

NORTHLAND REGIONAL COUNCIL

Regional Transport Committee Agenda

For meeting to be held in the Council Chamber,
36 Water Street, Whangārei, on Wednesday 7 February 2018
commencing at 10.00am

MEMBERSHIP OF THE COMMITTEE

Chairman: Cr John Bain (NRC)

Cr Paul Dimery (NRC)

Cr Greg Martin (WDC)

Mr Peter Clark (NZTA)

Cr Julie Geange (KDC)

Cr Ann 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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TITLE: Confirmation of Minutes – 6 December 2017

ID: A1027253

To: Regional Transport Committee, 7 February 2018

From: Tegan Capp, Meeting Secretary

Date: 24 January 2018

Executive summary

The purpose of this report is to present the unconfirmed minutes of the Regional Transport Committee meeting held on 6 December 2017 (**attached**) for confirmation as a true and correct record.

Recommendation

1. That the minutes of the Regional Transport Committee meeting held on 6 December 2017 be confirmed as a true and correct record.
-

Background

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

Attachments

- 4.1a- Unconfirmed Minutes – Regional Transport Committee Meeting, 6 December 2017
-

Authorised by

Name: Chris Powell
Title: Transport Manager, Northland Transportation Alliance
Date: 24 January 2018

NORTHLAND REGIONAL COUNCIL

REGIONAL TRANSPORT COMMITTEE

Minutes of the Regional Transport Committee meeting held in the Council Chamber,
36 Water Street, Whangārei, on Wednesday 4 December 2017
commencing at 10.00am

Present:

Northland Regional Council

Cr J Bain, Chairman

Cr P Dimery

Kaipara District Council

Cr J Geange (*Arrived 10.06am*)

Far North District Council

Cr A Court

Whangarei District Council

Cr P Halse

New Zealand Transport Agency

pp NZTA System Manager – J Hori-Hoult

In Attendance:

Full Meeting

NRC Chairman B Shepherd (*Departed 12.01pm*)

NRC Group Manager Customer Service & Community Resilience – T Phipps

NRC Transport Manager – C Powell

NRC Transport Strategic Planning Officer – S Selkirk

NRC Policy Analyst – J Trewin

NRC Minute Taker – T Capp

NRC Economist- D Jones (*Departed 10.45am*)

FNDC Group Manager Infrastructure and Assets – A Finch

WDC Roading Manager – J Devine

KDC General Manager Infrastructure – C Martin

KDC Roading and Solid Waste Manager – H Van Zyl

NZTA Senior Programme Advisor – M Taylor

NTA Manager – P Thomson

NZ Police- Inspector W Ewers

Northland Inc. General Manager Investment & Infrastructure– V Cooper

(*Arrived 10.20am*)

Northland Inc. Business Analyst – C Mc Intyre (*Arrived 10.20am*)

New Zealand Road Transport Forum CEO- K Shirley (*Departed 10.45am*)

Northland Freight Group Chairman– D Turner (*Departed 10.45am*)

National Road Carriers – P Rogers (*Departed 10.45am*)

Northern Advocate – K Edge

Resident – S Westgagte

Resident Paihia – S Cornwall

Resident Whangārei – A Wright (*Arrived 10.16am*)

The Chairman declared the meeting open at 10:00am.

Apologies (Item 1.0)

Moved (Dimery/Halse)

That the apologies from Mr P Clarke, New Zealand Transport Agency, and Cr G Martin, Whangarei District Council, for non-attendance; and the apology from Cr J Geange, Kaipara District Council, for lateness be received.

Carried

Declaration of Conflicts of Interest (Item 2.0)

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

Draft Government Policy Statement 2018 Update (Item 3.1)

ID: A1007695

Presentation by Jacqui Hori-Hoult, New Zealand Transport Agency

Jacqui Hori-Holt provided a verbal update on the Draft Government Policy Statement 2018.

Moved (Geange/Court)

1. That the presentation 'Draft Government Policy Statement 2018 Update' by Jacqui Hori-Hoult, New Zealand Transport Agency and dated 28 November 2017 be received.

Carried

The Importance of Providing Efficient Freight Transportation (Item 3.2)

ID: A1007694

Presentation by Ken Shirley, Chief Executive Officer, New Zealand Road Transport Forum

Ken Shirley provided a presentation on the importance of efficient freight transportation.

Moved (Bain/Dimery)

1. That the presentation 'The Importance of Providing Efficient Freight Transportation' by Ken Shirley, Chief Executive Officer, New Zealand Road Transport Forum and dated 28 November 2017 be received.

Carried

Confirmation of Minutes- 4 October 2017 (Item 4.1)

ID: A1007775

Moved (Geange/Dimery)

1. That the minutes of the Regional Transport Committee meeting held on 4 October 2017 be confirmed as a true and correct record.

Carried

Northland Regional Land Transport Plan 2015-2021 – Funding Uptake (Item 5.1)

ID:A1006289

Report from Chris Powell, Transport Manager, Northland Regional Council

An explanation was given to the new presentation of the Quarterly Expenditure Report by Chris Powell, including expenditure to date against budget and how it progresses throughout the year.

Moved (Halse/Geange)

1. That the report 'Northland Regional Land Transport Plan 2015-2021 – Funding Uptake' by Chris Powell, Transport Manager, Northland Transportation Alliance dated 23 November 2017, be received.

Carried

Secretary Note:

- *The Committee requested that a "Comments Column" be included in the spreadsheets to provide details of project progress.*

Northland Regional Land Transport Plan 2015-2021 – Three Year Review (Item 6.1)

ID: A1006340

Report from Chris Powell, Transport Manager, Northland Regional Council

Moved (Bain/Dimery)

1. That the report 'Northland Regional Land Transport Plan 2015/2021 – Three Year Review' progress report by Chris Powell dated 24 November 2017, be received.
2. That the Regional Transport Committee approve that there be no change to the existing Significance Policy as detailed in the Northland Regional Land Transport Plan 2015/2021 – Three Year Review.
3. That the Regional Transport Committee approve the content of the Draft Northland Regional Land Transport Plan 2015/2021 (updated for the 2018-2021 period) for release for public consultation on 15 December 2017.
4. That the Regional Transport Committee consider adopting the proposed simplified hearings process as detailed in this paper;
5. That all Regional Transport Committee elected representatives or their approved alternate, attend all Regional Land Transport Plan 2015/21 – Three Year Review public information sessions during the week of 15 – 19 January 2017.
6. That the Regional Transport Committee delegates to the Group Manager of Customer Service & Community Resilience the authority to make minor formatting, typographical and administrative changes to the Draft Regional Land Transport Plan 2015/21- Three Year Review.

Carried

ID: A1013907

Regional Transport Committee
6 December 2017

Secretarial Note:

- *There was a typing error on Page 2 of 6 of Item 6.1 in the agenda. There is no Recommendation 7, this text should follow on from Recommendation 6.*
- *There were two typing errors on Page 5 of 6 of Item 6.1 in the agenda. 'The draft RLTP will be released for public consultation on 15 December 2017' (not 1 December 2017), and 'submissions will be summarised as usual and considered by the full committee in late February 2018' (not 2017).*
- *It is to be noted that Cr Ann Court voted against the recommendations above.*

Regional Walking and Cycling Strategy Update and Enhancement Proposal (Item 6.2)

ID: A1007836

Report from Jon Trewin, Policy Analyst, Northland Regional Council

Moved (Dimery/Geange)

1. That the report 'Regional Walking and Cycling Strategy Update and Enhancement Proposal' by Jon Trewin, Northland Regional Council dated 24 November 2017, be received.

Carried

Northland Road Safety Update (Item 7.1)

ID: A1006162

Report from Chris Powell, Transport Manager, Northland Regional Council

Inspector Wayne Ewers- New Zealand Police, provided a presentation on Speed and Road Safety in Northland.

Moved (Halse/Dimery)

1. That the report 'Northland Road Safety Action Plan Update' by Chris Powell, Northland Regional Council dated 23 November 2017, be received.

Carried

CONCLUSION

The meeting concluded at 12.08pm.

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

ID: A1006289

To: Regional Transport Committee, 7 February 2018

From: Chris Powell, Transport Manager, Northland Transportation Alliance

Date: 29 January 2018

Executive summary

The purpose of this report is to provide an expenditure update on the six-year Northland Regional Land Transport Plan 2015–2021 (RLTP) for the period 1 July 2017 to 31 December 2017.

Recommendation

1. That the report 'Northland Regional Land Transport Plan 2015-2018 – Funding Uptake' by Chris Powell, Transport Manager, Northland Transportation Alliance, dated 29 January 2018, be received.
-

Background

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 on the progressive progress of the funding uptake by each of the regions approved road controlling authorities. Comparisons on Budgeted Expenditure against Actual Expenditure by Activity/Programme for both the full financial year and for the first and second quarters of the financial year are provided.

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 approved road-controlling authorities.

The **attached** spreadsheet and graphs provide the relevant information on the uptake of funding for the period **1 July 2017 to 31 December 2017** by the Northland Regional Council, Far North District Council, Whangarei District Council, Kaipara District Council and the NZ Transport Agency.

The spreadsheet provided provides the following information:-

- Activity/Programme;
- Approved Authority;
- Progress of Budget/Actual Expenditure for the full Financial Year;
- Progress for the Budget/Actual Expenditure Year to Date;
- Risk of not taking up funding assistance allocation;
- Reasons for variances and remedial action to be taken.

The graphs provided reflect the Progress of Budget/Actual Expenditure for the full Financial Year.

More detailed information pertaining to individual projects may be obtained from the relevant road controlling authorities.

Attachments

- **Attachment 1- 5.1a** - Graphical Presentation of Actual Expenditure compared to Budgeted Expenditure for each Approved Authority for each funding category.
- **Attachment 2- 5.1b** – Table depicting Actual Expenditure compared to Budgeted Expenditure for each Approved Authority for each funding category.

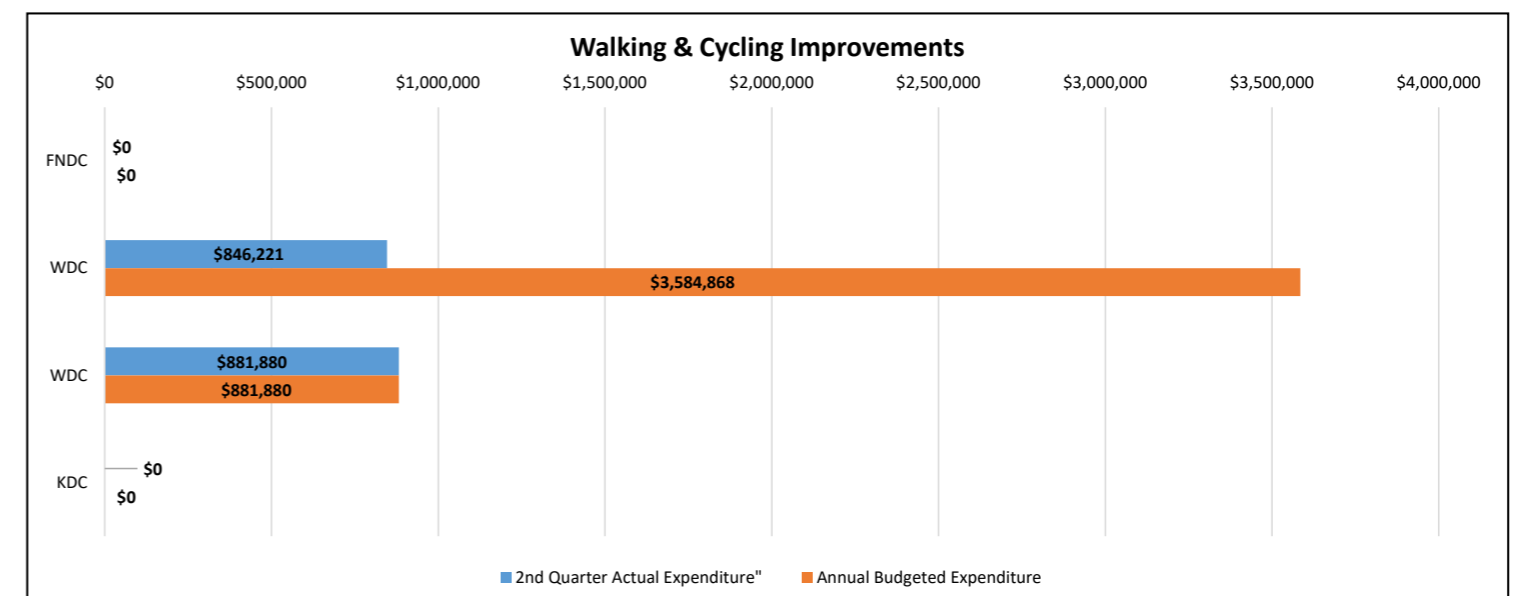
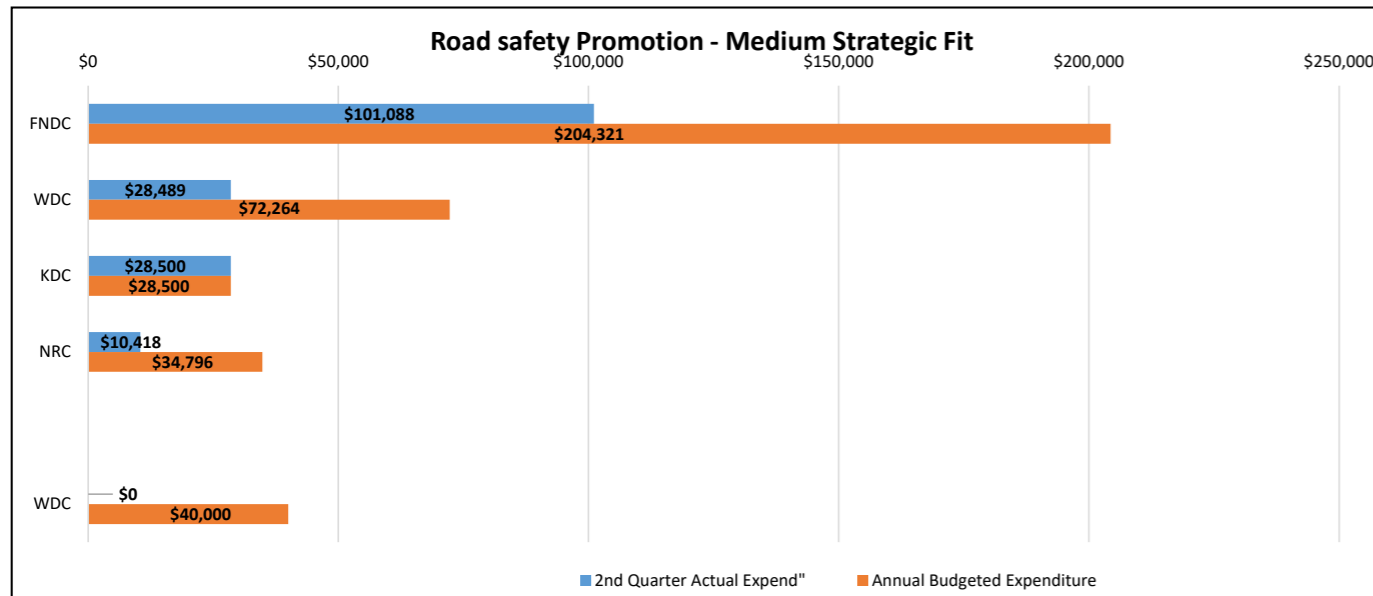
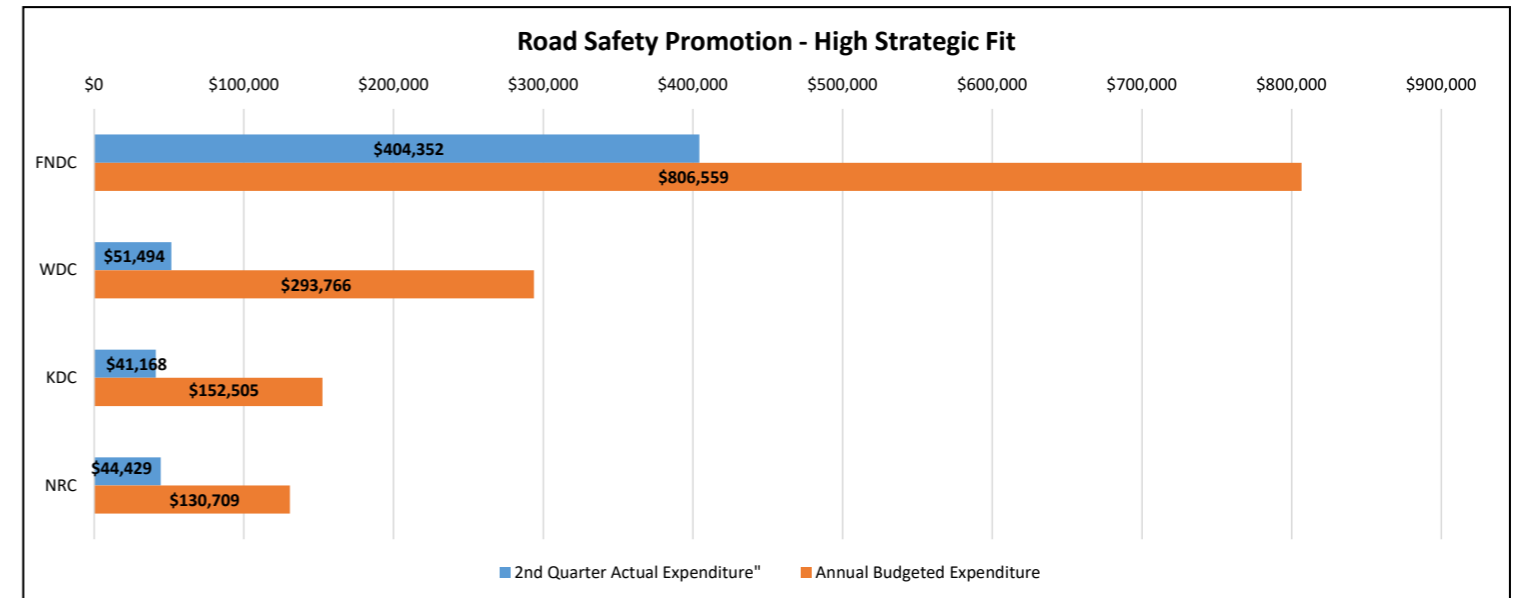
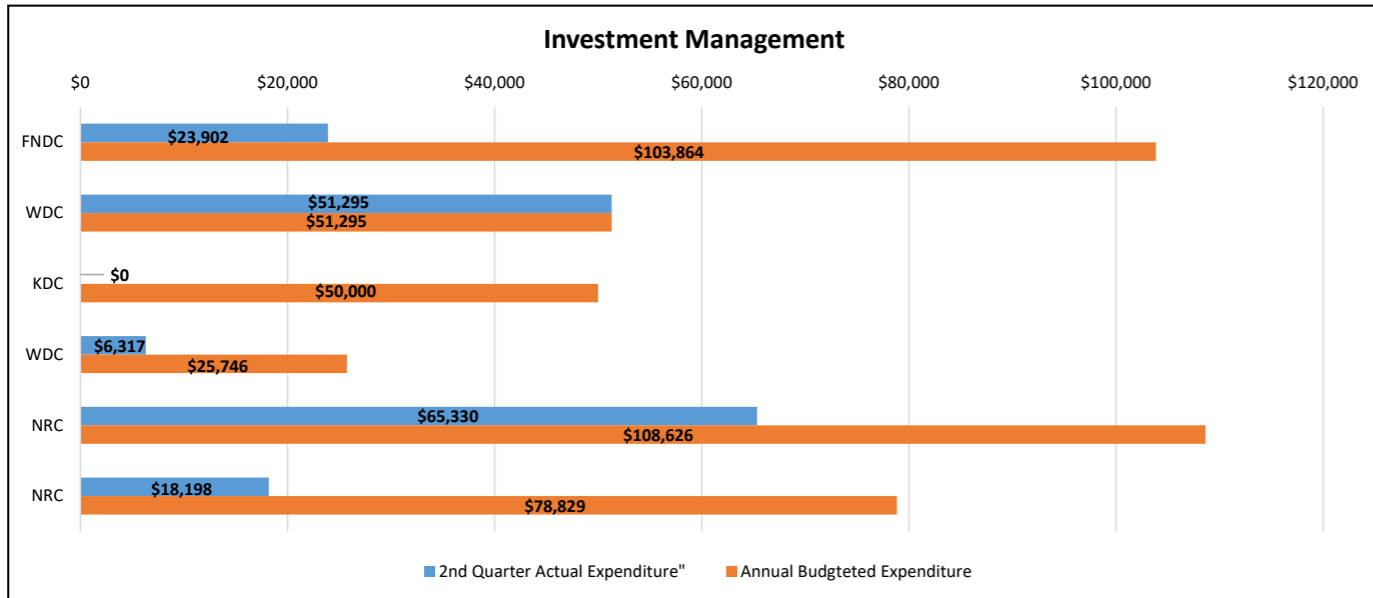
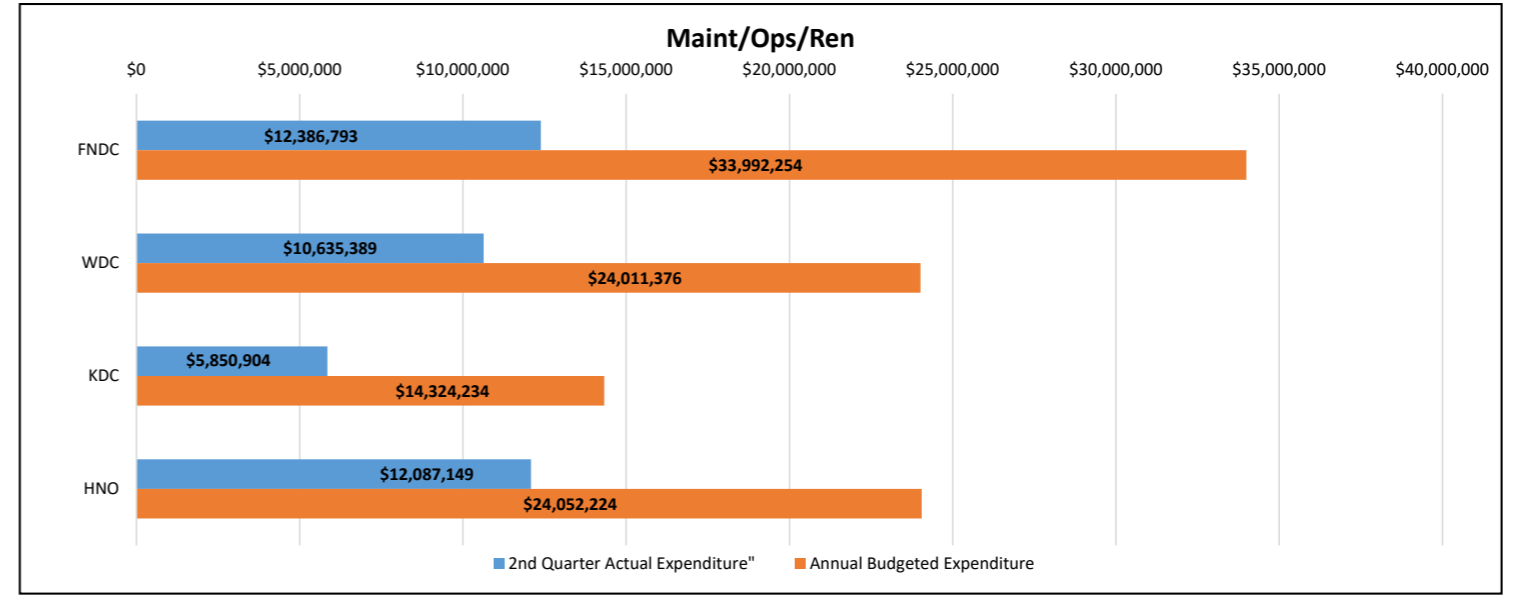
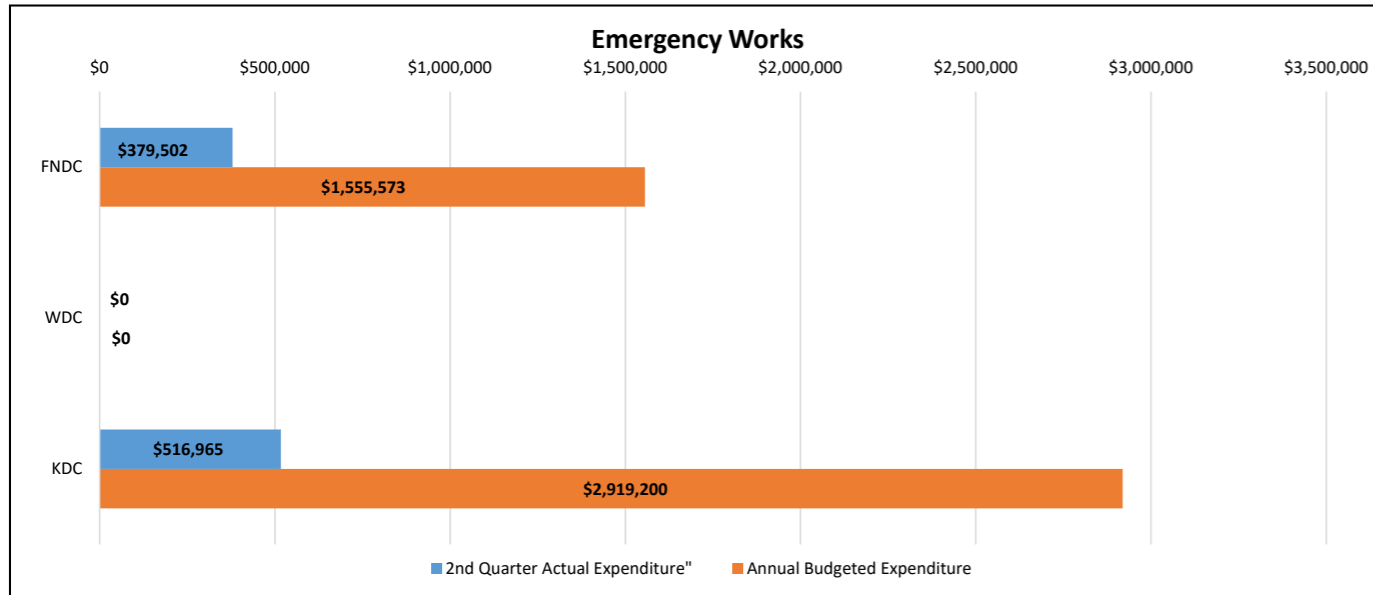
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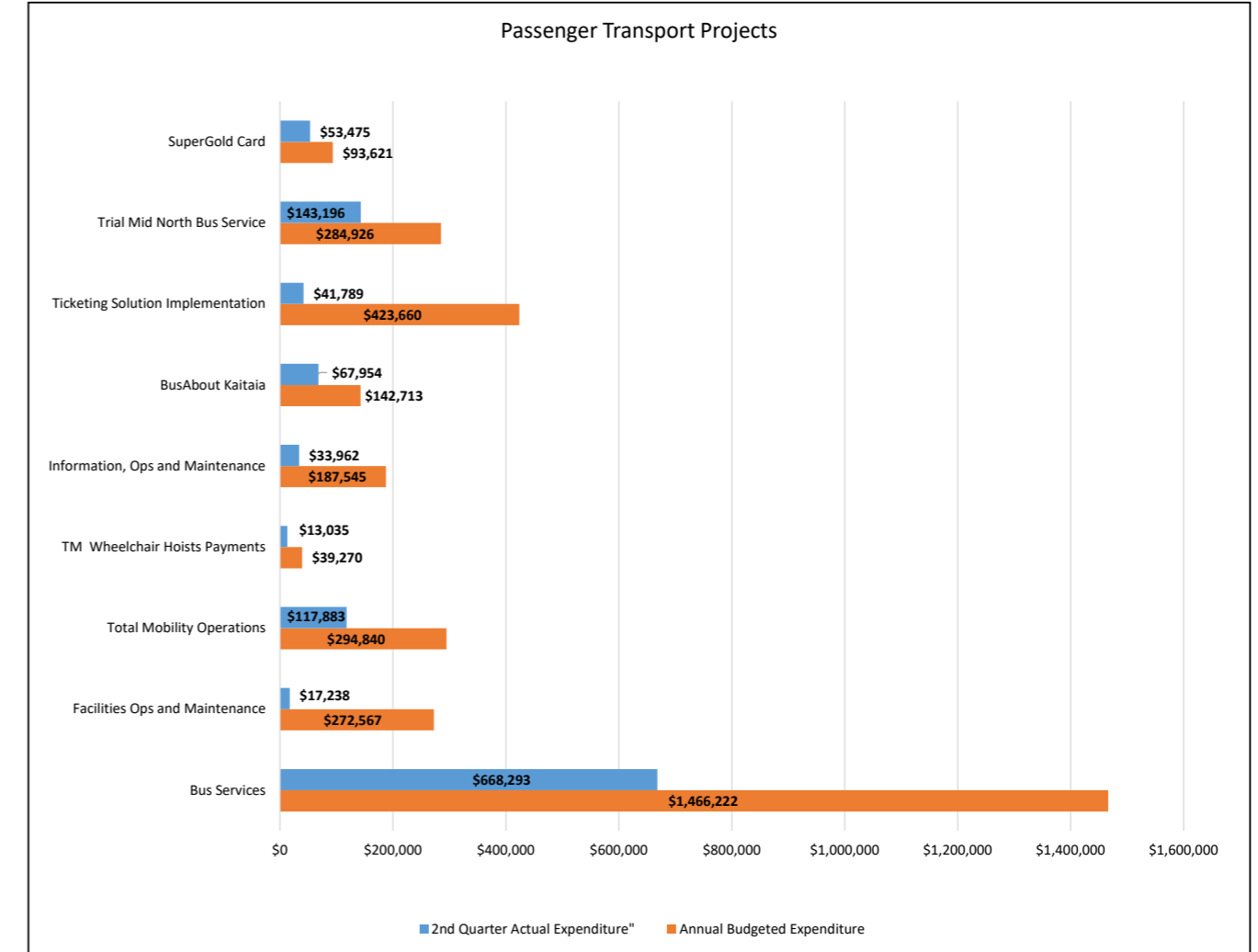
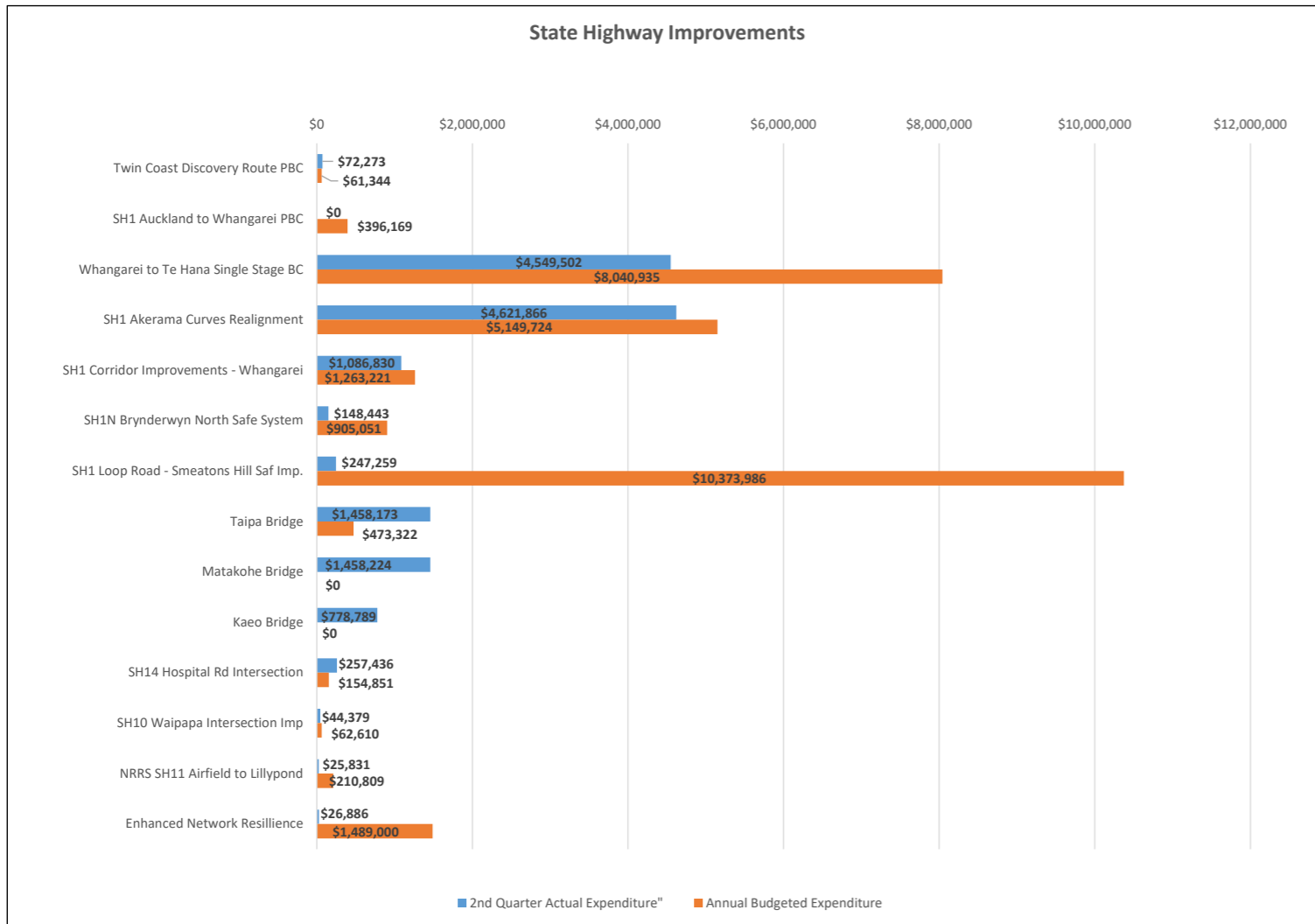
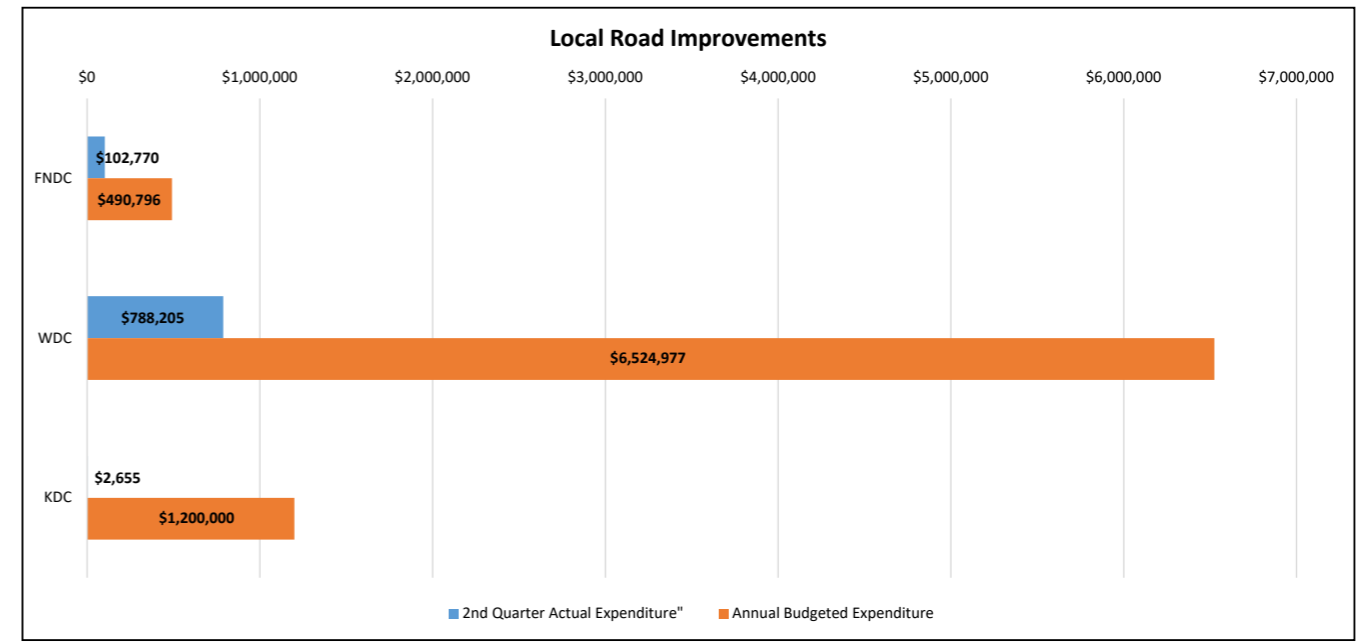
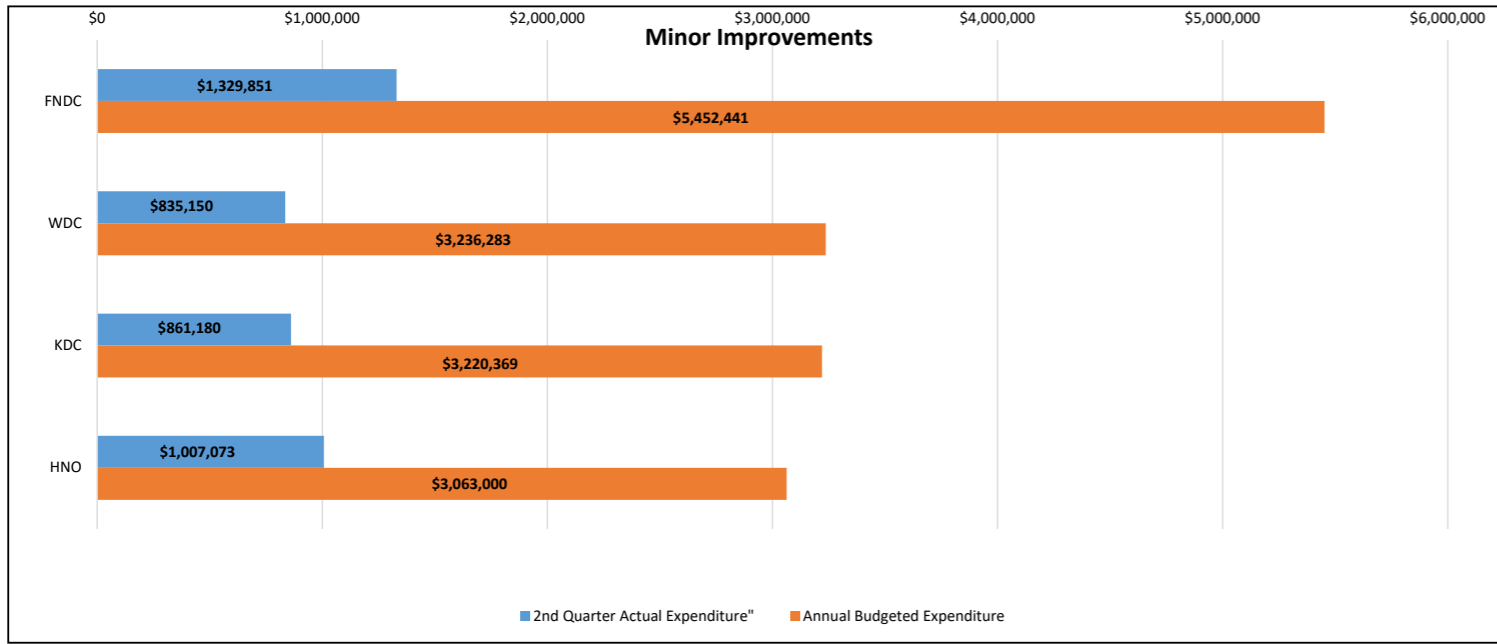
Name: Tony Phipps
Title: Group Manager – Customer Service and Community Resilience
Date: 29 January 2018

Regional Land Transport Plan 2015/18 - Funding Uptake for the 2017/18 Financial Year

RLTP Funding 2nd Quarter = 1 July 2018 to 31 December 2018

Activities/Programmes	App Auth	2017/2018 Financial Year				Cumulative 1st & 2nd Quarters			Risk of not uptaking all funds in 17/18 financial year- H/M/L/N	Reasons for Variance and Remedial Action to be Taken	
		Annual Budgeted Cost	Total Actual Expenditure to Date	Annual Progress %	Remaining Expenditure 2017/2018	Forecast Expenditure	Actual Expenditure	Progress			
Emergency Works											
	FNDC	\$1,555,573	\$379,502	24%	\$1,176,071	\$536,467	\$379,502	71%	Low	Tender documents have been released to the market. Work will commence late February 2018. Completion date for 30 June 2018. No Emergency Works budgeted for. Emergency slip remediation is in progress. One of the major slip projects had utility relocation delays which has caused the programme to lag. However the programme has been revised and all works are on target to be completed this financial year.	
	WDC	\$0	\$0	0%	\$0	\$0	\$0	0%	None		
	KDC	\$2,919,200	\$516,965	18%	\$2,402,235	\$996,333	\$516,965	52%	Medium		
Maintenance/Ops/Renewals											
	FNDC	\$33,992,254	\$12,386,793	36%	\$21,605,461	\$14,460,779	\$12,386,793	86%	Low	Funding weighted toward the second part of the financial year due to confirmation of programmes and contractor resources. Programme on track. Expenditure slightly below forecast due to slower than expected spend on some renewal works caused by high tender prices requiring a negotiation phase before award. Budget will be met by end of financial year. *Pavement rehabilitation works have been completed. *Reseals is progressing well with 30% of physical works completed and scheduled to be completed by the end of April 2018. *A delayed start to summer sealed pavement repairs has seen us track behind forecast however we remain on track to complete the programme. Northland M&O and Renewals	
	WDC	\$24,011,376	\$10,635,389	44%	\$13,375,987	\$12,000,000	\$10,635,389	89%	Low		
	KDC	\$14,324,234	\$5,850,904	41%	\$8,473,330	\$7,747,206	\$5,850,904	76%	Medium		
	HNO	\$24,052,224	\$12,087,149	50%	\$11,965,075	\$0	\$12,087,149	N/A	Low		
	FNDC	\$103,864	\$23,902	23%	\$79,962	\$51,932	\$23,902	46%	Low		
	WDC	\$51,295	\$51,295	100%	\$0	\$40,000	\$51,295	128%	None		
Investment Management											
Activity Management Plan 2015/18	FNDC	\$103,864	\$23,902	23%	\$79,962	\$51,932	\$23,902	46%	Low	On task to be completed by 30 June 2018. Project fully completed. Minor overspend against forecast. \$45,000 contract underway. Billing started in January Minor underspend (\$4k) against forecast due to some work being charged through the Activity Management Plan budget above. This will be fully utilised by the end of the financial year Staff on leave over the Christmas period. Rest stop and increased safety related advertising planned for the long weekends and Easter period. This will be fully utilised by the end of the financial year	
Activity Management Plan 2015/18	WDC	\$51,295	\$51,295	100%	\$0	\$40,000	\$51,295	128%	None		
Activity Management Plan 2015/18	KDC	\$50,000	\$0	0%	\$50,000	\$30,000	\$0	0%	Low		
ONRC Transition Plan	WDC	\$25,746	\$6,317	25%	\$19,429	\$10,000	\$6,317	63%	Low		
Regional Land Transport Plan	NRC	\$108,626	\$65,330	60%	\$43,296	\$80,000	\$65,330	82%	Low		
Regional Road Safety Action Plan	NRC	\$78,829	\$18,198	23%	\$60,631	\$30,000	\$18,198	61%	Low		
	NRC	\$78,829	\$18,198	23%	\$60,631	\$30,000	\$18,198	61%	Low		
Road Safety Promotion											
High Strategic Fit	FNDC	\$806,559	\$404,352	50%	\$402,207	\$403,280	\$404,352	100%	Low	All programmes on track. Programme behind forecast spend due to time arranging agreements with suppliers and arranging local share. Speed programme has been delayed by staff change. Medium risk of underspend in this programme. Summary for this financial year to date: 23 Offenders have registered and completed the Drive Soba Program. The Get Ride Ready Motorcycle campaign is still ongoing, and final figures will be collated once the campaign is complete. 52 young drivers have registered for the Young Driver Learner Licence Programme, with 46 having passed (88.5% pass rate). The Volunteer Mentor Driving Programme has 383 mentor-hours logged, with 15 licences attained so far. Staff on leave over the Christmas period. Rest stop and increased safety related advertising planned for the long weekends and Easter period. This will be fully utilised by the end of the financial year	
	WDC	\$293,766	\$51,494	18%	\$242,272	\$100,000	\$51,494	51%	Medium		
	KDC	\$152,505	\$41,168	27%	\$111,337	\$50,000	\$41,168	82%	Medium		
	NRC	\$130,709	\$44,429	34%	\$86,280	\$58,000	\$44,429	77%	Low		
Medium Strategic Fit	FNDC	\$204,321	\$101,088	49%	\$103,233	\$102,161	\$101,088	99%	Low		
	WDC	\$72,264	\$28,489	39%	\$43,775	\$30,000	\$28,489	95%	Low		
	KDC	\$28,500	\$28,500	100%	\$0	\$18,000	\$28,500	158%	None		
	NRC	\$34,796	\$10,418	30%	\$24,378	\$17,000	\$10,418	61%	Low		
Emerging Strategic Risk	WDC	\$40,000	\$0	0%	\$40,000	\$10,000	\$0	0%	High	Restraints project just about to commence. Slightly behind forecast due to time arranging agreements with supplier and arranging local share. Budget includes \$20k carry over of unspent money from 2016/17, which is unlikely to be spent.	
Walking & Cycling Improvements											
Construction	FNDC	\$0	\$0	0%	\$0	\$0	\$0	0%	None	No budget has been provided for this activity. Kamo cycleway project - Package 1 is almost complete. Package 2 is currently under construction. Package 3 will be commence next financial year. Overall project slightly behind forecast due to delays in securing KiwiRail approvals. Budget will be met by end of financial year with further funding to be requested for 2018/19 to complete the project. As above No budget has been provided for this activity.	
	WDC	\$3,584,868	\$846,221	24%	\$2,738,647	\$1,400,000	\$846,221	60%	Low		
	WDC	\$881,880	\$881,880	100%	\$0	\$881,800	\$881,880	100%	None		
	KDC	\$0	\$0	0%	\$0	\$0	\$0	0%	None		
Minor Improvements											
	FNDC	\$5,452,441	\$1,329,851	24%	\$4,122,590	\$2,000,000	\$1,329,851	66%	Low	Funding weighted toward the second part of the financial year due to confirmation of programmes and contractor resources. This includes resilience related work packages. Ongoing programme Minor improvement projects are behind the planned programme but every effort is being made to catch up. Programme in place to deliver by 30 June 2018.	
	WDC	\$3,236,283	\$835,150	26%	\$2,401,133	\$1,500,000	\$835,150	56%	Medium		
	KDC	\$3,220,369	\$861,180	27%	\$2,359,189	\$1,673,838	\$861,180	51%	High		
	HNO	\$3,063,000	\$1,007,073	33%	\$2,055,927	N/A	\$1,007,073	N/A	Low		
Local Road Improvements											
LED Streetlight Upgrades	FNDC	\$490,796	\$102,770	21%	\$388,026	\$66,000	\$102,770	156%	Low	The installation of the Luminaire has commenced and will be completed by the end of the financial year. Local Road (P Category) luminaires delivered and being installed. Arterial road (V Category) luminaires and Central Management System (CMS) currently being sourced. Expenditure below forecast due to delivery time of luminaires being longer than originally expected. Budget is under risk of being underspent due to lead times for V Category and CMS design and components. The LED installation contract has been received and awarded. Luminaire supply order has been placed. Design of infill Vcat lights underway. The installation works are programme to commence early March 2018.	
LED Streetlight Upgrades	WDC	\$6,524,977	\$788,205	12%	\$5,736,772	\$1,500,000	\$788,205	53%	Medium		
LED Streetlight Upgrades	KDC	\$1,200,000	\$2,655	0%	\$1,197,345	\$300,000	\$2,655	1%	Low		
State Highway Improvements											
Twin Coast Discovery Route PBC	HNO	\$61,344	\$72,273	118%	-\$10,929	N/A	\$72,273	N/A	None	Programme Business Case completed and going to NZTA board March 2018. Projects included Whangarei-Port Marsden Highway & Te Hana single stage business case. Project completed Whangarei to Port Marsden Highway will continue with Design, while Port Marsden Highway to Te Hana is under investigation Construction phase split in 2 stages. North part finished in June-17 and south part completed Jan 2018. Construction phase. Kensington completed in May 2017. Tarewa construction to commence mid 2018. Project Completed April 2017 Loop Rd project is waiting for completion of the Whg- Port investigation and will be reviewed in light of the emerging long term preferred option through this intersection. Construction commenced Dec 17 Construction commenced. Investigation phase underway Project Completed July 2017. Project Completed July 2017 Project Completed 3 sites -Dakers, Rotu and Callaghan all funded total \$1.49M. Construction 17/18.	
SH1 Auckland to Whangarei PBC	HNO	\$396,169	\$0	0%	\$396,169	N/A	\$0	N/A	None		
Whangarei to Te Hana Single Stage BC	HNO	\$8,040,935	\$4,549,502	57%	\$3,491,433	N/A	\$4,549,502	N/A	Medium		
SH1 Akerama Curves Realignment	HNO	\$5,149,724	\$4,621,866	90%	\$527,858	N/A	\$4,621,866	N/A	None		
SH1 Corridor Improvements - Whangarei	HNO	\$1,263,221	\$1,086,830	86%	\$176,391	N/A	\$1,086,830	N/A	Low		
SH1N Brynderwyn North Safe System	HNO	\$905,051	\$148,443	16%	\$756,608	N/A	\$148,443	N/A	None		
SH1 Loop Road - Smeatons Hill Saf Imp.	HNO	\$10,373,986	\$247,259	2%	\$10,126,727	N/A	\$247,259	N/A	Medium		
Taipa Bridge	HNO	\$473,322	\$1,458,173	308%	-\$984,851	N/A	\$1,458,173	N/A	Low		
Matakohe Bridge	HNO	\$0	\$1,458,224	#DIV/0!	-\$1,458,224	N/A	\$1,458,224	N/A	Low		
Kaeo Bridge	HNO	\$0	\$778,789	#DIV/0!	-\$778,789	N/A	\$778,789	N/A	Low		
SH14 Hospital Rd Intersection	HNO	\$154,851	\$257,436	166%	-\$102,585	N/A	\$257,436	N/A	None		
SH10 Waipapa Intersection Imp	HNO	\$62,610	\$44,379	71%	\$18,231	N/A	\$44,379	N/A	None		
NRRS SH11 Airfield to Lillypond	HNO	\$210,809	\$25,831	12%	\$184,978	N/A	\$25,831	N/A	None		
Enhanced Network Resilience	HNO	\$1,489,000	\$26,886	2%	\$1,462,114	N/A	\$26,886	N/A	Low		
Passenger Transport											
Bus Services	NRC	\$1,466,222	\$668,293	46%	\$797,929	\$733,111	\$668,293	91%	Low		Budget will be met by financial year end. \$100,000 for moving of Rose St Terminus. Awaiting WDC decision. NRC will be putting in a submission to the WDC LTP Budget will be met by financial year end Budget will be met by financial year end Budget will be met by financial year end Provision for advertising revised bus service from April 2018. Advertising to commence in Budget will be met by financial year end Awaiting national body to complete implementation. Proposed to commence trial period on 28 May 2018. Budget will be met by financial year end Budget will be met by financial year end
Facilities Ops and Maintenance	NRC	\$272,567	\$17,238	6%	\$255,329	\$50,000	\$17,238	34%	Medium		
Total Mobility Operations	NRC	\$294,840	\$117,883	40%	\$176,957	\$129,688	\$117,883	91%	Low		
TM Wheelchair Hoists Payments	NRC	\$39,270	\$13,035	33%	\$26,235	\$14,000	\$13,035	93%	Low		
Information, Ops and Maintenance	NRC	\$187,545	\$33,962	18%	\$153,583	\$55,400	\$33,962	61%	Low		
BusAbout Kaitia	NRC	\$142,713	\$67,954	48%	\$74,759	\$70,000	\$67,954	97%	Low		
Ticketing Solution Implementation	NRC	\$423,660	\$41,789	10%	\$381,871	\$100,000	\$41,789	42%	Medium		
Trial Mid North Bus Service	NRC	\$284,926	\$143,196	50%	\$141,730	\$142,463	\$143,196	101%	Low		
SuperGold Card	NRC	\$93,621	\$53,475	57%	\$40,146	\$46,810	\$53,475	114%	Low		





TITLE: Northland Regional Land Transport Plan 2015/2021 – Three Year Review

ID: A1028607

To: Regional Transport Committee, 7 February 2018

From: Chris Powell, Transport Manager, Northland Transportation Alliance

Date: 29 January 2018

Executive summary

This report serves to update the Regional Transport Committee (RTC) on the progress made on the Northland Regional Land Transport Plan 2015/2021 – Three Year Review (RLTP) since the 6 December 2017 meeting.

It covers the release of the Draft RLTP, the “Have Your Say” sessions held from 15 – 17 January 2018, and a brief update on the Minister of Transport’s progress on a proposed new Draft Government Policy Statement that will include the Governments transport related priorities.

Recommendations

1. That the ‘Northland Regional Land Transport Plan 2015/2021 – Three Year Review’ progress report by Chris Powell dated 29 January 2018 be received.
2. That an Update Report will be presented to the Regional Transport Committee at the meeting in April 2018.

Background

At the 6 December 2017 meeting of the Regional Transport Committee (RTC), a progress report on the Northland Regional Land Transport Plan (RLTP) 2015/21 – Three Year Review was tabled.

The report covered: -

- RLTP Review Project Team;
- The RTC Prioritisation Workshop of 20 November 2017;
- The Significance Policy;
- Draft Government Policy Statement (GPS)
- Proposed Simplified Hearings Process

At the 6 December 2017 meeting, the RTC resolved: -

1. That the report ‘Northland Regional Land Transport Plan 2015/2021 – Three Year Review’ progress report by Chris Powell dated 24 November 2017, be received.
2. That the Regional Transport Committee approve that there be no change to the existing Significance Policy as detailed in the Northland Regional Land Transport Plan 2015/2021 – Three Year Review.

ITEM: 6.1

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3. That the Regional Transport Committee approve the content of the Draft Northland Regional Land Transport Plan 2015/2021 (updated for the 2018-2021 period) for release for public consultation on 15 December 2017.
4. That the Regional Transport Committee consider adopting the proposed simplified hearings process as detailed in this paper;
5. That all Regional Transport Committee elected representatives or their approved alternate, attend all Regional Land Transport Plan 2015/21 – Three Year Review public information sessions during the week of 15 – 19 January 2017.
6. That the Regional Transport Committee delegates to the Group Manager of Customer Service & Community Resilience the authority to make minor formatting, typographical and administrative changes to the Draft Regional Land Transport Plan 2015/21- Three Year Review.

The elected member for the Far North District Council advised the RTC that she could not agree to the prioritisation process utilised for the Regional State Highway Improvements projects and therefore could not agree to the release of this section of the RLTP. Therefore, the minutes reflected that:-

“It is to be noted that Cr Ann Court voted against the recommendations above”.

Update

Release of the Draft Regional Land Transport Plan 2015/21 – Three-Year Review

In accordance with the approved recommendation of the RTC, the draft RLTP was released for public comment on Friday 15 December 2017 with a closing date for submissions of Wednesday 31 January 2018.

During the consultation period, a few interested parties complained that the consultation period covered the Christmas and New Year Holiday period and thereby effectively restricted the submission period.

Staff explained that in order to meet the NZTA time requirements for the completion of this funding application process, the RTC had very little option in this matter. In addition, it was pointed out that consultation has been undertaken in the past during this period for the very same reasons.

“Have Your Say” Sessions

Six “Have Your Say” sessions were held between Monday 15 January 2018 and Wednesday 17 January 2018.

147 people signed in to the sessions. However, it must be noted that this figure could be higher as an unknown number of persons failed/refused to sign in.

The breakdown per venue is as follows:-

- Whangarei = 48
- Dargaville = 9
- Opononi = 19
- Kaikohe = 5
- Kaitaia = 47
- Kerikeri = 19

The above sessions were well represented by the elected RTC members and staff.

A number of people commented favorably on this new format as it allowed them to converse directly with a member of the RTC on matters that concerned them individually in a relaxed manner.

Staff have had a debrief on the above process and have noted what changes are required if this simplified hearings process is to continue.

A list of the issues raised at these sessions will be compiled and included in on the Northland Regional Council website for public viewing.

Deliberations on Submissions Received.

On Monday 26 February 2018, a closed workshop will be held to discuss the revised State Highway Improvement Regional Rankings. This will be followed by the deliberation sessions for the submissions received. Both the above will be held in the Council Chambers of the Northland Regional Council.

Early Indications of Public Concerns Relating to Northlands Transport Infrastructure.

From the feedback received at the “Have Your Say sessions” and the on-line submissions received at the time of the compilation of this report, early indications of public concern related to the regions transport infrastructure center around the following-

- Dust from unsealed roads;
- Degradation of the regions state highways and local roads; and
- The need for rail in Northland.

Whilst there were a number of other issues/concerns raised, the three listed above have been to date the more prominent.

Draft Government Policy Statement

At the time of compiling this report, no formal feedback has been received from either the Government or the Ministry of Transport (MoT) on the progress made to the proposed new Draft GPS.

Local government officials have advised the MoT that in order to meet the revised timetable for the submission of Improvement Projects to NZTA, an early completion of the Draft GPS.

Considerations

1. Options

As the review of the RLTP is undertaken in accordance with the requirements of the Land Transport Management Act 2003 and the relevant MoT and NZTA funding criteria, no other options to this approach have been considered. The staff recommended option is as detailed above.

2. Significance and Engagement

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: -

- The funding assistance the region could potentially receive through the National Land Transport Programme 2018-2021
- The ability of the region to financially progress new land transport related projects;
- The decision is potentially controversial.

3. Policy and Legislative Compliance

The RLTP Three Year Review is undertaken in accordance with the relevant requirements of the:

- Land Transport Management Act 2003;
- Local Government Act 2002; and
- NZ Transport Agency Funding Criteria.

4. Community Views

For the RLTP Three Year Review process, the following principles have been applied with regard to seeking the views of the community:

- If the review results in major changes to the region's strategic policy approach and/or triggers the present approved significance policy, a full rewrite with full public consultation is required which will be undertaken in accordance with Section 18(1) of the Land Transport Management Act 2003.
- If there are no major changes to the regional strategic policy approach and/or the present approved significance policy is not triggered, then a review of the RLTP along with consultation targeting the views of representative groups of land transport users and providers is considered sufficient. This will be undertaken in accordance with Section 18(2) of the Land Transport Management Act 2003.

The review has concluded that the former applies, requiring a full public consultation for the reason that the present significance policy has been triggered.

5. Financial Implications

The RLTP is the region's bid for funding from the National Land Transport Fund. In order to successfully access this funding, it is important to submit an RLTP for the 2018-2021 funding period.

6. Implementation issues

There are potentially a number of issues that could impact on the successful completion and implementation of the RLTP Three Year Review. These have been accounted for through a risk register.

Authorised by

Name: Tony Phipps

Title: Group Manager – Customer Service and Community Resilience

Date: 30 January 2018

TITLE: New Zealand Transport Agency's Regional Transport Committee Alternate Representative

ID: A1028793

To: Regional Transport Committee Meeting, 7 February 2018

From: Chris Powell, Transport Manager Northland Transportation Alliance

Date: 30 January 2018

Executive summary

The purpose of this report is to confirm that Jacqui Hori-Hoult has been formally nominated as the Regional Transport Committee alternate representative for the New Zealand Transport Agency.

Recommendation

1. That the report 'New Zealand Transport Agency's Regional Transport Committee Alternate Representative' by Chris Powell, Transport Manager dated 30 January 2018, be received.
 2. That the formally nominated Regional Transport Committee alternate representative be duly noted.
-
-

Attachment

- **Attachment 1: 6.2a-** Letter of appointment from New Zealand Transport Agency Acting CEO Raewyn Bleakley.
-
-

Authorised by:

Name: Tony Phipps

Title: Group Manager – Customer Service and Community Resilience

Date: 30 January 2018



12 January 2018

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Tony Phipps
Group Manager Customer Service & Community Resilience
Private Bag 9021
Whangarei 0148

Dear Tony

Thank you for your letter to Fergus of 9 January 2017 regarding the Transport Agency appointees to the Regional Transport Committee.

I wish to formally advise that the NZ Transport Agency's appointment of Peter Clark remains in place and that Jacqui Hori-Hoult replaces Brett Gliddon as the Alternate Representative.

We confirm the Regional Transport Committee Terms of Reference for the 2016-2019 Triennium should be updated to reflect the above.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'R Bleakley', with a long, sweeping flourish extending to the right.

Raewyn Bleakley
Acting Chief Executive

TITLE: Northland Road Safety Action Plan Update
ID: A1030395
To: Regional Transport Committee Meeting, 7 February 2018
From: Chris Powell, Transport Manager, Northland Transportation Alliance
Date: 23 January 2018

Executive summary

This report serves to update the Regional Transport Committee (RTC) on the progress of the Northland Road Safety Action Plan and on-going regional road safety related issues.

Recommendation

1. That the report 'Northland Road Safety Action Update' by Chris Powell, Transport Manager Northland Transportation Alliance dated 23 January 2018, be received.
-
-

Background

Road safety progress reports are provided at each Regional Transport Committee meeting. These shared reports; along with input from the Northland Road Policing Manager, provides an overview of the progress made on both the strategic and programme outcomes for the Northland region.

This road safety update gives a provisional outline of the fatal crashes and issues for 2017 on Northlands roads.

Confirmed statistics and more comprehensive crash reporting based on Ministry of Transport & New Zealand Transport Agency will be available after March 2018.

Report

National Road Toll for 2017 – Calendar Year: (Provisional) ⁱ

National Statistics – Network Performance

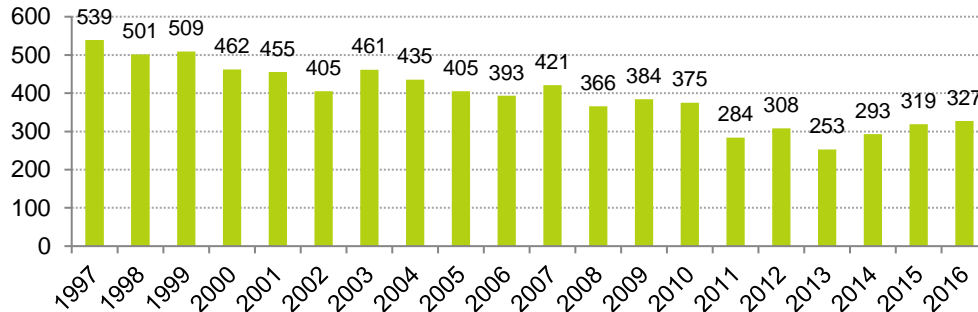
During the 2017 calendar year there were 379 deaths on the nation's roads. This figure was 52 more deaths than in 2016.

When comparing the same period for 2016, there were 327 deaths.

During December 2017, there were 38 deaths recorded. The statistics relating to these deaths is as follows –

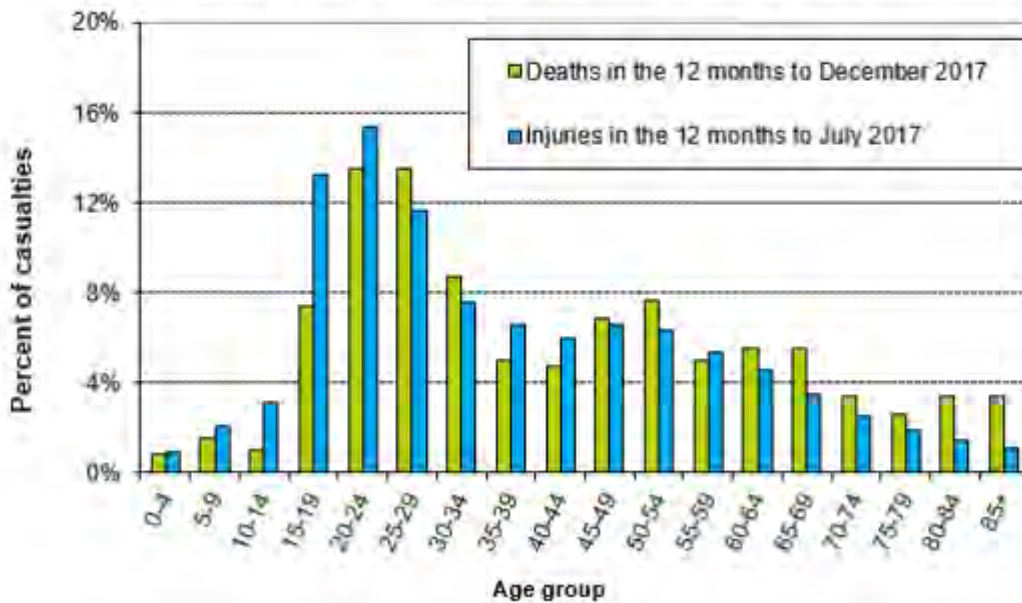
- 19 car or van drivers;
- 8 car or van passengers;
- 5 motorcyclists;
- 4 pedestrians;
- 1 truck driver; and 1 cyclist.

Road deaths



Highest and lowest road deaths since 1980		
Highest	795	1987 <i>Most recent year</i>
Lowest	253	2013

Deaths and reported injuries by age group



Northland Road Toll for 2017 – Calendar Year: (Provisional)

Regional Statistics – Network Performance

During the 2017 calendar year there were 41 deaths on Northlands roads. When comparing the same period for 2016, there were 27 deaths.

There are unfortunately no statics available for the month of December 2017.

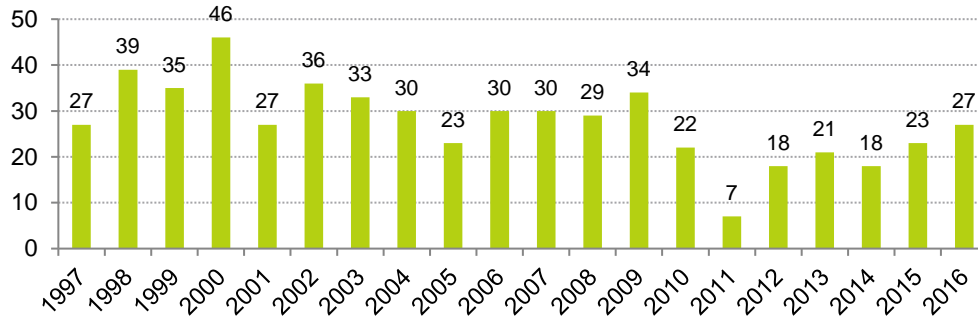
Last year’s fatal and serious injury crash rates are a concern for road safety partners.

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As can be seen in the table below the annual road death rate has been variable since 1997. Over a 20 year period there has been 555 deaths. This has averaged 27.75 deaths per annum.

The highest and lowest road deaths reported since 1980 for Northland were 54 deaths in 1989 and the lowest in 2011 when there were 7 deaths.

Road deaths



The partners continue to work closely together to better understand the key issues for this unsatisfactory situation and identify & prioritise appropriate interventions. The key Safe System themes listed below and targeted in the Road Safety Action Planning are still very relevant.

SAFE SYSTEM THEMES	
Extra focus	High-risk Rural Roads (Open Road / Loss control bends)
	Alcohol
	Motorcycle
	Safe Speed (Driving too fast for the conditions)
	Young Drivers (15-24) (At fault or part at fault)
	Restraints
Maintain	Distractions (Poor observation)
	Fatigue
	Heavy Vehicles
Emerging & monitor	Visiting Drivers
	Substance impaired driving (Medication & drugs)

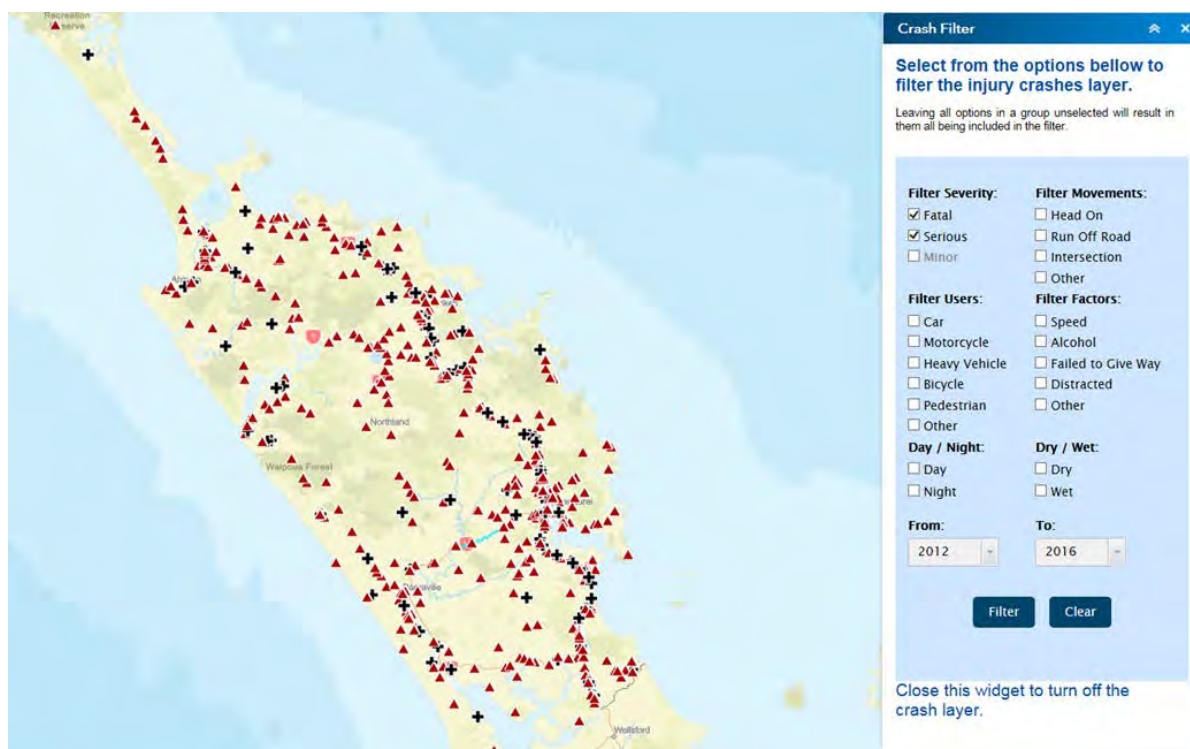
High-risk Rural Roads:
(Open Road /Loss control bends)

The local road controlling authorities have identified key high risk roads in their districts. These roads have been identified through CAS data and through the 'Risk Mapping' tool currently being further developed by Abley Transportation Consultants.

Police through their own data gathering and analysis are also deploying staff to high risk crash locations for all vehicles.

The following Fatal and Serious Injury Crash graphic identifies the corridors of highest risk based on crash data for the 2012-2016 period.

Refer to Northland Regional Land Transport Plan Report for current roading improvement work in progress.



Alcohol:

Recidivist Drink Driver educational courses are continuing as part of the programmes of work to reduce drink driver re-offending in the Kaipara and Whangarei districts. Ongoing Marae and community based programmes continue in the Far North District to reduce alcohol related road trauma.

Motorcycle:

The ACC Ride Forever rider training course continue to be well supported in Northland. There are now Ride Forever rider trainers based in northland and carry out training courses throughout the year. Spring17 was a campaign that took place through Spring and up to just before Christmas.

The Spring17 initiative encouraged motorcyclists to take their motorcycles down to participating dealers for a free safety check. This campaign was supported across the Kaipara and Whangarei districts. It also included free refresher training courses based on rider's skill and experience levels. Over 20 riders attended training courses.

Safe Speed:

This continues to be a focus for Police and the NZ Transport Agency. The National Advertising campaign targets competent male drivers aged between 35-60 years, who regularly speed and feature in the crash statistics. This is being supported across the region through regional messaging including localised speed camera placement and mobile speed detection from patrol vehicles.

Discussions are taking place to facilitate a regional speed management steering group to replicate the Waikato Speed Management Demonstration Project learnings.

Young Drivers (15-24)

The driver mentoring programmes continue to be in demand throughout Northland.

Restraints:

Check points are continuing in the Far North. Educational messaging through billboards, radio and print media is supported by targeted enforcement.

The 'Buckle up in your Truck' campaign was supported through the Northland Freight Group encouraging truck drivers to always wear their seatbelt.

Distractions:

Education messaging through local media channels is in place to increase public awareness of the risks of driving while distracted.

Fatigue:

Road safety partners are working closely together during peak holiday periods to educate drivers on the risks of while driving fatigued and managing fatigue with appropriate rest breaks.

Heavy Vehicles:

Police continue to target heavy vehicles on the highway network including at NorthPort for the logging trucks and at organized 'Truck Education Stops' with road safety partners including NorthPort and ACC.

On-going work continues with the heavy vehicle sector to target reducing the number of truck roll-overs and crashes. This includes 'Truck Roll-over' seminars jointly facilitated by the freight sector and NZTA and collaborating closely with that sector through the Northland Freight Group which meets every two months.

Visiting Drivers:

Visiting drivers are targeted through fatigue stops where a large number stop. The visiting drivers are given appropriate pamphlets and labels reminding them to drive on the left and other useful driving tips.

Substance impaired driving:

This has been identified as an emerging risk in Northland. Medical practitioners are working closely with medicated patients to inform them of the risks while driving impaired.

The NZ Transport Agency are updating information to support medical practitioner advice to drivers.

Media Packages with MediaWorks and NZME:

There are ongoing radio and print road safety messaging campaigns. These campaigns reflect high risk times & appropriate crash risk factors identified by NZTA in their joint annual advertising calendar with NZ Police. Northland road safety partners supplement the NZTA national campaigns and seek to add a regional flavour for Northland rather than just the national messaging.

Authorised by

Name: Tony Phipps
Title: Group Manager – Customer Service and Community Resilience
Date: 23 January 2018

ⁱ **Note:** Preliminary fatal crash reports are submitted within 24 hours of a crash related death. Full injury crash reports are submitted only after the crash investigations are completed, so there is a lag in the reporting of injury crashes.

TITLE: Northland Transportation Alliance Update

ID: A1029864

To: Regional Transport Committee, 7 February 2018

From: Peter Thomson, Alliance Manager

Date: 30 January 2018

Executive Summary

To update the Regional Transport Committee on Northland Transportation Alliance operational and development issues.

Recommendation

1. That the report *Northland Transportation Alliance Update Report*, by the Northland Transportation Alliance Manager and dated 30 January 2018, be received.
-

Background

The Alliance is a collaborative initiative involving Far North, Kaipara, Whangarei District Councils, Northland Regional Council and New Zealand Transport Agency. Within the Alliance, a Shared Services Business Unit delivers services to the four Northland Councils.

The Councils of Northland adopted the Northland Transport Collaboration Opportunities Business Case for the establishment of the *Northland Transportation Alliance and Shared Services Business Unit* in April/May 2016; and jointly entered a Memorandum of Understanding with NZTA to form the Alliance which commenced on 1st July 2016.

The NTA governance structure is set out in Figure 1 below. The Leadership Group has two primary objectives, to steer the broad direction of the Alliance to realise opportunities for innovation and collaboration, and to ensure the successful management of the SSBU (Shared Services Business Unit).

The Alliance Leadership Group members are the four Council Chief Executives and a senior System Manager from NZTA.

The SSBU human resources are contributed by way of seconded staff from each of the four parent councils. As the SSBU is not a legal entity the parent councils remain the legal employers of all SSBU staff. Roading and transportation services are supplied to the four councils through service level agreements established with the NTA. The delivery of subsidised roading and transport programmes to the councils are the principal business activity of the SSBU. The SSBU also manages the delivery of services outsourced to suppliers of physical works and professional services on behalf of the councils.

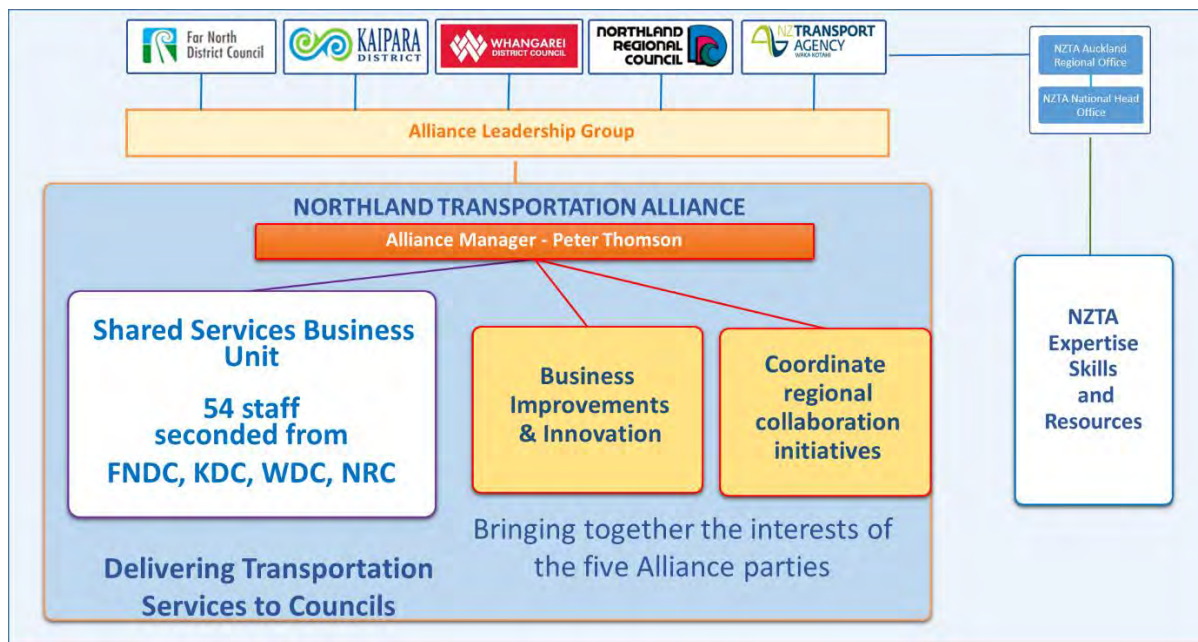


Fig.1 - NTA Governance Diagram

Update on Activities

Regional Land Transport Plan (RLTP)

The RLTP is recognised as a top priority for the Alliance. NTA staff are actively involved in the steering group and project working group. Progress is separately reported to the RTC.

Asset Management Plans (AMPs)

Asset management plans are the key input from each Territorial Authority into the RLTP. NTA staff have worked collaboratively together and with the Road Efficiency Group (REG) to address new challenges of the Business Case Approach (BCA) to funding and to incorporate the development of the One Network Road Classification (ONRC) which was recently developed by local government and NZTA as a joint initiative. The new AMPs have been produced with a similar format and standardised templates to meet the NZTA BCA and local government/audit requirements.

All final draft AMPs have now been submitted to NZTA and are awaiting feedback and ultimately decision making on funding following national moderation and assessment. AMPs will also be subject to audit reviews.

Transportation Procurement Strategy 2017-2021

The formation of the NTA provided the opportunity for a combined regional approach, and has resulted in the approval of a new Procurement Strategy for the Councils over the next four-year period. The Strategy meets NZTA requirements for the procurement of works and services they fund. Key aspects of the new Strategy are:

- Single regional procurement programme for transportation works.
- The five NTA partner organisations can work closely to understand each other’s procurement needs, and work collectively to have efficient delivery through suppliers.
- Procurement of five new local roads Maintenance and Renewals Contract (2 in FNDC, 2 in WDC and 1 in KDC) for the Northland network, where contracts can be bid separately or combined.



- Coordination of the term of these new contracts with the NZTA's existing state highways Network Outcome Contract, to enable a business case to be researched on the potential for a future one network approach.
- Procurement of a new term contract for a primary professional services provider (consultant) based on a portion of the total annual professional services spend.
- The ability to form single pre-qualification registers for both physical works and professional services
- Provision of in-house professional services to the three district councils and the regional council by the NTA's Shared Services Business Unit.

Maintenance & Renewal Contracts

The NTA, on behalf of Kaipara, Far North and Whangarei District Councils, is leading the process to develop an integrated regional or 'one-network' approach to the delivery of maintenance and renewals activities for the local roading networks across Northland.

Maintenance and renewals accounts for over 60% of the region's local road transportation expenditure (approximately \$50 million per annum). Maintenance and renewals in Northland has been traditionally delivered through ten separate maintenance and reseal contracts, which end at 30 June 2018.

The new maintenance and renewals contracts will commence from 1 July 2018. They comprise the following five contracts:

Whangarei North Road Maintenance & Renewals
Whangarei South Road Maintenance & Renewals
Far North North Road Maintenance & Renewals
Far North South Road Maintenance & Renewals
Kaipara Road Maintenance & Renewals

Each contract has an approximate value between \$7M and \$12M per year for terms of 4+2+1+1 (up to 8) years.

These contracts are the result of the three Northland local authorities adopting a new regionally coordinated Procurement Strategy, with a key objective to ensure the delivery of the transportation programme provides quality and value for money. The NTA provides the ability to procure five local road maintenance and renewals contracts for the Northland network through regional collaboration that will provide Northland alignment, shared learnings and attract more competition in the market than in the past.

The Whangarei and Far North District Councils have both created two contracts to provide an opportunity to establish more than one contractor within their districts.

There is also the opportunity to provide additional value by delivering services through combining contracts, either for a single Council or across territorial authority boundaries.

The procurement timeline for the contracts are set out as follows:

Steps in Request for Tenders (RFT) process:	Date:
RFT Issued to market	11 December 2017
RFT briefing to tenderers	18 December 2017

RFT Tenderer Interactive Meetings	30 - 31 January 2018
Deadline for Tender Submissions:	5 March 2018
Recommendations to Councils/ Award of Contracts	April 2018
Contracts Commence	1 July 2018

NTA Service Delivery Model Project

The success of the Shared Services Business Unit (SSBU) delivering on the Alliance vision and objectives is dependent on the ability of the organisation to transform itself operationally. This success requires consideration of a combination of factors including activities and functions, roles and responsibilities, geography, processes and systems, resources and skills, structures, and technologies. In effect, it is the way the SSBU develops up its strategic direction, prioritises and sets itself up to deliver on its objectives, otherwise referred to as the Service Delivery Model.

The NTA has commenced a project to develop and implement a new service delivery model for the SSBU that establishes better regional integration, and is best fit for delivering services to the participating Councils and achieving benefits sought by the establishment of the NTA (as outlined in the original adopted 2016 Business Case, Schedule 1 of the NTA MoU). In summary, the key benefits sought are:

1. **More engaged and capable workforce delivering superior asset management** – Ensuring availability of high quality internal and external staff within the region to deliver robust decision making (supported by specialisation where needed), and provide resilience to succession issues over time.
2. **Improved transport/customer outcomes, enabling investment and social opportunities** - Achieving better outcomes for the regional economy and residents through improved decision making within our organisations and more cohesive, joined –up thinking between organisations.
3. **Improved regional strategy, planning and procurement** - Improved regional thinking and reduced duplication of planning effort. Gain potential procurement efficiencies for the organisations and the delivery efficiencies for service providers.
4. **Transport infrastructure is more affordable** - Improving the viability of transport outcomes to match funding abilities by reducing the costs of provision and taking a consistent approach to levels of service and interventions.

The programme to identify the preferred model and implement it through the business is expected to be largely completed by mid-2018, to coincide and align with the commencement of the new Maintenance and Renewal contracts, and the 2018-2021 transport funding cycle through the RLTP and National Land Transport Fund.

Authorised by:

Name: Tony Phipps
Title: Northland Regional Council Group Manager – Customer Service and Community Resilience
Date: 30 January 2018