Regional Transport Committee Agenda

Meeting to be held in the Council Chamber
36 Water Street, Whangārei
on Wednesday 3 April 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

<table>
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<th>Item</th>
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<td>1.0  APOLOGIES</td>
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<td>2.0  DECLARATIONS OF CONFLICTS OF INTEREST</td>
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<td>3.0  CONFIRMATION OF MINUTES</td>
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<td>4.0  FINANCIAL REPORTS</td>
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<td>4.1  Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake</td>
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<td>5.0  OPERATIONAL MATTERS</td>
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<td>5.2  New Zealand Transport Agency Update</td>
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<td>5.3  Northland Regional Road Safety Update</td>
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<td>5.4  Ministry of Transport Update</td>
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<td>5.5  Northland Regional Land Transport Plan 2015/21 - New Zealand Transport Agency - Northland SH Speed Management Guide Implementation</td>
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<td>6.0  DECISION MAKING MATTERS</td>
<td></td>
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<td>6.1  Request to Vary the Northland Regional Land Transport Plan 2015/21 - New Zealand Transport Agency - Northland SH Speed Management Guide Implementation</td>
<td>65</td>
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<tr>
<td>6.2  Request to Endorse and Promote the Petition of Karen Dow</td>
<td>71</td>
</tr>
</tbody>
</table>
**Title:** Confirmation of Minutes, Regional Transport Committee - 13 February 2019

**ID:** A1174029

**From:** Evania Arani, Executive Assistant Customer Services - Community Resilience

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**Recommendation**

That the minutes of the Regional Land Transport Committee meeting held on 13 February 2019, be confirmed as a true and correct record.

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**Attachments/Ngā tapirihanga**

Attachment 1: Unconfirmed Minutes of the Regional Transport Committee Meeting - 13 February 2019

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**Authorised by Group Manager**

**Name:** Tony Phipps

**Title:** Group Manager - Customer Services - Community Resilience

**Date:** 26 March 2019
Regional Transport Committee Minutes

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

Present:

Chairman, Councillor John Bain
Deputy Chairman, Councillor Paul Dimery
FNDC Councillor Ann Court
WDC Councillor Greg Martin
KDC Councillor Victoria del Lar Varis-Woodcock
NZTA Representative Mr Steve Mutton

In Attendance:

Full Meeting
NRC GM - Customer Service/Community Resilience – Tony Phipps
NRC Minute Taker – Evania Arani
NRST – Gillian Archer
KDC – Bernard Petersen
KDC – Mayor Dr. Jason Smith
WDC – Jeff Devine
FNDC – Glen Rainham (Manager – Alliances)
NRC/NTA – Chris Powell
NRC/NTA – Ian Crayton Brown
NRC/NTA – Sharlene Selkirk
NRC/NTA – Anita Child
WDC – Cr. Phil Halse
NRC – Michael Payne
Police – Senior Sergeant Ian Row

Part Meeting
NRC Chief Executive – Malcolm Nicolson (arrived at 10.08am)
NZTA – Jacqui Hoult (left meeting at 10.35am)

The Chair declared the meeting open at 10.00am

Apologies (Item 1.0)

Moved (Martin /Dimery)

That the apologies from Councillor Julie Geange for non-attendance be received.

Carried

Declarations of Conflicts of Interest (Item 2.0)

It was advised that members should make declarations item-by-item as the meeting progressed.
1. **Confirmation of Minutes - Regional Transport Committee Meeting - 05 December 2018 (Item 3.1)**

ID: A1154080
Report from Evania Arani, Executive Assistant Customer Services - Community Resilience
Moved (Martin/Dimery)

Recommendation

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

Carried

*Secretarial note:*

*Action: Chris Powell to circulate to the committee a list of the bridges and roads that sit behind the request to vary the Regional Land Transport Plan.*

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

ID: A1156264
Report from Chris Powell, Transport Manager
Moved (Martin/Court)

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.

Carried

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

ID: A1157877
Report from Chris Powell, Transport Manager
Moved (Dimery/Martin)

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.

Carried

*Secretarial note:*

The chairman congratulated Cr. Ann Court for all her work and effort on the Waipapa system improvements project over the years. It’s been a successful project and Ann has done a fantastic job for the people of the area.
The Committee requested that a workshop be organised with NZTA on the Road Safety Strategy. Cr Bain will circulate a series of dates around to see what suits the majority.

4. Northland Regional Road Safety Update (Item 5.2)
   ID: A1158016
   Report from Ian Crayton-Brown, Transport Projects Officer
   Moved (Martin/Dimery)

   Recommendation

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

   Carried

   Secretarial note:

   The committee expressed their thanks to Northland Police for all their hard work over the holiday period.

5. Waikato Regional Transport Committee and Regional Road Safety Forum - New National Road Safety Strategy 2020 - 2030. (Item 6.1)
   ID: A1156613
   Report from Chris Powell, Transport Manager
   Moved (Dimery/Court)

   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.

   Carried

6. 

7. Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland (Item 6.2)
   ID: A1157012
   Report from Anita Child, Transport Project Officer
   Moved (Court/Dimery)
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.

Carried

It was further Moved (Court/Dimery)

That Cr. Dimery write to the Minister for Disability Issues, Hon. Carmel Sepuloni requesting an update on the outcomes/progress from the disability sector meeting that was held on 30 May 2018.

Carried


ID: A1159362
Report from Neil Cook, Northland Transport Alliance - Acting Manager

Moved (Court/Martin)

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 Opua

   Kaipara District Council
   - Kaihu Valley Rail Trail
   - Kick Start for Kaipara (Package of Numerous Roading Upgrades)

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

Carried

Conclusion

The meeting concluded at 11.25pm.
TITLE: Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake
ID: A1156245
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 28 February 2019.

Recommendation
That the report ‘Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake’ by Chris Powell, Transport Manager and dated 20 March 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.

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.
Regional Transport Committee
3 April 2019

ITEM: 4.1

Attachments

Attachment 1: Funding Uptake Report - April 2019

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 26 March 2019
### Regional Transport Committee

#### ITEM: 4.1

3 April 2019

Attachment 1

| Activity/Programme | ID: A1178315 | 2019/2020 Financial Year | 3rd Quarter | Installment 1 & 2 3rd Quarter | Installment 3, 4 & 5 3rd Quarter | Ability to update list of ongoing funding assistance allocation in 
40% of the fund in subsequent years | Reasons for Variances and Financial Arrears in the Table |
<table>
<thead>
<tr>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Emergency Works</td>
<td>MDG</td>
<td>90% App</td>
<td>$79,152</td>
<td>$79,639</td>
<td>59% $31,240</td>
<td>50% $28,640</td>
<td>High</td>
</tr>
<tr>
<td>CYV June 2018</td>
<td>MDG</td>
<td>90% App</td>
<td>$1,265,205</td>
<td>$212,244</td>
<td>33% $1,455,500</td>
<td>50% $898,000</td>
<td>Low</td>
</tr>
<tr>
<td>CYV June 2018</td>
<td>WOC</td>
<td>51% App</td>
<td>$18,384</td>
<td>$216,268</td>
<td>33% $1,455,500</td>
<td>50% $898,000</td>
<td>High</td>
</tr>
<tr>
<td>CYV - 15th June 2018</td>
<td>WOC</td>
<td>51% App</td>
<td>$38,617</td>
<td>$0</td>
<td>0% $100,000</td>
<td>50% $300,000</td>
<td>High</td>
</tr>
<tr>
<td>CYV - 10th June 2018</td>
<td>WOC</td>
<td>51% App</td>
<td>$300,000</td>
<td>$89,705</td>
<td>33% $1,455,500</td>
<td>50% $898,000</td>
<td>High</td>
</tr>
<tr>
<td>CYV - Oct 10th June 2018</td>
<td>KDC</td>
<td>61% App</td>
<td>$57,414</td>
<td>$107,614</td>
<td>100% $200,000</td>
<td>50% $300,000</td>
<td>High</td>
</tr>
<tr>
<td>CYV - Oct 15th June 2018</td>
<td>KDC</td>
<td>61% App</td>
<td>$12,668</td>
<td>$16,782</td>
<td>99% $12,668</td>
<td>50% $300,000</td>
<td>High</td>
</tr>
<tr>
<td>Regional Health Plan</td>
<td>KRC</td>
<td>54% Subs</td>
<td>$10,880</td>
<td>$9,300</td>
<td>0% $6,000</td>
<td>50% $300,000</td>
<td>High</td>
</tr>
<tr>
<td>Regional Road Safety</td>
<td>KRC</td>
<td>61% Subs</td>
<td>$15,000</td>
<td>$8,571</td>
<td>10% $15,000</td>
<td>50% $300,000</td>
<td>High</td>
</tr>
<tr>
<td>Regional Public Tran</td>
<td>KRC</td>
<td>54% Subs</td>
<td>$10,880</td>
<td>$9,300</td>
<td>0% $6,000</td>
<td>50% $300,000</td>
<td>High</td>
</tr>
<tr>
<td>Road Safety Promotion</td>
<td>MDG</td>
<td>90% App</td>
<td>$1,265,205</td>
<td>$125,590</td>
<td>37% $1,265,205</td>
<td>50% $898,000</td>
<td>Low</td>
</tr>
<tr>
<td>MDG</td>
<td>90% App</td>
<td>$1,265,205</td>
<td>$125,590</td>
<td>37% $1,265,205</td>
<td>50% $898,000</td>
<td>Low</td>
<td></td>
</tr>
</tbody>
</table>

#### Notes
- All works will be completed by the end of financial year. Tracking will be ahead of projected cost. On track for completion by financial year. Rehabilitation and Resurfacing programs are lightly behind programme, however the contractor has commenced with the physical works on a rehabilitation site. The resulting works in accordance with the contractors revised programme planned to complete by second week of April. Other MDG & programmed works are progressing well and on target for completion by end of same.

#### Items
- All works will be completed by the end of financial year. Tracking will be ahead of projected cost. On track for completion by financial year. Rehabilitation and Resurfacing programs are lightly behind programme, however the contractor has commenced with the physical works on a rehabilitation site. The resulting works in accordance with the contractors revised programme planned to complete by second week of April. Other MDG & programmed works are progressing well and on target for completion by end of same.

#### Achievements
- High [Achievement 1]
- High [Achievement 2]
- High [Achievement 3]
- High [Achievement 4]

#### Problems
- Medium [Problem 1]
- Medium [Problem 2]
- Medium [Problem 3]

#### Recommendations
- Process completed
- Process completed
- Process completed

#### Resources
- Medium [Resource 1]
- Medium [Resource 2]
ITEM: 4.1
Attachment 1

ID: A1178315

12
TITLE: Northland Transportation Alliance Manager - Introduction
ID: A1156600
From: Chris Powell, Transport Manager

Executive summary/Whakarāpopototanga
This report serves to introduce the new Northland Transportation Alliance Manager, Calvin Thomas.

Recommendation
That the report ‘Northland Transportation Alliance Manager - Introduction’ by Chris Powell, Transport Manager and dated 25 February 2019, be received.

Background/Tuhinga
Calvin Thomas has recently been appointed to the position of Northland Transportation Alliance (NTA) Manager. He commenced work on 4 February 2019.

Calvin previously worked for Northpower Limited where he held the position of Regional Manager – Northland Contracting.

Attachments/Ngā tapirihanga
Nil

Authorised by Group Manager
Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 26 March 2019
TITLE: New Zealand Transport Agency Update

ID: A1178217

From: Steve Mutton, NZTA - Director Regional Relationships Upper North Island

Executive summary/Whakarāpopototanga

Steve Mutton from the New Zealand Transport Agency (NZTA) will provide a verbal update and presentation to the Regional Land Transport Committee.

Key messages include:

- NZTA is committed to helping deliver the Government’s vision for an integrated housing and transport system that opens up housing development and grows our regional economies.

- Governments focus is on a safer transport network free of death and injury, improved access, sustainability and the environment.

- There is increased funding for local roads, public transport, walking and cycling and transitional rail while less money is now being spent on new state highway projects. However, demand is also very high, and funding is limited.

- There has been a positive response to the challenge and opportunity to deliver on the GPS meaning funding approvals require careful management to fit within the funding ranges set for each activity class.

- We are working to provide clarity and transparency about the priorities of the current Government and how this translates into our funding programme. This clarity will include the projects we have underway so you know what is funded, what is likely to be funded and what has been deferred to a future fund.

Recommendation

That the presentation ‘New Zealand Transport Agency Update’ by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 27 March 2019, be received.

Attachments/Ngā tapirihanga

Attachment 1: NZTA Presentation to RTC meeting - 3 April ↓
Attachment 2: NLTP Regional and Activity 2018-21 ↓

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 27 March 2019
Northland Regional Transport Committee update

April 2019
Key Messages

• The NZ Transport Agency is committed to helping deliver the Government’s vision for an integrated housing and transport system that opens up housing development and grows our regional economies.

• Governments focus is on a safer transport network free of death and injury, improved access, sustainability and the environment.

• There is increased funding for local roads, public transport, walking and cycling and transitional rail while less money is now being spent on new state highway projects. However, demand is also very high, and funding is limited.

• There has been a positive response to the challenge and opportunity to deliver on the GPS meaning funding approvals require careful management to fit within the funding ranges set for each activity class.

• We are working to provide clarity and transparency about the priorities of the current Government and how this translates into our funding programme. This clarity will include the projects we have underway so you know what is funded, what is likely to be funded and what has been deferred to a future fund.
National System Update
Targeted enhanced funding assistance rates (TEFAR)

- We received a positive response to the opportunities to deliver on the Government Policy Statement (GPS) and the Targeted Enhanced Funding Assistance Rate (TEFAR) incentive.

- A large programme of projects has been put forward for each activity class and remaining unallocated funding is very limited.

- We are prioritising the remaining NLTP funding to projects that best align to the GPS outcomes of safety, access, environment and value for money.

- We’ll advise councils which activities are eligible to receive TEFAR and work through the funding approval process together.

- The initial approved funding allocation for each local government’s individual Low Cost Low Risk programme will not increase as a result of projects being eligible for TEFAR.
National Land Transport Plan (NLTP)

- Looking ahead to the next 2021-24 NLTP, we've begun discussing transport priorities with the Government. We're currently developing a plan and initial timeline for the next NLTP process.

- The plan takes into account recommendations from a review recently completed for the previous NLTP.

Areas of focus include:

- increasing transparency and understanding of the NLTP process
- including stakeholders early on as we develop the NLTP
- developing systems and tools that are adaptable and easier to follow
- strengthening relationships with our partners
Long term view (LTV)

- We have refined its approach to the previous version of the LTV to align with the significant shifts in the direction for planning and investment in land transport outlined in the 2018 GPS.

- The new Version 2.0 will address some of the shortcomings and feedback received from sharing Version 1.0 with various key stakeholders.

- From July 2019, we will engage with regions to build a shared understanding of each region’s priority challenges and opportunities. These regional views will be included in the 2019 and 2020 versions of the LTV as content is developed.
Speed management update

- We are engaging with local councils to discuss speed management as part of a suite of safety interventions to be delivered as part of the Safe Network Programme.

- A complementary programme of speed reviews has been completed in some regions outside Auckland, Waikato and Canterbury in response to strong community requests or where we have long standing commitments for speed changes.

- We envision the planning of public and stakeholder engagement and consultation on the highest priority sites to start in the next few months.
New safety strategy 2020-2030

- This new strategy will outline how we approach the road safety challenges of the next decade and hold ourselves to account to save lives and reduce trauma. The draft strategy and action plan will be finalised later in the year.

- The new road safety strategy will consider the internationally-proven ‘Vision Zero’ approach: an ambition that nobody should be killed or seriously injured on our roads.

- Vision Zero is a shift in thinking that says road deaths are not inevitable, and we must continuously work to put safety at the centre of transport decisions. It is a long-term vision supported by evidence and clear success measures.

The draft strategy and action plan will be finalised later in the year.
Northland Region Updates

**Topics to cover:**

- Safety performance
- NLTP performance
- Maintenance performance
- Key milestones
- Key insights – resilience
- Project photos
Safety Performance

- The map can be used to identify areas where deaths and serious injuries have occurred as well as where proposed investment (based on primary benefit) exists for the 2018-21 period.
- The green lines and dots show where we have safety projects planned for the NLTP.
## NLTP Performance

<table>
<thead>
<tr>
<th>Activity</th>
<th>2018-21 NLTP</th>
<th>Completion</th>
<th>Progress</th>
<th>Commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance, operations and renewals</td>
<td>$75.40M</td>
<td>Ongoing</td>
<td></td>
<td>On programme</td>
</tr>
<tr>
<td>Low cost, low risk improvements</td>
<td>$6.74M</td>
<td>Ongoing</td>
<td></td>
<td>On programme to spend funding allowed for safety, resilience and access</td>
</tr>
<tr>
<td>Whangarei to Te Hana SSBC</td>
<td>$0M</td>
<td></td>
<td></td>
<td>Funding and timing for Whangarei to Te Hana against funds available nationally. Update on next steps expected in the coming months</td>
</tr>
<tr>
<td>SH1 Akerama curves realignment</td>
<td>$6.25M</td>
<td>Nearing completion</td>
<td></td>
<td>Pavement testing has been completed. Awaiting reports. Line marking and additional wetland works programmed</td>
</tr>
<tr>
<td>SH1 corridor Improvements – Whangarei</td>
<td>$53.34M</td>
<td>Early-2020</td>
<td></td>
<td>Tarewa Road – bridge construction continues. Bylaw amendment submissions close Friday 26 April (stopping right turn out of Tarewa)</td>
</tr>
<tr>
<td>SH1 Loop Road Safety improvements</td>
<td>$25.76M</td>
<td>2020/21</td>
<td></td>
<td>Enabling works underway. SH1 speed limit with first major traffic switch in 3-4 months</td>
</tr>
</tbody>
</table>
# NLTP Performance

<table>
<thead>
<tr>
<th>Activity</th>
<th>2018-21 NLTP</th>
<th>Completion</th>
<th>Progress</th>
<th>Commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taipa bridge</td>
<td>$12.09M</td>
<td>Late-2019</td>
<td></td>
<td>Construction continues</td>
</tr>
<tr>
<td>Matakohe bridge</td>
<td>$23.48M</td>
<td>Mid-2019</td>
<td></td>
<td>Te Piringa Tah Bridge (Hardies bridge replacement) is scheduled open to traffic late April. Project planned completion event in June</td>
</tr>
<tr>
<td>Kaeo bridge</td>
<td>$21.95M</td>
<td>2021</td>
<td></td>
<td>Consent applications under development. Lodgement expected mid year</td>
</tr>
<tr>
<td>SH10 Waipapa corridor improvement</td>
<td>$9.23M</td>
<td>2021</td>
<td></td>
<td>Lodgement of consent applications April. Detailed design completion in August</td>
</tr>
<tr>
<td>Twin Coast Discovery Business Cases (PGF funded)</td>
<td>$6.25M</td>
<td>April 2019 (business cases)</td>
<td></td>
<td>Seven business cases progressing. Townships (8) engagement planned for April. Completion of individual draft business cases expected from April onwards.</td>
</tr>
<tr>
<td>Kaipara package (PGF funded)</td>
<td>$20M</td>
<td></td>
<td></td>
<td>Funding agreements between PGF and KDC are currently being developed.</td>
</tr>
</tbody>
</table>
## Maintenance Performance

<table>
<thead>
<tr>
<th>Activity</th>
<th>Completed</th>
<th>Progress</th>
<th>Status</th>
<th>Commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>KRA performance</td>
<td></td>
<td></td>
<td></td>
<td>Fulton Hogan are performing well. Key result area's are measured quarterly with next measure due end of March</td>
</tr>
<tr>
<td>Programme</td>
<td>234km</td>
<td>90%</td>
<td></td>
<td>Biggest maintenance programme delivered in Northland</td>
</tr>
<tr>
<td>Rehabilitation</td>
<td>6.1km</td>
<td>64%</td>
<td></td>
<td>On target to complete</td>
</tr>
<tr>
<td>SCRIIM – Safety sealing</td>
<td></td>
<td>100%</td>
<td></td>
<td>Safety sealing of pavements to address Loss Control on curves is complete</td>
</tr>
</tbody>
</table>
# Upcoming Key Milestones and Events

<table>
<thead>
<tr>
<th>Month</th>
<th>Activity</th>
</tr>
</thead>
</table>
| April | • Kaeo Bridge - small site blessing to allow soil sample to be taken for the design phase  
      | • SH12 Opononi foreshore resilience - site blessing  
      | • Matakohe Bridge - Te Piringa Tahi bridge is scheduled open to traffic late April. Planned completion event in June  
      | • Twin Coast Discovery Business Cases (PGF funded) - engagement planned for April. |
| June  | • Kamo Shared Path (Whangarei Urban Cycleways Programme) – opening event  
      | • Matakohe Bridge - Te Piringa Tahi Bridge - planned completion event in June. |
Key insight - Resilience

Resilience is our ability to enable communities to withstand and absorb impacts of unplanned disruptive events, perform effectively during disruptions, and respond and recover functionality quickly.

Resilience Map shown details closures from June 2015 to May 2018 on our Network and is in development.

This information:

- Highlights areas of concern
- Provides evidence based information that drives programmes of work
- Informs conversations with councils on official detour routes
Project photos – Loop Road

Loop Road sod turning event
Project photos - Tarewa Road project

Working pro-actively with our neighbours as well as integrating traffic management with our local network services projects through a combined Northland Transport Alliance contract
Project photos - Matakohe Bridges

Te Piringa Tahi – community event

30 tonne digger cutting through the old road and its founding limestone
Project photos - Matakohe Bridges
Project photos - Taipa Bridge

Stabilising is now complete! Thanks to all our residents and motorists for their patience
<table>
<thead>
<tr>
<th>Regional Improvements - Northland - NZTA (Northland)</th>
<th>Phase type</th>
<th>RP*</th>
<th>Profile</th>
<th>WC*</th>
<th>Total phase cost ($000)</th>
<th>2016/19 TCFA ($000)</th>
<th>2019/20 TCFA ($000)</th>
<th>2020/21 TCFA ($000)</th>
<th>Funding priority</th>
<th>Funding source</th>
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Subtotal for Regional Improvements - Northland - NZTA (Northland) - Committed = 85,897.8 28,420.1 19,930.1 17,136.7

Total for Regional Improvements - Northland - NZTA (Northland) = 85,897.8 28,420.1 19,930.1 17,136.7

State highway improvements - Northland - NZTA (Northland)

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RP* - Regional priority, WC* - Work category, FAR* - Funding Assistance Rate
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<th>PROFILE</th>
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Subtotal for State highway improvements - Northland - NZTA (Northland) - Committed

Low cost / low risk improvements 2018-21

State Highways

Subtotal for State highway improvements - Northland - NZTA (Northland) - Approved

NTH LED Replacement Programme

Implementation

Subtotal for State highway improvements - Northland - NZTA (Northland) - Probable

Total for State highway improvements - Northland - NZTA (Northland)

RP* - Regional priority, WC* - Work category, FAR* - Funding Assistance Rate
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<th>Phase type</th>
<th>RP*</th>
<th>Profile</th>
<th>WC*</th>
<th>FAR*</th>
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<th>Funding priority</th>
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RP* - Regional priority, WC* - Work category, FAR* - Funding Assistance Rate

ID: A1178315
### External funding - Northland - NZTA (Northland)

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<th>Description</th>
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<th>Profile</th>
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**Subtotal for External funding - Northland - NZTA (Northland)** - Approved

- Implementation: 15,555.2
- Total: 6,885.5
- TCFA: 8,413.2
- Total: 256.5

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**Subtotal for External funding - Northland - NZTA (Northland)** - Probable

- Total: 64,033.0
- Total: 3,743.5
- Total: 60,289.5

**Total for External funding - Northland - NZTA (Northland)**

- Total: 79,586.2
- Total: 6,885.5
- Total: 12,156.7
- Total: 60,546.0

RP* - Regional priority, WC* - Work category, FAR* - Funding Assistance Rate
EXECUTIVE SUMMARY/WHAKARĀPOPOPOTOTANGA

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

RECOMMENDATION

That the report ‘Northland Regional Road Safety Update’ by Ian Crayton-Brown, Transport Projects Officer and dated 25 March 2019, be received.

BACKGROUND/TUHINGA

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 provide a PowerPoint presentation to the RTC detailing activity and Road Policing interventions including a joint Easter road safety campaign targeting a ‘Crash Free Easter’.

At the January 2019 RTC meeting, the format of reporting relevant statistics relating to regional road safety was amended to provide a more user-friendly method of accessing the information. This format includes a more graphical and pictorial representation highlighting key risk areas, High & Medium High Personal Risk corridors along with High & Medium High Collective Risk corridors.

This change included reporting on planning, engineering, infrastructure design and construction 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.

Attached to this item is the Draft Northland Region Road Safety Strategy 2018 (attachment 1), which covers the period 2014-2018 including Maps of the Personal & Collective Risk corridors. Also attached is the progress monitoring & condensed action plan (attachment 2), which needs further developing and updating.

Motorcycle crashes continue to be of concern. There have been four fatal motorcycle crashes on Northland roads in the 2019 year to date.

In an effort to address this concerning trend, the erection of new motorcyclist road signs around the popular and high-risk corridors and routes. These signs, have been funded by ACC.

During the January 2019 and February 2019 period, 46 motorcyclists attended the “Ride Forever” motorcycle safety-training course. These are jointly subsidised by ACC & NRC.

Work has commenced on the development of a “Northland Motorcycle Safety” Strategy that will help inform road safety partners and road controlling authorities regarding motorcycle safety. The

Attachments/Ngā tapihiranga
Attachment 1: Northland Region Road Safety Strategy 2018
Attachment 2: Progress Monitoring Northland Road Safety Action Plan 2018/19

Authorised by Group Manager
Name: Chris Powell
Title: Transport Manager
Date: 26 March 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

143 DEATHS

739 SERIOUS CASUALTIES

3 TYPES OF HIGH RISK CRASHES ACCOUNT FOR 82%
OF ALL FATAL AND SERIOUS CASUALTIES

54% DROUNTS
11% INTERSECTION
17% HEADON

VULNERABLE ROADS USERS ARE 26%
OF ALL DEATHS AND SERIOUS CASUALTIES

16% MOTORCYCLISTS
2% CYCLIST
8% PEDESTRIANS

Our Strategy ...
Focus on High Risk Rural Intersections
Reduce the risk and impact of crashes on people

Our Action Plan ...
Building and improving roads and roadides 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 Roading Network

Inappropriate speed resulted in 30% of all reported and serious crashes
Speed is a contributor to crash severity

Investment in Roadside Protection / Hazard Removal

13% of all reported and serious injury crashes resulted in hitting a roadside hazard (tree, post/pole sign)

Fatal and Serious Crashes Rejiged 12 Month Total, All Northland Roads (2008-2018)

Fatal and Serious Crashes by Movement Types, All Northland Roads (2014-2018)

Fatal and Serious Crashes by Vehicle Types, All Northland Roads (2014-2018)

Northland Regional Summary over the last 5 years (2014 to 2018)

145 Fatalities and 739 Serious Injuries Total
28 Fatalities and 177 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)

ID: A1178315
**Personal Risk**

\[
\text{Personal risk} = \frac{\text{Fatal's miles x risk analysis}}{\text{Length of road} \times \text{number of years of data} \times 365 \text{ days} \times \text{AADT} / 10^6}
\]

Source: Aggregated Corridors, Personal Risk, Northland Transport Alliance Risk Mapping (2018 data)
<table>
<thead>
<tr>
<th>High</th>
<th>Medium High</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHIN: Turntable Hill (Moerewa)</td>
<td>NZTA: Cape Reinga to Pukenui</td>
</tr>
<tr>
<td>SHIN: Bryndwynys South Side</td>
<td>NZTA: Kaikorai to Okahau</td>
</tr>
<tr>
<td>Davis Strongman Place</td>
<td>NZTA: Bryndwynys South Side</td>
</tr>
<tr>
<td>De Marie Street</td>
<td>NZTA: Waipapa to McCoo Road</td>
</tr>
<tr>
<td>Wellaia Road</td>
<td>NZTA: Kawakawa to Paihia</td>
</tr>
<tr>
<td>Kakoap Road</td>
<td>NZTA: SH20 Opononi to Dargaville</td>
</tr>
<tr>
<td>Kerikeri Inlet Road</td>
<td>NZTA: SH15 Kaikie to Oitiaka</td>
</tr>
<tr>
<td>Opito Bay Road</td>
<td>NZTA: Haumanga Rd to Paawanaga Rd</td>
</tr>
<tr>
<td>Otangatanga Road</td>
<td>NZTA: Commerce St to South Rd</td>
</tr>
<tr>
<td>Otrio Road</td>
<td>NZTA: South Rd to North Rd</td>
</tr>
<tr>
<td>Oturu Road</td>
<td>NZTA: SH10 to Fairburn Rd</td>
</tr>
<tr>
<td>Pukapoto Road</td>
<td>NZTA: SH10 to Fairburn Rd</td>
</tr>
<tr>
<td>Purene Road</td>
<td>NZTA: SH10 to Wharanui</td>
</tr>
<tr>
<td>Runaruna Road</td>
<td>NZTA: Kaia to Hauranga</td>
</tr>
<tr>
<td>Takahi Road</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Dunn Road</td>
<td>NZTA: Kaia to Hauranga</td>
</tr>
<tr>
<td>Gorge Road</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Omamari Road</td>
<td>NZTA: Kaia to Hauranga</td>
</tr>
<tr>
<td>Ramfury Street</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Tu Koeihai Road</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>George Street</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>King Street</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Kokopu Road</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Pipiwai Road</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Matarau Road</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Marsre Street</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Mitzman Road</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Rust Avenue</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Selayards Road</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Selwyn Avenue</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Marsden Point Road</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Vinegar Hill Road</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Waipu Gorge Road</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Whareana Heads Rd</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Whareana Rd</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
<tr>
<td>Wright Road</td>
<td>NZTA: Taake to Wharanui</td>
</tr>
</tbody>
</table>
Collective Risk

Collective risk = (total crashes + serious crashes) / number of years of data

Length of road section

Source: Aggregated Corridors, Collective Risk, Northland Transport Alliance Risk Mapping
(D018 data)
Collective Risk

Collective risk = (total crashes + serious crashes) / number of years of data / length of road section

High
- SH1N Turntable Hill [Moerewa] NZTA
- SH1N (Otaiko Rd) Maunu to Murdoch NZTA
- SH1N Bynderwyns South Side NZTA
- Onerahi Road Waimahanga to Montgomery WDC

Medium High
- SH1N Awanui to Kaitata NZTA
- SH1N Moerewa to Waomio NZTA
- SH1N Ruapekaepeka to Rusk NZTA
- SH1N Waioa Block to Springs Flat NZTA
- SH1N Punere to Maunu Road NZTA
- SH1N Murdoch to Flyer Road NZTA
- SH1N Bynderwyn South to District Bdy NZTA
- SH1O Puketona to McGee Road NZTA
- SH1I Konakawa to Paiaha NZTA
- Kenneri Road SH1O to Hall Road FNDC
- Bank Street Kamo Rd to Walton St WDC
- Dent Street Walton St to Bank St WDC
- Kamo Road Piriwai Rd to Bank St WDC
- Marsden Point Road Sime Rd to SH15 WDC
- Pipiwai Road Rail Ope to Dip Rd WDC
- Riverside Drive Tanekaha Dr to Onerahi Rd WDC
- Rust Avenue Bank St to Selwyn Ave WDC
- Selwyn Avenue Rust Ave to SH1N WDC
- Walton Street Dent St to Water St WDC
- Whangarei Heads Rd Beach Rd to Waikaraka WDC
- Whangarei Heads Rd Waikaraka to Parua Bay WDC
- Whangarei Heads Rd Crisp Rd to Tutapua Ln WDC

ID: A1178315
## Progress Monitoring

### Regional Transport Committee

**ITEM: 5.3**

3 April 2019

**Attachment 2**

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<table>
<thead>
<tr>
<th>Safe System Theme</th>
<th>Interventions by Response</th>
<th>Expected Outcomes</th>
<th>Measure of Success</th>
<th>Progress</th>
<th>Delivery</th>
<th>Outcome/ Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High Risk Rural Roads</strong></td>
<td>Identify the 2 highest (high risk) rural road sections across each Northland district. Identify the 2 highest (high risk) rural intersections across each Northland district.</td>
<td>Pro-active network route improvement programmes to achieve safer roads and roadides.</td>
<td>Reduction of loss of control on bends crashes and open road crashes by 5% (from x%), contributing to a reduction in overall DSL.</td>
<td>• Targeted &amp; evidence driven</td>
<td>• Improvement programmes</td>
<td>• Police targeting</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Reducing the number of high risk intersections in Northland.</td>
<td></td>
<td>• Targeted community interventions</td>
<td></td>
</tr>
<tr>
<td><strong>Alcohol</strong></td>
<td>Identify high risk locations with alcohol/drug related crashes per Northland District.</td>
<td>Community culture of reduced tolerance of driving while impaired.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Targeted GBT operations and drug impairment testing activities. Work with affected communities through community based programmes.</td>
<td>Reduced alcohol related crash results at identified high risk locations.</td>
<td></td>
<td></td>
<td>• Targeted &amp; evidence driven</td>
<td>• Targeted community interventions</td>
</tr>
<tr>
<td><strong>Motorcycles</strong></td>
<td>Identification of high risk motorcycle routes. Improve availability of motorcycle training.</td>
<td>Treatments recommended in the Safer Journeys for Motorcycling guide are increasingly applied to high-risk motorcycling routes.</td>
<td></td>
<td></td>
<td>• National focus opportunities(ACC) Spring Campaigns and Gear competition to increase rider training uptake</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Reduced number of motorcyclist deaths and serious injuries. Reduced severity of injuries (as measured by ACC claims data). Increased uptake of training.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Speed</strong></td>
<td>Introduce best practice speed management across Northland based around the road and risk. Identify high risk locations of loss of control on bends crashes across the Northland region.</td>
<td>Consistent approach to speed management practice based on identified risk.</td>
<td>Reduction of speed related crashes, contributing to a reduction in overall DSL.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Reduced loss of control on bends crashes of identified high risk locations.</td>
<td></td>
<td></td>
<td>• Targeted &amp; evidence driven</td>
<td>• Network approach</td>
</tr>
<tr>
<td><strong>Young Drivers</strong></td>
<td>Increase young driver education opportunities and uptake through targeted engagement.</td>
<td>Young drivers are better equipped both in maturity and experience when driving.</td>
<td>Reduction of young driver related crashes contributing to a reduction in overall DSL.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Reduce the road fatality rate of our young People. Increased number of young drivers progressing through to attaining a full licence.</td>
<td></td>
<td></td>
<td>• Targeted &amp; evidence driven</td>
</tr>
<tr>
<td><strong>Restraints</strong></td>
<td>Build on the NZTA research and campaign to develop messaging appropriate to a Northland audience.</td>
<td>Northland communities are more aware of the crash risk of not wearing a seatbelt.</td>
<td>Reduction of DSL non-seatbelt wearing crashes. Increased wearing rate.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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**ID: A1178315**
TITLE: Ministry of Transport Update
ID: A1176750
From: Chris Powell, Transport Manager

---

Executive summary/Whakarāpopototanga

This presentation is to advise the Regional Transport Committee on the progress of the 2018 Government Policy Statement, national funding streams, development of the new safety strategy and the 2021 Government Policy timelines.

Bryn Gandy, Deputy Chief Executive, Strategy and Investment, Ministry of Transport, will be speaking to the presentation.

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Recommendation

That the presentation ‘Ministry of Transport Update’ by Chris Powell, Transport Manager and dated 22 March 2019, be received.

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Background/Tuhinga

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Attachments/Ngā tapirihanga

Attachment 1: MOT Presentation to the RTC meeting - 3 April

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Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 27 March 2019
How the system works

Government outlines objectives and funding for land transport → GPS

NZTA sets out projects to be funded from NLTF → NLTP

Regional councils outline their transport priorities → RLTPs

Crown appropriations → National Land Transport Fund → Local share
GPS 2018 was ambitious

Objectives: A land transport system that...

- is a safe system, free of death and serious injury
- provides increased access to economic and social opportunities
- enables transport choice and access
- delivers the right infrastructure and services at the right level at the best cost
- reduces greenhouse gas emissions, as well as adverse effects on the local environment and public health

Supporting strategic priorities

- Value for money
- Environment
- Access
- Safety
Greater ambition means greater calls on the NLTF

- Current GPS commitment
- Previous GPS commitment
- Revenue Pressures
- Environment Policy
- Rail
- Other cost pressures
PGF is assisting investment in transport
... with a strong focus in rail
Development of the new safety strategy

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference groups</td>
<td>Developing strategy and action plan</td>
<td>June / July: Public consultation</td>
<td>Finalise strategy &amp; action plan</td>
<td>Sept / October 2019: Strategy &amp; first action plan published</td>
</tr>
</tbody>
</table>

ID: A1178315
GPS 2021 development timeline

- **Sector scoping session for GPS 2021**: Late 2018
- **Listening sessions for GPS 2021**: March 2019
- **Trends, issues and options (TIO) GPS 2021 developed for Joint Ministers**: June 2019
- **Draft GPS 2021 for ministerial consideration**: September 2019
- **Cabinet considers draft GPS 2021 for engagement**: November 2019
- **Cabinet agreement to final GPS 2021**: June 2020
- **GPS 2021 released for engagement**: July 2020
- **GPS 2021 published**: January 2021
- **GPS 2021 takes effect**: 1 July 2021

- **Revenue forecast (annual)**:
  - March 2019
  - March 2020
  - March 2021

- **Developing RLTPs and MTTP 2021**:
  - July 2020 - June 2021

- **Council Long-Term Plans under development**:
  - December 2020 - June 2021

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**ID:** A1178315

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**Regional Transport Committee**
3 April 2019

**ITEM:** 5.4

**Attachment 1**
Thank you
Executive summary/Whakarāpopototanga
The purpose of this report is to advise the Regional Transport Committee (RTC) that the scope and cost estimates of the following two current RLTP activities have been updated to incorporate part of the proposed SH1 Whangarei to Wellsford Safer Corridor Improvements.

a. SH1 – Brynderwyn to Te Hana (SRA), estimated cost $3.08 million and
b. SH1 – Marsden to Waipu, estimated cost $10.8 million.

Recommendation
1. That the report ‘Northland Regional Land Transport Plan 2015/21 - New Zealand Transport Agency - Northland SH Speed Management Guide Implementation ’ by Chris Gasson, NZTA - System Design Manager (Inter-Regional Journeys) and dated 25 March 2019, be received.

2. That the Regional Transport Committee notes the proposed change to the two existing activities in the RLTP to facilitate the SH1 Whangarei to Wellsford Safer Corridor Improvements.

Background/Tuhinga
1. Currently, there are two activities included in the RLTP, with a total estimated cost of $13.88 million that incorporate part of the proposed SH1, Whangarei to Wellsford Safer Corridor Improvements. The two activities are:
   a. SH1 – Brynderwyn to Te Hana (SRA), estimated cost $3.08 million (current estimate in the RLTP); and
   b. SH1 – Marsden to Waipu, estimated cost $10.8 million (current estimate in the RLTP).

2. These two activities are broadly described as “Online safety improvements aimed at improving safety in the short term”.

3. It is envisioned that the SH1 Whangarei to Wellsford Safer Corridor Improvements will incorporate the route between Whangarei (from Toetoe Road south of Whangarei to Wellsford). This is an extension to the previously mentioned two activities in the current RLTP.

4. The proposed improvements can be undertaken within the existing SH corridor. The improvements include:
   - Median barriers
   - Wide centreline
   - New edge barrier and maintaining all existing edge barriers
• Turn around facilities
• Widening of stock underpasses
• Minor retaining structures
• Incorporation of safety features (line marking, ATP, signage, lighting and the like)

5. The work is currently estimated to cost $49m in total (over 3 years) and be completed under Work Category 324 “Road Improvements” with 100% Funding Assistance Rate.

<table>
<thead>
<tr>
<th>Project</th>
<th>Phase</th>
<th>Anticipated Cost</th>
<th>Profile</th>
<th>Work Cat</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH1 Whangarei to Wellsford SNP</td>
<td>Pre-implementation</td>
<td>$4 million</td>
<td>Very High, Low (Priority 1)</td>
<td>324 (Road Improvements)</td>
</tr>
<tr>
<td></td>
<td>Implementation</td>
<td>$44 million</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Property</td>
<td>$1 million</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6. This project is strongly aligned with the overarching safety objectives identified in the RLTP Regional Land Transport Strategy, Regional Priorities.

7. Previous RTC meetings (8 August 2018) received updates and an indication from the Transport Agency that progress was being made on the activity and subsequent discussion was likely.

8. The two existing activities in the RLTP (mentioned above), with a total estimated cost of $13.88 million, will have their scope changed to facilitate this activity.

9. While there are increases in project length and estimated cost, the objectives and intention of the scope of work remains the same, to improve safety along the SH1 corridor through the implementation of online improvements.

10. While the cost change (from $13.88 million to $49 million) is substantial, the scope of the project is materially the same. Therefore, the Agency believes LTMA Section 18E applies in this case and RLTP variation is not required.

Attachments/Ngā tapirihanga
Nil

Authorised by Group Manager

Name: Chris Powell
Title: Transport Manager
Date: 27 March 2019
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 New Zealand Transport Agency (NZTA) have requested that the following project be included in the RLTP under the State Highway Improvements funding category:

- Northland SH Speed Management Guide Implementation

This is a new project at a total cost of $3,910,000 and is scheduled to be completed in the 2020/21 financial year.

The pre-implementation and implementation of this new activity will be funded from Work Category 324 “Road Improvements” with 100% Funding Assistance Rate and therefore will have no financial impact on the approved RLTP at this time.

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 Northland Regional Land Transport Plan 2015/21 - New Zealand Transport Agency - Northland SH Speed Management Guide Implementation ’ by Chris Gasson, NZTA - System Design Manager (Inter-Regional Journeys) and dated 26 March 2019, be received.

2. That the Regional Transport Committee approves the request to vary the Regional Land Transport Plan 2015/21 as follows:

- Include the Northland SH Speed Management Guide Implementation at an estimated cost of $3,910,000.

BACKGROUND/TUHINGA

APPLICATION TO VARY THE NORTHLAND LAND TRANSPORT PLAN 2015/21

The New Zealand Transport Agency (NZTA) have requested that the Regional Transport Committee approve a variation to the Northland Regional Land Transport Plan 2015/21 (RLTP).

This is a new project and therefore has not been included in the approved RLTP. NZTA has indicated that funding for this variation will be sought from Work Category 324 “Road Improvements” with...
100% Funding Assistance Rate. Should this funding application be successful, it will have no financial impact on the RLTP at this time.

The impact of these change is shown in the table below:

<table>
<thead>
<tr>
<th>Activity</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northland SH Speed Management Guide Implementation</td>
<td>$1,060,026</td>
<td>$1,508,538</td>
<td>$1,341,436</td>
</tr>
<tr>
<td><strong>Total of Request</strong></td>
<td>$1,060,026</td>
<td>$1,508,538</td>
<td>$1,341,436</td>
</tr>
</tbody>
</table>

**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.

**Significance Policy**

This application does not invoke the Significance Policy contained under Section 8.3 of the RLTP, as it does not result in:

- 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.

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 recommended option is as detailed above.

2. Significance and engagement
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.

Further considerations

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 tapihianga
Attachment 1: Request by NZTA to Vary the RLTP - April 2019

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 27 March 2019
25 March 2019

Mr Chris Powell
Northland Regional Council
Private Bag 9021
Whangārei Mail Centre
Whangārei 0148

Dear Chris

VARIATION - NORTHLAND REGIONAL LAND TRANSPORT PLAN

The purpose of this letter is to seek a variation to the 2018–21 Auckland Regional Land Transport Plan (RLTP) under Section 18D (3) (a) of the Land Transport Management Act 2003. The NZ Transport Agency requests that the Northland RLTP be varied to include the Northland SH Speed Management Guide Implementation activity.

BACKGROUND

The Government Policy Statement on Land Transport (GPS) 2018 presents a number of changes in direction for the New Zealand transport system, including prioritising a safer transport system free of death and injury. The Investment Assessment Framework (IAF) assessment methodology enables programmes of safety projects to be included in the 2018–21 NLTP to deliver the step change in safety outcomes sought in the GPS by allowing for assessment and investment decisions to be made at a programme rather than individual project level.

When speed management options are being considered the IAF states that the Transport Agency’s Speed Management Guide must be used for calculating the appropriate do minimum and option speeds.

For some situations the best safety improvement option may be to simply lower the operating speed to a safe and appropriate level through the use of speed limit signs and minor infrastructure improvements that go with the new speed limits - this will be the do minimum option and can potentially be the preferred option to enable safety improvements.

Implementing a speed management approach focusing on treating the top 10 percent of the network that will result in the greatest reduction in deaths and serious injuries has a Very High results alignment (Priority 1). When the RLTP and NLTP were published the revised state highway programme was still being developed to reflect the new direction provided in the GPS. In a few cases the SH Speed Management Guide was referred to in the body of an RLTP without being included in the detailed list of activities

The Speed Management Guide was not included in the Northland 2018–21 RLTP capital programme; it was initially designed to be part of a national safety programme “Safe Network Programme (SNP)”. The SNP was endorsed by the NZTA Board at their November 2018 meeting. The December 2018 Board meeting reconfirmed the Board’s commitment to the acceleration of the current speed management approach including the implementation of the Speed Management Guide. This endorsement from the
Board enables NZTA to now approach Regional Transport Committees (RTC) to seek inclusion of the implementation of the Speed Management Guide on the state highway in their RLTP.

Proposed Variation
This request is to vary the Northland 2018–21 RLTP to include:

<table>
<thead>
<tr>
<th>Project</th>
<th>Phase</th>
<th>Anticipated Cost</th>
<th>Profile</th>
<th>Work Cat</th>
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</thead>
<tbody>
<tr>
<td>Northland SH Speed Management Guide</td>
<td>Pre-implementation</td>
<td>$3.91 million</td>
<td>Very High, Low</td>
<td>324</td>
</tr>
<tr>
<td>Implementation</td>
<td></td>
<td></td>
<td>(Priority 1)</td>
<td>(Road Improvements)</td>
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This project is strongly aligned with the overarching safety objectives identified in the RLTP Regional Land Transport Strategy, Regional Priorities.

We believe that this variation request is not considered "Significant" in terms of the RLTP significance policy, that this request will not increase expenditure by more than 30 percent of the Transport Agency's total gross expenditure in any one year.

The financial assistance rate (FAR) for the activity is 100% and is funded by the Transport Agency.

SH 1 Whangarei to Wellsford – Safer Corridor Improvements

The Transport Agency advises that the scope and cost estimates of the following two RLTP activities have been updated to incorporate part of the proposed SH1 Whangarei to Wellsford Safer Corridor Improvements.

a. SH1 – Brynderwyn to Te Hana (SRA), estimated cost $3.08 million (current estimate in the RLTP) and

b. SH1 – Marsden to Waipu, estimated cost $10.8 million (current estimate in the RLTP)

These two activities are broadly described as "Online safety improvements aimed at improving safety in the short term". It is envisioned that the SH1 Whangarei to Wellsford Safer Corridor Improvements will incorporate the route between Whangarei (from Toetoe Road south of Whangarei to Wellsford). This is an expansion to the above-mentioned two activities in the current RLTP. The proposed improvements can be undertaken within the existing SH corridor. The work is currently estimated to cost $49m in total (over 3 years) and be completed under Work Category 324 "Road Improvements" with 100% Funding Assistance Rate.

While there are increases in project length and estimated cost, the objectives and intention of the scope of work remains the same, to improve safety along the SH1 corridor through the implementation of online improvements.

While the cost change (from $13.88 million to $49 million) is substantial, the scope of the project is materially the same. Therefore, the Transport Agency believes that LTMA Section 18E applies in this case and RLTP variation is not required.
I trust this is sufficient information for you to progress the RLTP variation request for "Northland SH Speed Management Guide Implementation". We would appreciate you please placing the request in the RTC agenda for 3rd April meeting. However, if you do require any additional information, please don't hesitate to contact me at your earliest convenience.

Yours sincerely

Chris Gasson
System Design Manager – Inter-regional Journeys
System Design and Delivery
TITLE: Request to Endorse and Promote the Petition of Karen Dow
ID: A1176696
From: Chris Powell, Transport Manager

Executive summary/Whakarāpopototanga
The Member of Parliament for Nelson, the Honourable Dr Nick Smith has forwarded a letter to the “Chairs of Regional Transport Committees” requesting them to “endorse and promote the petition of Karen Dow in the name of her late son Mathew”.

Following the death of Mathew on New Year’s Eve 2017 by a driver reported to be under the influence of methamphetamine and cannabis, Karen Dow is asking that the House of Representatives pass legislation to introduce random road roadside drug testing.

Recommendation(s)
1. That the report ‘Request to Endorse and Promote the Petition of Karen Dow’ by Chris Powell, Transport Manager and dated 22 March 2019, be received.
2. That the Regional Transport Committee formally endorses the Intent of the Petition.
3. That the elected members of the Regional Transport Committee request their councils to display the petition in their offices, libraries and other areas engaging with the public.

Background/Tuhinga
Whilst the number of drink driving incidents continue to cause concern nationally, and every effort is being made by road safety partners to reduce these, there is a growing concern regarding the number of crashes occurring where the drivers have been found to be under the influence of drugs.

In his letter, Dr Nick Smith highlights that in 2018 “there were 79 deaths involving drug drivers compared to 70 deaths where drink drivers were involved”.

See Attachment 1: “To Chairs of Regional Transport Committees”.

During the same period, there were 16,000 drink driving convictions but less than 200 for drug driving.

Presently, the New Zealand Police (Police) are experiencing extreme difficulty in managing this problem. The petition calls for a quick and easy roadside test that can be undertaken for drivers suspected of drug driving, as is the case for drink drivers.

This petition is to raise awareness of the problem and the need for legislative change to allow roadside testing of drug drivers.

Dr Nick Smith has requested that this petition be made available in council offices, libraries and other areas engaging with the public. He further requested that the Regional Transport Committee formally endorse the intent of the petition.

Considerations
1. Options

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<th>No.</th>
<th>Option</th>
<th>Advantages</th>
<th>Disadvantages</th>
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ID: A1178315
Regional Transport Committee
3 April 2019

ITEM: 6.2

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<th></th>
<th>Formally endorse the intent of the petition</th>
<th>Provide the police with the means to reduce the number of drug driving on the regions roads.</th>
<th>With no effective policing, the number of deaths and series injuries on the regions roads continues to rise.</th>
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<th>Display the petition in council offices, libraries and other areas engaging with the public</th>
<th>Create awareness and encourage the public to support this initiative.</th>
<th>Low level of public awareness toward a serious and growing road safety problem.</th>
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The staff’s recommended option is **Options 1 and 2**.

2. **Significance and engagement**

Nationally and regionally, there is a continuing increase in deaths and serious injuries on the roads. The extent of this problem has resulted in the Government having road safety as their top priority in the Government Policy Statement.

In Northland, drink and drug driving is listed as one of the highest causes of crashes.

Whilst every effort is being made to reduce this trend there is more that can be done. This would include the ability of the police to undertake roadside testing of drivers suspected of being under the influence of drugs.

It is also extremely important that the public be made more aware of problem in an effort to reduce the number of deaths and serious injuries.

3. **Policy, risk management and legislative compliance**

None identified.

**Further considerations**

4. **Community views**

No community views are required.

5. **Māori impact statement**

There is no separate impact to Maori identified.

6. **Financial implications**

There are no financial implications identified.

7. **Implementation issues**

There are no implementation issues identified.

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**Attachments/Ngā tapihiranga**

Attachment 1: Letter regarding the Petition of Karen Dow

**Authorised by Group Manager**

**Name:** Tony Phipps

**Title:** Group Manager - Customer Services - Community Resilience
Date: 26 March 2019
To Chairs of Regional Transport Committees

To Whom It May Concern

We are writing to request your Council endorse and promote the petition of Karen Dow in the name of her late son Matthew.

The petition requests "That the House of Representatives urgently pass legislation to introduce random roadside drug testing to reduce the escalating road toll from drugged drivers, which resulted in 79 fatal crashes in 2017 and exceeds the number caused by those impaired by alcohol."

Matthew Dow was 23 years old when killed on New Year’s Eve 2017 by a drugged driver high on meth and cannabis. The woman had previously served time for drug convictions and was driving like a maniac at Appleby when she killed Matthew. Matthew’s parents have initiated this petition to raise awareness of the problem of drugged drivers and to give Police the tools needed that have been successfully used in Australia, the United Kingdom and Canada to get drugged drivers off the roads.

The proposal is to enable police to use a simple saliva test as used currently to great success in countries including Australia, Canada and the United Kingdom. The system is simple to administer and takes less than 10 minutes.

Last year there were 79 deaths nationally involving drug drivers, compared to 70 deaths where drink drivers were involved. Conversely during that same period there were 16,000 convictions for drink driving but less than 200 for drug driving. The current system is simply too difficult for police and too open to interpretation. A test that is quick, easy and objective is essential if we are to reduce our road toll and make our roads safer for all. This issue will become more important in the context of the Government’s policies to liberalise access to drugs like cannabis.

There are two ways your Council and/or Transport Committee could assist with this road safety petition. We would invite you to have the petition available for public signatures at your Council offices, libraries or other areas engaging with the public. We enclose a petition form that you could photocopy for this purpose. You could also draw public attention to the digital version of Matthew’s petition at the following web address https://www.parliament.nz/en/pb/petitions/document/PET_82698/petition-of-karen-dow-matthews-petition-seeking-urgent
The other way your Council could assist would be to formally endorse the intent of the petition. The more Councils we have supporting this initiative, the more likely we will get Government and Parliament to address this increasing road safety risk.

If you have any further questions please feel free to contact nick.smith@parliament.govt.nz

Kind regards,

Hon Dr Nick Smith
MP Nelson

Karen Dow
Petition initiator and Matthew Dow’s mother
Matthew’s Petition

To the House of Representatives

Respectfully requests that House of Representatives urgently introduce random roadside drug testing so as to reduce the escalating road toll from drugged drivers, of 79 in the last year of which now exceeds those impaired by alcohol.

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- Matthew Dow was 23 years old when at 9pm on December 31\textsuperscript{st} 2017 he was killed on State Highway 60 at Appleby, Nelson. Matthew, a much loved son of Karen and Peter Dow of Christchurch, was a gentle, safety conscious young man, planning to study engineering at Ara Polytechnic this year.
- The driver responsible for the accident was Alicia Fulcher-Poole who had been smoking meth, had been witnessed driving erratically and passing recklessly. The accident scene was described as horrific by emergency services, with debris thrown 100 metres from the vehicle, including cans of bourbon, cannabis plants and drug bong. Two unrestrained children in her vehicle were miraculously not seriously injured. She was subsequently found guilty of driving causing death and injury and while under the influence of drugs and is now serving a 3.5 year prison sentence.
- The number of people killed in road accidents from drugged drivers was 79 compared to 70 for drunk drivers in the last year. This is the first year fatalities from drugged drivers exceeded those of drink driving. UK, Australia and Canada have all introduced roadside drug testing and shown saliva testing is technically feasible, reliable and successful in saving lives.