time period? (Note: it might be helpful to distinguish between shorter term objectives to help focus investment for the current programme period, and the longer-term goals the region is seeking to achieve).
 - > Have we accurately captured cause and effect for each problem?

- e. The key benefits and outcomes defined. Consider:
 - > Are the benefits/outcomes of resolving each problem accurately described?
 - > How well do our chosen objectives align with the problems and benefits we have defined?
 - > Have we described how we will measure the benefits/outcomes to ensure they are achieved over time?
- f. Clearly prioritised objectives for land transport within the region. Consider: are the objectives 'SMART' (ie specific, measurable, achievable, relevant, and time-bound), in line with NZ Treasury expectations?
- g. Develop the regional programme of activities using prioritisation that reflects regional objectives and priorities.
- h. The regional programme of activities contained within the plan includes updated or additional detail regarding the work programme for years 4-6. This includes:
 - > any activities that are new and need to be added to the RLTP
 - > any activities that have changed substantially and need to be updated in the RLTP
 - > any activities that are no longer relevant and that need to be removed from the RLTP.
- Following this review, the parties will understand in more depth what (if any) the scope of further work is needed to bring the current RLTP up to date and to address any issues arising.
- Where there is work to be done, it is important that this is progressed through informed discussion with the stakeholders that understand the issues and will be responsible for delivery. The Transport Agency recommends the use of facilitated workshops to produce investment logic maps and benefits management plans (see additional ILM resource sheet) that enable the investment story to be told clearly and concisely. Any amendments to the Plan should be made after the completion of this process. Significance policies should also be reviewed at this stage as well.

What does a good RLTP achieve?

RLTPs are critical planning documents that set the context for future land transport investment in the region. The direction set by an RLTP is an essential part of the strategic context for any land transport investment proposal. If this is done in a way that is consistent with the BCA principles, it will simplify the development of strategic and programme business cases in particular, by providing a consistent investment story about what the region wants to achieve and why.

RLTPs are the primary vehicle for discussing and agreeing a clear set of regional outcomes, priorities and improvement projects in the land transport space. They describe the gap between where we are and where we need to get to, along with the programme of activities needed to bridge that gap.

The resulting RLTPs tell a powerful story about a region and its aspirations. They are a great vehicle for ensuring everyone working in the region is actively involved in and clear on the objectives and outcomes the region is seeking.

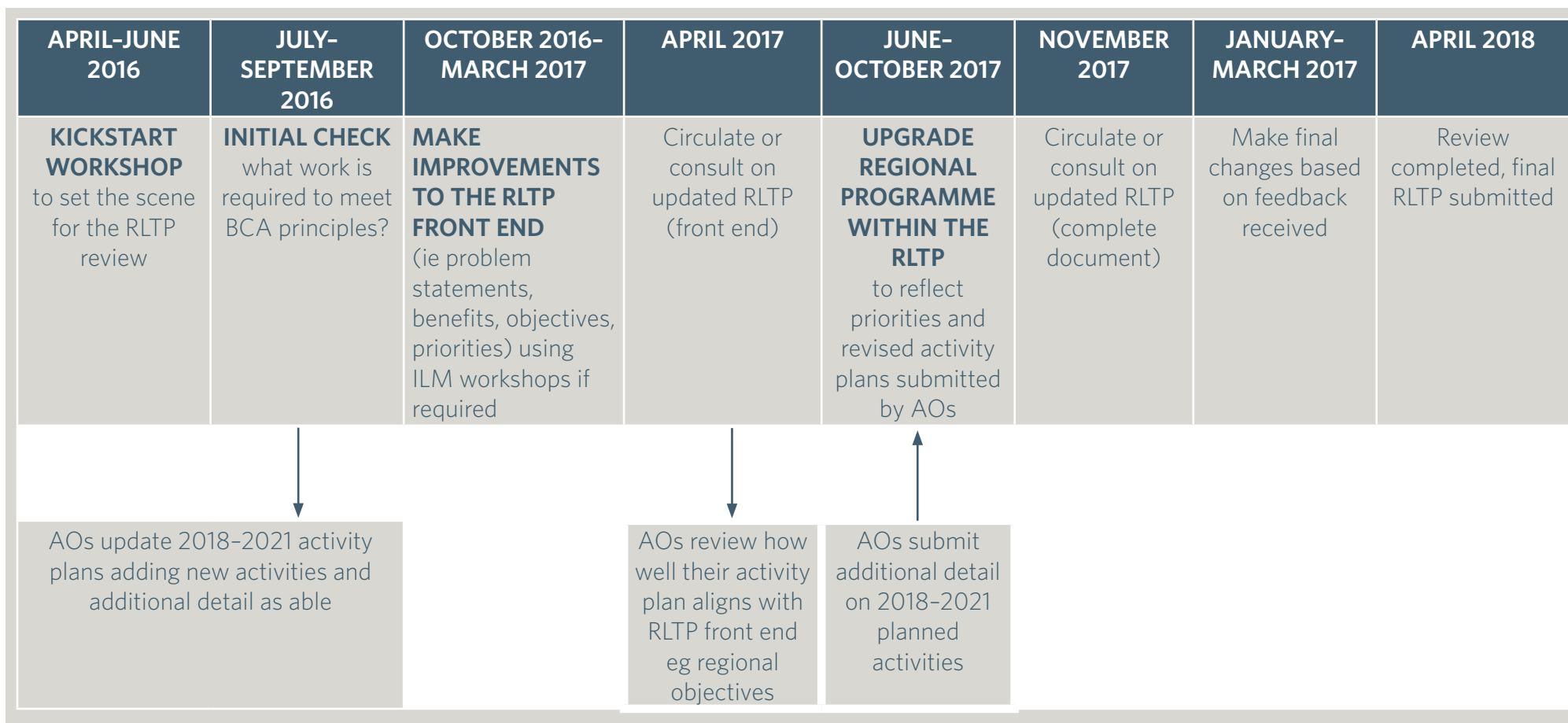
They help ensure everyone working in the region is driving for the same outcomes and working on the big issues or problems.

The Transport Agency sees RLTPs as more than just a list of activities or projects that funding is being sought for – they tell us what really matters to the region, how investment in different activities will achieve the outcomes and where change is most needed.

They also tell us what regions are looking to see included in the RLTP, and how those activities will contribute to the region's transport objectives. In this way they form the foundation for future investment.

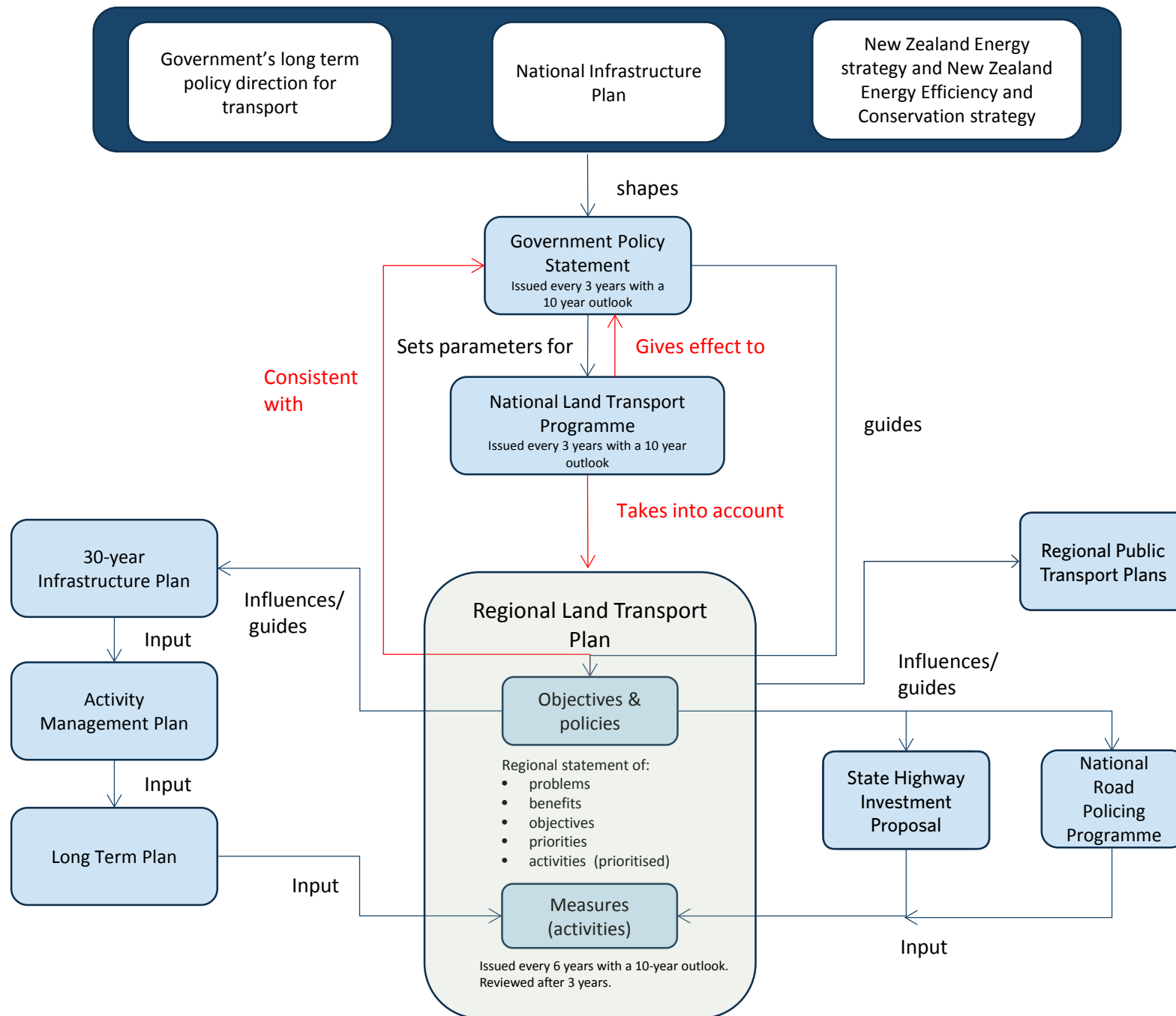
An RLTP that applies the BCA principles will inform and drive investment across all funding sources. It presents the compelling case for land transport investment for local, regional and national investors.

HIGH-LEVEL TIMELINE FOR RLTP REVIEW 2018



- 30 April 2018
RLTP entered into TIO
- Early July 2018
NLTP published
- End July 2018
RLTP published

REGIONAL LAND TRANSPORT PLANS: KEY LINKS AND RELATIONSHIPS



ISSUE: Proposed Northland Road Safety Action Plan – Progress Report

ID: A900443

To: Regional Transport Committee Meeting, 7 December 2016

From: Ian Crayton-Brown, Transport Projects Officer and Trish Rudolph, NZ Transport Agency.

Date: 24 November 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 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:

This report serves to update the Regional Transport Committee (RTC) on the progress made to date on the Proposed Northland Road Safety Action Plan.

The objective of the Plan is to find an approach that will assist in improving the negative trend of the road safety performance on the regions roads.

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 'Proposed Northland Road Safety Action Plan – Progress Report' by Ian Crayton-Brown, Transport Projects Officer, and Trish Rudolph, NZ Transport Agency dated 24 November 2016, be received.
 2. That the Regional Transport Committee supports the development of the Proposed Northland Road Safety Action Plan as detailed in this report.
-

Report:

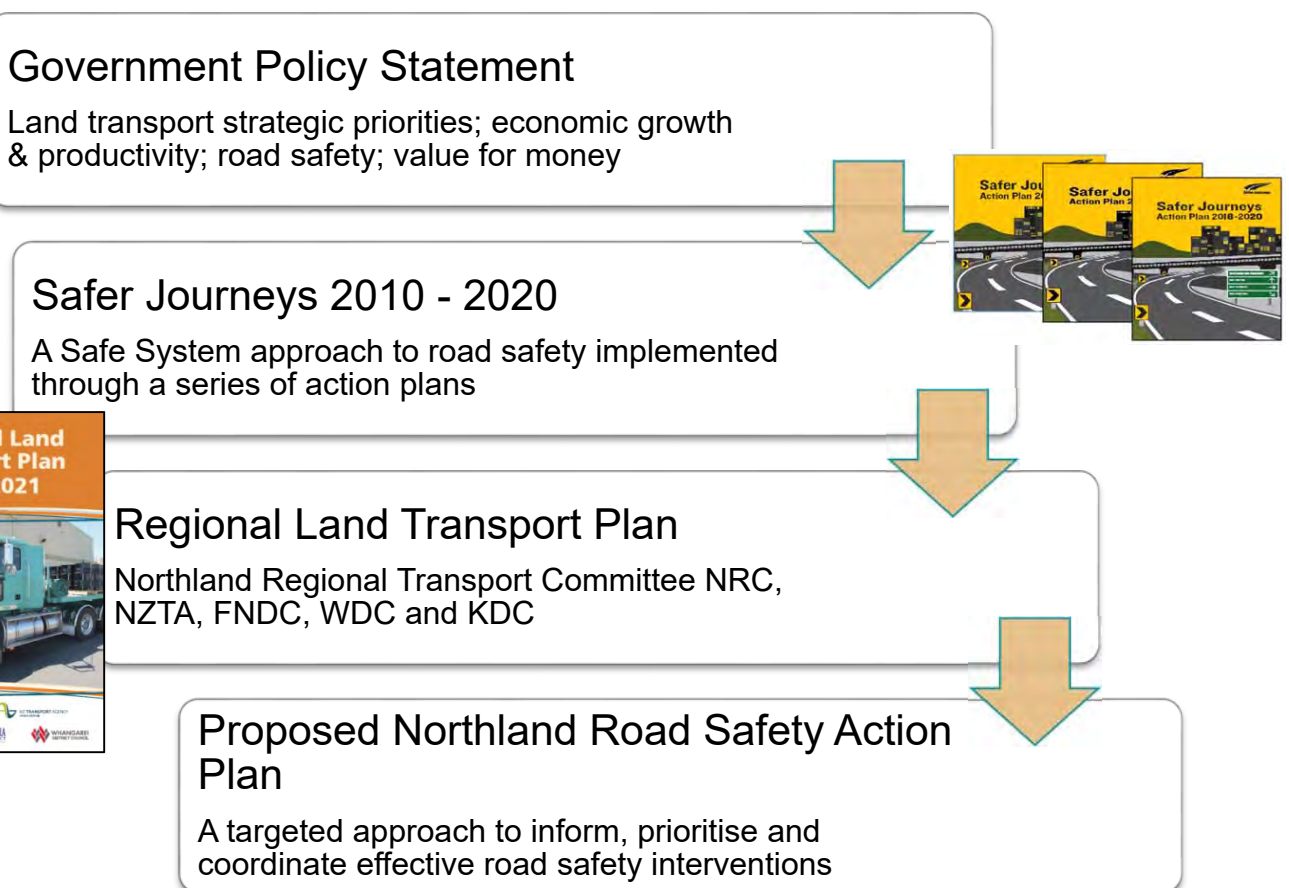
Introduction

Road safety updates have been tabled at each Regional Transport Committee meeting.

This paper proposes a new shared reporting and presentation format that will provide an overview of both the strategic and programme outcomes the region is seeking through the implementation of the Proposed Northland Road Safety Action Plan (NRSAP).

Strategic Focus to Improving Road Safety Performance

The current safety performance trends, both nationally and locally, indicate the road system is not as forgiving as it should be. Safer Journeys 2010-2020 introduced the Safe System approach, a shared approach that takes human fallibility and vulnerability into account. Under a Safe System, the whole transport system is designed to protect people from death and serious injury. The road safety policy is structured as follows:-



Both Safer Journeys 2010-2020 and the present Northland Regional Land Transport Plan acknowledge an advocacy approach is needed to improve road safety performance.

A proposed Road Safety Action Plan is being developed in stages to implement a tactical approach to:

- Align with national and regional strategies;
- Focus and prioritise road safety effort in partnership; and

- Consolidate a tactical targeted view to achieving resilient road safety outcomes.

Proposed Northland Road Safety Action Plan 2016/2017

The NZ Transport Agency (NZTA) identifies a Road Safety Action Plans (RSAP) as providing a mechanism for achieving sustained reduction in road trauma, and contains an implementation plan to give effect to local/regional coordinated inter-agency road safety collaboration.

The tenets of the existing NRSAP, as shown below, have been presented to the Regional Transport Committee in previous papers related to this issue.



Stage One:

The first stage of the process involved the regional road safety partners identifying the causes leading to crashes occurring on the roads of Northland. The information sourced for this “Evidence Based” approach was obtained from multiple sources including the Ministry of Transport Crash Analysis System (CAS), hospitalisation, New Zealand Police, ACC data and Crash Reduction Survey information (CRS).

Stage Two:

The second stage of the proposed NRSAP groups crash factors by “theme” to optimise effort and align focus. An example of this being, a focus on safe speed will impact on open road and loss of control on bends crash outcomes.

Stage Three:

On completion of the grouping of the themes in descending order of number of crashes in the region, an outline of the programme of work that reflects and demonstrates the following was compiled. It soon became apparent that based on the available resources and funding, not all themes could be addressed at the same time.

The road safety partners therefore agreed that the approach to the proposed NRSAP be to work through the themes based on what was both feasible and achievable.

See [Attachment I](#) for the Northland Road Safety Action Plan Effective Targeting (Draft) that reflects the evidence based top five themes where extra focus is required. This spreadsheet provides:-

- a overview of road safety interventions;
- a tactical response;
- partnership in action; and
- measures of success.

It is important to note, that this will be a “Living Table” and will change to accommodate for trends and progress.

Stage Four:

This stage will concentrate on the monitoring and reporting on success indicators.

	Safe System Theme	Interventions by Response		Expected Outcomes	Measure of Success
		Action	Response		
Extra Focus	High Risk Rural Roads	Identify the 5 highest (high risk) rural road sections across each Northland district. Identify the 5 highest (high risk) rural intersections across each Northland district.	Investigate and deliver improved safety through infrastructure improvements targeting high risk. Develop and implement a programme of lower cost safety improvements such as rumble strips, wide centrelines and paint treatments on high risk local rural roads. Targeted Police deployment to high risk rural locations as identified.	Pro-active network route improvement programmes to achieve safer roads and roadsides.	Reduction of loss of control on bends crashes and open road crashes, contributing to a reduction in overall DSI. Reducing number of high risk sections of road. Reducing the number of high risk intersections.
	Alcohol	Identify high risk locations with alcohol/drug related crashes per Northland District.	Targeted CBT operations and drug impairment testing activities. Work with affected communities through community based programmes.	Community culture of reduced tolerance of driving while impaired. Reduced alcohol related crash results at identified high risk locations.	Reduction in alcohol related crashes, contributing to a reduction in overall DSI.
	Motorcycles	Identification of high risk motorcycle routes. Improve availability of motorcycle training.	Apply proven countermeasures as recommended by "Safer Journeys for Motorcycling" (December 2016) guidance. Motorcyclists develop the necessary skills.	Treatments recommended in the Safer Journeys for Motorcycling guide are increasingly applied to high-risk motorcycling routes.	Reduced number of motorcyclist deaths and serious injuries. Reduced severity of injuries (as measured by ACC claims data).
	Speed	Introduce best-practice speed management across Northland based around the road and risk. Identify high risk locations of loss of control on bends crashes across the Northland region.	Apply Speed Management Guide principles that prioritise high benefit areas that improve both safety and economic productivity. Implement a programme of countermeasures for identified locations.	Consistent approach to speed management practice based on identified risk. Reduced loss of control on bends crashes at identified high risk locations.	Reduction of speed related crashes, contributing to a reduction in overall DSI.
	Young Drivers	Increase young driver education opportunities and uptake through targeted engagement.	Work with identified communities through community based programmes to progress through to attaining their full licence.	Young drivers are better equipped both in maturity and experience when driving.	Reduction of young driver related crashes contributing to a reduction in overall DSI. Reduce the road fatality rate of our young People. Increased number of young drivers progressing through to attaining a full licence.

ISSUE: New Zealand Transport Agency Regional Report

ID: A896503

To: Regional Transport Committee Meeting, 7 December 2016

From: Ernst Zöllner, Regional Director Auckland and Northland, NZ
Transport Agency

Date: 14 November 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:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to introduce a regional update by Ernst Zöllner, Regional Director Auckland and Northland, 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 Ernst Zöllner, Regional Director Auckland and Northland, NZ Transport Agency, dated 14 November 2016, be received.
-



NORTHLAND TRANSPORTATION ALLIANCE



Northland Regional Transport Committee Report

Date: 7 December 2016
Presenter: Ernst Zollner, *Regional Director Northland*
Recipient of report: Northland Regional Transport Committee

CONTENTS

1. The Twin Coast Discovery route
2. Northland to Auckland
3. Northland Inland Route
4. State Highway Maintenance and Operations
5. Getting ready for 2018-2021 National Land Transport Programme
6. Looking after our People
7. Listening and Sharing

This report provides you with a high level update on the NZ Transport Agency's activities and milestones since our October 2016 update.



NORTHLAND TRANSPORTATION ALLIANCE



1. The Twin Coast Discovery route

Includes selected local roads plus SH10, 11, 12 & SH1 north of Whangarei

1.1 Progress on the long term corridor plan development

The Transport Agency is partnering with Northland Inc to investigate the long term investment for the Twin Coast Discovery Route. Public engagement commenced online on 1 August via the Connecting Northland website.

The Strategic Case has been approved and the project has entered the next phase. Development of the Programme Business Case has commenced with the appointment of Parsons Brinckerhoff and Commute consultants.

1.2 Progress on SH12 Matakoho improvements

Further to the open day on 1 August at the Matakoho War Memorial Hall, we are continuing engagement with stakeholders. Additional geotechnical investigation has been completed, the tender process is underway, and the business case has been finalised and funding approved. A preferred tenderer will be announced before Christmas.

1.3 Progress on SH10 Kaeo and Taipa bridge improvements

A successful open day was held on 26 and 27 October gaining a high level of community support for the projects. Geotechnical investigation for the investigation phase is complete. The business case has also been finalised and funding approved with a preferred tenderer to be announced before Christmas.

Work continues with Northland Regional Council on hydrologic modelling of the Kaeo catchment. Upcoming activities include commencement of property acquisition negotiations.

Upcoming activities for Taipa include:

- continued development of the Assessment of Environmental Effects,
- consenting discussions to continue with local authority
- developing the concept for treatment in township.

1.4 Progress on SH10 Waipapa

The Supporting Waipapa Growth business case has moved into the single stage phase following signoff the strategic case.

The project is being developed collaboratively with Far North District Council as the project considers the entire transport network including state highways and local road while taking into account the impacts for all users and acknowledging the role of the Twin Coast discovery route within the project area.

We will be engaging with key stakeholders including the community during the development of a preferred option(s).

1.5 Progress on the Akerama Curves realignment and passing lane

The project has recommenced with earth works and the continuation of the cut to waste and cut to fill process that began last summer. This phase is dependent on weather conditions and is on the critical path of the project. It will be a focus of work for this period to ensure no deliverables are missed.

1.6 Progress on current smaller improvement projects

The following is an update on Resilience & Safety Project Status:

- Northland Rural Schools Safety Initiative 10% Design complete
- SH 1 Mountfield Rd/Uretiti Campground Right Turn Bays 100% Complete
- SH 1 Kaitaia to Victoria Valley Fryer to Fairburn Hazard Removal 10% Design complete
- SH 1 Kaitaia to Victoria Valley Fairburn to Tracey Bridge Hazard Removal 100% Complete
- SH 1 Saleyards (south) Road Realignment 2% Design
- SH 1 Ross Rd to Te Hana - Shoulder widening 10% Design complete
- SH 1 East of Pakaraka Rd - Shoulder Widening - Design Only 100% Design complete
- SH 1 Makene Slip - Guardrail 10% Design complete
- SH 10 Matauri Link to Waiare Rd - Design Only 100% Design complete
- SH 10 Near Stanners Rd - Hazard Removal - Design Only 100% Design complete
- SH 12 Kaikohe Pedestrian Improvements 10% Design complete
- SH 12 Hokianga Rd - Roundabout 5% Design
- SH 12 Dargaville Pedestrian Improvements 10% Design complete



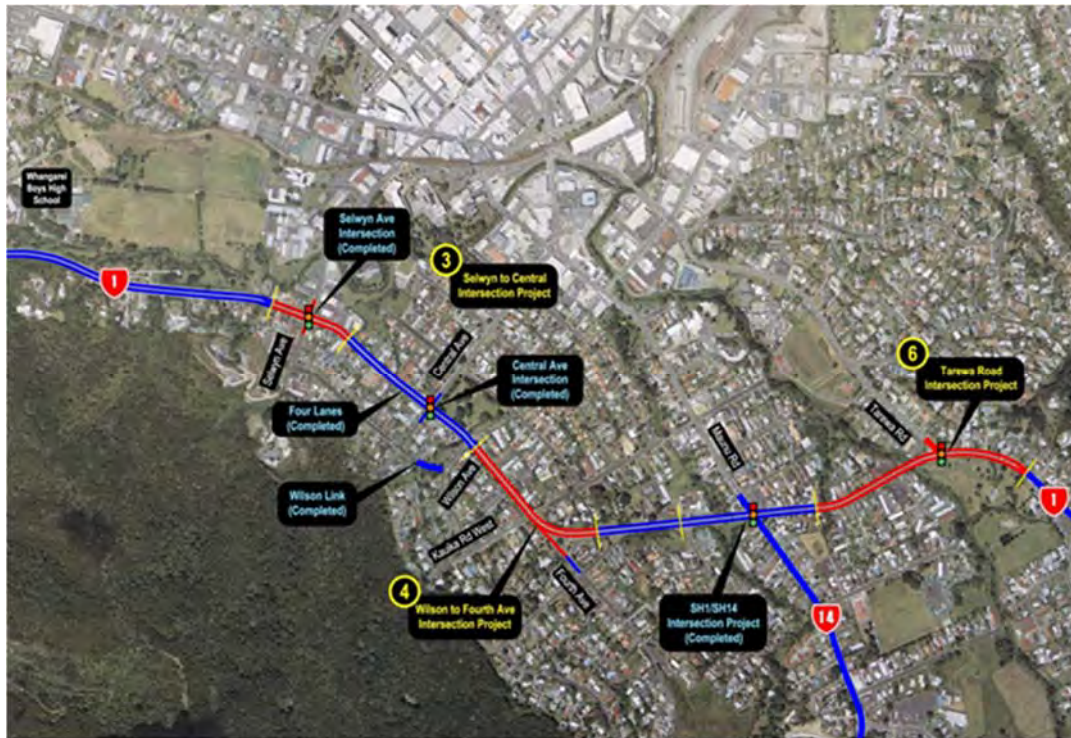
2. Northland to Auckland

Includes SH1 from Whangarei to Auckland

2.1 Progress on the long term corridor plan development

The Transport Agency is currently preparing a long term strategic view of the land transport system, to help shape planning, programming and investment for the next 10-30 years. The view sets out the Transport Agency's perspective on the future demands that are likely to shape the issues and opportunities facing the land transport system; identifies the material impacts they will create; and sets out the priorities and how we believe we will need to respond to those impacts over the immediate and longer term. It will help frame discussions over the next eighteen months or so between the Transport Agency and its partners to prepare regional and national land transport plans and investment programmes for 2018-21.

2.2 Progress on the SH1 corridor improvements through Whangarei



Unexpected ground conditions have pushed completion date between December and February; however traffic will not be affected. A fortnight of night work for pavement will commence on 27 November. While the new roundabout will be fully operational in December, an official opening is planned for February 2017 once the project is complete.

Improvements to SH14 Hospital Road has commenced with a recent dawn blessing held with Manawhenua representatives. Service locations and potholing are now underway.



2.3 Progress on the SH1 Brynderwyn Hills North improvements

Installation of the median barrier has begun, with the traffic switch programmed for mid-December to move both directions of traffic westward onto the new alignment. Once moved across, the remainder of the new route will be constructed on the old road and an official opening will take place in early 2017.

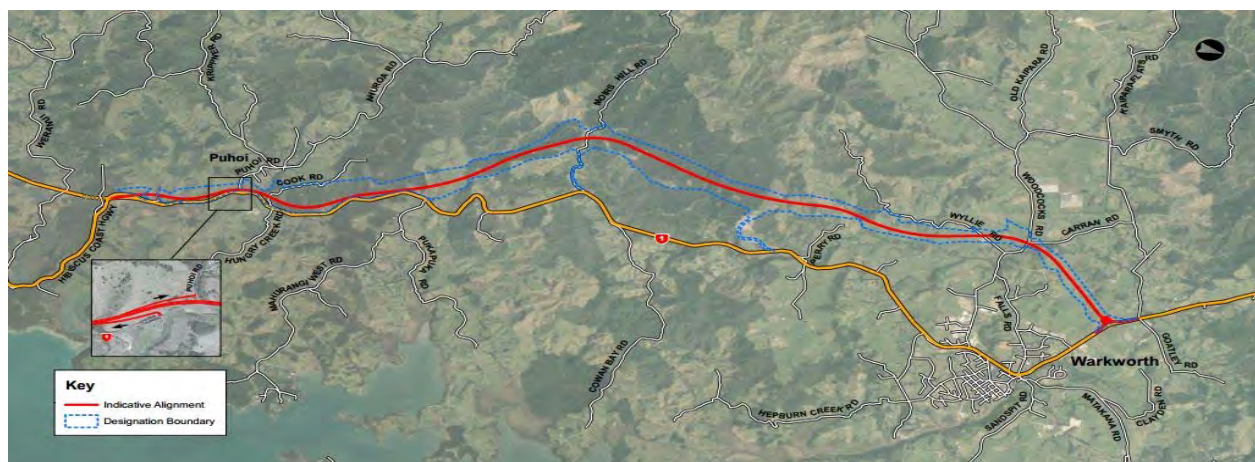
2.4 Progress on Road of National Significance, Pōhoi to Warkworth

The contract has been formally signed and awarded to be delivered as New Zealand's second Public Private Partnership for a state highway after the Transmission Gully motorway project in Wellington. The project will enable economic growth by providing a safer more reliable transport link for the region. The Northern Express Group is made up of firms with considerable experience in the design, construction, finance, maintenance and management of key infrastructure projects.

The equity partners in the consortium are:

- Accident Compensation Corporation
- Public Infrastructure Partners (managed by Morrison & Co PIP Ltd)
- Acciona Concesiones S.L.
- Fletcher Building Ltd

A sod turning event is scheduled for 8 December at the Warkworth end of the project which will have a number of dignitaries in attendance including our Minister, Board members and Chief Executive



2.5 Progress on current smaller improvement projects

- SH 1 Kaiwaka Speed Indicator Device 100% Complete
- SH 1 Mahurangi Rd to Pōhoi - wide centre line and safe hit posts 10% Design complete
- SH 1 Bends south of Schollum Access Rd - Guardrail 100% Complete

3. Northland Inland Route

Includes SH1 from Kaitia to SH15, and SH15 to NorthPort

3.1 Dawn Blessing

On 14th December - State Highway 15 declaration. Dawn blessing at Te Pua Road, Kaikohe followed by sign unveiling at Mangakahia Sports Complex, Mangakahia Road, Poroti

3.2 Progress on the Loop Road to Smeatons Hill improvements

Funding has been approved for design and construction with the professional services tender being awarded to AECOM. The project team will begin developing design and consent documentation as well as commencing property acquisition.



Indicative design- Loop Road (North)



Indicative design- Loop Road (South),
Portland Road

3.3 Progress on current smaller improvement projects

- SH15 Guide Signs 10% Design complete

4. State Highway Maintenance and Operations

Includes all the state highways in Northland and northern part of Auckland

4.1 Delivery

It is very early in the season for pavement renewals, but of the planned works all have been completed on time.

As per the table below, delivery of programme has commenced.

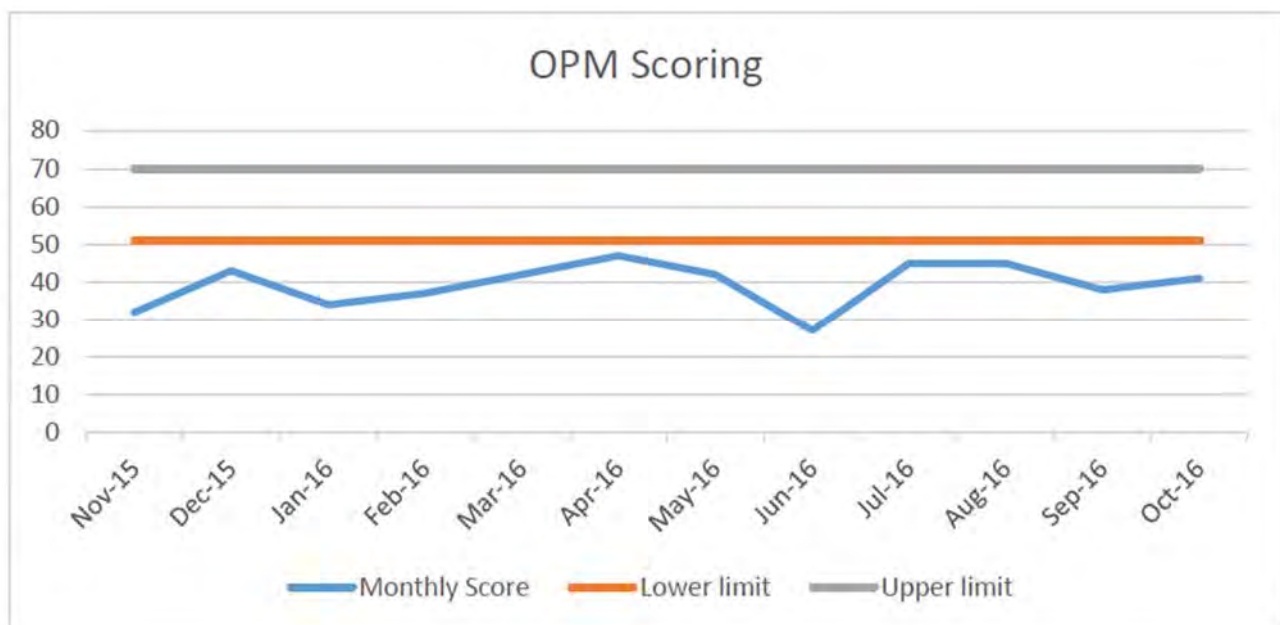
- Dome Valley and Kai Iwi Lakes Rehab have both been achieved this period
- Minor Safety Projects achieved this period are Kiwitahi Guardrail, Uretiti Right Turn Bays, Kaiwaka Speed Indicator Device and Schollum Access Guardrail.
- Pre-reseal repairs were started in September, with the anticipation of resealing in October but inclement weather delayed this until the last week in October.

Renewals	Annual Programme (Lane.km's)	Month of October (Lane.km's)	YTD (Lane.km's)	% Achieved
Rehabs	13.367	1.726	1.726	12%
Chip seal	98.07	0.59	0.59	6%
Thin AC	5.401	0	0	0%
Minor Safety	Design	NZTA Approval	Physical works	Total number of projects achieved
(current number of projects)	% Achieved	% Achieved	% Achieved	
20	87%	70%	20%	3

4.2 Operational Performance

The Operational Performance Measures (OPM Score) is the single value measure that we use to show that the correct level of service is being provided by the Network Outcomes Contract supplier.

Monthly, a random sample of the network is audited. Each non-compliance adds to the score. Any score below the OPM of 50 indicates the level of service being requested of the NOC supplier is being delivered. Financial penalties start to incur at a score of 50 with a score of 70 incurring a \$46,000 penalty. Scores above 70 can affect tenure.



5 Getting ready for the 2018-2021 National Land Transport Programme

5.1 Listening and adjusting for success

The Transport Agency is beginning to initiate conversations with partner organisations across the country as we gear up for the next 2018-2021 National Land Transport Programme (NLTP). The team have been out talking with partner organisations and listening to feedback on what has and hasn't worked well through the previous 2015-2018 NLTP process.

Some of the key feedback points have been a reminder that:

1. **The Status of the RLTP** – our partners have told us specifically that it belongs to the regions and will need to be led by the regions.
2. **Bigger Strategic Context** – there is a desire for a clearer long term picture from the Transport Agency regarding the future of the network.
3. **Business Case Approach (BCA)** – there is still a little uncertainty around the BCA and its process. We have signalled that we can work on this together.
4. The Transport Agency's new **State Highway Investment Proposal** – there is a desire for greater clarity regarding the process and the opportunities to influence and contribute to its development.
5. The **Transport Investment Online** system – partners are aware that these templates are being updated and would like to know when new versions will be available.

The Transport Agency's intentions are to be innovative and to jettison old processes that don't work, and to engage early with partners to continue to jointly build a narrative that enables and delivers core outcomes for communities.

6 Looking after our people

6.1 Supporting driver licensing initiatives for higher risk young drivers

The Transport Agency has initiated conversations with Far North District Council and the Far North Regional Economic Action Plan to replicate the Community Drivers Mentoring Programme in the Far North District.

Both parties have expressed interest in extending the current reach and programme intensity. Further details are being developed such as funding and investment, success indicators and roles and responsibilities.



7 Listening and sharing

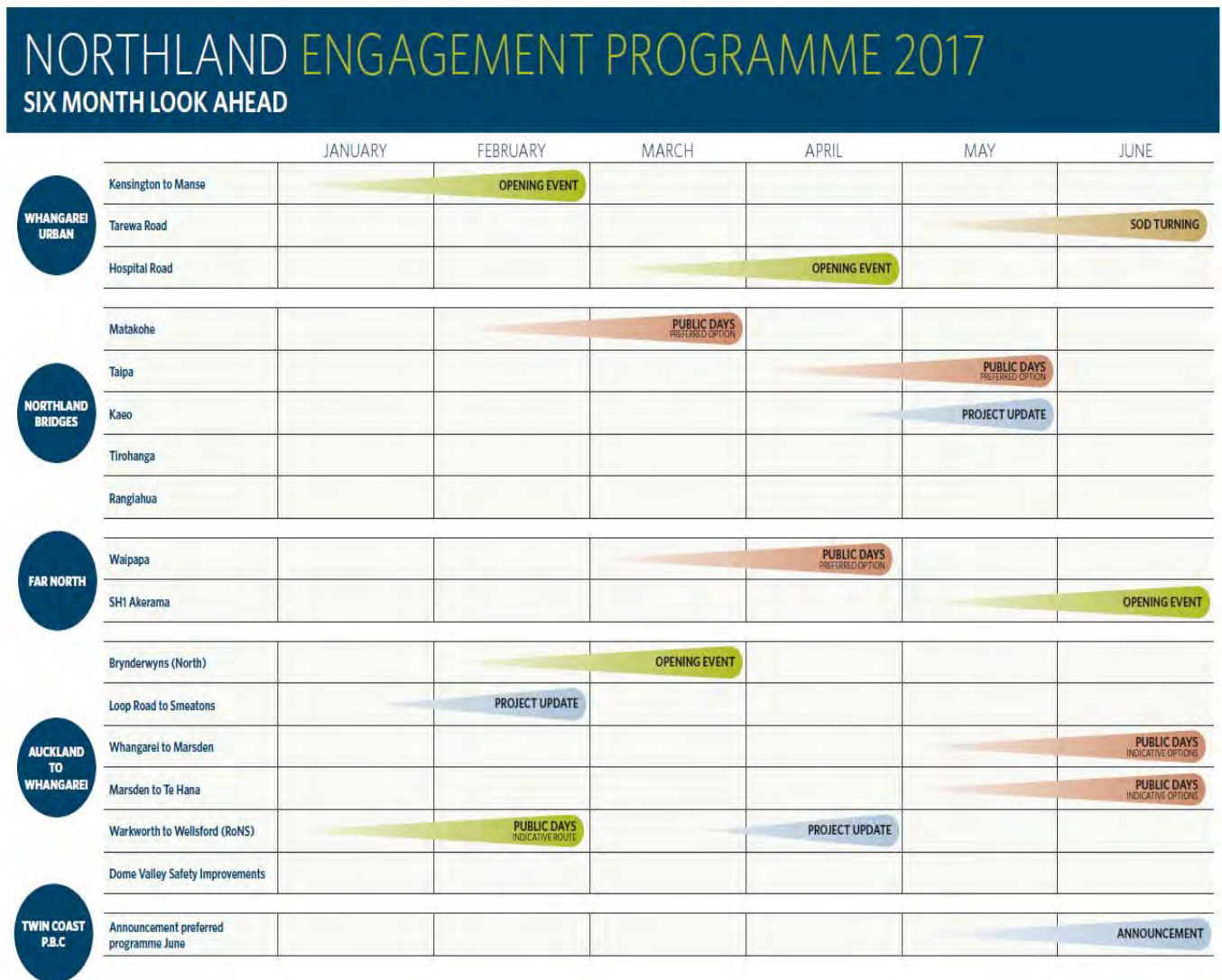
7.1 Media

Proactive media releases were issued through October and November announcing the iwi blessing and start of construction on improvements to the intersection of SH14 and Hospital Road in Whangarei, proposed speed limit changes on SH1 through Kaiwaka to make it safer and more consistent, public open days about new two-lane bridges on SH10 at Kaeo and Taipa, construction work resuming over the summer months on the SH1 Brynderwyn Improvements project with work due to be completed early next year, major repairs getting underway to improve drainage and road repairs across Northland.

7.2 Upcoming Events

- 8th December – Sod turning, Puhoi to Warkworth @11.15am at 40 Wyllie Road, Warkworth
- 14th December – State Highway 15 declaration. Dawn blessing @6.15am at Te Pua Road, Kaikohe followed by sign unveiling @ 8.00am at Otakia Valley Road/Otaika Hall, Loop Road, Whangarei.

7.3 Upcoming community engagement (and future events)



Tai Tokerau Northland

Connecting Northland Projects



ISSUE: Regional Cycle Strategy Update

ID: A897986

To: Regional Transport Committee Meeting, 7 December 2016

From: Chris Powell, Transport Manager

Date: 17 November 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:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to update the Regional Transport Committee on the progress made to date on the Regional Cycle Strategy.

It concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

No decision required.

Whilst the work of the Regional Transport Committee is 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 'Regional Cycle Strategy Update' by Chris Powell, Transport Manager, dated 17 November 2016, be received.
-

Report:

At the August 2016 Regional Transport Committee (RTC) meeting, the following was included in the minutes:-

‘That a progress report be tabled at the next meeting on the Regional Cycle Plan’

At the October 2016 RTC meeting, it was noted that :-

‘Permission was granted to Chris Powell to table a progress report on the Regional Cycle Plan at the next Regional Transport Committee meeting on 7 December 2016.’

This report serves to update the RTC on this matter.

Background

In 2005, the Northland Regional Council (NRC) compiled and consulted on a Northland Walking and Cycling Strategy. This strategy was updated in April 2009.

In October 2007, the Far North District Council (FNDC) released its Walking and Cycling Strategy.

The Kaipara District Council (KDC) released its Walking and Cycling Strategy in April 2005.

The Whangarei District Council (WDC) completed their walking and cycling strategy in September 2007. This strategy was updated in March 2012.

The four walking and cycling strategies were finalised by 2007 in an effort to source funding from the “Great Rides” funding category. No funding assistance was received at this time.

For the 2009/2012 Regional Land Transport Programme funding period, the KDC and WDC applied for funding for cycleway related work.

For the 2012/2015 Regional land Transport Programme funding period, the WDC applied for funding assistance for cycleway construction. The other councils did not apply as the 2015/2018 Government Policy Statement had indicated that funding assistance for walking and cycling was not a high priority.

During the 2014/2015 financial year (last year of the 2012/2015 funding period), NZTA indicated that there was financial assistance available in the walking and cycling work category. The WDC applied for and received funding assistance under this work category.

For the 2015/2018 funding period, both the FNDC and WDC applied for funding for cycleway construction. The WDC applied under the “Urban Cycleway Project” funding category and the FNDC applied under the “Great Rides” funding category.

Progress to Date

At a meeting held in Kaitia on 11 June 2015, the Community Business and Environment Centre (CBEC) along with the FNDC tabled their plans for an expanded

network of road and off-road facilities. At this meeting, the concept of investigating the feasibility of producing a “Regional Cycle Strategy” (strategy) was discussed in detail. At this meeting, it was agreed that a workshop be held with the following organisations to ascertain if such a strategy was needed:-

- NZ Transport Agency (NZTA);
- Far North District Council (FNDC);
- Whangarei District Council (WDC);
- Kaipara District Council (KDC);
- Northland Regional Council (NRC) ; and
- Northland Inc.

On 5 October 2015, the abovementioned workshop was held at the offices of the KDC. *“The purpose of the workshop was to understand the various cycle initiatives across the region and understand if there was a need for a regional cycle strategy”.*

It was agreed that there was in fact a need for the strategy, and that this document should provisionally concentrate on the following four areas:-

- Tourism/Promotion;
- Funding;
- Operational;
- Benefits to users; and
- Behaviour Change.

In addition, the document was to list all cycle routes/trails presently in operation, future projects planned and identify any gaps that could be covered.

In conclusion, the following action plan was agreed:-

- Clarify the process;
- Create a joint vision;
- Establish a network plan;
- Coordinate tourism promotion and economic development;
- Adopt common design practices;
- Create an implementation plan;
- Support the behaviour change programme regionally; and
- Create a funding plan.

On 23 November 2015, a follow up workshop was held at the offices of the KDC and concentrated on the following key themes:-

- Northland as a destination and the story;
- Understanding the target market and sub markets;
- Encouraging safety – including share the road;
- An integrated approach whereby all stakeholders benefit;
- Encouraging local entrepreneurs;
- Cycling as a transport choice;
- learning from others;
- Implementation; and
- Engagement.

A further workshop took place on 9 February 2016 at the NRC offices. Following on from the February 2016 meeting, all three councils have been in the process of updating their walking and cycling strategies. The WDC have a fully

operational plan in place and are assisted in this work through a governance group made up of cycling advocates.

Recommendation

With the immanent completion of the district council's individual strategies, it is recommended that the proposed regional cycle strategy be completed. The regional strategy must be able to provide a Business Case Approach to support the district councils for individual funding assistance applications.

It is further recommended that for the compilation of the regional cycle strategy, all work undertaken from June 2015 to date be rationalised and included in a draft cycle strategy whilst also taking into consideration the following important aspects:-

- All cycle related work undertaken on the Twin Coast Discovery Route.
- The identification of all relevant stakeholders and stakeholder groups.
- The formation of a steering group consisting of partners and key stakeholders.
- The identification of what the strategy must consider and include, for example:-
 - why story (benefits to be delivered);
 - current infrastructure;
 - proposed infrastructure from NZTA, FNDC, WDC and KDC;
 - tourism strategies;
 - the Government Policy on cycling;
 - the relevant Regional Land Transport Plan;
 - behaviour change programmes (bikes in schools, travel planning and skills training);
 - measurable targets (trips made etc.); and
 - means of measuring outcomes.
- A timetable approved by the Regional Transport Committee.

As this is a regional strategy, the Northland Regional Council will lead the project and provide regular updates to the Regional Transport Committee.

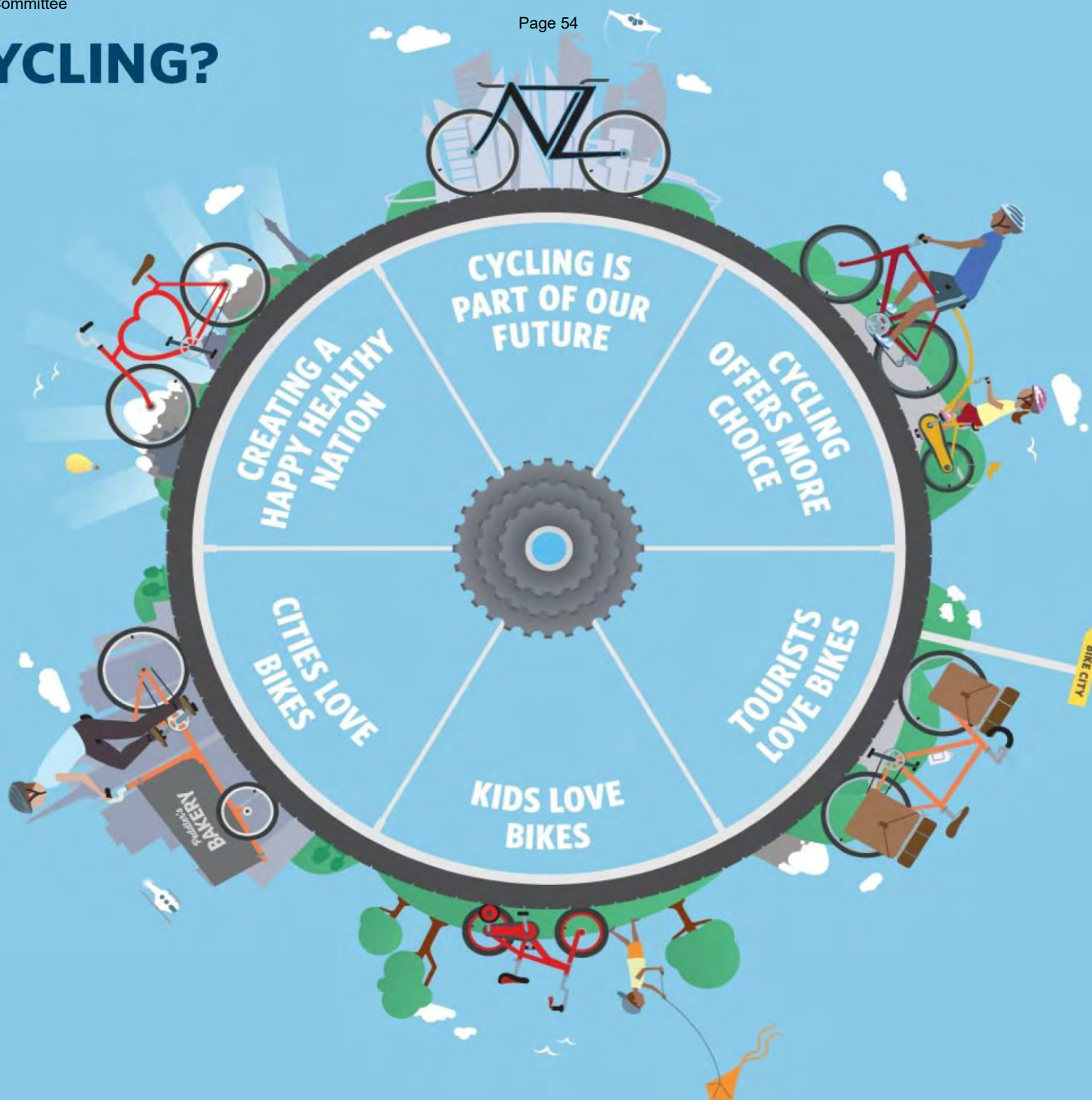
In compiling the strategy staff will take cognisance of the New Zealand Transport Agency and government requirements for cycling.

See [Attachment I](#) for a copy of the governments 'Build a Stronger, More Prosperous New Zealand'.

BUILD A STRONGER, MORE PROSPEROUS NEW ZEALAND



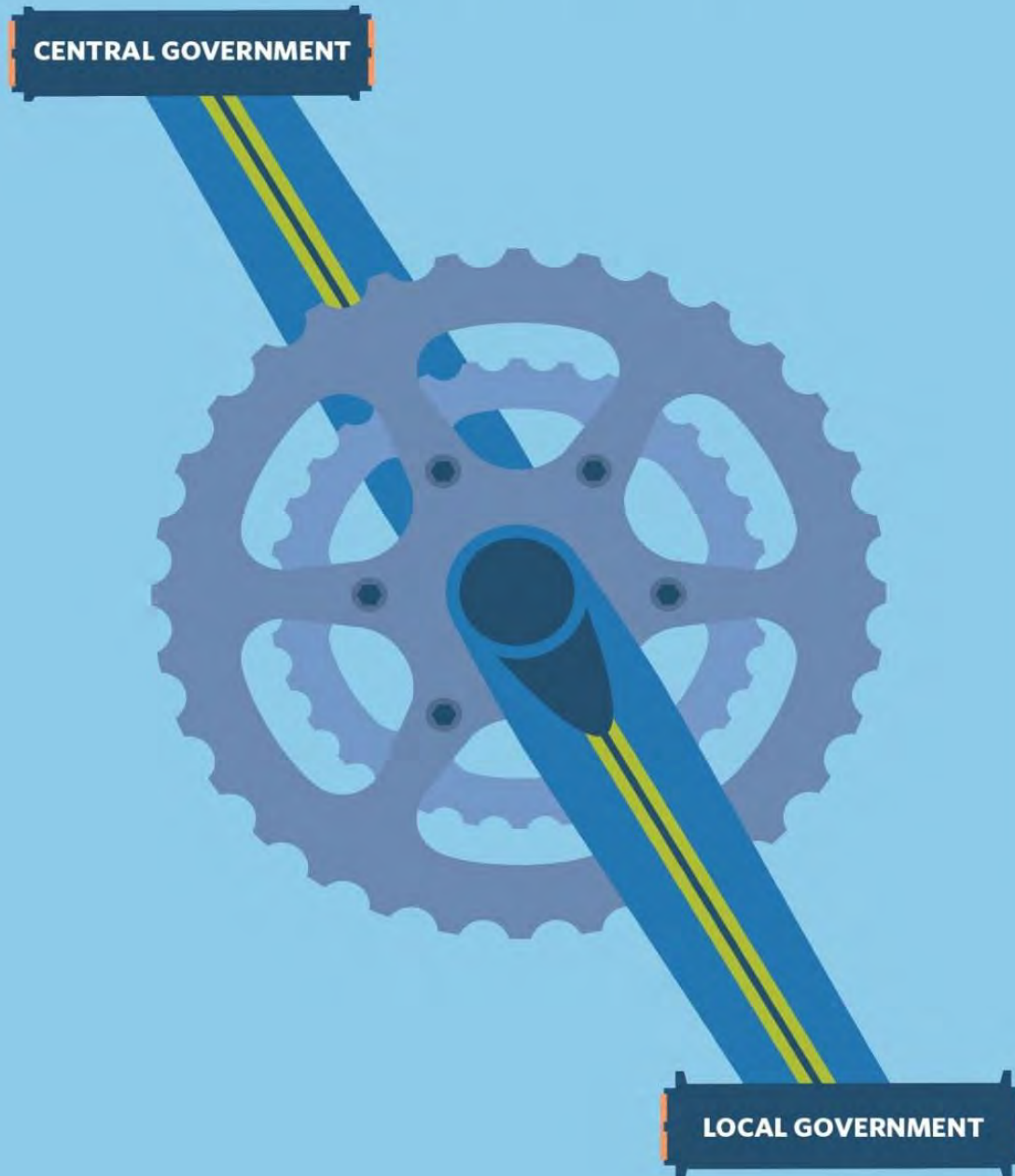
WHY CYCLING?



OUR NATIONAL CYCLING PROGRAMME STRATEGY



WORKING TOGETHER



ITEM: 7.3
Attachment I

LOCAL GOVERNMENT'S ROLE IS CRITICAL FOR SUCCESS!

- We both have roles in each of build, engage, promote and share, and to collaborate with other partners
- Connected local networks for cycling are the fundamental building block of change
- The effectiveness of national campaigns are enhanced by quality local action, particularly in promotion and engagement
- Local activity is powerful in creating change, bringing national messages to life and significantly increasing reach
- At a local level the Engage, Promote and Share activities can be better targeted to quality cycle networks
- Most opportunities to get on your bike happen locally



CYCLING IS A GOVERNMENT PRIORITY

And we are here to help

- **Co-investment**
- **Cycling network development**
- **National campaigns**
- **Assistance and resource**

We encourage you to....

- Plan to complete your connected network for cycling
- Ensure programme includes all four wheels of the national strategy
- Resource your programme and get more people cycling



ISSUE: Northland Transportation Alliance Update

ID: A899333

To: Regional Transport Committee Meeting, 7 December 2016

From: Neil Cook, Alliance Manager (Acting)

Date: 22 November 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 type="checkbox"/> Legislative function	<input type="checkbox"/> Annual\Long Term Plan	<input checked="" type="checkbox"/> Other
Significance:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to update the Regional Transport Committee on the establishment of the Northland Transportation Alliance.

It concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

No decision required.

Whilst the work of the Regional Transport Committee 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 'Northland Transportation Alliance Update', by Neil Cook, Acting Alliance Manager, dated 22 November 2016, be received.
-

Report:



Background

The Councils of Northland adopted the Business Case for the establishment of the *Northland Transportation Alliance* and *Shared Services Business Unit* in April/May 2016; with a target date for commencement of 1 July 2016.

The Alliance is a collaborative initiative involving Far North District Council, Kaipara District Council, Whangarei District Council, Northland Regional Council and New Zealand Transport Agency (NZTA). Within the Alliance, a Shared Services Business Unit will deliver services initially to the three district Councils with Northland Regional Council being integrated over the next 12 months.

The official 'launch' of the Alliance was held on the 27 of May with the involvement of representatives of all participants.

Alliance Leadership Group

The Alliance Leadership Group consists of the Chief Executives of the four Northland Councils and Ernst Zöllner, Regional Director for NZTA. The Group is meeting monthly to provide guidance and oversight in the establishment of the Alliance.

Alliance Manager

Mr Peter Thomson has been appointed as Alliance Manager. Peter is a very experienced local government leader with considerable background in transportation and asset management. He will join us from 9 January 2017.

Neil Cook, of Rationale Ltd, is engaged as the Acting Alliance Manager, carrying on from his earlier role as Transition Manager. Mr Cook will continue in the role until Peter commences work and for a short hand-over period thereafter.

Key Milestones and Achievements April – November

Milestone/Activity	Status
<p><i>Memorandum of Understanding</i></p> <p>The Business Case, adopted by all Councils, sets out the strategic policy direction for the Alliance. This is given effect to via a Memorandum of Understanding (MoU) that is signed by the CEs of the Councils and NZTA. The MoU sets the 'ground rules' of how the parties will work together to establish and successfully operate the Alliance.</p>	Complete

Milestone/Activity	Status
<p>Business Plan</p> <p>The Business Plan establishes the objectives of the Alliance for the 2016/17 year along with financial and non-financial performance measures and targets.</p>	Complete
<p>Service Level Agreements</p> <p>The Alliance has a Service Level Agreement with each 'client' Council that specifies the services to be delivered by the Alliance, the resources to be supplied by the Council, and financial and non-financial performance measures and targets.</p>	Complete
<p>NZTA Notifications</p> <ul style="list-style-type: none"> • SH15 (Mangakahia Road) gazetted as State Highway • Formal notification of approval of SSBU arrangements 	<p>Complete 27/07/16</p> <p>Complete 03/08/16</p>
<p>High Speed Data Collection</p> <p>The Alliance has recently received quotations for the 2016-17 High Speed Data Collection Survey of portions of the sealed networks for each Council for providing data for the Council's RAMM databases. By calling for a combined contract, the Alliance has received a 7.5% savings reduction over the individual Council survey quotations.</p>	Contract awarded.
<p>FNDC Forestry Roothing Programme Approval</p> <p>FNDC has allocation for additional funding for forestry roads upgrades. The Alliance assisted in finalising the business case for approval of release of these funds.</p>	NZTA approval 08/09/16
<p>Regional Projects Programme</p> <p>A programme of regional projects is getting underway using resources from across the Alliance partners, including but not limited to;</p> <ul style="list-style-type: none"> • Asset Management Plans • Regional Procurement Strategy • RLTP (statutory requirement) • Alignment of Tendering policies, contract specifications, engineering standards • Unsealed roads strategy (including dust control) • Operational MoU between NZTA and Councils (delineation of responsibilities) 	Underway
<p>Monitoring Framework for Alliance</p> <p>Developing a framework for monitoring the Alliance against the expectations and assumptions that were established in the Business Case. This is a longer term view that will assist with reviews of the Alliance initiative over time.</p>	Underway

Discussion

The 'fast-track' establishment of the Alliance, whilst challenging, has been achieved. The foundations for success have been put in place in the form of the Business Case providing strategic direction endorsed by Councils, the MoU setting the 'rules of engagement', the Service Level Agreements setting out the expectations of the 'Clients' of the Alliance and the Business Plan for the Alliance to measure its own performance against priorities and targets for the year.

As expected there will be challenges integrating the different participants and the establishment of a programme of regional collaboration projects is one way we are bringing the teams together.

As outlined above, there have been a number of achievements in these early months of operation that provide an indication of what can be achieved from the collaborative and integrated approach.

The appointment of the Alliance Manager is a key milestone from which the transition will begin to accelerate.

**ISSUE: Northland Stock Truck Effluent Disposal Facility
Working Group Update**

ID: A898185

To: Regional Transport Committee Meeting, 7 December 2016

From: Councillor Ann Court, Chair of the Northland Stock Truck Effluent
Disposal Working Group

Date: 18 November 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:	<input type="checkbox"/> Triggered	<input checked="" type="checkbox"/> Not Triggered	

Executive summary:

The purpose of this report is to update the Regional Transport Committee on the progress to date of the Northland Stock Truck Effluent Disposal Facility Working Group.

It concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

No decision required.

Whilst issues pertaining to the discharge of stock truck effluent to approved disposal sites are of high significance due to the potential for related road safety issues, 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 'Northland Stock Truck Effluent Disposal Facility Working Group Update' by Councillor Ann Court, Chair of the Northland Stock Truck Effluent Disposal Working Group, dated 18 November 2016, be received.
-

Report:

Background

The Northland Stock Truck Effluent Disposal Facility Working Group (working group) was set up to address, and where possible mitigate the escalating discharge of waste from stock vehicles onto the regions roads which led to:-

- safety Hazards (specifically to smaller vehicles);
- damage to road surface;
- pollution of environment; and
- health concerns.

The working group consisted of representatives from the following entities or agencies:-

- NRC;
- New Zealand Transport Agency (NZTA);
- Opus International Consultants;
- Kaipara District Council (KDC);
- Whangarei District Council (WDC);
- Far North District Council (FNDC);
- National Road Carriers Association (NRCA);
- PGG Wrightsons; and
- Federated Farmers.

This group has expanded to include:-

- Road Transport Association New Zealand.

By 2015, the group had secured discharge facilities at:-

- Pakaraka – Far North District;
- Kauri – Whangarei District; and
- Dargaville – Kaipara District.

Unfortunately the Dargaville site has ceased to be available.

Progress to Date

The working group continues to strive towards the provision of the most efficient network of Stock Truck Effluent Disposal Facilities (STEDF) across the Northland Region including, replacing the Dargaville site.

At the 3 February 2016 Regional Transport Committee (RTC) meeting, a report titled “Briefing on the Regional Stock Truck Effluent Disposal Facility Needs Locality Requirements Report” was tabled. This report was accompanied by a presentation from the consultancy OPUS.

This report identified possible locations where the development of further STEDF’s could positively impact on the management of the effluent associated with the movement of livestock and to assist in the alleviation of stock effluent discharge to the regions roads and drains.

The report provided four possible locations in an indicative order of priority. These were:-

- Dargaville – Near to Silver Fern Farm abattoir;
- Kaikohe – Kaikohe Sale Yards;
- Kaitaia – Existing weigh station on SH1 south of Kaitaia; and
- Brynderwyns – Glenmohr Road intersection.

Whilst approving the tabled report, the RTC also approved the recommended:-

‘That the Regional Transport Committee approve the appointment of a member of the Committee 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.’

Councillor Ann Court of the Far North District Council was formally nominated as the RTC representative to chair this group.

Since the February 2016 RTC meeting, there has been three meetings of the working group. These were held in June, September and November. These meetings have centred on the best way forward in progressing the recommendations for the study, which must include:-

- A comprehensive consultation process with partners and stakeholders on the suitability and viability of the proposed locations;
- Identify existing facilities and ascertain accessibility;
- Look for alternative solutions;
- The most cost efficient facilities if construction required; and
- Identify available funding sources.

In the interim, the working group will attempt to ascertain present usage of existing facilities and will push for continued reporting of effluent spillages.

The next meeting has been scheduled for 19 January 2017.