

Regional Transport Committee
Wednesday 13 February 2019 at 10.00am

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the Council Chamber
36 Water Street, Whangārei
on Wednesday 13 February 2019, commencing at 10.00am

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

MEMBERSHIP OF THE REGIONAL TRANSPORT COMMITTEE

	Chairman, Councillor John Bain	
FNDC Councillor Ann Court	Deputy Chairman Paul Dimery	KDC Councillor Julie Geange
WDC Councillor Greg Martin	NZTA Representative Mr Steve Mutton	

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TITLE: Confirmation of Minutes - Regional Transport Committee Meeting - 05 December 2018



ID: A1154080

From: Evania Arani, Planning and Policy Team Admin/PA

Recommendation

That the minutes of the Regional Transport Committee meeting held on 05 December 2018, be confirmed as a true and correct record.

Attachments/Ngā tapirihanga

Attachment 1: Unconfirmed Minutes of the Regional Transport Committee Meeting - 05 December 2018  

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 05 February 2019

Regional Transport Committee
5 December 2018

Regional Transport Committee Minutes

Meeting held in the Council Chamber
36 Water Street, Whangārei
on Wednesday 5 December 2018, commencing at 10.00am

Present:

Chairman, Councillor John Bain
Deputy Chairman, Councillor Paul Dimery
FNDC Councillor Ann Court
KDC Councillor Julie Geange
WDC Councillor Greg Martin
NZTA Representative Mr Steve Mutton

In Attendance:

Full Meeting

NRC Chairman – Councillor Bill Shepherd
NRC GM - Customer Service/ Community Resilience – Tony Phipps
NRC EA – Customer Service/Community Resilience – Tegan Capp
(Minutes)
KDC Mayor - Dr Jason Smith
KDC – Curt Martin
KDC – Bernard Petersen
WDC – Jeff Devine
NRC/NTA – Chris Powell
NRC/NTA – Ian Crayton-Brown
FNDC – Wil Pille
NZ Police – Sergeant Ian Row
NRST – Gillian Archer
Northern Advocate – Kristin Edge
Cameron Maclean – Northland Resident
Alex Wright – Northland Resident

Part Meeting

NRC CEO – Malcolm Nicolson
NRC/NTA – Sharlene Selkirk
NZTA – Jim Sephton
NZTA – Nairy Yaghobian

The Chair declared the meeting open at 10.02am.

Apologies (Item 1.0)

That the apology from Jacqui Hori-Hoult for non-attendance be received.

Regional Transport Committee
5 December 2018

Declarations of Conflicts of Interest (Item 2.0)

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

Confirmation of Minutes - Regional Transport Committee Meeting - 3 October 2018 (Item 3.1)

ID: A1110324

Report from Tegan Capp, Executive Assistant Customer Services - Community Resilience

Moved (Dimery/Court)

1. That the minutes of the Regional Transport Committee meeting held on 3 October 2018 be confirmed as a true and correct record.

Carried

Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake (Item 4.1)

ID: A1130328

Report from Chris Powell, Transport Manager

Moved (Martin/Dimery)

1. That the report 'Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake' by Chris Powell, Transport Manager and dated 19 November 2018, be received.

Carried

ACTION: Chris Powell will provide a report to the next Regional Transport Committee Meeting that outlines the planned survey of total mobility/disability transportation service in the region.

New Zealand Transport Agency Report to Regional Transport Committee (Item 5.1)

ID: A1130386

Report from Chris Powell, Transport Manager

Moved (Mutton/Bain)

1. That the report 'New Zealand Transport Agency Report to Regional Transport Committee' by Chris Powell, Transport Manager and dated 19 November 2018, be received.

Carried

Northland Regional Land Transport Plan 2015/21 - Three Year Review - Lessons Learnt (Item 5.2)

ID: A1131662

Report from Chris Powell, Transport Manager

Moved (Martin/Geange)

That the report 'Northland Regional Land Transport Plan 2015/21 - Three Year Review - Lessons Learnt' by Chris Powell, Transport Manager and dated 22 November 2018, be received.

Carried

ID: A1135574

2

Regional Transport Committee
5 December 2018

Northland Regional Road Safety Update (Item 5.3)

ID: A1132641

Report from Ian Crayton-Brown, Transport Projects Officer

Moved (Dimery/Geange)

That the report 'Northland Regional Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer, Trish Rudolph, NZTA Regional Road Safety Advisor and the Northland Road Policing Manager Inspector Wayne Ewers, New Zealand Police and dated 26 November 2018, be received.

Carried

Request to Vary the Northland Regional Land Transport Plan 2015/21 - Northland Transport Alliance Provincial Growth Fund Projects (Item 6.1)

ID: A1132531

Report from Chris Powell, Transport Manager

Moved (Bain/Martin)

1. That the report 'Request to Vary the Northland Regional Land Transport Plan 2015/21 - Northland Transport Alliance Provincial Growth Fund Projects' by Neil Cook – Acting Northland Transport Alliance Manager, and dated 26 November 2018, be received.
2. That the Regional Transport Committee approves the request to vary the Regional Land Transport Plan 2015/21 to include the following projects:

Far North District Council

- Far North District Bridges 50MAX HPMV Network Extension (12 Bridges)
- Unsealed Network Strengthening (multiple roads)
- Te Karuwha Parade Bridge Upgrade 2-lanes (Waitangi Bridge)
- Totara North School Road

Kaipara District Council

- 50MAX, HPMV Network Extensions (7 Bridges)
- Pouto Road Productivity & Safety Seal Extension
- Kaiwaka Mangawhai Road Bridge Two Laning
- Waipoua River Road

Whangarei District Council

- Whangarei Bridges 50MAX, HPMV Network Extension (8 Bridges)
- Cove Road Detour Route – Bridge Two Laning and Curve Improvements (3 Bridges)
- Twin Coast Discovery Highway – Whangarei Improvements
- Forestry Road Seal Extensions (4 Roads)
- Waipu Trail

Carried

Conclusion

The meeting concluded at 11.53am.

ID: A1135574

3

TITLE: Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake

ID: A1156264

From: Chris Powell, Transport Manager

Executive summary

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 RTC on the progress of funding uptake by each of the regions four approved road-controlling authorities and the Northland Regional Council.

This report covers the first year of the 2018/2021 three-year funding period and details the funding uptake by each approved authority for the financial period 1 July 2018 to 31 December 2018.

Recommendation

1. That the report 'Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake' by Chris Powell, Transport Manager and dated 24 January 2019, 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 RTC on the progress of those Activities/Programmes approved for funding assistance in the National Land Transport Programme for each of the regions four approved road-controlling authorities and the Northland Regional Council.

Comparisons on Budgeted Expenditure against Actual Expenditure by Activity/Programme for both the full financial year and year to date for the relevant financial year are provided.


It is important to note that the Activities/Programmes reflected in the attached spreadsheet do not include non-subsidised projects or work categories.

Please note that at the time the agenda was compiled NZTA funding uptake figures were not available. This will be tabled at the meeting.

The base information contained in the spreadsheets is sourced directly from the New Zealand Transport Agency's (NZTA's) '2018 – 21 National Land Transport Programme for Northland' and from the relevant subsidy claims as submitted to NZTA by the approved authorities.

Any questions in regard to the information reflected in the attached spreadsheets can be directed to the relevant approved road controlling authority.

Attachments

Attachment 1: RTC Funding Uptake Report for January 2019 (for February Meeting) [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

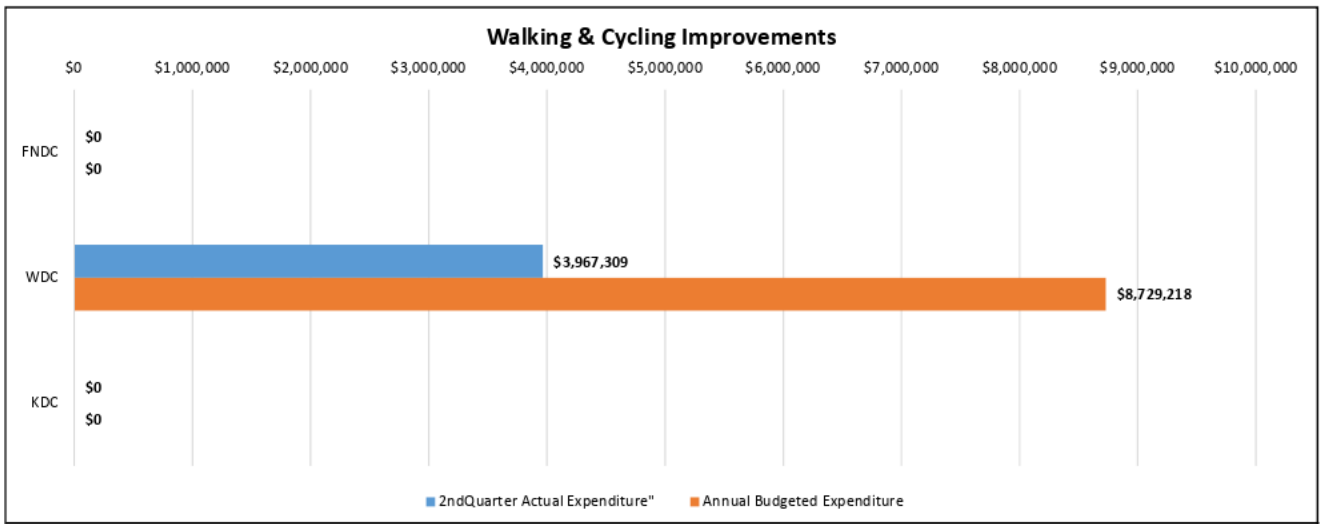
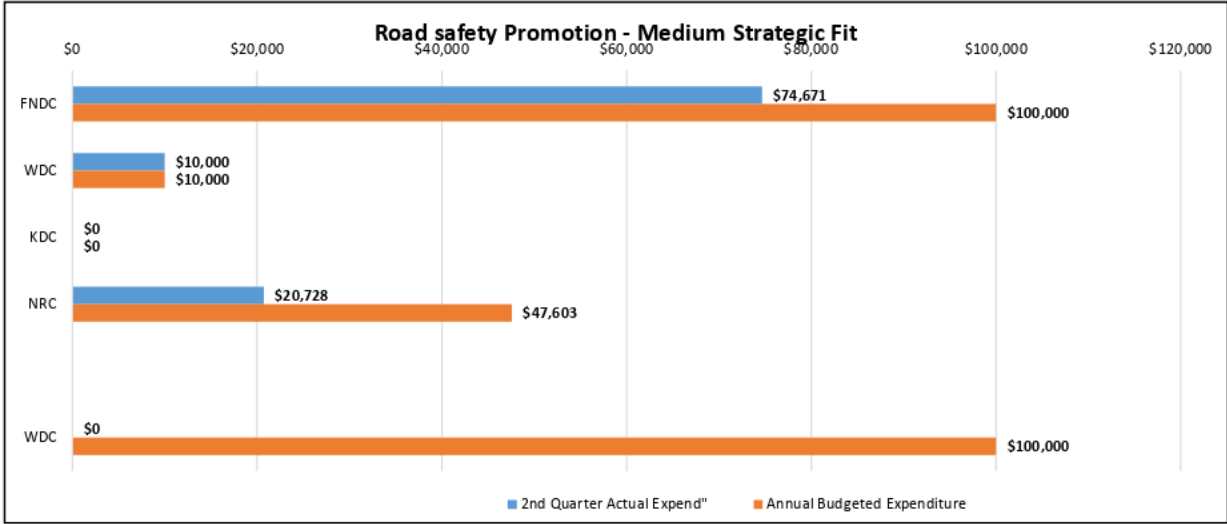
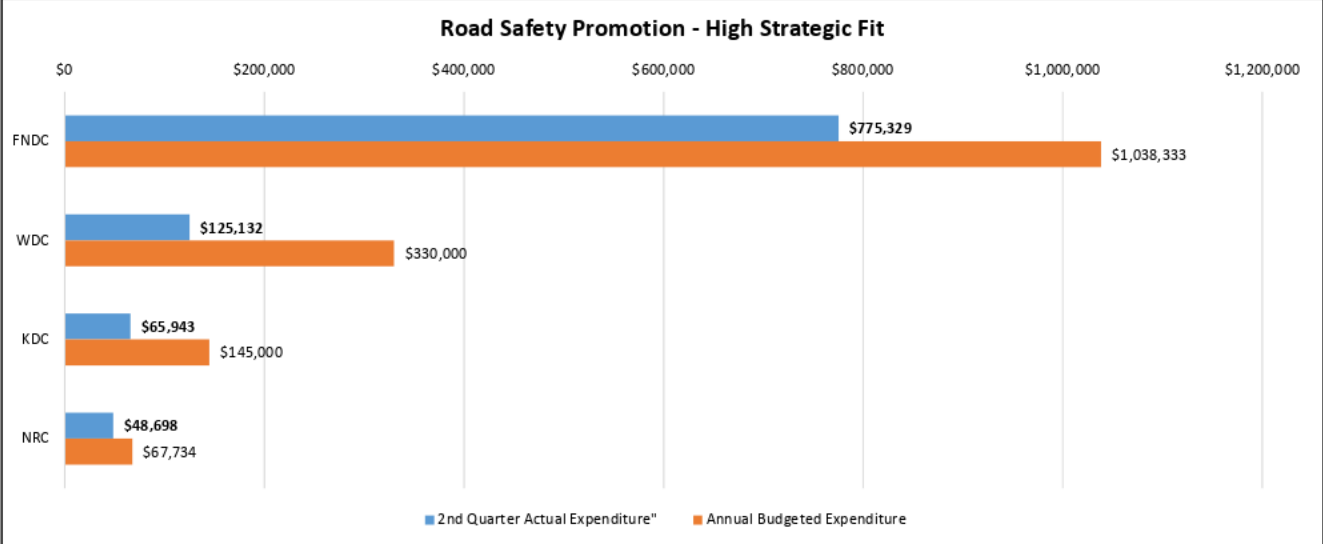
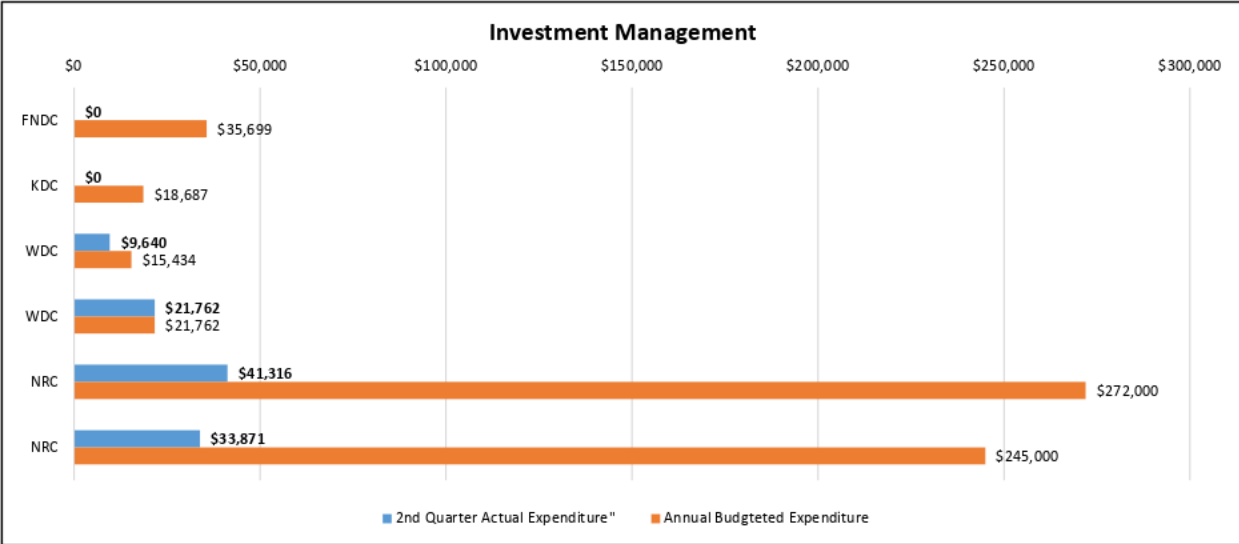
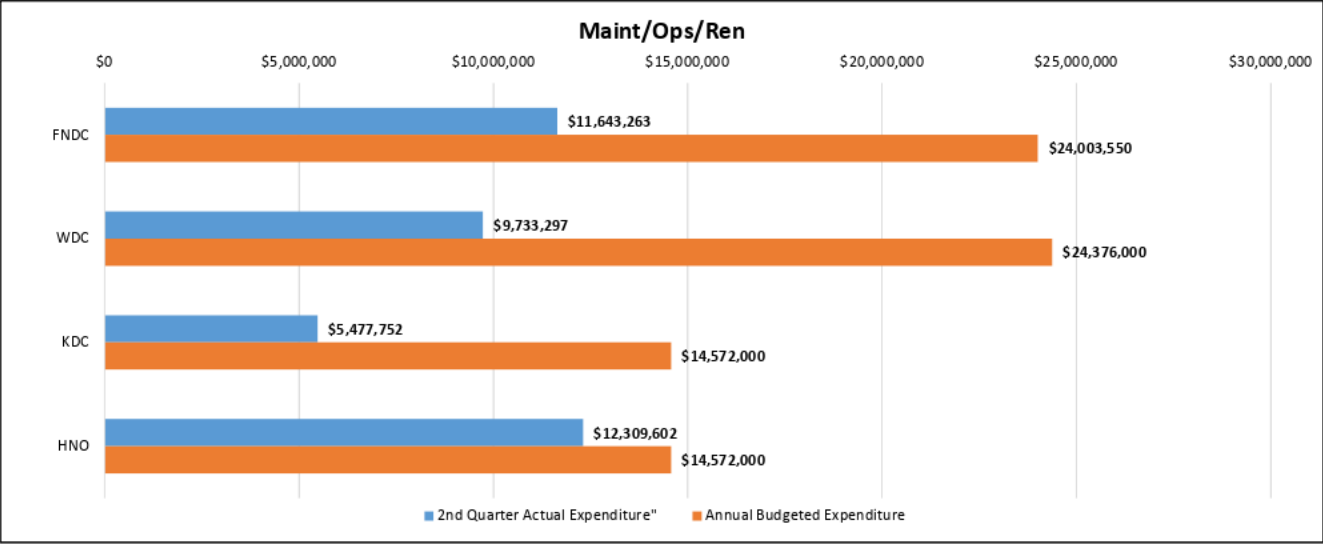
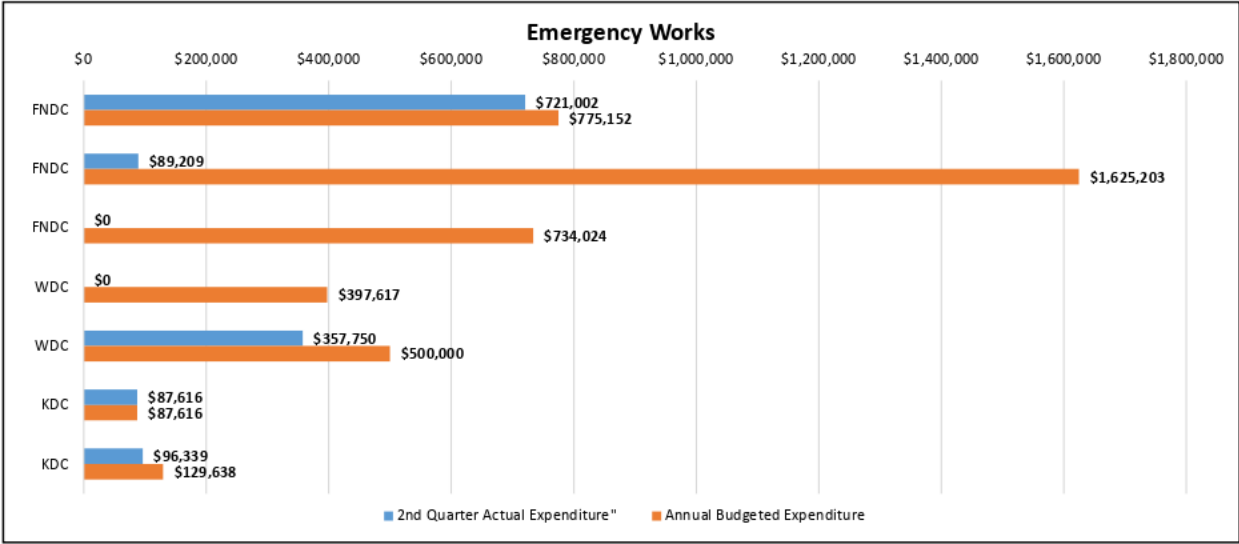
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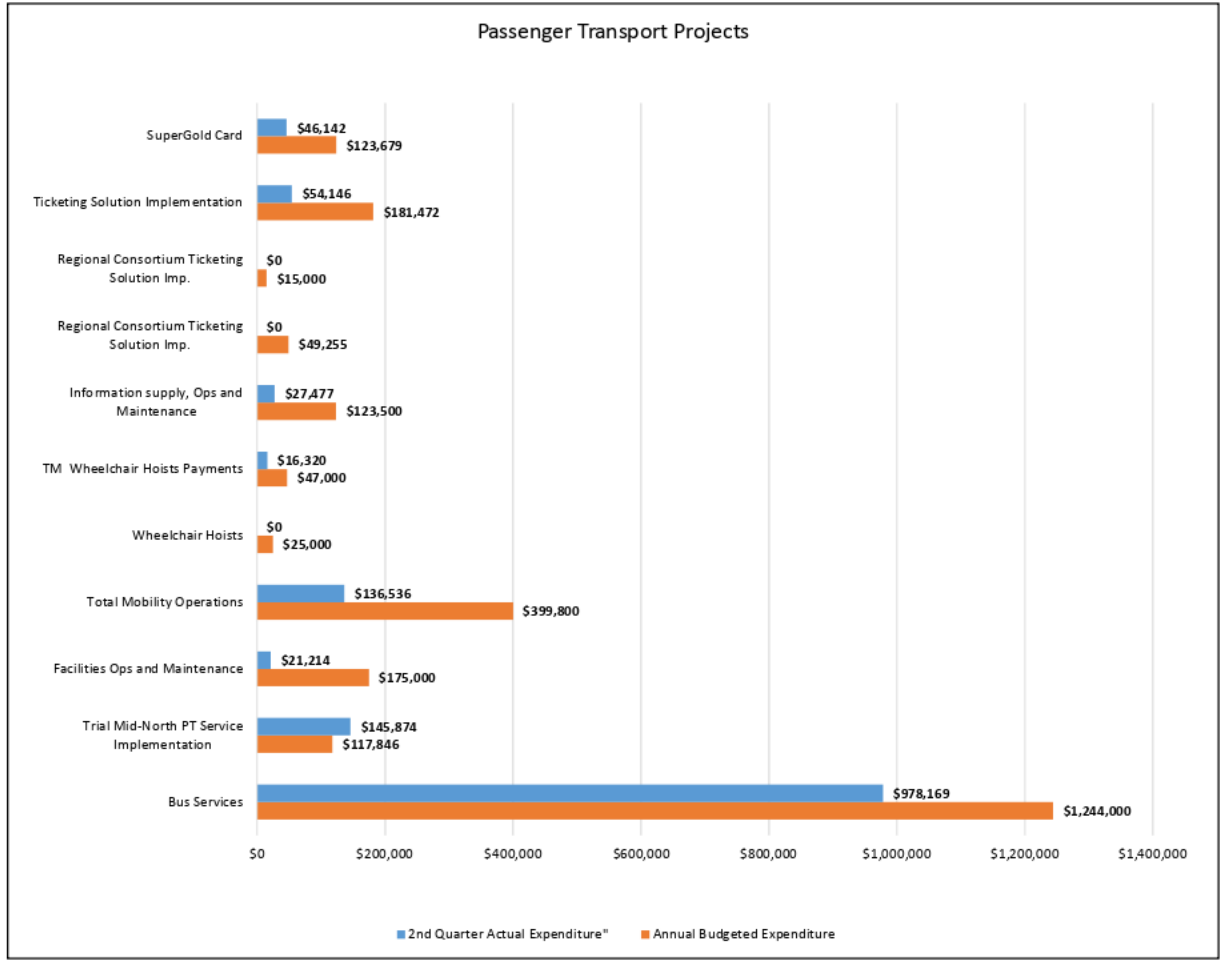
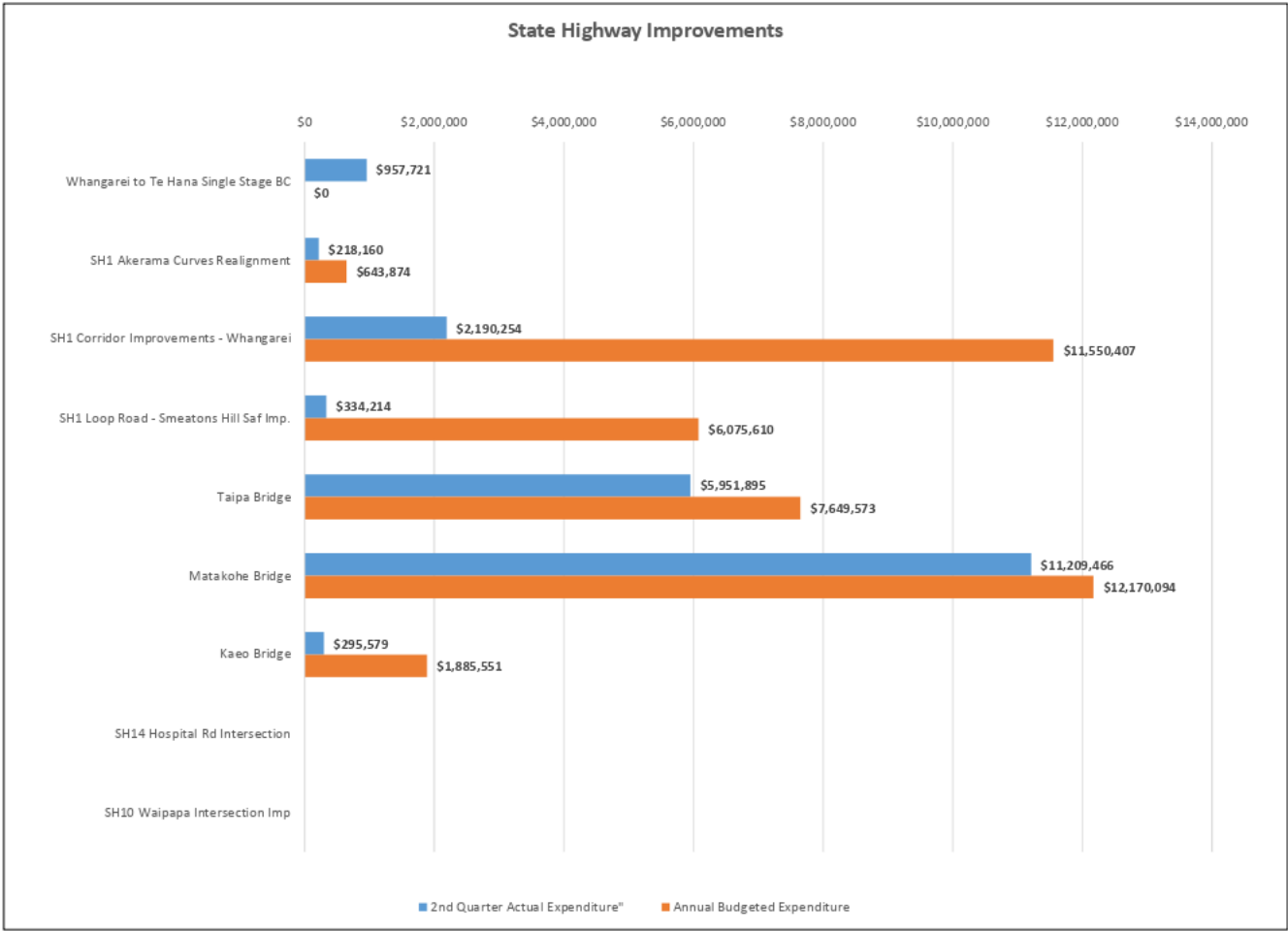
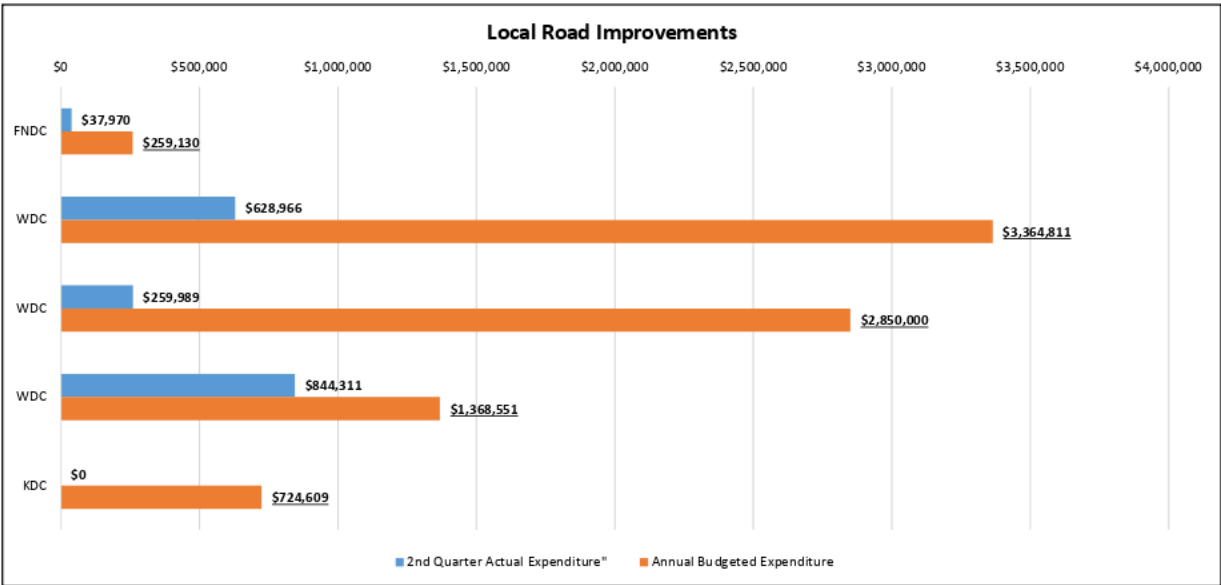
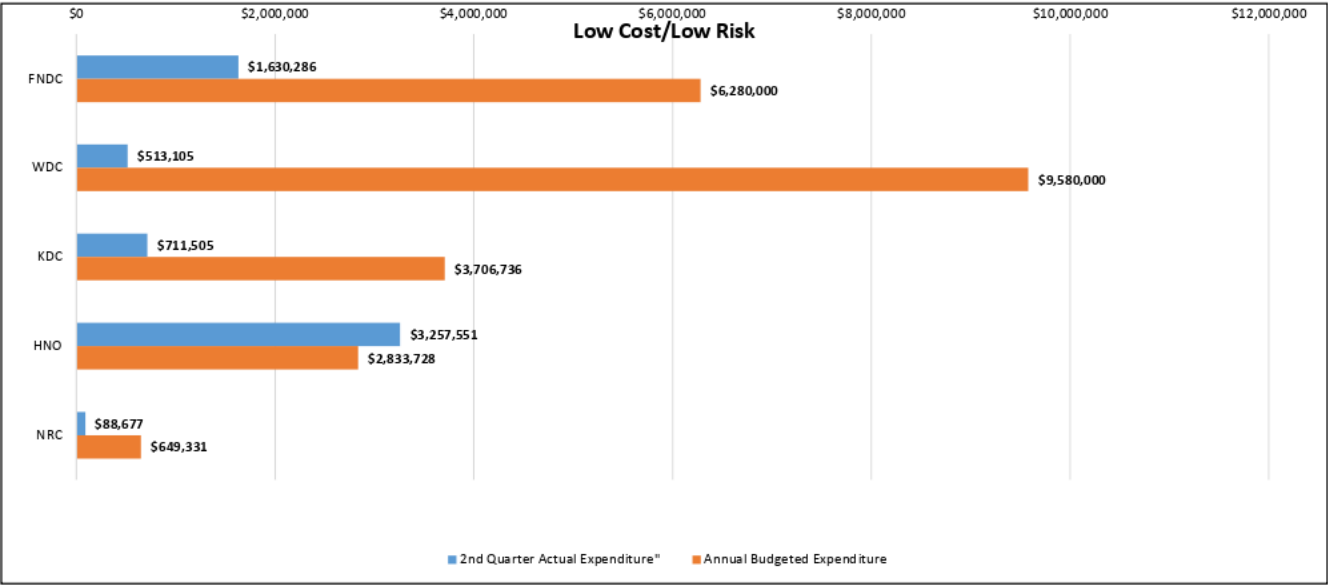
Regional Land Transport Plan 2015/2021 Three Year Review - Funding Uptake for the 2018/19 Financial Year

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

Activities/Programmes	W/C	App Auth	FAR	Status	2018/2019 Financial Year			Remaining Expenditure 2018/2019	1st Quarter			Cumulative 1st & 2nd Quarters			Ability to uptake full national funding assistance allocation in 2018/19 financial period	Reasons for Variance and Remedial Action to be Taken
					Annual Budgeted Cost	Total Actual Expenditure to Date	Annual Progress %		Forecast Expenditure	Actual Expenditure	Progress for 1st Quarter	Forecast Expenditure	Actual Expenditure	Progress		
<u>Emergency Works</u>																
March 2017 Storm Event	141	FNDC	66%	App	\$775,152	\$721,002	93%	\$54,150	\$549,398	\$505,056	92%	\$624,649	\$721,002	115%	N/A	No funding assistance applied for under this Work Category
E/W June 2018	141	FNDC	66%	App	\$1,625,203	\$89,209	5%	\$1,535,994			#DIV/0!		\$89,209	#DIV/0!	N/A	No funding assistance applied for under this Work Category
E/W June 2018	141	FNDC	86%	App	\$734,024	\$0	0%	\$734,024			#DIV/0!		\$0	#DIV/0!	N/A	No funding assistance applied for under this Work Category
E/W - 15 July 2018: Various Sites	141	WDC	53%	App	\$397,617	\$0	0%	\$397,617	\$100,000	\$0	0%	\$200,000	\$0	0%	Medium	Work commencing shortly.
E/W - 20 June 2018: Various Sites	141	WDC	53%	App	\$500,000	\$357,750	72%	\$142,250	\$250,000	\$255,835	102%	\$500,000	\$357,750	72%	High	Slip repairs nearing completion.
E/W KDC Cyclone Cook April 2017	141	KDC	61%	App	\$87,616	\$87,616	100%	\$0	\$60,000	\$72,150	120%	\$87,616	\$87,616	100%	High	Slip remedial works has been completed.
E/W KDC Cyclone Debbie April 2017	141	KDC	61%	App	\$129,638	\$96,339	74%	\$33,299	\$100,000	\$76,236	76%	\$129,638	\$96,339	74%	High	Work completed.
<u>Maintenance/Ops/Renewals</u>																
	111 - 222	FNDC	66%	App	\$24,003,550	\$11,643,263	49%	\$12,360,287	\$6,006,840	\$4,788,233	80%	\$12,001,775	\$11,643,263	97%	High	Ongoing programme. On track to fully spend funding this year.
	111 - 222	WDC	53%	App	\$24,376,000	\$9,733,297	40%	\$14,642,703	\$3,500,000	\$3,416,021	98%	\$10,000,000	\$9,733,297	97%	High	
	111 - 222	KDC	61%	App	\$14,572,000	\$5,477,752	38%	\$9,094,248	\$3,313,609	\$2,860,383	86%	\$6,609,742	\$5,477,752	83%	High	Rehabilitation and Resurfacing Renewals programme is slightly behind programme, the contractor has engaged independent consultants to carry out rehabilitation designs. The contractor is working on a revised programme with a mitigation plan to catch up on the delays. All Operational budgets are on track.
	111 - 222	HNO	100%	App	\$14,572,000	\$12,309,602	84%	\$2,262,398	N/A	\$3,106,268	N/A	N/A	\$12,309,602	N/A	High	No comment provided
<u>Investment Management</u>																
Activity Management Improvement Plan 2015/18	3	FNDC	66%	App	\$35,699	\$0	0%	\$35,699	\$8,925	\$0	0%	\$17,850	\$0	0%		
Activity Management Improvement Plan/ONRC Bus Case	3	KDC	61%	App	\$18,687	\$0	0%	\$18,687	\$0	\$0	0%	\$0	\$0	0%	High	this is part of WC151 work, full utilisation of this work category is expected as we continue to improve the NTA AMPs, develop strategy & process and our Asset Management teams work matures.
ONRC Transition Plan	3	WDC	53%	App	\$15,434	\$9,640	62%	\$5,794	\$5,000	\$3,253	65%	\$15,434	\$9,640	62%	High	Carry over from 2017/18 - Work nearing completion.
Crash Reduction Study	4	WDC	53%	App	\$21,762	\$21,762	100%	\$0	\$21,762	\$21,762	100%	\$21,762	\$21,762	100%	High	Study Completed.
Regional Land Transport Plan	1	NRC	54%	Sub.	\$272,000	\$41,316	15%	\$230,684	\$68,000	\$0	0%	\$136,000	\$41,316	30%	High	Funding assistance for this W/C approved in January 2019. All funding will be fully utilised by the end of the financial year.
Regional Road Safety Action Plan	3	NRC	54%	Sub.	\$245,000	\$33,871	14%	\$211,129	\$61,250	\$0	0%	\$122,500	\$33,871	28%	High	Funding for this W/C yet to be approved. It will however be fully utilised by the end of the financial year.
Regional Public Transport Plan	3	NRC	54%	Sub.	\$10,800	\$0	0%	\$10,800	\$0	\$0	0%	\$5,400	\$0	0%	Medium	Work will comence toward the end of the financial year. Funding may need to carried over into 2019/2020.
<u>Road Safety Promotion</u>																
High Strategic Fit	432	FNDC	66%	App	\$1,038,333	\$775,329	75%	\$263,004	\$259,583	\$0	0%	\$519,166	\$775,329	149%	High	Carry over from 2017/18 - Work nearing completion.
	432	WDC	53%	App	\$330,000	\$125,132	38%	\$204,868	\$25,000	\$0	0%	\$100,000	\$125,132	125%	High	1 Drive Soba Programme completed with 6 offenders registered and 4 completing the programme. 2 Young Driver Learner Licence Programmes completed with 32 participants registered and completed. 396 Mentor hours have been completed in the Volunteer Mentor Driver Programme, with 18 licences being obtained. 5 Signs have been constructed on high risk routes.
	432	KDC	61%	App	\$145,000	\$65,943	45%	\$79,057	\$18,125	\$49,110	271%	\$54,375	\$65,943	121%	High	All planned road safety promotion, education and operational projects introduced.
	432	NRC	54%	App	\$67,734	\$48,698	72%	\$19,036	\$16,933	\$0	0%	\$33,867	\$48,698	144%	High	Funding will be fully utilised
	432	NRC	54%	App	\$40,881	\$15,522	38%	\$25,359	\$10,220	\$0	0%	\$20,440	\$15,522	76%	High	All planned road safety promotion, education and operational projects introduced.
Medium Strategic Fit	432	FNDC	66%	App	\$100,000	\$74,671	75%	\$25,329	\$25,000	\$0	0%	\$50,000	\$74,671	149%	High	Funding has been fully claimed.
	432	WDC	53%	App	\$10,000	\$10,000	100%	\$0	\$10,000	\$0	0%	\$10,000	\$10,000	100%	N/A	No funding assistance applied for under this Work Category
	432	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	All planned road safety promotion, education and operational projects introduced.
	432	NRC	54%	App	\$47,603	\$20,728	44%	\$26,875	\$11,900	\$0	0%	\$23,801	\$20,728	87%	High	Funding will be fully utilised
Road Safety Promotion 18/21 Bike Skills Training	432	WDC	53%	App	\$100,000	\$0	0%	\$100,000	\$0	\$0	0%	\$25,000	\$0	0%	Medium	Tender for 3 year programme being finalised. Likely to carry over some funding from 2018/19 into 2019/20.

Walking & Cycling Improvements																
	452	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	No funding assistance applied for under this Work Category
Cycleways Construction 2015/18- Construction	452	WDC	53%	App	\$8,729,218	\$3,967,309	45%	\$4,761,909	\$1,800,000	\$1,661,200	92%	\$3,500,000	\$3,967,309	113%	High	Stages 1 and 2 complete and opened. Fisher Tce underpass completed and Stage 3 (Kamo Rd to Fisher Tce) well underway and due for completion in June 2019.
	452	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	No funding assistance applied for under this Work Category
Low Cost Low Risk																
Low cost / low risk improvements 2018-21- Local Roads	341	FNDC	66%	App	\$6,280,000	\$1,630,286	26%	\$4,649,714	\$1,570,000	\$917,228	58%	\$3,140,000	\$1,630,286	52%	High	Application being reviewed by GM prior to submission
Low cost / low risk improvements 2018-21- Local Roads	341	WDC	53%	App	\$9,580,000	\$513,105	5%	\$9,066,895	\$700,000	\$237,530	34%	\$2,500,000	\$513,105	21%	Medium	Construction nearing completion on Wright Road and safety improvement works are commencing. Possibly some funding may be carried over into 2019/20.
Low cost / low risk improvements 2018-21- Local Roads	341	KDC	61%	App	\$3,706,736	\$711,505	19%	\$2,995,231	\$200,000	\$154,652	77%	\$990,000	\$711,505	72%	High	3 major bridge upgrading projects have commenced early Jan 19. The new Footpaths contract has been awarded and the school zones tender is under evaluation. The Mangawhai Community plan shared path and intersection upgrade project is at detail design stage and programmed to go out for tender late February.
Low cost/low risk improvments 2018-21 Northland	341	HNO	100%	App	\$2,833,728	\$3,257,551	115%	-\$423,823	N/A	\$1,128,873	N/A	N/A	\$3,257,551	N/A	High	No comment provided
Low Cost Low Risk Improvements 18/21 - Public Transport	532	NRC	54%	App	\$649,331	\$88,677	14%	\$560,654	\$100,000	\$0	0%	\$200,000	\$88,677	44%	Low	CityLink Bus Shelter funding for Rose Street Terminus yet to be uplifted.
Local Road Improvements																
LED StreetLight Upgrades	324	FNDC	85%	App	\$259,130	\$37,970	15%	\$221,160	\$64,782	\$10,695	17%	\$129,565	\$37,970	29%	Low	P Category lights completed. Design work for V Category lights has commenced.
LED StreetLight Upgrades	324	WDC	85%	App	\$3,364,811	\$628,966	19%	\$2,735,845	\$300,000	\$329,443	110%	\$700,000	\$628,966	90%	Medium	Arterial road (V-Cat) streetlights have been ordered and likely to arrive in May. Installation may straddle the 2018/19 and 2019/20 financial years.
Maunu Rd/Porowini Ave Int Improvements - Const.	324	WDC	53%	App	\$2,850,000	\$259,989	9%	\$2,590,011	\$0	\$0	0%		\$259,989	#DIV/0!	Low	Slower than expected bridge design and difficulty securing a contractor to carry out enabling service work now means project will straddle the 2018/19 and 2019/20 financial years.
Tarewa Rd/Porowini Ave Intersection Imp	324	WDC	53%	App	\$1,368,551	\$844,311	62%	\$524,240	\$300,000	\$453,902	151%	\$1,368,551	\$844,311	62%	High	Project now completed.
LED StreetLight Upgrades	324	KDC	61%	App	\$724,609	\$0	0%	\$724,609	\$150,000	\$0	0%	\$174,609	\$0	0%	High	The LED V- Cat supplier has been confirmed and contract agreement sign off is in process. The next stage of the works is to do a RFQ for the V-Cat retrofit installation
State Highway Improvements																
Whangarei to Te Hana Single Stage BC	324	HNO	100%	App	\$0	\$957,721	#DIV/0!	-\$957,721	N/A	\$0	N/A	N/A	\$957,721	N/A		No comment provided
SH1 Akerama Curves Realignment	324	HNO	100%	App	\$643,874	\$218,160	34%	\$425,714	N/A	\$0	N/A	N/A	\$218,160	N/A	High	Approaching completion
SH1 Corridor Improvements - Whangarei	324	HNO	100%	App	\$11,550,407	\$2,190,254	19%	\$9,360,153	N/A	\$0	N/A	N/A	\$2,190,254	N/A	High	No comment provided
SH1 Loop Road - Smeatons Hill Saf Imp.	324	HNO	100%	App	\$6,075,610	\$334,214	6%	\$5,741,396	N/A	\$0	N/A	N/A	\$334,214	N/A	High	Construction commencing Feb 19
Taipa Bridge	324	HNO	100%	App	\$7,649,573	\$5,951,895	78%	\$1,697,678	N/A	\$0	N/A	N/A	\$5,951,895	N/A	High	Construction Practical Completion Sep 19
Matakohe Bridge	323	HNO	100%	App	\$12,170,094	\$11,209,466	92%	\$960,628	N/A	\$0	N/A	N/A	\$11,209,466	N/A	High	Construction Practical Completion Aug 19
Kaeo Bridge	324	HNO	100%	App	\$1,885,551	\$295,579	16%	\$1,589,972	N/A	\$0	N/A	N/A	\$295,579	N/A	High	Designation & Consents to commence Feb 19
SH14 Hospital Rd Intersection	324	HNO	100%				#DIV/0!	\$0			N/A		N/A	N/A		
SH10 Waipapa Intersection Imp	324	HNO	100%				#DIV/0!	\$0			N/A		N/A	N/A		Project being undertaken under the Provincial Growth Fund category
Passenger Transport																
Bus Services	511	NRC	54%	App	\$1,244,000	\$978,169	79%	\$265,831	\$311,000	\$332,338	107%	\$622,000	\$978,169	157%	High	Funding will be fully utilised
Trial Mid-North PT Service Implementation	511	NRC	54%	App	\$117,846	\$145,874	124%	-\$28,028	\$60,000	\$67,694	113%	\$120,000	\$145,874	122%	High	Funding will be fully utilised
Facilities Ops and Maintenance	514	NRC	54%	App	\$175,000	\$21,214	12%	\$153,786	\$40,000	\$0	0%	\$87,500	\$21,214	24%	High	Provision included for move from Rose Street terminus.
Total Mobility Operations	517	NRC	60%	App	\$399,800	\$136,536	34%	\$263,264	\$100,000	\$52,772	53%	\$200,000	\$136,536	68%	High	Uptake on TM service slowly increasing. Promotion of the scheme as been stepped up in an effort to increase cuser numbers.
Wheelchair Hoists	519	NRC	54%	App	\$25,000	\$0	0%	\$25,000	\$0	\$0	#DIV/0!	\$0	\$0	0%	Low	Provision for application for instalation of wheelchair hoists . No applications to date.
TM Wheelchair Hoists Payments	521	NRC	100%	App	\$47,000	\$16,320	35%	\$30,680	\$11,750	\$8,070	69%	\$23,500	\$16,320	69%	High	Funding will be fully utilised. Additional wheelchair operator in service.
Information supply, Ops and Maintenance	524	NRC	54%	App	\$123,500	\$27,477	22%	\$96,023	\$30,875	\$0	0%	\$61,750	\$27,477	44%	High	Funding will be fully utilised in promotion of all services in Northland
Regional Consortium Ticketing Solution Imp.	524	NRC	65%	App	\$49,255	\$0	0%	\$49,255	\$10,000	\$0	0%	\$24,627	\$0	0%	Low	Funding for 9 region (Consortium) interim Regional Integrated electronic Ticking and Information System. Uptake of the new system has been delayed by a further 3 months.
Regional Consortium Ticketing Solution Imp.	524	NRC	54%	App	\$15,000	\$0	0%	\$15,000	\$0	\$0	0%	\$7,500	\$0	0%	Low	Funding for 9 region (Consortium) interim Regional Integrated electronic Ticking and Information System. Uptake of the new system has been delayed by a further 3 months.
Ticketing Solution Implementation	531	NRC	65%	App	\$181,472	\$54,146	30%	\$127,326	\$45,368	\$0	0%	\$90,736	\$54,146	60%	High	with the increase in work in this area, it is anticipated that this W/C will be fully expended by the end of the financial year end
SuperGold Card	522	NRC	100%	App	\$123,679	\$46,142	37%	\$77,537	\$30,920	\$123,679	400%	\$61,840	\$46,142	75%	High	Funding will be fully utilised





TITLE: New Zealand Transport Agency Report to Regional Transport Committee

ID: A1157877

From: Chris Powell, Transport Manager

Executive summary

The New Zealand Transport Agency will provide an update report to the Regional Transport Committee.

Mr Steve Mutton will be speaking to this presentation.

Recommendation

1. That the report 'New Zealand Transport Agency Report to Regional Transport Committee' by Chris Powell, Transport Manager and dated 31 January 2019, be received.

Attachments

Nil

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 05 February 2019

TITLE: Northland Regional Road Safety Update

ID: A1158016

From: Ian Crayton-Brown, Transport Projects Officer

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

That the report 'Northland Regional Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer and dated 31 January 2019, be received.

Background

Regional road safety progress reports are tabled at each Regional Transport Committee (RTC) meeting. Previously, these shared reports; including input from the Northland Road Policing Manager, provided an overview of the progress made on both the strategic and programme outcomes for the Northland region.

Inspector Wayne Ewers will again provide a presentation to the Committee detailing activity and Road Policing interventions.

Members of the Regional Transport Committee (RTC) will note that the format of reporting relevant statistics relating to regional road safety has been amended to provide a more user-friendly method of accessing the information. The format now includes graphical and pictorial representation of the salient points. Attached to this item is the Draft Northland Region Road Safety Strategy 2018 which covers the period 2014-2018 which is very useful as it shows the current rolling trends. Also included is the statistical information and a condensed action plan.

From the April 2019 meeting forward, an additional spreadsheet will be included detailing what action is being taken to address these issues. In support of the above, maps detailing the regions high risk roads and intersections will be provided.

It is also important to note, that the method of reporting will be expanded from road safety promotion and enforcement to include the important aspect of what planning, engineering, infrastructure design and construction is being undertaken by the relevant road controlling authorities to address identified high-risk roads, safe roads and roadsides, safe speeds, safe vehicles, safe road use and high-risk intersections.

Attachments

Attachment 1: Northland Safety on a Page  

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 06 February 2019

Northland Region

Road Safety Strategy 2018



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

The Stats ...

Northland Roads
2014 - 2018



Our Strategy ...

Reduce the risk and impact of crashes on people



FOCUS ON HIGH RISK RURAL ROADS



FOCUS ON BEND LOSS OF CONTROL IN WET



FOCUS ON HIGH RISK RURAL INTERSECTIONS

Our Action Plan ...

Building and improving roads and roadsides to reduce the risk and impact of crashes

- Ongoing monitoring of road surface and treatments e.g. Skid Resistance programme
- Ongoing review and improvements to road signage
- Asset maintenance and renewals
- Pavement markings, including Audio Tactile Profile Markings
- Safety to be a key focus in all Capital investment - new projects and minor efficiency, safety and resilience investment
- Investment in roadside protection/hazard removal
- Rural Intersection Activated Warning Signs (RIAWS) intersection technology



Setting the right speed for each part of the Northland Highway Network

Inappropriate speed resulted in 30% of all reported and serious crashes

Speed is a contributor to crash severity

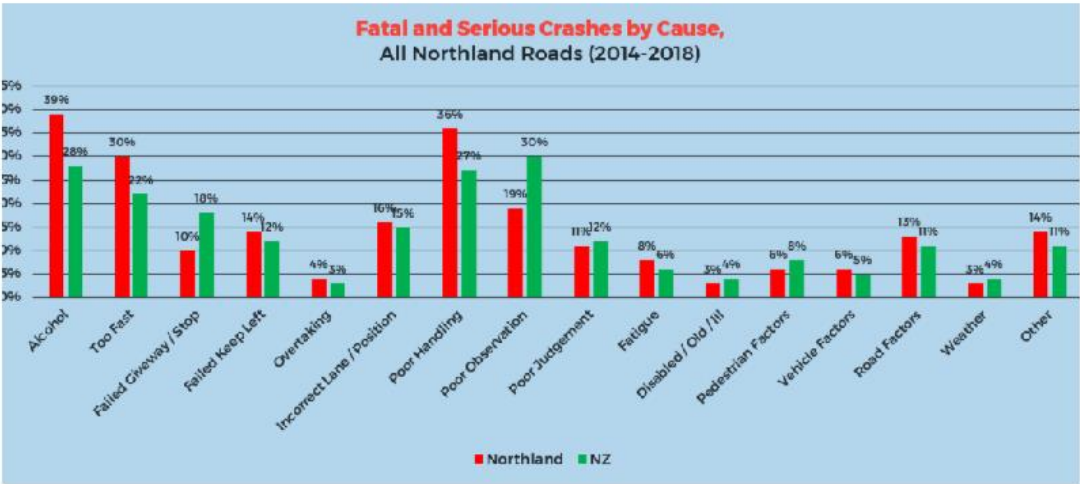
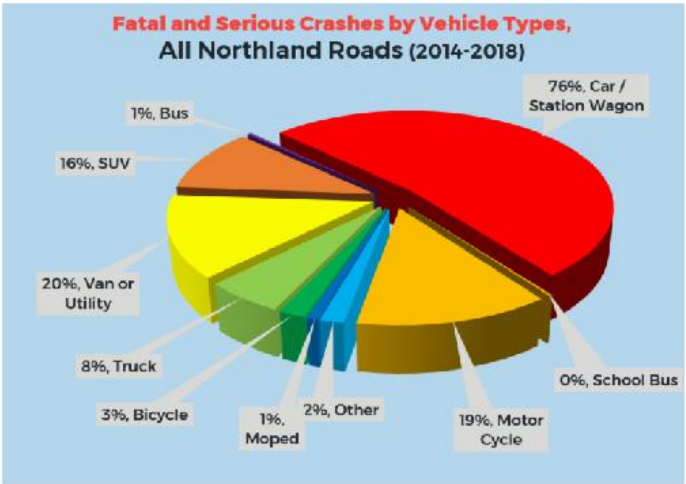
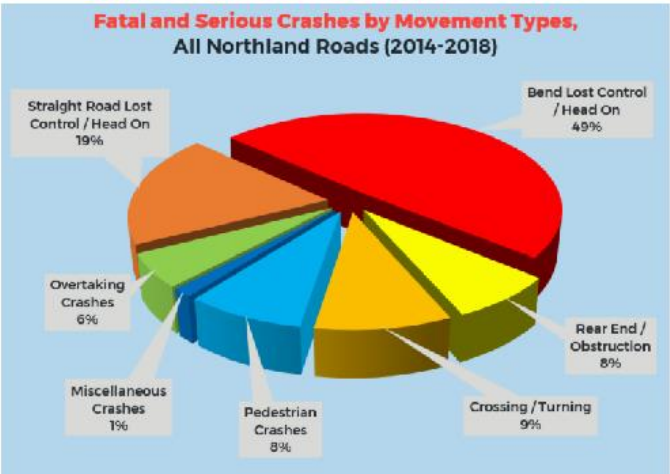
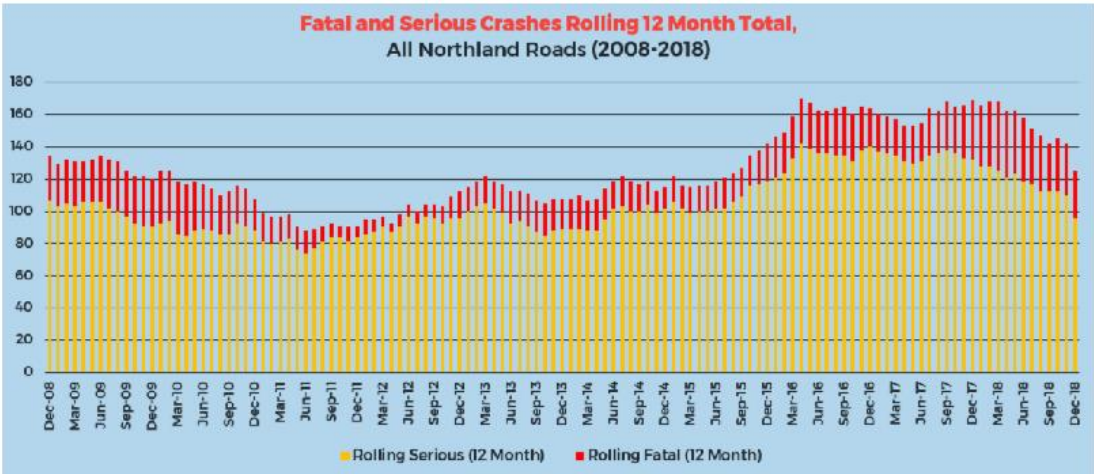
Over the coming 12 months examples of safety in action ...



INVESTMENT IN ROADSIDE PROTECTION / HAZARD REMOVAL

13% Resulted in the vehicle going over a bank, cliff or into water/river

16% Of run off road type fatal and serious crashes resulted in hitting a roadside hazard (tree, post/pole, sign)



Northland Regional Summary over the last 5 years (2014 to 2018)	
143 Fatalities and 739 Serious Injuries Total	
28 Fatalities and 147 Serious Injuries on average per year	
\$231.112 Million in Social Costs Per Annum due to the Fatalities and Serious Injuries on Northland Roads (2017 Costs)	

TITLE: **Waikato Regional Transport Committee and Regional Road Safety Forum - New National Road Safety Strategy 2020 - 2030.**

ID: A1156613

From: Chris Powell, Transport Manager

Executive summary/Whakarāpopototanga

This report serves to present a letter from the Waikato Regional Council's Regional Transport Committee and their Regional Road Safety Forum to the Road Controlling Authorities Forum (NZ) INC. titled "*Please help us to reverse the current growth in fatal and serious road crashes*".

These bodies are calling for regional transport committees support for the above letter to the Road Controlling Authorities Forum (NZ) INC. encouraging their members to get involved in the development of the upcoming National Road Safety Strategy 2020-2030 and support a new approach to road safety principles and action in an effort to reduce the current increases in fatal and serious road crashes.

Recommendation(s)

1. That the report 'Waikato Regional Transport Committee and Regional Road Safety Forum - New National Road Safety Strategy 2020 - 2030.' by Chris Powell, Transport Manager and dated 25 January 2019, be received.
2. That the Regional Transport Committee support the proposals as contained in the letter to the Road Controlling Authorities Forum (NZ) INC. by the Waikato Regional Transport Committee and Regional Road Safety Forum.
3. That the Chairman of the Regional Transport Committee write to the Waikato Regional Transport Committee and Regional Road Safety Forum advising them of this support.

Background/Tuhinga

The Waikato Regional Transport Committee and Regional Road Safety Forum have forwarded a letter to the Road Controlling Authorities Forum (NZ) INC. encouraging them to get involved in the development of the upcoming National Road Safety Strategy 2020-2030.

Attached to this report is a copy of the letter.

With the ongoing increase in the number of fatal and serious crashes on the nation's roads, there is a very real need for all road safety partners to align to support and/or implement strategies and infrastructure that will lead to a reversal in this trend.

The letter lists a number of options that the Road Controlling Authorities Forum can support Road Controlling Authorities (RCA's) in implementing to assist in achieving better transport safety outcomes. These are:-

- Encourage a Safe System response;
- Adoption of Vision Zero;
- Better planning, planning tools and land use integration;
- Better public and community options;

- Support of public transport and active modes of transport;
- Education on the Safe System; and
- Best practice infrastructure design.

In addition, the letter calls for *“a change to funding and investment evaluation that could have a significant impact on the ability of RCA’s to deliver quality infrastructure and services...”*

The letter directs the reader to two websites that will assist in providing greater clarity on the position paper and on upcoming Ministry of Transport opportunities for participation. (See paragraph titled *“Help Us to Save Lives”*).

The Waikato Regional Council’s Regional Transport Committee and their Regional Road Safety Forum are sharing this information with all other regions to encourage the following actions with regards to road safety issues:-

- Support healthy and robust conversation;
- Adopt a strategic approach;
- Use of policies and actions; and
- Involvement in the development of the National Road Safety Strategy 2020-2030.

Northland

For Northland, the approved Regional Road Safety Action Plan (RRSAP) both identifies and where possible, addresses the regions evidence based road safety issues.

In order for the RRSAP to be successful, the participation and assistance of the Northland RCA’s is extremely important, not only with regards education but also in providing safer transport infrastructure.

Whilst every effort has been made by the regional road safety partners to promote safer and more responsible driving, the number of deaths and serious injuries on Northland’s roads continues to rise. This upward trend is also reflected nationally.

Recommendation

Based on the above, it is recommended that the Regional Transport Committee support the above proposals and that the Chairman of the Regional Transport Committee advice the Waikato Regional Council of this decision in writing.

Considerations

Options

No.	Option	Advantages	Disadvantages
1	Support the recommendations of the Waikato Regional Transport Committee and Regional Road Safety Forum	To have district/regional/national input and support in attempting to reverse the current growth in fatal and serious crashes.	None
2	Status Quo.	A centred approach to addressing road safety	Losing the opportunity to be involved in a nationally co-ordinated effort to

	To continue to address the current growth in fatal and serious crashes individually from a regional district council/regional council	issues on the regions roads.	reduce deaths and serious injuries on both the regions and the nation's roads.
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The staff's recommended option is Option 1.

2. Significance and engagement

Whilst the issue of road safety does not invoke the Significance Policy contained in the Regional Land Transport Plan 2015-2021 – Three Year Review, crash related deaths and serious injuries have a significant impact on the lives and well-being of whanau, family, loved ones and friends.

In addition to the above the estimated social costs of a road related

- Death = \$4,970,000
- Serious Injury = \$1,044,000

3. Policy, risk management and legislative compliance

The content of this report addresses the requirements of the:

- Government Policy Statement;
- Land Transport Management Act 2003;
- Safer Journeys Strategy 2010-2020;
- Safer Journeys Action Plan 2016-2020;
- Safe Systems Approach model;
- Vision Zero; and
- Regional Road Safety Action Plan.

Further considerations

4. Community views

The views of the community are taken into consideration in the compilation of the:-

- Regional Land Transport Plan; and
- Regional Road Safety Action Plan.

5. Māori impact statement

At this early stage, there are no known particular impacts on Māori, which are different from general users of the road network.

6. Financial implications

The financial implications are detailed in the report and are not considered significant

7. Implementation issues

There are no implementation issues recognised at this point.

8.

Attachments/Ngā tapirihanga

Attachment 1: Letter to RCA's [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 07 February 2019

File No: 21 20 12
Document No: 13635094
Enquiries to: Rachel Cook



15 January 2019

Attn: Road Controlling Authorities Forum (NZ) INC
C/- Forum Convenor

Private Bag 3038
Waikato Mail Centre
Hamilton 3240, NZ

waikatoregion.govt.nz
0800 800 401

Dear Forum members

Please help us to reverse the current growth in fatal and serious road crashes

We want you to get involved in developing the new National Road Safety Strategy for 2020-2030, as we believe you have a role to play. The Waikato Regional Transport Committee and Waikato Regional Road Safety Forum are sharing a regional position paper as we know there are a range of actions that could decrease New Zealand's road deaths by up to 250 people per year, and some of these may affect you.

The RCA Forum has a role in supporting road controlling authorities (RCA) to drive for better transport safety outcomes, through encouraging a Safe System response, adoption of Vision Zero by each individual RCA and supporting better planning, planning tools and land use integration, better public and community transport options, supporting active modes to provide better mobility options for communities to reduce their exposure to road risk. RCA Forum can support knowledge transfer, and ensuring there is good education on the Safe System and best practice infrastructure design. We are calling for changes to funding and investment evaluation that could have a significant impact on the ability of RCA's to deliver quality infrastructure and services to their communities over time. We ask you to share this with your members.

New Zealand is suffering from a crisis of complacency. People are dying and being seriously injured on our road network at an unprecedented rate. We know road trauma on our road network is neither inevitable nor acceptable – it is clear a new approach is needed.

Help us to save lives:

- Head to <https://www.waikatoregion.govt.nz/council/policy-and-plans/transport-policy/road-safety-strategy/> for the Position Paper, and the Waikato Regional Road Safety Strategy, to understand what we are asking for, how it might affect you, or how you can make a difference.
- The Ministry of Transport is running a number of early engagement work streams and will be consulting with the sector and public more widely through the first half of 2019.
- Keep an eye out for Ministry of Transport opportunities to participate, and find more information here: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/>

Why the position paper is needed

Too many people are dying and being seriously injured on our rural and urban roads and we think the solutions need to rest across all those who contribute to the outcomes we see on the land transport system. Regional road safety partners want to see improvements to the strategic approach and better outcomes for our region and all of New Zealand.

HE TAIAO MAUIRORA	HEALTHY ENVIRONMENT
HE ŌHANGA PAKARI	STRONG ECONOMY
HE HAPORI HIHIRI	VIBRANT COMMUNITIES

We are sharing this paper nationally to support healthy and robust conversations about road safety issues, strategic approach, policies and actions, and to encourage involvement in the national strategy development. As a region we have committed to the vision that *land transport in the Waikato region is a Safe System, working towards zero deaths and serious injuries*.

Moving from a Safe System *in principle* to a Safe System *in action*

The best performing countries manage their transport system as a Safe System, and have only one third of the casualty rate we do. Safe System principles accept that:

- **People make mistakes:** We accept that people make mistakes and some crashes are inevitable. We don't accept that death or serious injury from crashes is inevitable.
- **People are vulnerable:** Our bodies have a limited ability to withstand crash forces. Crash forces need to be kept at survivable levels.
- **We need to share responsibility:** System designers and all types of road users need to share responsibility for creating a safe transport system.
- **We need to strengthen all parts of the system:** We need to improve across the board.

We believe the Safe System needs to be fully integrated into all transport planning, funding, and implementation processes in New Zealand. We also think that users of the transport system have a role to play in bringing about positive change. This is a complex problem that requires a collaborative, multi-agency approach, strong leadership, and widespread public and business support.

Waikato region stakeholders are committed to reversing the current increase in death and serious injury crashes, so all our residents and visitors can travel safely. Thank you for your consideration.

Yours faithfully



Rachel Cook

Senior Policy Advisor, Transport Relationships, Transport and Infrastructure

On behalf of

Waikato Regional Transport Committee and Regional Road Safety Forum

TITLE: Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland

ID: A1157012

From: Anita Child, Transport Project Officer

Executive summary/Whakarāpopototanga

This paper serves to provide a report to the Regional Transport Committee outlining the proposed investigation into the transport needs of the person with impairments in Northland.

Recommendation(s)

1. That the report 'Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland' by Anita Child, Transport Project Officer and dated 29 January 2019, be received.
 2. That the Regional Transport Committee approve the investigation into what transport options are currently available to people who would be eligible for subsidised transport under the Total Mobility Scheme in the Far North and Kaipara.
-

Background/Tuhinga

At the Regional Transport Committee meeting of 5 December 2018, the Committee put forward an action point that *"Chris Powell will provide a report to the next Regional Transport Committee meeting that outlines the planned survey of total mobility/disability transportation services in the region"*

At this meeting, Northland Regional Council (NRC) staff advised that they were planning to undertake a region wide investigation into the needs and availability of Total Mobility and Disability services. This investigation to commence in the 2019/2020 financial year.

The Total Mobility Scheme, presently only available in the Whangarei District, offers eligible clients 50 % discounted travel per single trip undertaken. The remaining 50% is subsidised by the New Zealand Transport Agency at 60% and the Whangarei District Council at 40%. The NRC administers the Whangarei Total Mobility Scheme.

The NRC has for a number of years submitted to the Far North District Council (FNDC) and the Kaipara District Council (KDC) annual and Long Term Plans, asking for the local share for implementation and operation of a Total Mobility scheme. To date those councils have not agreed to fund the Total Mobility Scheme in their districts.

It must be noted that in order for the Scheme to operate, there must be licenced and trained service providers (operators). In addition, clients must belong to an Agency that registers and manages the clients use of the scheme. Currently there is a lack of transport operators within the FNDC and KDC areas.

As this investigation will be undertaken in the 2019/2020 financial year, the project plan has as yet to be fully completed. Once completed this will be submitted to the RTC for consideration and approval.

To date however, NRC staff have been engaging with the FNDC DAG group (Disability Advisory Group) to start a conversation about what transport is currently available and what are the community's needs.

NRC staff have also been investigating the suitability of Environment Canterbury's Community Vehicle Trust concept for use in Northland. NRC staff met with the ECAN Transport Officer responsible for the development of their network, who provided more background information, and offered to help set up a similar system in Northland. Trials are being looked at for the Whangarei District.

Staff are currently gathering information from similar regions, to see if a similar investigation has been carried out, how was this implemented, and what the results were.

Considerations

1. Options

No.	Option	Advantages	Disadvantages
1	Status Quo	No increase in local rates	Eligible Total Mobility clients outside of Whangarei have no access to the benefits of the Scheme.
2	Undertake a regional investigation for Total Mobility/Disability Needs in Northland.	Obtain sufficient information for informed decision-making.	Insufficient information for informed decision – making.

1. Significance and engagement

No significance and engagement has been identified at this early stage.

2. Policy, risk management and legislative compliance

No policy, risk management and legislative compliance has been identified at this early stage.

Further considerations

3. Community views

Northland Regional Council staff have been engaging with the FNDC DAG group (Disability Advisory Group) to start a conversation about what transport is currently available and what are the community's needs.

4. Māori impact statement

Māori will be consulted. However, at this early stage there are no known impact on Māori, which are different from the needs of the wider disability community.

5. Financial implications

Until such time as accurate numbers of potential clients and their travel requirements are known, no funding implications can be ascertained.

On completion of the above, an application along with a detailed business case will need to be submitted to the NZTA for national funding assistance.

The local share funding assistance required will be for FNDC and KDC respectively, an application from the NRC will be made to NZTA for a subsidy.

There is also a cost to the operators, as equipment must be installed in all vehicles for the Ridewise System (The electronic Total Mobility swipe card).

Implementation issues Should both the FNDC and KDC decide to join the Total Mobility Scheme, national and local subsidies are obtained and service providers sourced, this will place additional administrative work on existing staff, and if warranted may necessitate additional resourced being required at a cost to the Northland Regional Council.

Attachments/Ngā tapirihanga

Nil

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 07 February 2019

TITLE: Request to Vary the Regional Land Transport Plan 2015/21 - Northland Transport Alliance Provincial Growth Fund (PGF) Projects

ID: A1159362

From: Neil Cook, Northland Transport Alliance - Acting Manager

Executive summary/Whakarāpopototanga

The purpose of this report is to request that the Regional Transport Committee (RTC) approve a variation to the Regional Land Transport Plan 2015/21 (RLTP).

The Far North District Council, Kaipara District Council and Whangarei District Council have requested that the Northland Transport Alliance prepare an Application to Vary the Regional Land Transport Plan 2015/2021 – Three Year Review (RLTP) to include the projects as listed in the Recommendations below.

These projects are proposed to be included in the RLTP to enable them to be eligible for consideration under the Provincial Growth Fund (PGF). This does not mean that these projects will actually be funded, it just enables them to move onto the next stage of the PGF assessment process.

This application is in addition to the potential PGF projects already approved for inclusion in the RLTP at the 3 December 2018 RTC meeting.

This application does not require public consultation, as it does not invoke the Significance Policy as contained under Section 8.3 of the RLTP.

Section 18D of the Land Transport Management Act 2003 allows for the variation of a regional land transport plan under certain conditions. These conditions are detailed in the main body of this report.

Recommendation(s)

1. That the report 'Request to Vary the Regional Land Transport Plan 2015/21 - Northland Transport Alliance Provincial Growth Fund (PGF) Projects' by Evania Arani – Planning and Policy Team Admin/PA on behalf of Neil Cook – Acting Northland Transport Alliance Manager be received.
2. That the Regional Transport Committee approves the request to vary the Regional Land Transport Plan 2015/21 – Three Year Review to include the following projects:

Far North District Council

- Pou Herenga Tai (Twin Coast Cycle Trail) – Scenic Coastal Route from Taumarere to Opuia

Kaipara District Council

- Kaihu Valley Rail Trail
- Kick Start for Kaipara (Package of Numerous Roothing Upgrades)

Whangarei District Council

- Riverside Drive Four-Laning
- Port Road/Kioreroa Road Intersection Upgrade and Bridge Four-Laning
- SH1 to SH14 Hospital Connection

Background/Tuhinga

Application to Vary the Northland Land Transport Plan 2015/21 – Three-Year Review

The Far North District Council, Kaipara District Council and Whangarei District Council have requested that the Northland Transport Alliance prepare an Application to Vary the Regional Land Transport Plan 2015/2021 – Three Year Review (RLTP).

The application has been made because, for transport related projects to be considered eligible for the Provincial Growth Fund (PGF), they need to be included in the relevant RLTP.

It should be noted that the inclusion of these projects in the RLTP is just the first stage of the PGF application process. There is no guarantee that these projects will be funded or implemented through the PGF.

This application is in addition to the potential PGF projects already approved for inclusion in the RLTP at the 3 December 2018 RTC meeting.

This is a joint application by the NTA on behalf of the Far North, Kaipara and Whangarei District Councils.

The impact of these changes is shown in the tables below:

Far North District Council

Council	Activity	Estimated Cost 2018/21	Comments
FNDC	Pou Herenga Tai (Twin Coast Cycle Trail) – Scenic Coastal Route from Taumarere to Opua	\$7,340,000	Public Consultation as part of the Northland Walking and Cycling Strategy 2018 and Far North District Council Long Term Plan (LTP) 2018-2028

Kaipara District Council

Council	Activity	Estimated Cost 2018/21	Comments
KDC	Kaihu Valley Rail Trail	\$9,675,000	Public Consultation as part of the Northland Walking and Cycling Strategy 2018
KDC	Kick Start for Kaipara (Package of Numerous Roding Upgrades)	\$23,000,000	Individual projects less than \$7M each.

Whangarei District Council

Council	Activity	Estimated Cost 2018/21	Comments
WDC	Riverside Drive Four-Laning	\$24,200,000	Public Consultation as part of the Whangarei District Council Long Term Plan (LTP) 2018-2028
WDC	Port Road/Kioreroa Road Intersection Upgrade and Bridge Four-Laning	\$8,600,000	Public Consultation as part of the Whangarei District Council Long Term Plan (LTP) 2018-2028
WDC	SH1 to SH14 Hospital Connection	\$6,950,000	Project value less than \$7M.

The benefit of this change is that these projects will be eligible for consideration under the PGF and will allow these projects to progress to the next stage of the PGF process.

Land Transport Management Act 2003

Section 18D of the Land Transport Management Act 2003 provides for the variation of a regional land transport plan in accordance with the following requirements:

- (1) A regional transport committee may prepare a variation to its regional land transport plan during the 6 years to which it applies if: -
 - (a) the variation addresses an issue raised by a review carried out under section 18CA; or
 - (b) good reason exists for making the variation.
- (2) A variation may be prepared by a regional transport committee:-
 - (a) at the request of an approved organisation or the Agency; or
 - (b) on the regional transport committee's own motion.

Section (3) relates to Auckland Transport only.

- (4) The regional transport committee or Auckland Transport must consider any variation request promptly.
- (5) The provisions of this Act that apply to the preparation of a regional land transport plan apply with the necessary modifications to a variation of a regional land transport plan; however, consultation is not required for any variation that:-
 - (a) is not significant; or
 - (b) arises from the declaration or revocation of a State highway.
- (6) Section 18B applies, with the necessary modifications, to the approval by a regional council of a variation of a regional land transport plan.
- (7) The Agency must consider promptly whether to vary the national land transport programme after receiving a varied regional land transport plan forwarded to it by a regional council or Auckland Transport.

- (8) A variation of a regional land transport plan does not create an obligation on the Agency to vary the national land transport programme, but the Agency must give written reasons for any decision not to do so.

Considerations

1. Options

The variation to a Regional Land Transport Plan must be undertaken in accordance with the conditions of: -

- Section 18D of the Land Transport Management Act 2003;
- Section 106(2) of the Land Transport Management Amendments Act 2013; and
- Section 8.3 of the Northland Regional Land Transport Plan 2015/18.

The staff's recommended option is as detailed above.

2. Significance and engagement

This application does not invoke the Significance Policy contained under Section 8.3 of the RLTP. This is because they either do not involve individual projects that are more than \$7 million in value, or involve projects that have already been consulted upon through Council Long Term Plan processes, or Council Walking and Cycling Strategy development.

This is in accordance with the following Significance Policy criteria:-

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

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

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

- *Addition of an activity or activities that have previously been consulted on in accordance with the sections 18 and 18A of the Land Transport Management Act 2003 and which the Regional Transport Committee considers complies with the provisions for funding approval in accordance with section 20 of that Act.*

When analysed against the following documents, this issue is not considered significant and does not require public consultation.

3. Policy, risk management and legislative compliance

The request to vary the RLTP is undertaken in accordance with the relevant requirements of the: -

- Land Transport Management Act 2003;
- Land Transport Management Amendments Act 2013; and
- Northland Regional Land Transport Plan 2015/18.

4. Community views

As this matter does not exceed any of the above mentioned significance policies, no public consultation is required.

5. Māori impact statement

At this early stage of the RLTP, there are no known particular impacts on Māori which are different from general users of the road network.


6. Financial implications

The financial implications are detailed in the report and are not considered significant.

7. Implementation issues

There are no implementation issues recognised at this point.

Attachments/Ngā tapirihanga

Attachment 1: Application by the Far North District Council, Kaipara District Council and Whangarei District Council prepared and submitted by the Northland Transport Alliance to Vary the Regional Land Transport Plan 2015-21 - Three Year Review. [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 06 February 2019



In reply please quote ROAD-1946056631-111
Or ask for Neil Cook

30 January 2019

Northland Regional Council
Private Bag 9021
Whangarei Mail Centre
Whangarei 0148

Attention: Chris Powell

Dear Chris

Variation to the Regional Land Transport Programme 2015/2021 – Northland Transport Alliance – Additional Provincial Growth Fund (PGF) Projects

The Northland Transport Alliance (NTA) is seeking a variation to the Northland Regional Land Transport Programme 2015/2021 (RLTP).

The purpose of this application is to include potential Provincial Growth Fund (PGF) projects into the RLTP. This is because for transport related PGF projects to be considered they need to be included in the relevant RLTP.

These PGF projects are in addition to the projects that have already been approved for inclusion in the RLTP at the 5 December 2018 Regional Transport Committee (RTC) meeting.

It should be noted that the inclusion of these projects in the RLTP is just the first stage of the PGF application process. There is no guarantee that these projects will be funded or implemented through the PGF.

This is a joint application by the NTA on behalf of the Far North, Kaipara and Whangarei District Councils.

The impact of these changes is shown in the tables below:

Far North District Council

Council	Activity	Estimated Cost 2018/21	Comments
FNDC	Pou Herenga Tai (Twin Coast Cycle Trail) – Scenic Coastal Route from Taumarere to Opuia	\$7,340,000	Public Consultation as part of the Northland Walking and Cycling Strategy 2018 and Far North District Council Long Term Plan (LTP) 2018-2028

Kaipara District Council

Council	Activity	Estimated Cost 2018/21	Comments
KDC	Kaihu Valley Rail Trail	\$9,675,000	Public Consultation as part of the Northland Walking and Cycling Strategy 2018
KDC	Kick Start for Kaipara (Package of Numerous Rooding Upgrades)	\$23,000,000	Individual projects less than \$7M each.

Whangarei District Council

Council	Activity	Estimated Cost 2018/21	Comments
WDC	Riverside Drive Four-Laning	\$24,200,000	Public Consultation as part of the Whangarei District Council Long Term Plan (LTP) 2018-2028
WDC	Port Road/Kioreroa Road Intersection Upgrade and Bridge Four-Laning	\$8,600,000	Public Consultation as part of the Whangarei District Council Long Term Plan (LTP) 2018-2028
WDC	SH1 to SH14 Hospital Connection	\$6,950,000	Project value less than \$7M.

The benefit of this change is that these projects will become eligible for PGF funding. However, as mentioned above, it does not guarantee these projects will be funded or implemented.

This variation is not expected to be considered 'Significant' in terms of the RLTP Significance Policy (Section 8.4), as each project is either estimated to cost less than \$7.0 million or has already been consulted upon through a public consultative process in accordance with the Local Government Act. Accordingly public consultation to include these projects in the RLTP is not necessary.

We trust that this information is sufficient for the these potential PGF projects to be included in the RLTP.

Please contact me if you wish to discuss this further.

Yours faithfully

Neil Cook
Acting Nothland Transport Alliance Manager