

**Regional Transport Committee**  
**Wednesday 12 August 2020 at 9.30am**

# **AGENDA**

## Regional Transport Committee Agenda

Meeting to be held in the Council Chamber  
36 Water Street, Whangārei  
on Wednesday 12 August 2020, commencing at 9.30am

**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

NRC Councillor Rick Stolwerk

FNDC Councillor Ann Court

WDC Councillor Greg Martin

KDC Councillor David Wills

NZTA Representative Mr Steve  
Mutton

Item	Page
<b>1.0 APOLOGIES</b>	
<b>2.0 DECLARATIONS OF CONFLICTS OF INTEREST</b>	
<b>3.0 CONFIRMATION OF MINUTES</b>	
3.1 Confirmation of Minutes - 10 June 2020	3
<b>4.0 FINANCIAL REPORTS</b>	
4.1 Northland Regional Land Transport Plan 2018-2021 Funding Uptake	7
<b>5.0 OPERATIONAL MATTERS</b>	
5.1 Northland Road Safety Update	13
5.2 Waka Kotahi (NZTA) Update	28
5.3 Waka Kotahi (NZTA) Investment Decision Making Framework Review	48
5.4 Ministry of Transport Information Session	50
5.5 State Highway 1/Loop Road South Intersection	51
<b>6.0 DECISION MAKING MATTERS</b>	
6.1 Regional Land Transport Plan and Regional Public Transport Plan - Progress Report	52

**TITLE:** Confirmation of Minutes - 10 June 2020

**ID:** A1346766

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

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### Recommendation

That the minutes of the Regional Transport Committee meeting held on 10 June 2020 be confirmed as a true and correct record.

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### Attachments/Ngā tapirihanga

Attachment 1: Unconfirmed RTC Minutes - 10 June 2020 [↓](#) 

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### Authorised by Group Manager

**Name:** Tony Phipps

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

**Date:** 05 August 2020

Regional Transport Committee  
10 June 2020

## Regional Transport Committee Minutes

Meeting held in the Council Chamber  
36 Water Street, Whangārei  
on Wednesday 10 June 2020, commencing at 9.30am

### Present:

Chairman, Councillor John Bain  
NRC Councillor Rick Stolwerk  
FNDC Councillor Ann Court  
WDC Councillor Greg Martin  
KDC Alternate Representative Councillor Peter Wethey  
Waka Kotahi, NZTA Representative Mr Steve Mutton

### In Attendance:

#### Full Meeting

NRC Committee Secretary – Evania Arani  
NTA Manager – Calvin Thomas  
NTA Transport Manager – Jeffrey Devine  
NTA Strategy & Planning Manager – Jeffrey Devine  
FNDC Infrastructure & Asset Management GM – Andy Finch  
NRC Policy Specialist- Michael Payne  
NRC Customer Services and Community Resilience GM - Tony Phipps  
Transport Manager - Chris Powell  
Transport Projects Officer - Ian Crayton-Brown  
Members of the Public

#### Part Meeting

Sharlene Selkirk (arrived at 10.12am)

The Chair declared the meeting open at 9.31am.

### Apologies (Ngā whakapahā) (Item 1.0)

#### Moved (Bain /Stolwerk)

That the apologies from KDC Councillor David Wills for non-attendance be received.

**Carried**

### Declarations of Conflicts of Interest (Nga whakapuakanga) (Item 2.0)

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

Regional Transport Committee  
10 June 2020

### **Confirmation of Minutes - 08 April 2020 (Item 3.1)**

**ID: A1319851**

**Report from Evania Arani, Executive Assistant Customer Services - Community Resilience**

**Moved (Stolwerk/Court)**

That the minutes of the Regional Transport Committee meeting held on 08 April 2020, be confirmed as a true and correct record.

**Carried**

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

**ID: A1317852**

**Report from Chris Powell, Transport Manager - Northland Transport Alliance**

**Moved (Bain/Stolwerk)**

That the report 'Northland Regional Land Transport Plan 2018-2021 Funding Uptake' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 20 May 2020, be received.

**Carried**

### **Draft Government Policy Statement 2021 and Draft NZ Rail Plan 2019 Submissions (Item 5.1)**

**ID: A1317929**

**Report from Chris Powell, Transport Manager - Northland Transport Alliance**

**Moved (Court/Martin)**

That the report 'Draft Government Policy Statement 2021 and Draft NZ Rail Plan 2019 Submissions' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 20 May 2020, be received.

**Carried**

### **Regional Road Safety Report (Item 5.2)**

**ID: A1318900**

**Report from Ian Crayton-Brown, Transport Projects Officer**

**Moved (Martin/Bain)**

That the report 'Regional Road Safety Report' by Ian Crayton-Brown, Transport Projects Officer and Nick Marshall Team Leader – Road Safety & Traffic Engineering - Northland Transport Alliance dated 22 May 2020, be received.

**Carried**

Regional Transport Committee  
10 June 2020

### **Regional Land Transport Plan and Regional Public Transport Plan - Progress Report (Item 5.3)**

**ID: A1319371**

**Report from Chris Powell, Transport Manager - Northland Transport Alliance**

**Moved (Bain/Stolwerk)**

That the report 'Regional Land Transport Plan and Regional Public Transport Plan - Progress Report' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 25 May 2020, be received.

**Carried**

### **Waka Kotahi New Zealand Transport Agency Report (Item 5.4)**

**ID: A1322361**

**Report from Steve Mutton, NZTA - Director Regional Relationships Upper North Island**

**Moved (Martin/Stolwerk)**

That the report 'Waka Kotahi New Zealand Transport Agency Report' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 2 June 2020, be received.

**Carried**

### **Supplementary Information for Item 5.4 – Waka Kotahi Proposals to toll the new Ara Tūhono – Pūhoi to Warkworth motorway Submission**

**ID: A1322361**

**Report from Evania Arani, Executive Assistant Customer Services - Community Resilience**

**Moved (Bain/Stolwerk)**

That as permitted under section 46A(7) of the Local Government Official Information and Meetings Act 1987 the following supplementary/tailed report be received:

- Supplementary Information for Item 5.4 - Waka Kotahi Submission

**Carried**

*Secretarial note: Steve Mutton to circulate to the committee the Pūhoi to Warkworth Tolling Assessment Summary.*

### **Conclusion**

**The meeting concluded at 10.26am.**

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

**ID:** A1342778

**From:** Chris Powell, Transport Manager - Northland Transport Alliance

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**Executive summary**

This report covers the final subsidy claims submitted to the New Zealand Transport Agency (NZTA) for the end of the second year of the 2018/2021 three-year funding period and details the funding uptake by each approved authority for the financial period 1 July 2019 to 30 June 2020.

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**Recommendation**

That the report 'Northland Regional Land Transport Plan 2018-2021 Funding Uptake' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 21 July 2020, be received.

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**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 Far North District Council, Whangarei District Council, Kaipara District Council and the Northland Regional Council.

Waka Kotahi (NZTA) will detail their funding uptake and related information of progress in a separate report.

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.

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.

Due to the Covid-19 lock downs, the resultant disruptions to planned projects and services has led to many cost centers reflecting expenditure not meeting projections. This will obviously have a marked impact on the funding uptake for the 2019/2020 financial year.

All approved authorities have been working closely with Waka Kotahi (NZTA) to have unspent allocations carried over into the 2020/2021 financial year.

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

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**Attachments**

Attachment 1: Funding Uptake Report - April 2020  

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**Authorised by Group Manager**

**Name:** Tony Phipps  
**Title:** Group Manager - Customer Services - Community Resilience  
**Date:** 03 June 2020



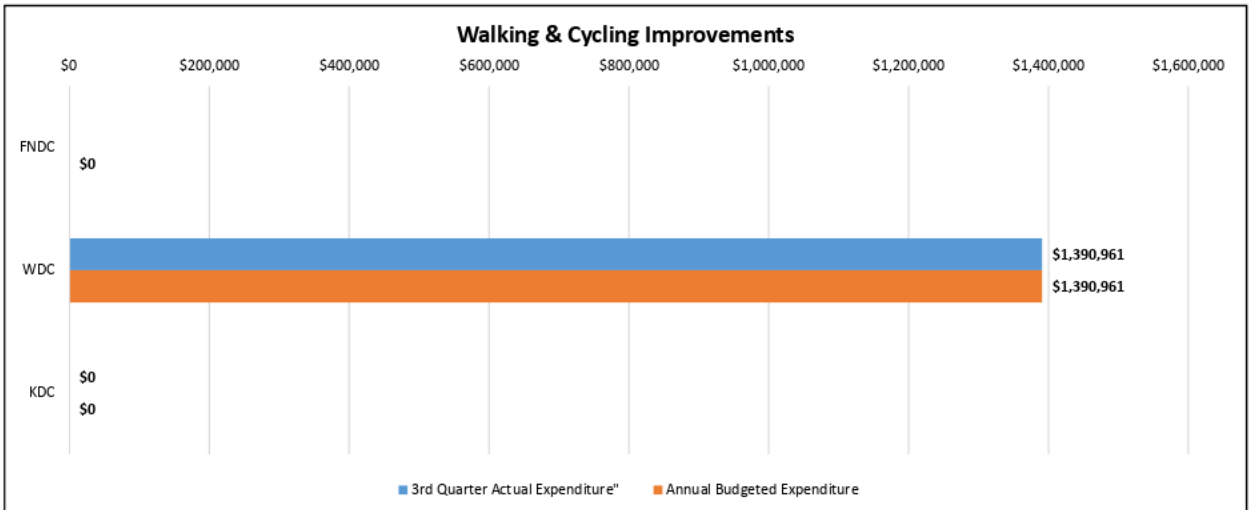
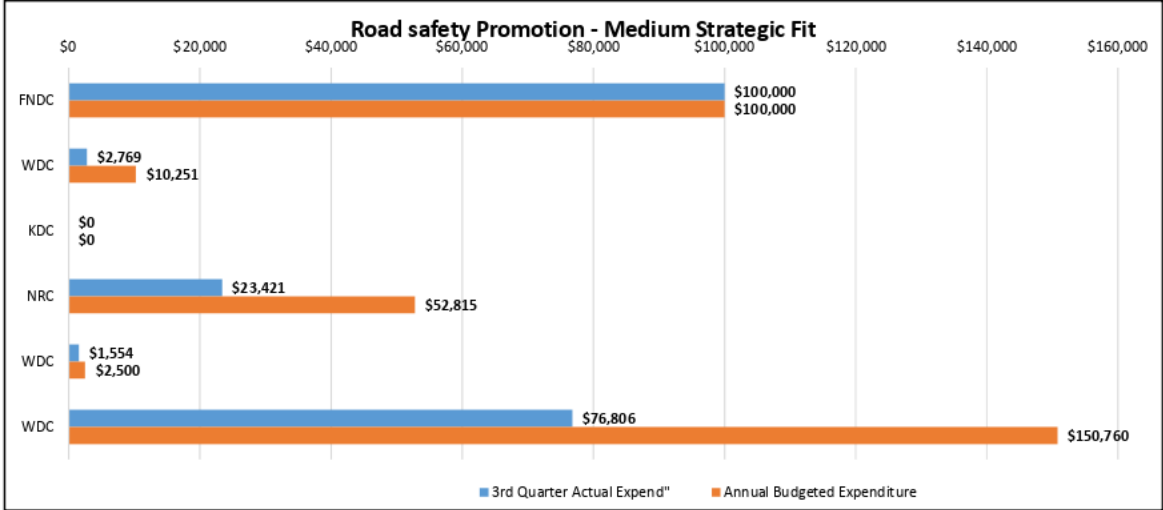
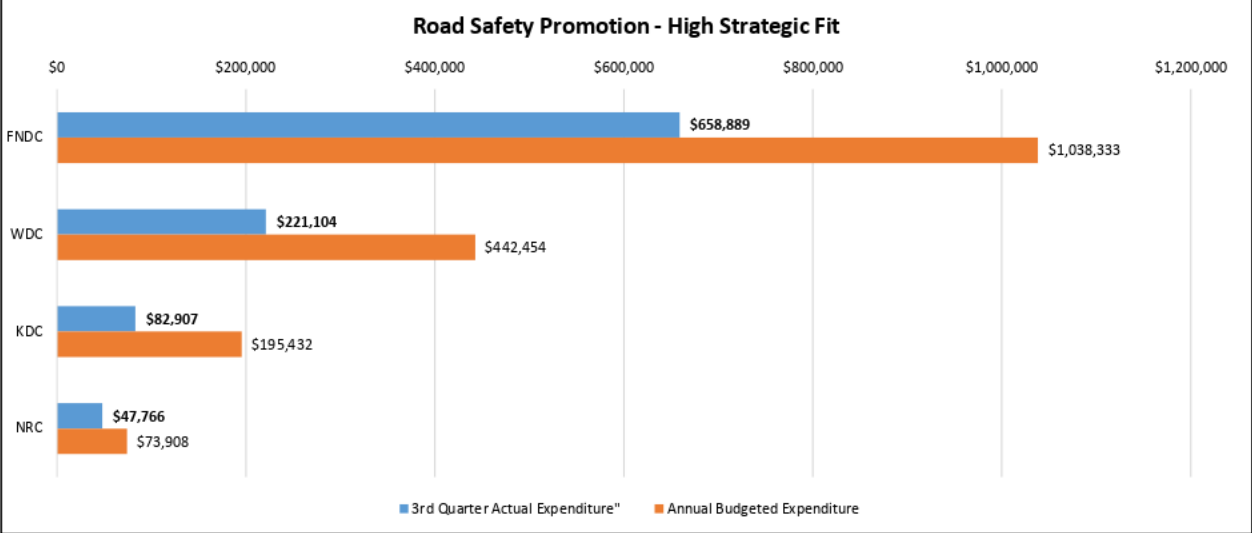
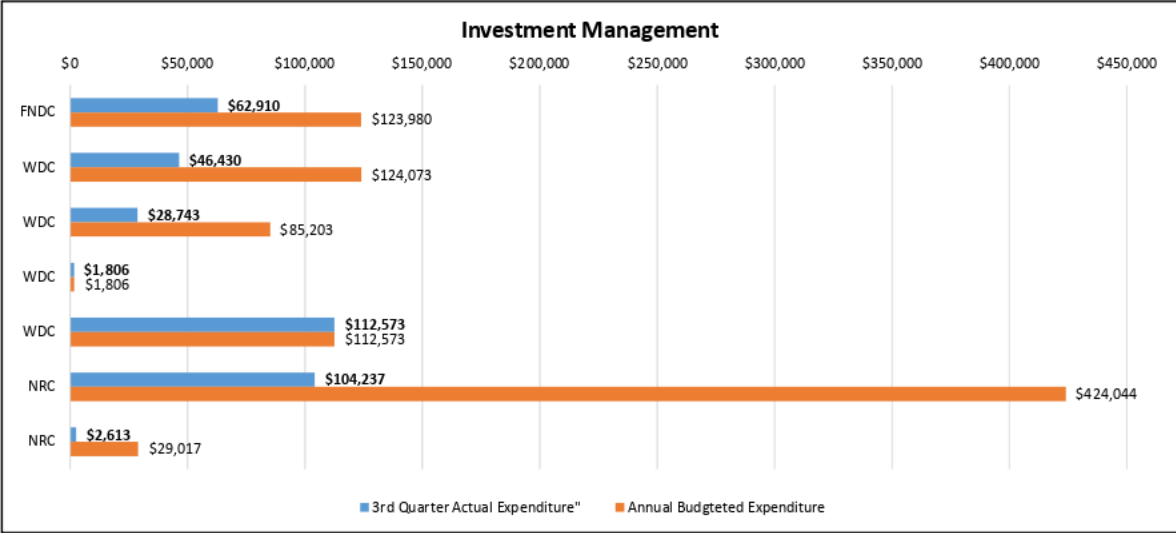
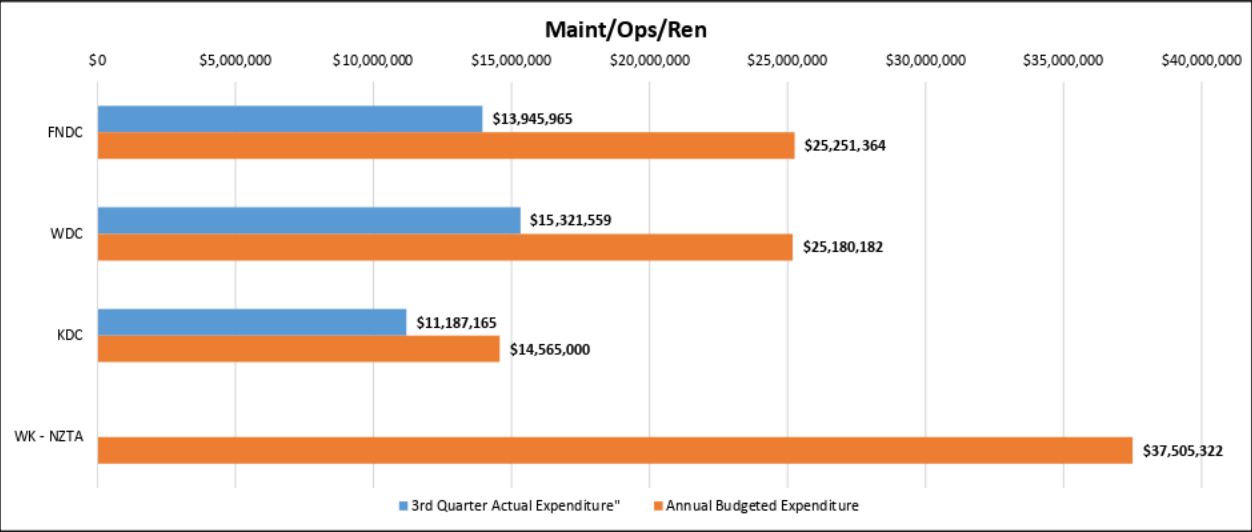
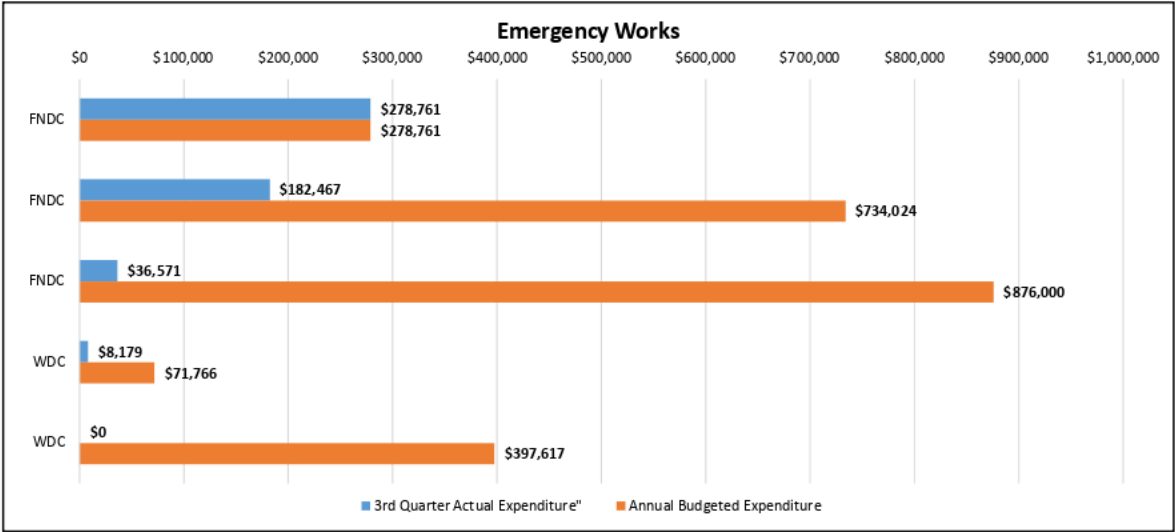
**Regional Land Transport Plan 2015/2021 Three Year Review - Funding Uptake for the 2019/20 Financial Year**

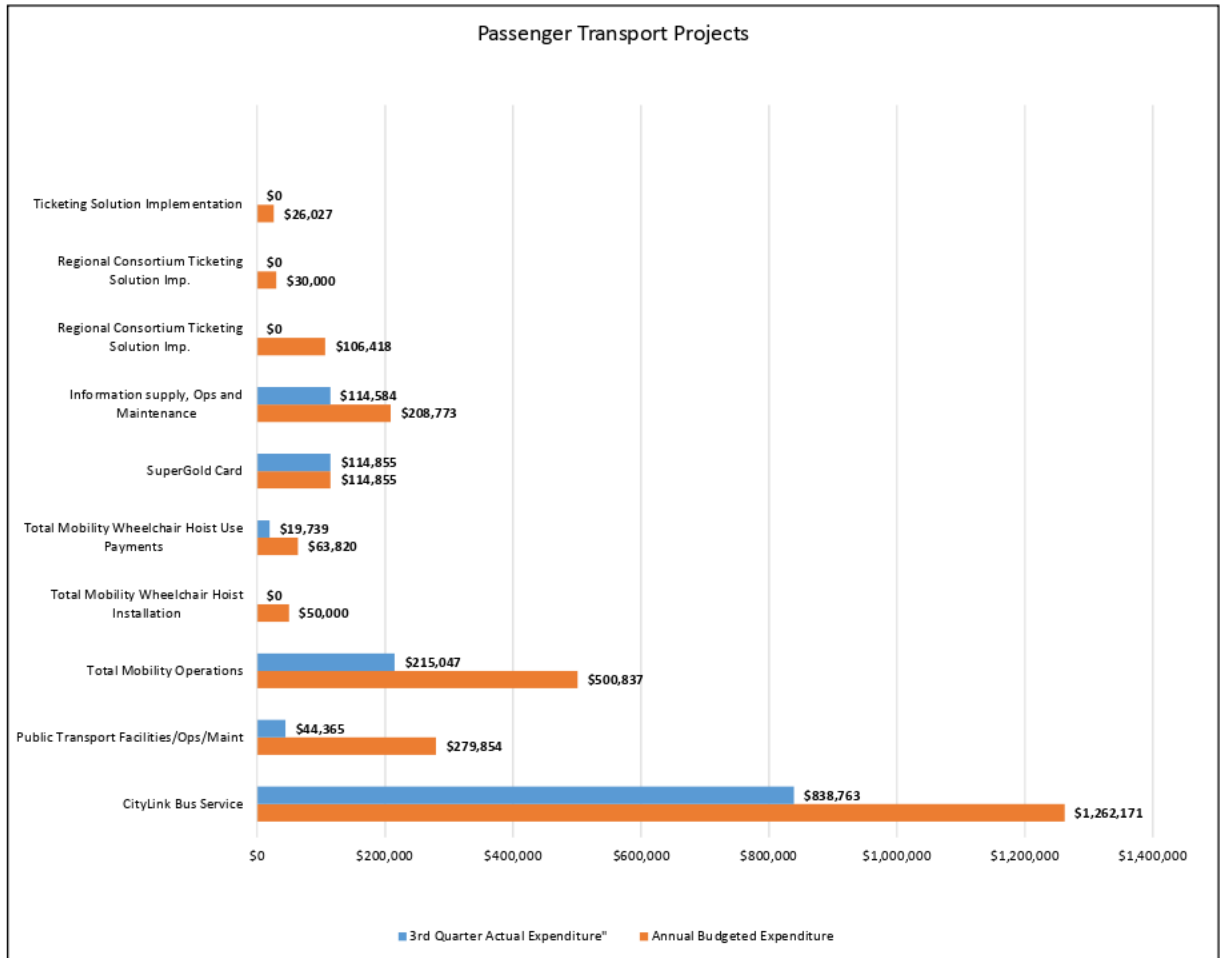
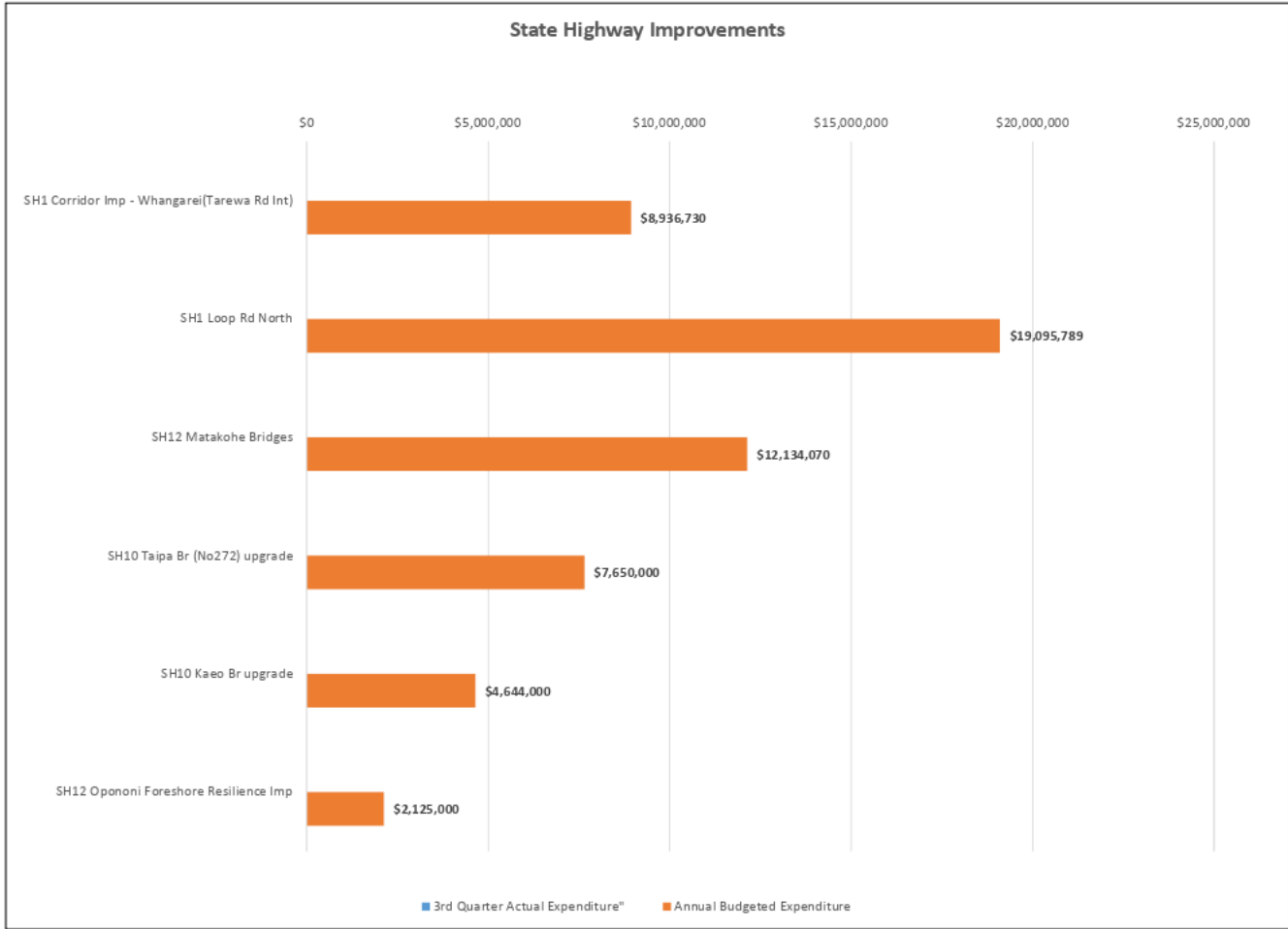
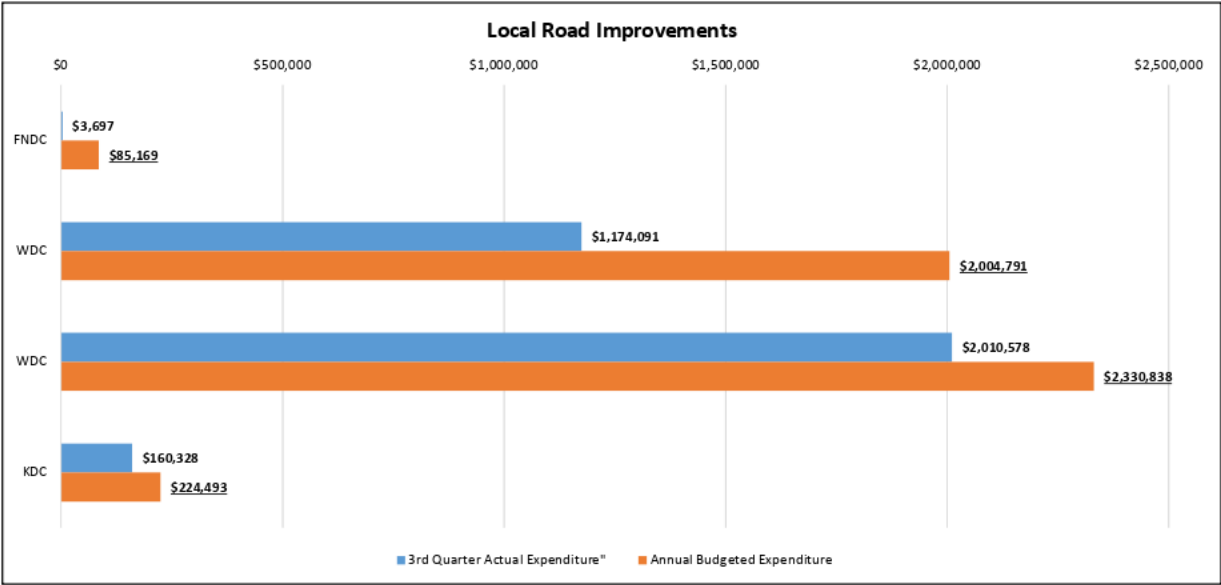
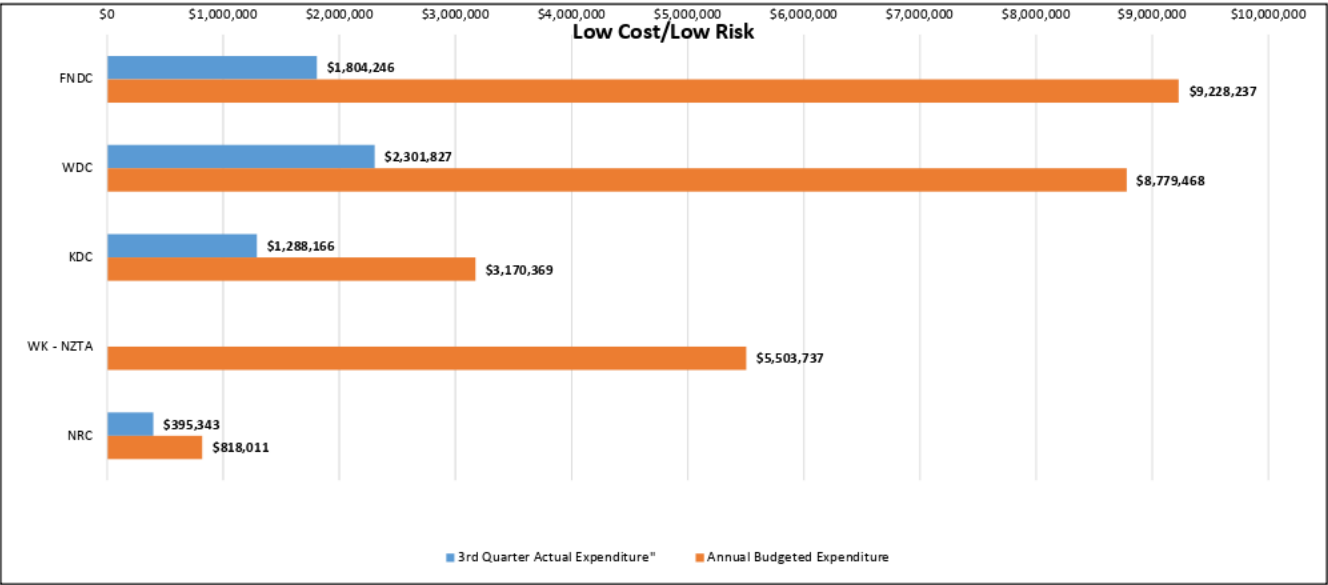
**RLTP Funding 2nd Quarter = 1 July 2019 - 29 February 2020**

Activities/Programmes	W/C	App Auth	FAR	Status	2019/2020 Financial Year			Remaining Expenditure 2019/2020	1st Quarter			Cumulative 1st & 2nd Quarters			Cumulative 1st, 2nd & 3rd Quarters			Ability to uptake full national funding assistance allocation in 2019/20 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	Forecast Expenditure	Actual Expenditure	Progress		
<b>Emergency Works</b>																			
Weather Event - June 2018	141	FNDC	66%	App	\$278,761	\$278,761	100%	\$0	\$278,761	\$278,761	100%	\$278,761	\$278,761	100%	\$278,761	\$278,761	100%	High	Completed.
Weather Event - June 2018	141	FNDC	66%	App	\$734,024	\$182,467	25%	\$551,557	\$446,780	\$141,209	32%	\$734,024	\$256,890	35%	\$734,024	\$182,467	25%	Low	Programme well on track for completion and within budget
Weather Event - August 2019	141	FNDC	66%	App	\$876,000	\$36,571	4%	\$839,429	\$31,000	\$0	0%	\$400,500	\$21,738	5%	\$876,000	\$36,571	4%	Low	Programme underway and on track for completion and within budget
Weather Event - June 2018	141	WDC	53%	App	\$71,766	\$8,179	11%	\$63,587	\$5,000	\$8,179	164%	\$50,000	\$8,179	16%	\$71,766	\$8,179	11%	High	Programme on track for completion by 2019/2020 financial year end.
Weather Event - July 2018	141	WDC	53%	App	\$397,617	\$0	0%	\$397,617	\$0	\$0	0%	\$100,000	\$0	0%	\$300,000	\$0	0%	Medium	Programme has yet to commence
Brynderwyn Slip	141	WK - NZTA	100%	App	\$1,659,632	\$0	0%	\$1,659,632	\$600,000	\$616,953	103%	\$1,659,632	\$1,372,191	83%	\$1,659,632	\$0	0%	0%	No information received
SH12	141	WK - NZTA	100%	App	\$308,000	\$0	0%	\$308,000	\$0	\$0	0%	\$308,000	\$456,281	148%	\$308,000	\$0	0%	0%	No information received
<b>Maintenance/Ops/Renewals</b>																			
	111 - 222	FNDC	66%	App	\$25,251,364	\$13,945,965	55%	\$11,305,399	\$4,178,968	\$6,045,645	145%	\$10,399,204	\$6,045,645	58%	\$17,991,598	\$13,945,965	78%	High	Programme running to budget.
	111 - 222	WDC	53%	App	\$25,180,182	\$15,321,559	61%	\$9,858,623	\$4,300,000	\$6,737,592	157%	\$11,300,000	\$11,289,907	100%	\$19,800,000	\$15,321,559	77%	High	Ongoing 3 year programme. On track to spend 2019/20 budget
	111 - 222	KDC	61%	App	\$14,565,000	\$11,187,165	77%	\$3,377,835	\$2,820,809	\$536,257	19%	\$8,868,540	\$8,203,654	93%	\$13,486,268	\$11,187,165	83%	High	WC215 will be \$1.8m over expenditure due to Tomarata bridge, cost scope adjustment is being completed for submission
	111 - 222	WK - NZTA	100%	App	\$37,505,322	\$0	0%	\$37,505,322	\$5,000,000	\$4,635,701	93%	\$19,242,611	\$15,000,199	78%	\$28,898,242	\$0	0%	0%	No information received
<b>Investment Management</b>																			
Kerikeri/Waipapa Programme Business Case	2	FNDC	66%	App	\$123,980	\$62,910	51%	\$61,070	\$6,250	\$8,720	140%	\$13,600	\$40,035	294%	\$20,680	\$62,910	304%	High	Project on track for completion 30 June 2020.
Activity Management Improvement Plan 18/21	3	WDC	53%	App	\$124,073	\$46,430	37%	\$77,643	\$10,000	\$0	0%	\$40,000	\$35,432	89%	\$80,000	\$46,430	58%	Medium	Programme well underway. May be a minor carry over into 2020/21.
ONRC Transition Plan	3	WDC	53%	App	\$85,203	\$28,743	34%	\$56,460	\$10,000	\$16,155	162%	\$30,000	\$28,743	96%	\$60,000	\$28,743	48%	Medium	Programme well underway. May be a minor carry over into 2020/21.
ONRC Transition Plan	3	WDC	53%	App	\$1,806	\$1,806	100%	\$0	\$1,806	\$1,806	100%	\$1,806	\$1,806	100%	\$1,806	\$1,806	100%	High	Completed.
Whangarei Transportation Model	2	WDC	53%	App	\$112,573	\$112,573	100%	\$0	\$30,000	\$47,601	159%	\$60,000	\$112,573	188%	\$90,000	\$112,573	125%	High	Completed.
Regional Land Transport Plan	1	NRC	54%	App	\$424,044	\$104,237	25%	\$319,807	\$100,000	\$49,154	49%	\$212,012	\$86,346	41%	\$212,032	\$104,237	49%	Medium	Resource now released to commence full time on project
Regional Public Transport Plan	3	NRC	54%	Sub.	\$29,017	\$2,613	9%	\$26,404	\$5,000	\$550	11%	\$15,000	\$1,613	11%	\$20,000	\$2,613	13%	High	As above
Regional Road Safety Action Plan	3	NRC	54%	Sub.	\$191,249	\$31,615	17%	\$159,634	\$50,000	\$17,000	34%	\$100,000	\$24,972	25%	\$130,000	\$31,615	24%	Low	Additional staff member still not appointed
<b>Road Safety Promotion</b>																			
High Strategic Fit	432	FNDC	66%	App	\$1,038,333	\$658,889	63%	\$379,444	\$279,444	\$279,444	100%	\$496,166	\$496,166	100%	\$848,610	\$658,889	78%	Low	Project on track for completion 30 June 2020.
	432	WDC	53%	App	\$442,454	\$221,104	50%	\$221,350	\$10,000	\$76,175	762%	\$100,000	\$203,354	203%	\$250,000	\$221,104	88%	High	Programme on track for completion by 2019/2020 financial year end.
	432	KDC	61%	App	\$195,432	\$82,907	42%	\$112,525	\$17,335	\$60,880	351%	\$66,191	\$67,340	102%	\$115,049	\$82,907	72%	High	Full funding uptake by end of financial year.
	432	NRC	54%	App	\$73,908	\$47,766	65%	\$26,142	\$10,000	\$25,274	253%	\$30,000	\$40,428	135%	\$50,000	\$47,766	96%	High	Full funding uptake by end of financial year.
	432	NRC	54%	App	\$50,896	\$19,874	39%	\$31,022	\$5,000	\$8,779	176%	\$20,000	\$14,620	73%	\$35,000	\$19,874	57%	High	Full funding uptake by end of financial year.
Medium Strategic Fit	432	FNDC	66%	App	\$100,000	\$100,000	100%	\$0	\$100,000	\$100,000	100%	\$100,000	\$100,000	100%	\$100,000	\$100,000	100%	High	Programme well on track for completion.
	432	WDC	53%	App	\$10,251	\$2,769	27%	\$7,482	\$0	\$2,769	2768%	\$0	\$2,769	0%	\$5,000	\$2,769	55%	High	Programme on track for completion by 2019/2020 financial year end.
	432	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No subsidy applied for under this work category.
	432	NRC	54%	App	\$52,815	\$23,421	44%	\$29,394	\$5,000	\$8,011	160%	\$25,000	\$11,737	47%	\$40,000	\$23,421	59%	High	Full funding uptake by end of financial year.
ACC Funded Cycling Education	432	WDC	100%	App	\$2,500	\$1,554	62%	\$946	\$0	\$0	0%	\$2,500	\$0	0%	\$2,500	\$1,554	62%	High	Programme on track for completion by 2019/2020 financial year end.
Bike Skills Training	432	WDC	53%	App	\$150,760	\$76,806	51%	\$73,954	\$0	\$12,740	0%	\$50,000	\$40,866	82%	\$100,000	\$76,806	77%	High	Programme on track for completion by 2019/2020 financial year end.

<b>Walking &amp; Cycling Improvements</b>	452	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No subsidy was applied for under this cost centre
Cycleways Construction 2015/18-Construction	452	WDC	53%	App	\$1,390,961	\$1,390,961	100%	\$0	\$900,000	\$1,390,961	155%	\$1,390,961	\$1,390,961	100%	\$1,390,961	\$1,390,961	100%	High	Project completed. The Kamo Shared Path was officially opened on the 23 November 2019.
	452	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No subsidy was applied for under this cost centre
<b>Low Cost Low Risk</b>																			
Low cost / low risk improvements 2018-21-Local Roads	341	FNDC	66%	App	\$9,228,237	\$1,804,246	20%	\$7,423,991	\$310,000	\$762,383	246%	\$2,110,000	\$1,775,576	84%	\$6,950,000	\$1,804,246	26%	Medium/High	Annual forecasted cost for 2019/2020 has changed from \$9,228,237 to \$6,485,000 with the balance moved into 2020/2021. Current programme is progressing well.
Low cost / low risk improvements 2018-21-Local Roads	341	WDC	53%	App	\$8,779,468	\$2,301,827	26%	\$6,477,641	\$860,000	\$1,155,257	134%	\$3,360,000	\$1,942,623	58%	\$6,300,000	\$2,301,827	37%	Medium	Programme on track for completion. A funding request is being prepared to cashflow part of the 2019/20 funding into 2020/21 to better balance the programme.
Low cost / low risk improvements 2018-21-Local Roads	341	KDC	61%	App	\$3,170,369	\$1,288,166	41%	\$1,882,203	\$1,272,000	\$922,189	72%	\$2,221,000	\$978,407	44%	\$3,170,369	\$1,288,166	41%	High	Full funding uptake by end of financial year
Low cost/low risk improvements 2018-21 Northland	341	WK - NZTA	100%	App	\$5,503,737	\$0	0%	\$5,503,737	\$500,000	\$469,325	94%	\$1,464,507	\$695,538	47%	\$3,330,197	\$0	0%	0%	No information received
Low Cost Low Risk Improvements 18/21 - Public Transport	532	NRC	54%	App	\$818,011	\$395,343	48%	\$422,668	\$204,000	\$285,429	140%	\$409,005	\$441,726	108%	\$613,557	\$395,343	64%	Medium	Some projects now scheduled for 20/21 implementation. Impact on programme to be discussed with NZTA with a view to a minor carry over
<b>Local Road Improvements</b>																			
LED Streetlight Upgrades	324	FNDC	85%	App	\$85,169	\$3,697	4%	\$81,472	\$8,276	\$3,697	45%	\$8,276	\$3,697	45%	\$75,000	\$3,697	5%	High	Programme progressing well, the bulk supply of LED's is due in April 2020
LED Streetlight Upgrades	324	WDC	85%	App	\$2,004,791	\$1,174,091	59%	\$830,700	\$700,000	\$682,785	98%	\$1,200,000	\$975,899	81%	\$1,800,000	\$1,174,091	65%	High	Programme progressing well. Retrofit of arterial road lights currently being installed. First tender for new arterial road inflight lighting awarded
Maunu/Porowini Intersection Improvements	324	WDC	53%	App	\$2,330,838	\$2,010,578	86%	\$320,260	\$700,000	\$1,018,586	146%	\$2,000,000	\$1,254,721	63%	\$1,330,838	\$2,010,578	151%	High	Construction of Porowini bridge widening well underway. On target for end of April 2020 completion. Funding request being prepared for additional NZTA
LED Streetlight Upgrades	324	KDC	85%	App	\$224,493	\$160,328	71%	\$64,165	\$859	\$3,053	355%	\$75,690	\$68,004	90%	\$150,521	\$160,328	107%	High	funding for strengthening of old bridge. Full funding uptake by end of financial year
<b>Provincial Growth Fund</b>																			
Far North District Council	PGF	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No projects approved under the Provincial Growth Fund
Whangarei District Council	PGF	WDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No projects approved under the Provincial Growth Fund
Kaipara District Council	PGF	KDC	100%	App	\$650,000	\$508,060	78%	\$141,940	\$0	\$368,277	0%	\$0	\$368,277	0%	\$0	\$508,060	0%	High	Full funding uptake by end of financial year
PGF Programme Support - Detailed Business Case	PGF	KDC	100%	App	\$650,000	\$508,060	78%	\$141,940	\$0	\$368,277	0%	\$0	\$368,277	0%	\$0	\$508,060	0%	High	Full funding uptake by end of financial year
New Zealand Transport Agency	PGF	WK - NZTA	100%	App	\$8,450,000	\$0	0%	\$8,450,000	\$465,327	\$465,327	100%	\$1,880,155	\$500,000	27%	\$0	\$0	0%	N/A	No information received
Northland Regional Council	PGF	NRC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No projects approved under the Provincial Growth Fund

ID: A1349203 10





**TITLE: Northland Road Safety Update**

**ID:** A1345988

**From:** Ian Crayton-Brown, Transport Projects Officer

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**Executive summary/Whakarāpopototanga**

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.

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**Recommendation**

That the report 'Northland Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer and dated 28 July 2020, be received.

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**Background/Tuhinga**

Regional road safety progress reports are tabled at each Regional Transport Committee (RTC) meeting. These shared reports include input from the Northland Road Policing Manager and the Northland Transportation Alliance. This report provides an update on:

- Crash events;
- Road safety promotion;
- Road safety infrastructure projects; and
- An overview of the progress made on both the strategic and programme outcomes for the Northland region.

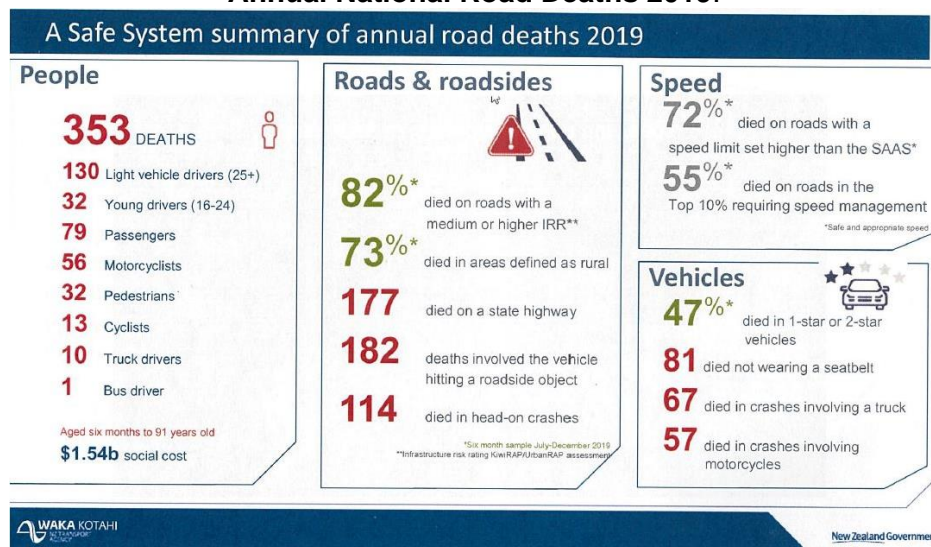
**Attachment 1:** is a presentation document from the Northland Road Policing Manager detailing their road safety operational work & statistics.

**Road Trauma Update:**

12 Months to Date (27 July) Road Death Statistics:

- National = 322 deaths compared to 364 in 2019 corresponding 12-months
- Northland = 27 deaths compared to 30 in 2019 12-months

**Annual National Road Deaths 2019:**



Both nationally and regionally there had been upward trends in road deaths from 2016 to 2018, then road deaths began trending down in the last two years. This downward trend is continuing in the current calendar year figures.

2020 Year to Date Road Death Statistics:

- National = 173 deaths compared to 203 in 2019
- Northland = 15 deaths compared to 17 in 2019

Although the national level of road deaths is sitting at 30 deaths fewer than the same time in 2019, the recent months are moving back to near normal levels prior to COVID-19 lockdown periods.

RIDS – Restraints, Impairment, Distractions and Speed, continue to be key influences in the outcomes of our crashes.

Northland levels are very similar to last year's road death figures (-2) and are also influenced by the same driver behaviour risks as evidenced in the national figures.

As evidenced in the Northland Police presentation, slide 2 shows 14 deaths from 10 fatal crashes in the Northland Police District. Two of these crashes involved multiple fatalities of three deaths each. Four fatal crashes involved single vehicle crashes off the road hitting trees (3) and one, a bank.

The 15<sup>th</sup> Northland Region death occurred on the Kaiwaka-Mangawhai Rd which comes under the Waitemata Police District. This involved a motorcyclist who crossed the centre line eastbound and collided with a Ute vehicle travelling the opposite way.

This snapshot re-enforces that while targeting 'Road to Zero' it can only be achieved through broad reaching road safety promotion, driver/rider training, together with the key role of the 'Safe System Approach', strengthening all parts of the system and sharing responsibility.

Studies inform us that 71% of serious injury crashes are caused by a 'lapse or error'.

Timely interventions and treatments with Safe Roads & Roadsides, Safe Vehicles, Safe Road Use & Safe Speeds are all intertwined and consistent with Waka Kotahi's 2020-2022 Action Plan and focus areas below.

## The Action Plan (2020-2022) includes 15 actions



Focus Areas	Initial Action Plan (2020-2022)
Infrastructure Improvements and Speed Management	01: Invest in safety treatments and infrastructure improvements
	02: Introduce a new approach to tackling unsafe speeds
	03: Review infrastructure standards and guidelines
	04: Enhance safety and accessibility of footpaths, bike lanes and cycleways
Vehicle Safety	05: Raise safety standards for vehicles entering the fleet
	06: Increase understanding of vehicle safety
	07: Implement mandatory anti-lock braking systems (ABS) for motorcycles
Work-Related Road Safety	08: Strengthen commercial transport regulation
	09: Support best practice for work-related road safety
Road User Choices	10: Prioritise road policing
	11: Enhance drug driver testing
	12: Increase access to driver licensing and training
	13: Support motorcycle safety
System Management	14: Review road safety penalties
	15: Strengthen national system leadership and coordination of road safety



### Road Safety Delivery:

**Motorcycle Safety - Ride Forever (R4E) Rider Training Update:** For the 2019/20 financial year ending June 2020, 217 riders participated in the Ride Forever (R4E) rider training programme across Northland.

The breakdown included riders participating in the following courses: -

- 61 on the Bronze course;
- 112 the Silver course; and
- 67 the Gold course.

### Northland Region Motorcycle Strategy:

Provisional discussions have started investigating opportunities to develop a Northland Region Motorcycle Strategy and how to better accommodate & keep safe the growing number of motorcyclists using northland roads. In 2019 there were 5 motorcycle fatalities and so far in 2020 there have been 2 fatal motorcycle crashes.

**Motorcycle Awareness Month (MAM):** Motorcycle Awareness Month planning continues but we are still waiting for confirmation from ACC as to the new dates.

**Road Safety Week:** Work is still progressing on the planned activities for national 'Road Safety Week' scheduled to take place from 9-15 November 2020. The theme for this year's road safety week is 'Step Up for Safe Streets' and the road safety weeks colour is 'Yellow'. It is hoped to have several iconic sites lit up in 'Yellow' for the month.

**Road Safety Planning:** Road safety planning is on-going and acknowledges that interventions must be evidence based. The Northland Road Safety Issues 2015-2019 document is being redesigned to include new data sets and new tools to assist road safety partners in their planning and decision making.

**Road Safety Promotion/Media:** Road safety promotion work continues supporting Police & partners with road safety promotional items with key messaging such as 'RIDS' – Restraints, Impairment, Distractions, Speed.

Two new annual road safety radio and print packages are being developed with both Mediaworks and NZME. These will involve regular road safety messaging across the Mediaworks Northland radio network. Print messaging will include weekly road safety messaging in the Northern Advocate and four news supplements with editorial and graphics.

**Advertising themes** in the Road Safety Advertising Calendar 2020/21 for the months of August & September are 'Speed, Seatbelts, Motorcycling & Distractions'.


**Road Safety Infrastructure Projects: Nick Marshall** An update will be provided at next meeting as this area is currently having a number of changes being made in the programmes.

The Far North REAP road safety promotion update is **Attachment 2**.

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### Attachments/Ngā tapirihanga

Attachment 1: Northland Road Policing Managers Presentation [↓](#) 

Attachment 2: FNDC Far North REAP Update [↓](#) 

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### Authorised by Group Manager

**Name:** Tony Phipps

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

**Date:** 05 August 2020



# Northland Road Policing

- 24 July 2020



## Northland Road toll currently 14

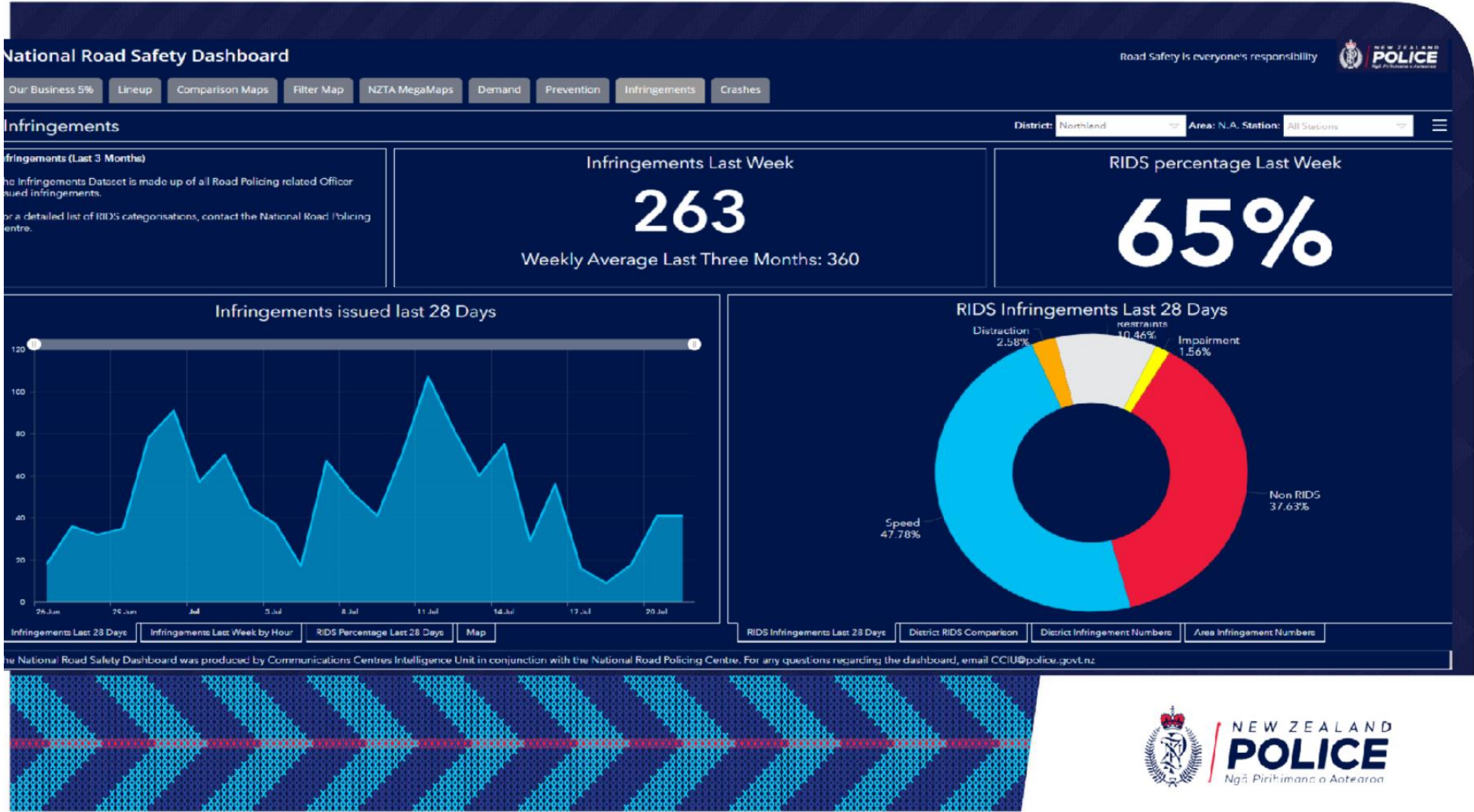
• 3 Jan	SH1 Waipu	Head-on crash	Male 49yrs
• 26 Jan	Kaitaia	Car vs. tree	Male 44yrs
• 23 Feb	Whananaki North Rd	Ute vs. tree	M 35yrs, F 12yrs, M 5yrs
• 3 Mar	SH10 Mangonui	Car vs. ute	Female 34yrs
• 13 Mar	SH1 Hukerenui	Car vs. SUV	F 66yrs, F 63yrs, F 57yrs
• 26 Mar	Oakleigh-Paparoa Rd	Ute vs. bank	Male 34yrs
• 6 Apr	Brooks Rd Waipu	Car vs. tree	Male 66yrs
• 19 Apr	Moerewa	Car vs. parked car	Female 18yrs
• 17 Jun	Kaitaia	Motorcycle off road	Male 17yrs
• 26 Jun	Wheki Valley	Car vs truck	Female 43yrs



NEW ZEALAND  
**POLICE**  
Ngā Pirihimana o Aotearoa







## Current priorities

- Road Policing activities are back into normal focus of RIDS offending: Restraints, Impairment, Distractions and Speed
- Full-time Compulsory Breath Testing (CBT) checkpoints operating again
- Roster review completed and will be implemented 17 Aug
- New Commissioners priorities are:
  - Be first, then do
  - Delivering the Police service New Zealanders expect and deserve
  - Focussed prevention through partnerships







# OUR BUSINESS TĀ TĀTOU UMANGA



» POLICING BY CONSENT – TO HAVE THE TRUST AND CONFIDENCE OF ALL »

### WHY WE'RE HERE HE AHA TĀTOU I TŌ AJ HEI RŌPŪ

#### OUR VISION



#### OUR PURPOSE

TO ENSURE  
EVERYBODY CAN  
**BE SAFE  
&  
FEEL SAFE**

### WHAT WE DO HE AHA Ā TĀTOU MAHI

#### OUR MISSION

TO PREVENT  
CRIME AND  
HARM THROUGH  
EXCEPTIONAL  
POLICING



#### OUR GOALS

- SAFE HOMES  
FREE FROM CRIME  
AND VICTIMISATION
- SAFE ROADS  
PREVENTING  
DEATH AND INJURY  
WITH OUR PARTNERS
- SAFE COMMUNITIES  
PEOPLE ARE SAFE  
WHEREVER THEY  
LIVE, WORK AND VISIT

#### OUR FUNCTIONS

- KEEP THE PEACE
- MAINTAIN PUBLIC SAFETY
- LAW ENFORCEMENT
- CRIME PREVENTION
- COMMUNITY SUPPORT  
& REASSURANCE
- NATIONAL SECURITY
- POLICING ACTIVITIES  
OUTSIDE NEW ZEALAND
- EMERGENCY MANAGEMENT

#### OUR OPERATING MODEL

PREVENTION FIRST  
"TAKING EVERY OPPORTUNITY  
TO PREVENT HARM"



#### OUR RELATIONSHIP WITH MĀORI

TE HIRINGA O TE TAU  
"BETTER OUTCOMES FOR ALL BY  
WORKING IN PARTNERSHIP WITH MĀORI"

### HOW WE DO IT HE PĒHEA E MAHIA AI E TĀTOU

#### OUR PRIORITIES

- BE FIRST, THEN DO  
STRENGTHENING HOW  
AND WHO WE ARE AS  
AN ORGANISATION
- DELIVER THE SERVICES  
NEW ZEALANDERS  
EXPECT AND DESERVE  
UNDERSTANDING AND  
PROVIDING WHAT THE  
PUBLIC WANT FROM  
THEIR POLICE
- FOCUSED PREVENTION  
THROUGH PARTNERSHIPS  
FOCUSED POLICE EFFORT  
AND WORKING WITH  
OTHERS TO ACHIEVE  
BETTER OUTCOMES



#### OUR PEOPLE ARE:

- SAFE AND FEEL SAFE
- VALUED
- FAIR TO ALL
- COMPASSIONATE AND REFLECTIVE

#### OUR LEADERSHIP

CREATING AN ENVIRONMENT WHERE WE:

- LIVE OUR VALUES, INDIVIDUALLY AND COLLECTIVELY
- ARE INCLUSIVE – EVERYONE CAN BE THEMSELVES
- ENABLE OUR PEOPLE TO BE THEIR BEST, USING THE PHPP

#### OUR CULTURE

- COLLECTIVE EFFORT FOR SHARED OUTCOMES
- BRINGING HUMANITY TO EVERY INTERACTION

#### OUR PARTNERS

WORKING WITH AND BESIDE:

- GOVERNMENT AGENCIES
- MĀORI PACIFIC, AND ETHNIC COMMUNITIES
- COMMUNITY GROUPS
- INDUSTRY AND BUSINESS
- INTERNATIONAL PARTNERS

OUR VALUES » PROFESSIONALISM » RESPECT » INTEGRITY » COMMITMENT TO MĀORI & THE TREATY » EMPATHY » VALUING DIVERSITY



NEW ZEALAND  
POLICE

Ngā Pirihimani o Aotearoa

## Our people

- All Road Policing staff back from Covid19 duties
- We have 44/48 positions filled
- In process of hiring a new Sergeant to lead a team of 4 targeting alcohol in the Far North







## July 2019 – June 2020 Report

### Who are we?



### Moerewa Christian Fellowship



### Ngāti Hine Health Trust



### Priority Areas

Ministry of Transport (MOT) along with Crash Analysis Statistics (CAS) specify what the priority areas are nationally. They also give us an indication of what the high and medium risk are within our districts.

Below is a break down of the priority areas and an overview of a few initiatives the district delivers.

#### Focus areas in the High Risk include:

- Alcohol & Drug
- Safer Speeds
- Young Driver
- High Risk
- Restraints

#### Medium risk include:

- Fatigue
- Distractions

### Programme Overview

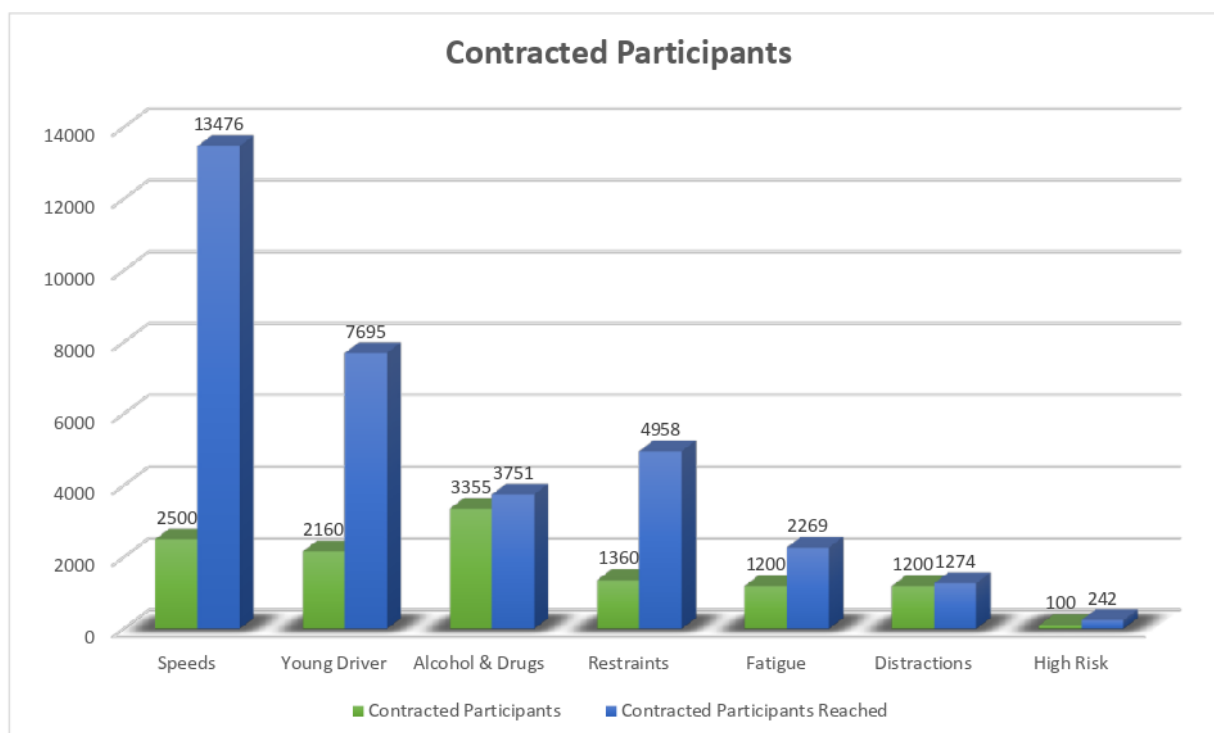
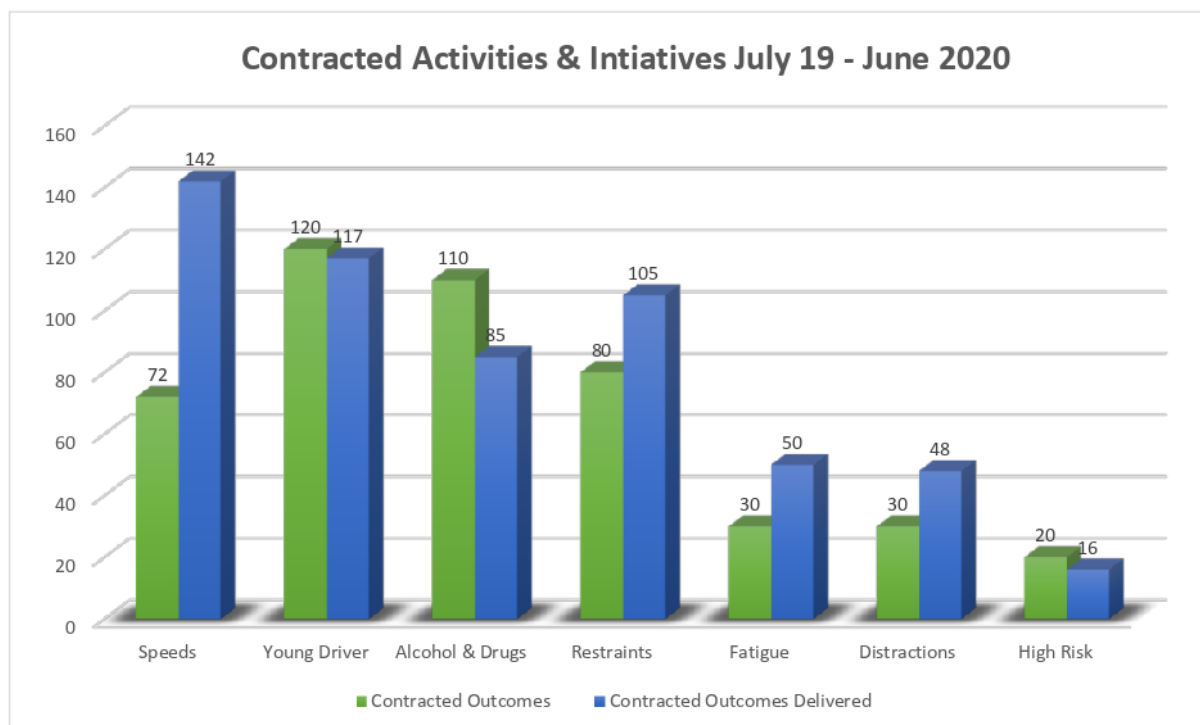
*The Road Safety Programme is all about improving community safety on our Far North District roading network by:*

- Reducing impaired driving
- Increasing the use of restraints
- Reducing speed related crashes
- Reducing fatigue and distractions while driving
- Improving young driver awareness
- Supporting high risk road user on repeat breach offences

*The programme supports our communities to enable them to make better choices and ultimately reduce the occurrence of fatal and serious crashes.*



### Overview of delivery July 2019 - June 2020



### Investment Overview

#### ANNUAL INVESTMENT



#### DISTRICT DISTRIBUTION



### **Far North District Road Safety Promotion Report July 2019 – June 2020**

Road Safety Far North focuses on a wraparound approach to deliver and promote road safety messaging. Engaging face to face with people at all levels is key, utilising media, working collaboratively with the Police, health sector, road engineers, Social Services and partners to promote the messages and activate change in behaviour.

Snapshot of deliveries:

- Educational Checkpoints with local police partners
- Traffic control @ local events
- Consultancy, networking, meetings and national conferences.
- Advertising/Marketing/Radio/ Cinema/ Social Media
- ‘ One Tear Too Many ‘ (OTTM) campaign marketing and promotion refreshed “Think” campaign
- SADD initiatives
- Summer/ Winter pop up campaigns
- Driver education courses – Learners, Restricted, Full and Defensive Driving Course
- Fatigue Stops
- Mobile Speed Trailer
- Summer pop-ups which is targeted at tourist and out of town drivers.
- Recourses - key rings, pens, backpacks, shirts and portable banners.
- Supporting and promotions at local events eg sports, school gala, Marae initiatives, ECE
- Collaborating with local business (Pizza Hut/KFC/Pak n Sav/ Liquor outlets) to create drive sober packs.
- Ongoing monitoring/ scoping/ development and enhancing programme for the district
- Maintaining relationships with key stakeholders

Nga mihi ano kia koutou katoa mo to mahi.

**TITLE:** Waka Kotahi (NZTA) Update

**ID:** A1346893

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

---

### Executive summary/Whakarāpopototanga

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

Key messages include:

- Waka Kotahi has agreed to fund 100% FAR for the fare revenue shortfall and direct operating cost increases for public transport services from July to December 2020.
- The greatest impact of COVID-19 to date on Waka Kotahi has been funding. COVID-19 will have an ongoing impact on travel patterns and revenue through the National Land Transport Fund (NLTF) for several years.
- At the same time, Waka Kotahi had an increase in unbudgeted expenditure in the form of the public transport fare subsidy and impact on capital works.
- Development of the 2021-24 NLTP is going to be one of the biggest challenges Waka Kotahi has faced in the COVID-19 environment.
- Waka Kotahi will need to balance the Government's transport priorities, with universal funding constraints, and the aspirations of your communities to rebuild your economies.

Steve Mutton – Director Regional Relationships, Upper North Island will be speaking to this paper and presentation.

---

### Recommendation

That the report 'Waka Kotahi (NZTA) Update' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 30 July 2020, be received.

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### Attachments/Ngā tapirihanga

Attachment 1: Waka Kotahi Update [↓](#) 

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### Authorised by Group Manager

**Name:** Tony Phipps

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

**Date:** 05 August 2020





## Key Messages

- Waka Kotahi has agreed to fund 100% FAR for the fare revenue shortfall and direct operating cost increases for public transport services from July to December 2020
- The greatest impact of COVID-19 to date on Waka Kotahi has been funding. COVID-19 will have an ongoing impact on travel patterns and revenue through the National Land Transport Fund (NLTF) for several years
- At the same time, Waka Kotahi had an increase in unbudgeted expenditure in the form of the public transport fare subsidy and impact on capital works
- Development of the 2021-24 NLTP is going to be one of the biggest challenges Waka Kotahi has faced in the COVID-19 environment.
- Waka Kotahi will need to balance the Government's transport priorities, with universal funding constraints, and the aspirations of your communities to rebuild your economies

## Investment Decision-Making Framework (IDMF)

- In June we released the IDMF Final Report, and signalled we were intending to move into implementing the changes in July
- However, technical issues with some of the tools and guidance meant we have had to defer implementation until in August
- We'll provide you with access to InvestHub in August - our new portal which will become our 'single access point' to all investment-related guidance, tools and learning information



# Arataki

**Arataki V2 is being prepared now to assess the likely impacts of COVID-19 on the land transport system**



**We have released evidence and insights from commissioned research to help inform your RLTPs**



**Regional insights, a national presentation and research reports are available on the Arataki website**





- The strategic front-ends of your RLTPs need to be completed by the end of September
- If you need any help in completing your front-ends, please reach out to our local teams who are available to help you
- We continue to work with the Transport Special Interest Group (TSIG) on prioritisation guidance – this should be released early August
- We've also been testing the benefits framework and guidance with TSIG - and we're developing a plan to roll this out in the next couple of months



## Waka Kotahi Investment Proposal (WKIP)

- The WKIP sets out the programme of activities that we propose for inclusion in the 2021-24 National Land Transport Programme (NLTP), to give effect to the GPS
- We're working through the draft GPS priorities, our state highway commitments, and the impacts of COVID-19 to finalise the draft WKIP
- The State Highway Activity Management Plan (SHAMP) will include all Crown investment in the regional land transport system
- Once endorsed by our Board, the WKIP will be shared with each RTC, to help provide direction for RLTPs



# Innovating Streets for People pilot fund

Creating people-friendly spaces through tactical urbanism

**Innovating Streets for  
People pilot fund  
launched  
(\$7m+ at 90% FAR)**



**For temporary projects  
with a pathway to  
permanence**



**About 40 projects that  
make streets more  
people-friendly**





## Asset Management Data Standard (AMDS)

- In late July, we released the first version of the AMDS to improve how we manage land transport assets
- Five workshops are being held in early August, giving attendees the opportunity to learn and provide essential feedback
- We're seeking feedback from anyone with an interest in the development and implementation of the standard
- There will be four releases leading up to the AMDS being implemented in mid-2021



## Driver distraction partnership

- We're collaborating with 2Degrees, Vodafone, Spark, Auckland Transport and NZ Police to raise awareness around the issue of mobile phone driver distraction
- The partnership aims to develop a series of thought-provoking campaigns and initiatives over the coming year to spread the word to 'drive undistracted'
- During July, observational research will take place to assess real-life driving behaviours



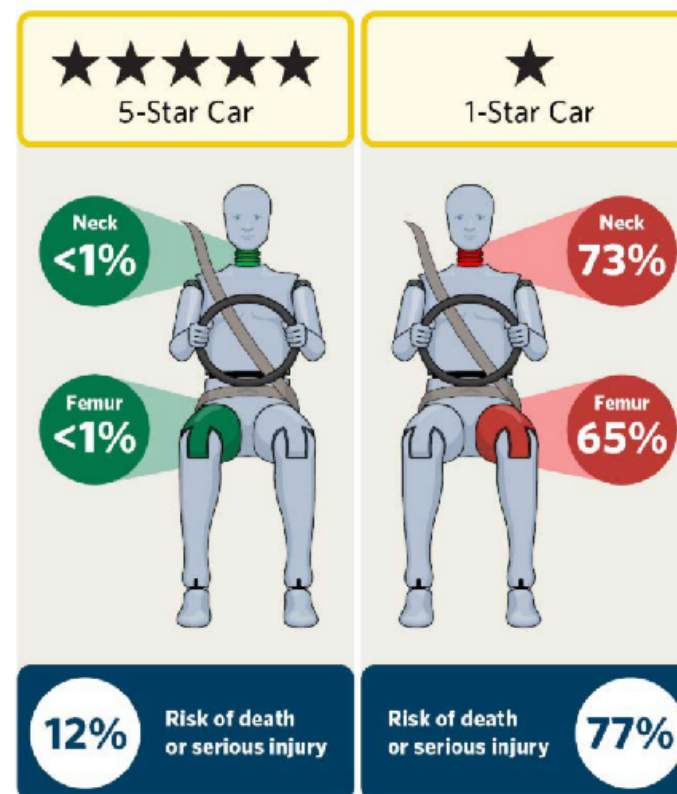
## Rail Safety Week

- Rail Safety Week is run from 10-16 August
- We've joined key partners, to raise awareness around rail safety and encourage safe behaviour around trains, railway tracks and level crossings
- This years focus is near misses
- To help spread the message, near miss memorials will be installed around the country



## Star ratings save lives in crashes

- We've released new crash test footage demonstrating that the choice you make when buying your next used car could be a life and death decision
- The footage shows the results of a controlled head-to-head crash test between a 1-star and a 5-star safety rated vehicle
- The outcome for the crash test dummies in each car showed a 77% chance of serious injury for the driver of the 1-star rated vehicle, compared to just a 12% chance of serious injury for the driver of the 5-star car





# Northland Project Updates



# New Zealand Upgrade Programme

## SH1 Whangarei to Pt Marsden Highway

- Detailed business case underway to recommend an option

## SH10/SH11 Puketona Junction

- Site office established and construction phase has begun (tree felling, services location, safety barriers, etc.)

## SH1/SH11 Kawakawa

- Pre-construction assessment and design discussions are nearing completion. Construction of retaining wall (first phase of intersection improvements) scheduled to begin mid-August.

## SH12/Rawene Road

- Hui with Ngāpuhi held in July. Construction expected to begin October 2020.

Construction procurement for five projects has started and all will be under construction within five years



- Flooding closed a number state highways closing roads to the Far North – SH15 Poroti, SH12 Taheke, SH1 Moerewa and Puhipuhi and SH11 Tamarere
- A number of slips across our network closed SH1 Whangarei, SH11 Opua and SH1 Mangamuka
- A shoulder collapse at SH1 Loop Road taking out a lane



Photo taken of Loop Road



## July Storm Event - Response

- Our crews were at all flooding sites from Friday night. Saturday evening flooding had receded and vehicles were able to pass.
- Slips at SH1 Whangarei and SH11 Opua were cleared by late Saturday afternoon.
- A shoulder collapse at SH1 Loop Road was repaired and open Saturday evening
- Only SH1 Mangamuka remains closed with a number of slips



## July Storm Event – Mangamuka Gorge – Slips

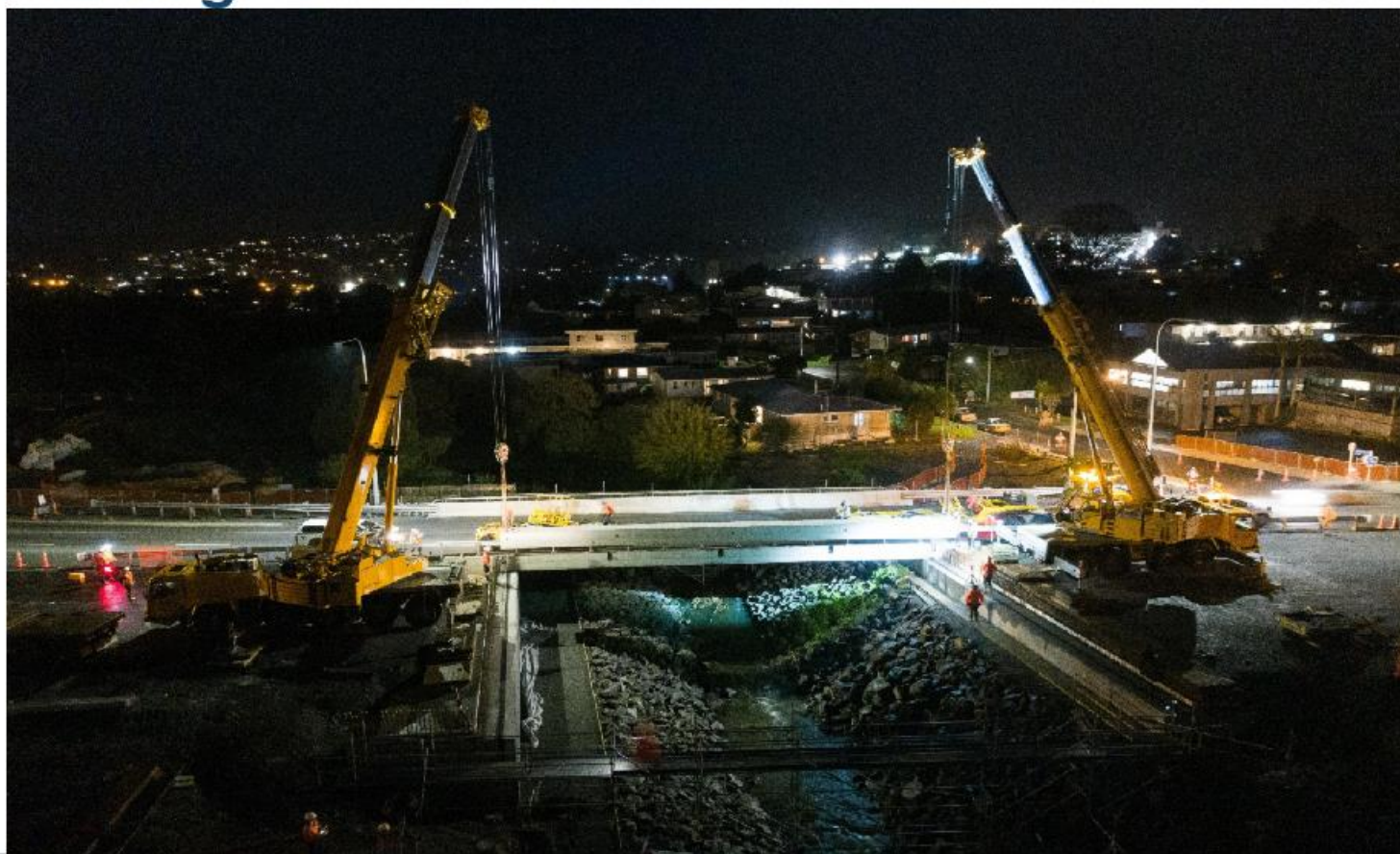




## July Storm Event – Mangamuka Gorge



## Tarewa Bridge Beam Installed









**TITLE:** Waka Kotahi (NZTA) Investment Decision Making Framework Review

**ID:** A1342795

**From:** Chris Powell, Transport Manager - Northland Transport Alliance

---

### Executive summary/Whakarāpopototanga

This paper serves to introduce Kevin Wright, Senior Manager Investment Assurance, who will be presenting on the recently reviewed Waka Kotahi (NZTA) Investment Decision Making Framework.

This presentation will be conducted via teleconference.

---

### Recommendation

That the report 'Waka Kotahi (NZTA) Investment Decision Making Framework Review' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 21 July 2020, be received.

---

### Background/Tuhinga

The Investment Decision-Making Framework (IDMF) is the process by which Waka Kotahi (NZTA) moves from strategic to specific investments.

Waka Kotahi uses the (IDMF) to:-

- Guide its investment decisions;
- Develop, assess and prioritise funding in the land transport system.

As it does this, it is required to give effect to the GPS, which sets out the government's priorities for expenditure from the NLTF over a 10-year period.

The NZTA has completed its review on how investments are developed, assessed and prioritised. This includes fundamental change in how NZTA make land transport investment decisions; putting people and place, rather than vehicles and networks, at the centre of their decision-making.

The NZTA uses its IDMF to develop, assess and prioritise funding transport investment proposals. The review of this framework was prompted by changes in the Government Policy Statement on Land Transport 2018 (GPS), which places more emphasis on social, economic, cultural and environmental outcomes in transport planning.

This includes environmental impact, safety, resilience, access to transport, public health, urban development and network benefits in transport planning and investment. The GPS 2018 also required an investigation of the NZTA's evaluation methods, and this has been incorporated as a core part of the review.

The review will result in changes to investment decision-making principles and policies, processes, tools and systems to ensure:

- A shift to a system-based approach to identify, assess and prioritise proposals for future transport investment.
- All transport modes and alternatives (including walking, cycling, public transport and new transport options such as electric scooters and the use of technology) are considered when planning and investing in land transport.

- The inclusion of social, economic, cultural, and environmental outcomes in transport planning and investment, and consideration of the wider impact of transport proposals on communities, the environment and surrounding transport infrastructure.
- A revised system that is robust and easy to use.

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**Attachments/Ngā tapirihanga**

Nil

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**Authorised by Group Manager**

**Name:** Tony Phipps

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

**Date:** 05 August 2020

**TITLE:** Ministry of Transport Information Session

**ID:** A1343316

**From:** Chris Powell, Transport Manager - Northland Transport Alliance

---

### Executive summary/Whakarāpopototanga

This paper serves to introduce Harriet Shelton, Supply Chain Manager - Ministry of Transport - Te Manatu Waka, who will be presenting on various transport related activities that affect Northland.

---

### Recommendation

That the report 'Ministry of Transport Information Session' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 22 July 2020, be received.

---

### Background/Tuhinga

The presentation will provide updates on: -

- The role and functions of the Ministry of Transport;
- The Government Policy Statement;
- The NZ Rail Plan;
- Rail in Northland;
- The Upper North Island Supply Chain Strategy; and
- The Government's Urban Growth Agenda.

---

### Attachments/Ngā tapirihanga

Nil

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### Authorised by Group Manager

**Name:** Tony Phipps

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

**Date:**

**TITLE:** State Highway 1/Loop Road South Intersection  
**ID:** A1348852  
**From:** Chris Powell, Transport Manager - Northland Transport Alliance

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### **Executive summary/Whakarāpopototanga**

This paper serves to introduce Councillor Greg Martin, the Whangarei District Council Elected Representative, who has requested to discuss the State Highway 1/Loop Road South Intersection.

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### **Recommendation**

That the report 'State Highway 1/Loop Road South Intersection' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 5 August 2020, be received.

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### **Background/Tuhinga**

Councillor Greg Martin, the Whangarei District Council Elected Representative, has requested to be afforded the opportunity to discuss the State Highway 1/Loop Road South Intersection.

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### **Attachments/Ngā tapirihanga**

Nil

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### **Authorised by Group Manager**

**Name:** Tony Phipps  
**Title:** Group Manager - Customer Services - Community Resilience  
**Date:**



**TITLE: Regional Land Transport Plan and Regional Public Transport Plan - Progress Report**

**ID:** A1347279

**From:** Chris Powell, Transport Manager - Northland Transport Alliance

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**Executive summary/Whakarāpopototanga**

This report serves to update the Regional Transport Committee on the Regional Land Transport Plan 2021-2027 (RLTP) and Regional Public Transport Plan (RPTP) since the 10 June 2020 meeting.

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**Recommendation(s)**

1. That the report 'Regional Land Transport Plan and Regional Public Transport Plan - Progress Report' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 31 July 2020, be received.
  2. That the Regional Transport Committee approve the recommended changes to the Investment Logic Mapping wording relating to the "Problem and Benefit Statements" and the "Objectives" for the Regional Land Transport Plan 2021-2027.
  3. That the Regional Transport Committee approve the Regional Land Transport Plan 2021-2027 Project Team's recommended "Regional Priorities" and the recommended priority listing of the "Regional Priorities".
- 

**Background/Tuhinga**

At the 10 June 2020 Regional Transport Committee (RTC) meeting, a report was tabled detailing:

- Progress on the preparation of the Draft Regional Land Transport Plan (RLTP) 2021-2027 and the Draft Regional Passenger Public Plan (RPTP), following the Covid-19 lockdown period.
- An update on the "Strategic Front End of both documents;
- The proposed consultation process to be undertaken for both Plans.

At the meeting, the following recommendation was approved:

- That staff continue to work on both documents as best they can in order to adhere as far as practicable to the approved timetable in order to secure funding assistance for the transport related activities contained in the plans.

Investment Logic Mapping Workshop

On Wednesday 10 June 2020, the RTC Elected Representatives and their support staff attended the 2021/2027 Regional Land Transport Plan Investment Logic Mapping workshop under the direction of an independent convenor, Stephen Davies Howard.

At this workshop, the RTC members approved the: -

- Wording and weightings for the "Problem Statements"; and
- Wording and weightings for the "Benefits Statements".

Following on from the above, an e-mail was sent to all Elected Representatives and their support staff on 3 June 2020 requesting approval that: -

- *The recommended weightings accurately captured the order of severity of the "Problem and Benefit Statements" as agreed at the workshop; and*

- The wording of the “Objectives” be approved.

A. RLTP and RPTP Project Team Recommendations for Change in Wording

Based on the feedback received, the RLTP/RPTP Project Team (Project Team) met on 27 July 2020 and agreed that the attached recommendations for minor changes to the wording relating to the “Problem Statements”, “Benefit Statements” and “Objectives” be tabled at 12 August 2020 for consideration and approval.

The proposed changes do not lessen the importance of the problems, required benefits and objectives of Northland but do assist in better aligning the ILM with the Objectives of Government Policy Statement for Transport 2020/2030.

See Attachment 1 for the “Project Teams Recommended Changes to the Problem Statements; Benefits Statements and Objectives”.

When approved, the Draft “Strategic Front End” will be amended accordingly.

B. RLTP Regional Priorities

Contained in the RLTP is a section titled “Regional Priorities”.

These priorities identify the most urgent and significant barriers in the short- to medium-term to achieving the longer-term vision and objectives for the region

On 27 July 2020, the RLTP/RPTP Project Team met and agreed to recommend to the RTC the “Regional Priorities” in descending order of importance.

See Attachment 2 for the list of “Project Team Recommended Regional Priorities” as reflected in the RLTP 2015/2021 and the draft RLTP 2021/2027.

When approved, the Draft “Strategic Front End” will be amended accordingly.

Draft Regional Land Transport Plan and Regional Passenger Transport Plan – “Strategic Front End”

Both draft plans continue to be work in progress. A summary of the RPTP and RLTP development is below:

Regional Land Transport Plan

- Strategic context is largely drafted - including trends in population growth, transport trends and economic trends.
- Work on the strategic framework, objectives, policies and regional priorities is underway.

Regional Public Transport Plan

- Strategic Context has been drafted.
- Objectives have been drafted.
- Policies and methods review is underway.
- Operational policies have been reviewed. The review has highlighted that there are some policy gaps that should be filled. Policies are currently being drafted and will address policies areas such as:
  - How council will manage requests for new or amended bus services.
  - How council will manage requests for transport to special events.

Timeframes

Since the last report to the RTC in June 2020, there have been a number of changes to the national timeframes that were provided by both the Ministry of Transport and the NZTA and the commencement of this process.

These changes have been identified as: -

- The Government Policy Statement being released late;
- Delay in the release of the Waka Kotahi Investment Proposal;
- Delay in the implementation of the Transport Investment Online programme.

Whilst no definitive release dates in regards the above have been received, any delays in the release of these important documents has the potential to: -

- Delay the required process for the release of the Draft RLTP 2021/2027 and Draft RPTP for public consultation by mid-December 2020. This will result in extreme pressure being placed on the ability of the RTC to have both the RLTP and RPTP being completed and submitted to NZTA by 30 April 2021.
- Should the RTC have to complete and release the Draft RLTP and RPTP for consultation in mid-December 2020 in order to meet NZTA set deadlines, there is the possibility of consulting whilst not having all relevant information available.

The above scenarios are cause for concern and it is recommended that the RTC impress on the NZTA the importance of meeting all set deadlines.

See [Attachment 4](#) for most up to date information pertaining to timeframes for the completion of the RLTP and RPTP.

#### Risk Register

The attached Risk Register has been updated to reflect the potential impact the national changes reflected in this report, will have on getting both the RLTP and RPTP completed and submitted into the NZTA Transport Investment Online by 30 April 2020.

See [Attachment 5](#) for copy of the Risk Register.

#### Consultation Process

It is planned to map out the consultation process in more detail in August 2020, however, as in previous years, the RTC will likely find itself having to consult on both plans in December 2020/January 2021. This is not considered to be an optimal time for councils to consult, however is necessary in this instance in order to meet the 30 April 2021 deadline for submission of the plans to the NZTA.

Staff have been advised that there are unlikely to be any changes to the statutory timeline for the submission of these plans.

Whilst there is the possibility of amendments in terms of government priorities and funding availability resulting from Covid-19, all councils are being encouraged to continue as they are at present, and to respond accordingly if advised of any changes.

Failure to meet the April 2021 deadline runs the risk of funding not being approved for transport BAU and projects across Northland.

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## **Considerations**

### **1. Options**

No.	Option	Advantages	Disadvantages
1	<p>Approve the recommended changes to the wording of the Investment Logic Mapping “Problem and Benefits Statements and the “Objectives”.</p> <p>Approve recommended “Regional Priorities” and their order of priority.</p>	<p>Allow for commencement on the “Strategic Front End” of the Regional Land Transport Plan 2021-2027.</p> <p>Assist in ensuring the completion of the Regional Land Transport Plan 2021-2027 meets the prescribed timelines.</p>	None
2	<p>Do not approve the recommended changes to the wording of the Investment Logic Mapping “Problem and Benefits Statements and the “Objectives”.</p> <p>Do not approve recommended “Regional Priorities” and their order of priority.</p>	None	<p>Delay in the commencement on the “Strategic Front End of the Regional Land Transport Plan”.</p> <p>Jeopardise the completion of the Regional Land Transport Plan 2021-2027 within the prescribed timelines.</p>

The staff’s recommended option is **Option 1**.

## 2. Significance and engagement

Sections 12 to 18H of the Land Transport Management Act 2003 details the Significance and Engagement requirements relating to the compilation a Regional Land Transport Plan.

Sections 117 and 118 of the Land Transport Management Act 2003 details the Significance and Engagement requirements relating to the compilation a Regional Public Transport Plan.

## 3. Policy, risk management and legislative compliance

Policies, Risk management and legislative compliance relating to the compilation of a Regional Land Transport Plan and a Regional Public Transport Plan are stipulated in the Land Transport Management Act 2003.

Risks at this time relate to the timely release of the Government Policy Statement and NZTA related documents and requirements.

## Further considerations

### 4. Community views

Community views are not required at this early stage.

### 5. Māori impact statement

No Maori impact statements are required at this early stage.

### 6. Financial implications

There are no financial implications identified at this time.




## 7. Implementation issues


As detailed under Section 3 of this paper.

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### Attachments/Ngā tapirihanga

Attachment 1: Recommended Changes to Investment Logic Mapping Exercise as agreed by Project Team on 27 July 2020 [↓](#) 

Attachment 2: Recommended Regional Land Transport Plan RLTP Regional Priorities as agreed by Project Team 27 July 2020 [↓](#) 

Attachment 3: Northland's RLTP 2020 - 21 & RPTP V0.1 Project Team Recommended Changes 27 July 2020 [↓](#) 

Attachment 4: Timelines for Regional Land Transport Plan 2021 to 2027 and Regional Public Transport Plan 2021 to 2031 [↓](#) 

Attachment 5: 2021-2027 RLTP and RPTP Risk Register [↓](#) 

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### Authorised by Group Manager

**Name:** Tony Phipps

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

**Date:** 05 August 2020

**Investment Logic Mapping Exercise Requested Changes 27 June 2020.**

**Recommended Changes to the “Problem Statements”, “Benefit Statements” and “Objectives”.**

**Problem Statement A**

- Problem:–
  - *The poor quality of our infrastructure and lack of resilience means we fail to support the transport needs of the regional economy*
- Recommended Change:–
  - *Major local variances in the quality of roads and lack of resilience means we fail to support the transport needs of the regional economy*

**Project Team Recommendation** = Request approval from RTC to make change

**Recommended Wording for Problem Statement A**

**“Major local variances in the quality of roads and lack of resilience means we fail to support the transport needs of the regional economy”**

**Problem Statement A**

- Problem:–
  - *Priority Rating of 50% too high relative to Safety*
- Recommend Change:-
  - *Reduce to 40% and increase safety to 30% to better reflect the GPS.*

**Project Team Recommendation** = Request approval from RTC to make change

**Problem Statement B**

- Problem:–
  - Northland remains reliant on road transport, but the demands on the network are changing, which means we fail to meet community/ business expectation
- Recommended Change:-
  - Change to read “**transport network**” otherwise it reads as roading network and excludes rail and coastal shipping etc.

**Project Team Recommendation** = Request approval from RTC to make change

**Recommended Wording for Problem Statement B**

**Northland remains reliant on road transport, but the demands on the transport network are changing, which means we fail to meet community/ business expectation**

#### Problem Statement D

- Problem:–
  - *Freight must use local unsealed roads to access arterial routes, which means that all users of local roads, the environment and people's health are affected adversely by dust*
- Recommended Change:-
  - *Not just freight though which is the issue. Its other economic or business related trips (consultants, experts, workers etc.) and general traffic that is also causing the issue for local residents and other vehicle users? Change Freight to **Heavy Vehicles***

Project Team Recommendation = Request approval from RTC to make change

#### Recommended Wording for Problem Statement D

Heavy vehicles must use local unsealed roads to access arterial routes, which means that all users of local roads, the environment and people's health are affected adversely by dust

#### Public Passenger Transport

- Problem:–
  - *Problem Statements – No specific mention of the role passenger transport plays across the region. This could affect the ability to secure financial assistance for existing and future passenger transport services.*
- Recommend Change:–
  - *Amend Problem Statement A to read" the poor quality of our infrastructure **and services** and lack of resilience means we fail to support the transport needs of the regional economy*
  - *Include reference to passenger transport in **Benefits 1 & 3.***

Project Team Recommendation = Request approval from RTC to make change

#### Recommended Changes to the "Benefit Statements"

##### Benefit Statement A

- Problem:-
  - *Adjust the Benefit weighting if/when the problem weighing amends*
- Recommend Change:-
  - *"Adjust the Benefit weight if/when the Problem weighing is amended".*

Project Team Recommendation = Request approval from RTC to make change

Benefit Statement Required for Road Safety

- Problem:–
  - There is a Problem Statement for “Safety”, but this is not reflected in the Benefit Statements.
- Recommended Change:–
  - Insert “Contribute to a reduction in social harm and deprivation in Northland” in Benefit Statement C

Project Team Recommendation = Request approval from RTC to make change

Recommended Wording for Safety Benefit

“Contribute to a reduction in social harm and deprivation in Northland”

Recommended Changes to the “Objectives”

Objective 1

- Problem:–
  - We will develop a resilient transport network that strengthens all parts of the transport system and enables economic and social development in Northland and beyond in a timely and sustainable way
- Recommended Change:–
  - Remove the words ‘ and beyond’

Project Team Recommendation = Request approval from RTC to make change.

Recommended Wording for Objective 1

We will develop a resilient transport network that strengthens all parts of the transport system, and enables economic and social development in Northland in a timely and sustainable way

Objective 2

- Problem: –



- Ensure that the people of Northland are **well informed and have transport choice** to access jobs and amenity
- Recommend Change: –
  - *Change to read - Ensure that the people of Northland have transport choices to access jobs and amenities and they are well informed of these choices*

Project Team Recommendation = Request approval from RTC to make change.

Recommended Wording for Objective 5

Ensure that the people of Northland have transport choices to access jobs and amenities and they are well informed of these choices.

Objective 5

- Problem: –
  - *5. We will ensure we integrate transport needs in land use planning*
- Recommended Change: –
  - *5. Improved integration of transport needs in land use planning*

Project Team Recommendation = Request approval from RTC to make change

Recommended Wording for Objective 5

Improved integration of transport needs in land use planning

**Regional Land Transport Plan 2021/2027**

**Project Team Recommended "Regional Priorities".**

**RTC Approved 2015/2021 Priorities**

1. Regional and national connectivity;
2. Economic and tourism development (including addressing perceptions of travel in the region)
3. Route resilience and security;
4. Addressing constraints due to topography and geography;
5. Future proofing and long term planning;
6. Reducing the environmental effects of the transport network;
7. Greater alignment between central and local government;
8. Considering the needs of the transport disadvantaged (includes addressing social deprivation)
9. Improving transport choices in rural communities.

**Proposed 2021/2027 Priorities (in descending order of importance)**

1. Reducing transport related deaths and serious injuries;
2. Regional and national connectivity;
3. Route resilience and security;
4. Regional economic and tourism development;
5. Reducing the environmental effects of the transport network;
6. Considering the needs of the transport disadvantaged (including transport choice in rural areas);
7. Future proofing and long-term planning.

Northland Regional Council



# Northland to Auckland – Northland's Regional Land Transport Plan

INVESTMENT LOGIC MAP  
Programme

## PROBLEM

## BENEFIT

**A**

Major local variances in the quality of our infrastructure and services and lack of resilience means we fail to support the transport needs of the regional economy 40%

Enable economic development activity 35%

- Travel time reliability - motor vehicles
- Throughput freight mode share value
- Passenger Transport

Objective:

1. We will develop a resilient transport network that strengthens all parts of the transport system and enables economic and social development in Northland in a timely and sustainable way

**B**

Northland remains reliant on road transport, but the demands on the transport network are changing, which means we fail to meet community/ business expectation 20%

Greater regional resilience 30%

- Temporal availability -road
- Road assessment rating of roads
- Crashes by severity

Objective:

2. Ensure that the people of Northland have transport choices to access jobs and amenities and they are well informed of these choices

**C**

Drivers lack of respect for the environment, other road users and the rules of the road results in a high number of crashes involving in death or serious injury 30%

Contribute to a reduction in social harm and deprivation in Northland 25%

- Increase community cohesion
- Access to key destinations
- Amenity value- natural environment
- Passenger Transport

Objective:

3. We will design and build for human vulnerability, but encourage and promote safer choices and safer behaviour on our roads

**D**

Heavy vehicles must use local unsealed roads to access arterial routes, which means that all users of local roads, the environment and peoples health are affected adversely by dust 10%

The environmental impact of travel is reduced 10%

- Pollution atmosphere are reduced
- Network condition -road
- Network condition -cycling

Objective:

5. Improved integration of transport needs in land use planning

Objective:

4. We will acknowledge and reflect the rich culture of Northland to enhance everything we do

Business Problem Owner: Regional Transport Committee  
Facilitator: Stephen Davies Howard  
Accredited Facilitator: Yes

Version no: 0.1  
Initial Workshop: 10/06/2020  
Last modified by: Stephen Davies Howard 10/06/2020  
Template version: 5.0

**Regional Land Transport Plan 2021/2027 and Regional Public Transport Plan 2021/2031**

**Indicative**

<b>Task</b>	<b>Indicative Timeline</b>
Draft GPS Released	19 March 2020
ILM Workshop	10 June 2020
Draft Activity Management Plans	31 July 2020
One-page summary of what councils can expect from Waka Kotahi and when Waka Kotahi investment signals and other associated products/collateral will be received.	31 July 2020
Draft final GPS expected to be considered by Cabinet.	10 August 2020
Release of key documents approved by Board – WKIP & FAR requires Ministerial oversight before release.	From 21 August 2020
Firm Activity Management Plans	31 August 2020
Draft RLTP and RPTP “Strategic Front End”	31 August 2020
Final Activity Management Plans and Bids	15 December 2020
Consultation on Draft RLTP and RPTP – “Have Your Say Sessions”	Mid December 2020 to 31 January 2021
Based on public feedback, RTC considers and agrees content of RLTP and RPTP for final version.	12 February 2021
RTC approves finalised RLTP and RPTP to be presented to NRC for approval.	8 April 2021
NRC approves RLTP and RPTP for submission to NZTA	21 April 2021
RLTP and RPTP to be fully downloaded into TIO	30 April 2021

**To Be Confirmed**

<b>Task</b>	
Release of Arataki Version 2	
Release of State Highway Activity Management Plan	
Release of Waka Kotahi Investment Proposal (WKIP)	
Last date to return continuous programmes spreadsheets for national and regional consolidation, and to enter improvement activities into existing TIO templates.	14 September 2020
Final Changes to TIO to be completed	October 2020

**2021/2027 Regional Land Transport Plan and Regional Public Transport Plan 2021/2031.**

**Risk Register:- July 2020**

<b>Risk</b>	<b>Potential Impact</b>	<b>Mitigation</b>	
Insufficient MoT Resourcing	Inability to deliver government policies and processes on time	Work closely with MoT staff and the Special Transport Interest Group	
Insufficient NZTA Resourcing	Inability to deliver National Land Transport Programme on time	Work closely with NZTA staff to monitor progress	
Insufficient NTA Resourcing	Result in project milestones not being met, incomplete and inaccurate information entered into TIO and incorrect information for consultation	Project Team and Steering Group to monitor. If required, consultants will need to be employed.	
* Late release of Early GPS signals	Delay in the compilation, approval and consultation on the RLTP "Front End"	Early GPS signals released.	
<b>Coronavirus – Disruptions to Process</b>	<b>Could potentially delay the entire RLTP process for an indefinite time period</b>	<b>Continue to monitor and report to the RTC</b>	
*Late ILM workshop	Delay in the compilation of the Draft RLTP and in meeting approved milestones	ILM workshop undertaken. Awaiting confirmation of Project Team Recommendations	
Late release of NZTA RLTP and RPTP compilation guidelines	Potential of delaying RLTP and RPTP by 30/4/20.	NZTA guidelines released.	
Late Release of NZTA Timelines	Potential of delaying RLTP and RPTP by 30/4/20.	NZTA timelines released. These may however change	
Late Release of final GPS	Potential of delaying RLTP and RPTP by 30/4/20.	MoT to provide progress updates. Project Team to monitor.	
Late release of NZTA "Arataki" - 10 Year Forecast	Delay in the compilation, approval and consultation on the RLTP "Front End"	RTC to approve continuation with RLTP "Front End".	
Late release of NZTA TAIP	Delay in RCA's compilation of their LTP's and downloading information into TIO by 30/4/20.	NZTA to provide progress updates. Project Team to monitor.	
Delay in implementation of revised TIO system	Potential delays in entering the required information into TIO by 30/4/20.	NZTA to provide progress updates. Project Team to monitor.	
Change of RTC Members following local government elections	Will result in new members having to be fully briefed on the RLTP and the process for its implementation.	Constant dialogue will all RTC elected representatives to ensure they are fully conversant with the process	
New Government following 2020 National Elections	Potential significant changes to RLTP Objectives, outcomes and Projects.	If changes significant, RLTP and RPTP may have to be revised or redone.	
RTC not fully appraised of process and progress	Potential to delay RLTP process due uncertainty.	ALL RTC elected representatives to be fully informed and updated on process and progress.	
District Councils, NRC and NZTA not informed of process, progress and agreements by RTC on the RLTP and RPTP.	Has the potential to delay in completion of the RLTP in time.	All elected representatives to report back to their respective organisations following each meeting and/or workshop.	
Drought related Funding Requirements	Relevant district councils may require increased local share funding for drought relief infrastructure at the expense of planned roading projects	Affected district councils to advise RTC of any such plans	
Delay in the release of Councils Long Term Plans	Could potentially delay the RLTP process and delay completion by 30/4/21	Project Team to monitor and approach relevant approved authorities	
Delays to key Regional and District Council transport strategies/plans or Business Cases such as the Twin Coast Discovery Route PBCs	This could adversely affect Councils applications for funding as these strategies/plans form an important part of the funding requests.	Project Team to monitor District Council progress and report back to individual councils and RTC if required.	
RTC cannot agree on project prioritisation	Delay in completing the RLTP by 30/4/20	Same process as used in 15/18 RLTP recommended.	
RTC cannot agree on content of RLTP	Delay in completing the RLTP by 30/4/21	Ensure alignment throughout RLTP and RPTP processes.	
Northland Regional Council does not accept RTC approved RLTP	This will delay the funding applications which has the potential to adversely impact on regional funding assistance applications.	Ensure all RCA's and NRC are regularly updated on process and progress by their respective RTC representatives and staff.	
Inconsistent messaging to NZTA regional Offices	Will result in confusion as to the content of the RLTP and RPTP, the processes to be followed resulting in additional/duplication of work.	Work closely with NZTA staff to monitor progress	
Delay Consultation Process Undertaken (HYS) due to delay in release of GPS, TAIP and implementation of TIO	Submission period delayed. RLTP and RPTP will not be completed on time.	NZTA to continually update RTC and Project Team on developments.	

**Key**

GPS = Government Policy Statement  
 ILM = Investment Logic Mapping  
 MoT = Ministry of Transport  
 NZTA = New Zealand Transport Agency  
 RLTP = Regional Land Transport Strategy  
 TAIP = Transport Agency Investment Proposal

**Colour Coding**

Low Risk = Green  
 Medium Risk = Yellow  
 High Risk = Red