

Regional Transport Committee
Wednesday 14 October 2020 at 9.30am

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the Council Chamber
36 Water Street, Whangārei
on Wednesday 14 October 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

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TITLE: Confirmation of Minutes - 10 June 2020
ID: A1361783
From: Evania Arani, Executive Assistant Customer Services - Community Resilience

Recommendation

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

Attachments/Ngā tapirihanga

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

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 07 October 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: A1361788

From: Chris Powell, Transport Manager - Northland Transport Alliance

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.

Recommendation

That the report 'Northland Regional Land Transport Plan 2018-2021 Funding Uptake' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 8 September 2020, 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 Far North District Council, Whangarei District Council, Kaipara District Council and the Northland Regional Council.

Waka Kotahi 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 was sourced directly from the Waka Kotahi's '2018 – 21 National Land Transport Programme for Northland' and from the relevant subsidy claims as submitted to Waka Kotahi by the approved authorities.

With the August 2020 Regional Transport Committee meeting being cancelled due to the move from Covid Level 1 to Covid Level 2, the full 2019/2020 financial year funding uptake spreadsheets have been included in this report.

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 to have unspent allocations carried over into the 2020/2021 financial year.

The funding uptake for the 2020/2021 financial year has not been included as this will only cover two months and will not provide an accurate indication of progress.

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

Attachments

Attachment 1: RTC Funding Uptake Report for October 2020 Meeting [↓](#) 

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 07 October 2020

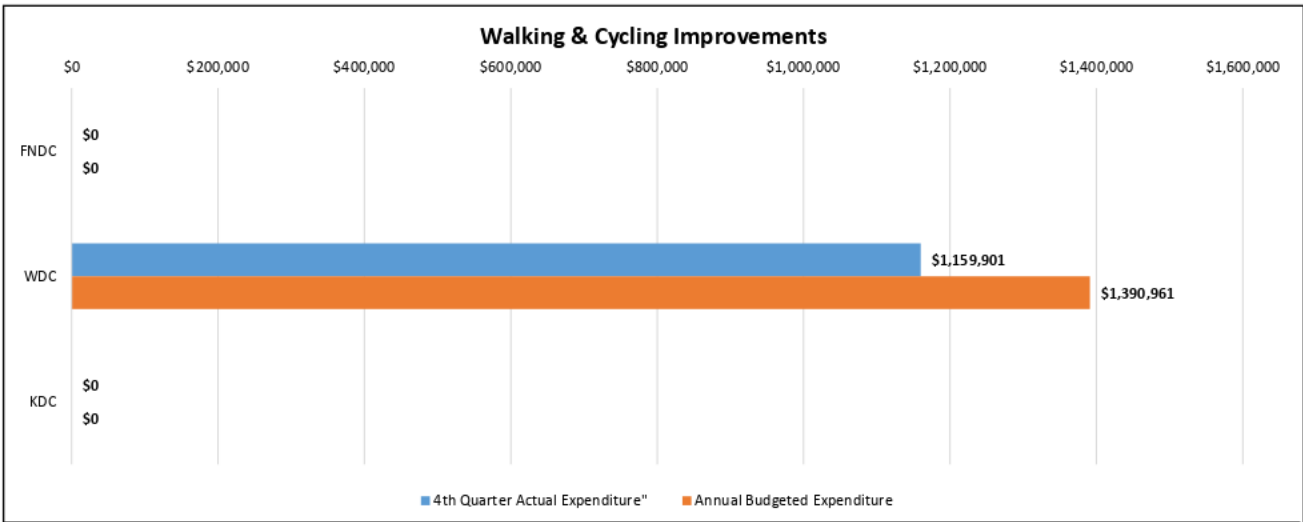
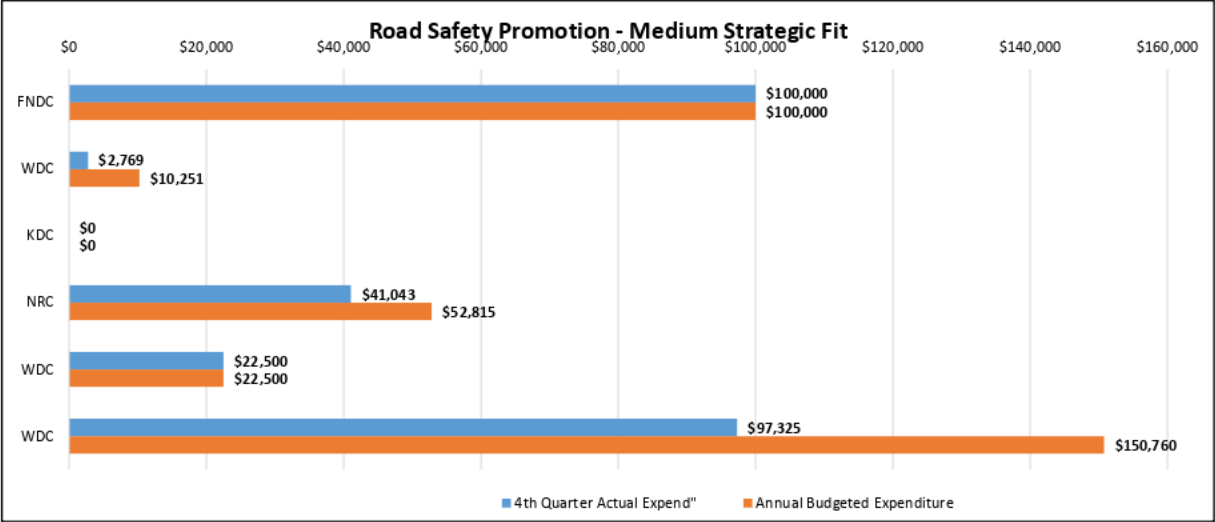
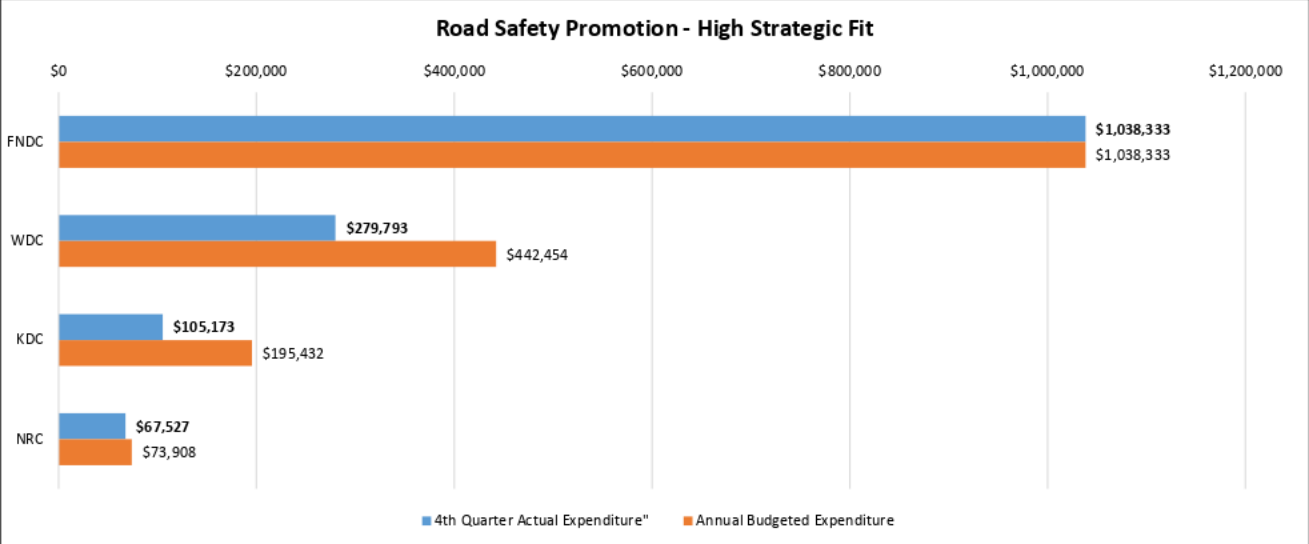
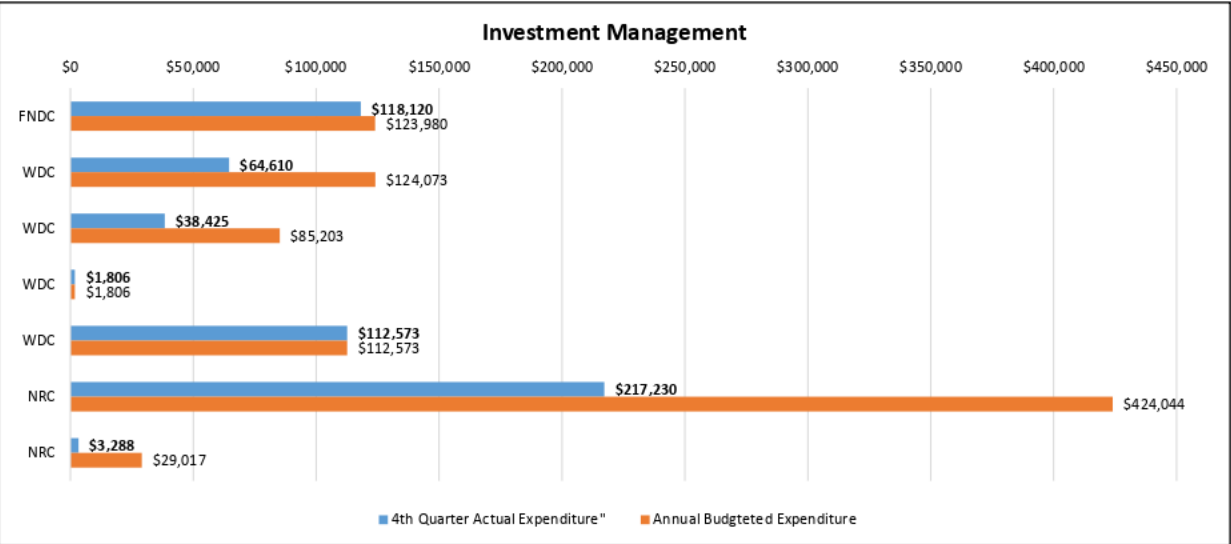
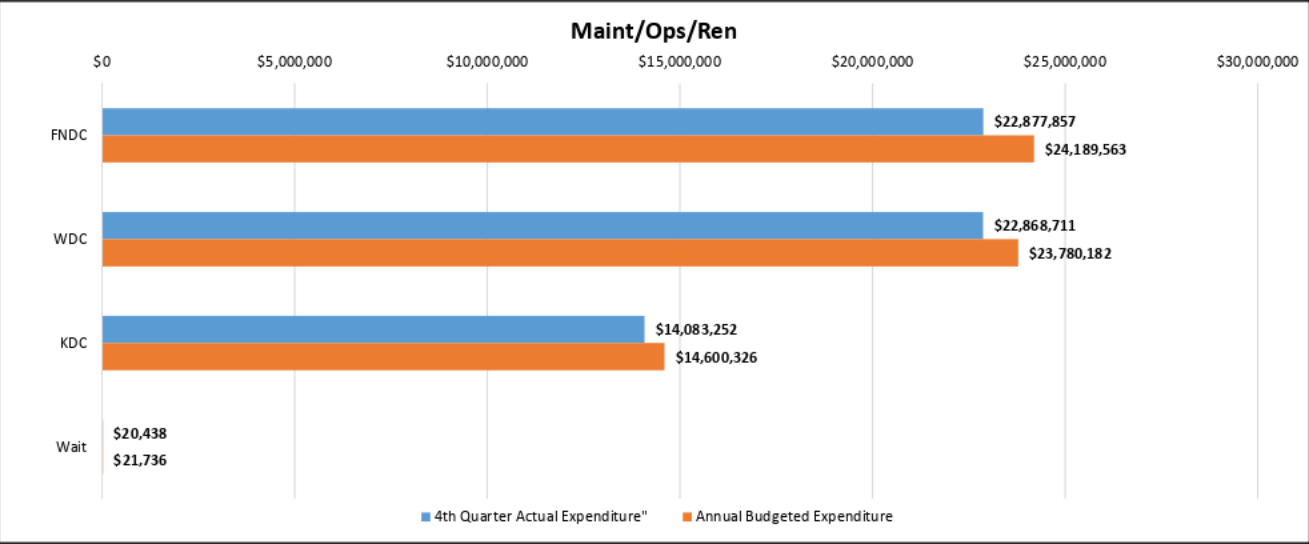
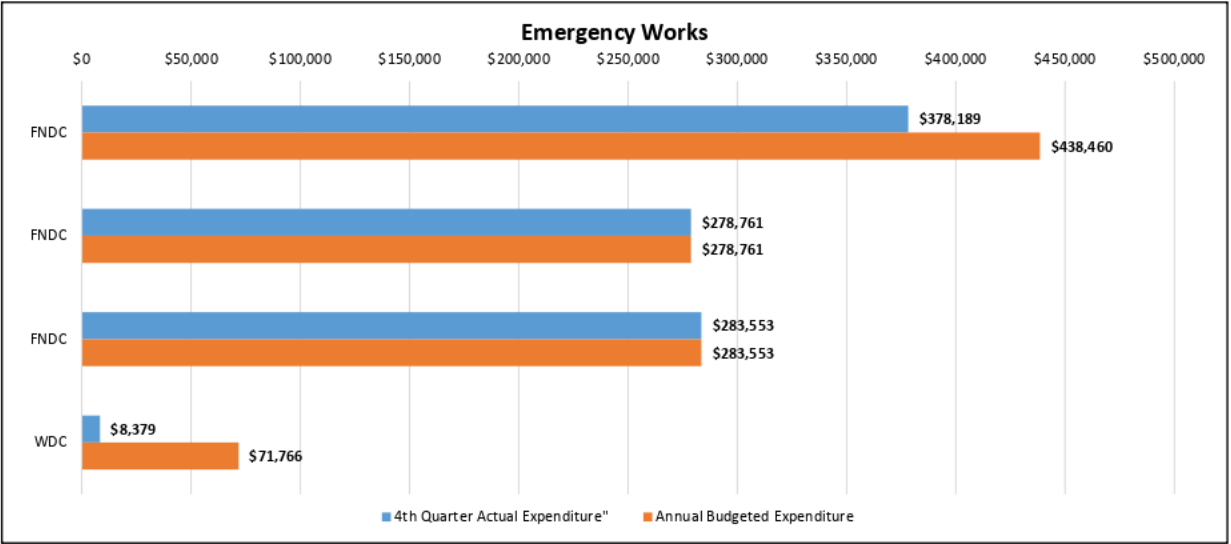
Regional Land Transport Plan 2015/2021 Three Year Review - Funding Uptake for the 2019/20 Financial Year

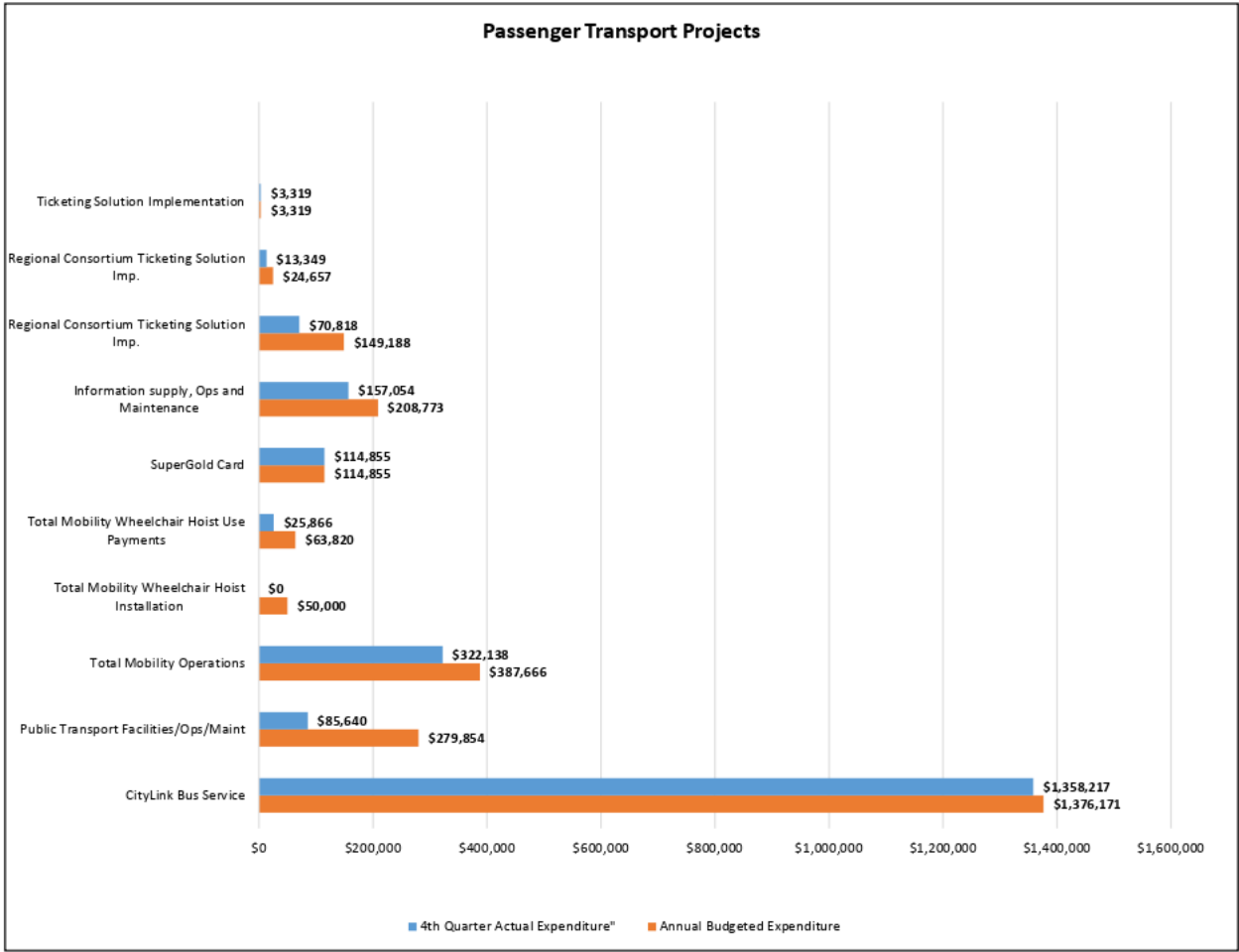
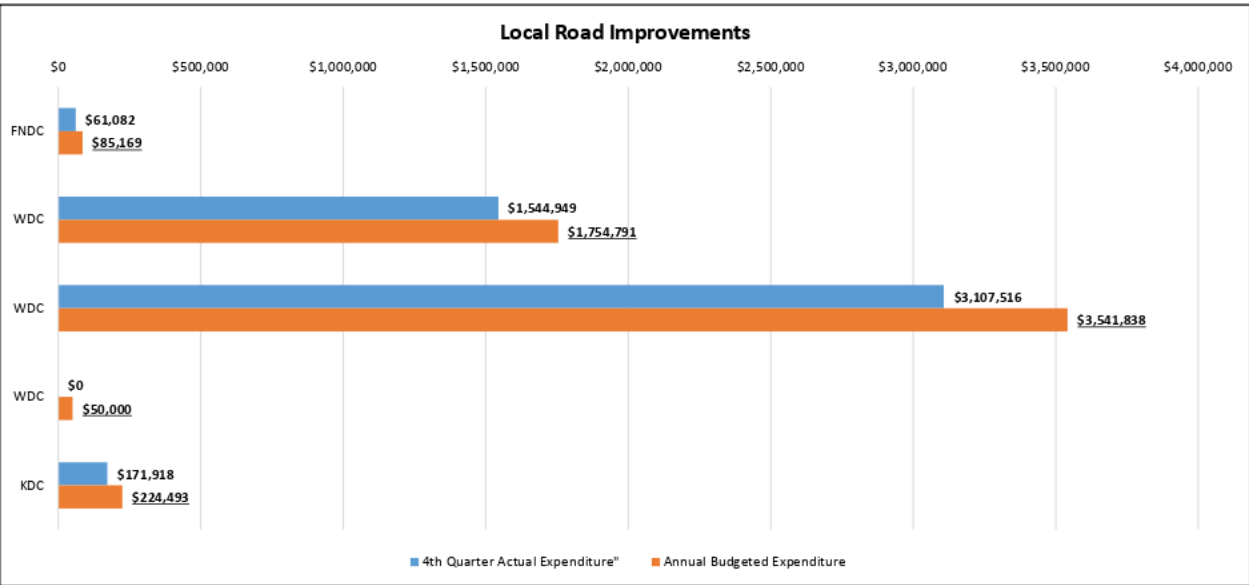
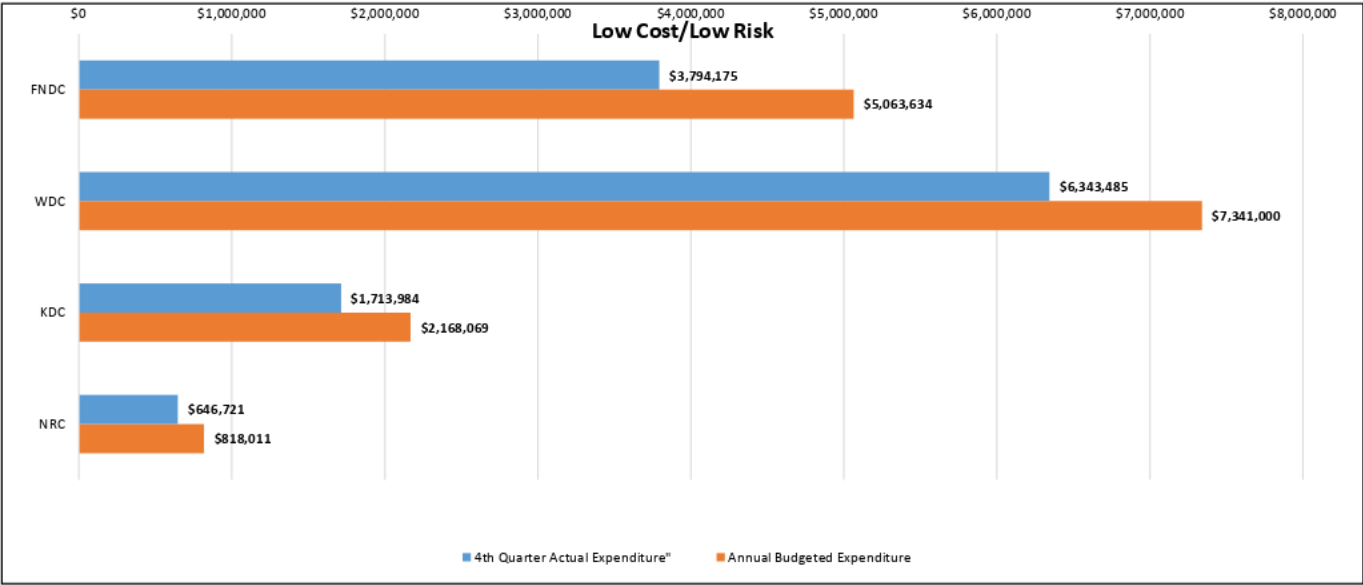
RLTP Funding 4th Quarter = 1 July 2019 - 30 June 2020

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			Cumulative 1st, 2nd, 3rd & 4th 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	Forecast Expenditure	Actual Expenditure	Progress		
Emergency Works																						
Weather Event - June 2018	141	FNDC	66%	App	\$438,460	\$378,189	86%	\$60,271	\$278,761	\$278,761	100%	\$278,761	\$278,761	100%	\$278,761	\$278,761	100%	\$438,460	\$378,189	86%	N/A	All Work Completed. Funding fully utilised
Weather Event - June 2018	141	FNDC	66%	App	\$278,761	\$278,761	100%	\$0	\$446,780	\$141,209	32%	\$734,024	\$256,890	35%	\$734,024	\$437,739	60%	\$278,761	\$278,761	100%	N/A	All Work Completed. Funding fully utilised
Weather Event - August 2019	141	FNDC	66%	App	\$283,553	\$283,553	100%	\$0	\$31,000	\$0	0%	\$400,500	\$21,738	5%	\$876,000	\$80,988	9%	\$283,553	\$283,553	100%	N/A	All contracts have been awarded and are underway
Weather Event - June 2018	141	WDC	53%	App	\$71,766	\$8,379	12%	\$63,387	\$5,000	\$8,179	164%	\$50,000	\$8,179	16%	\$71,766	\$8,902	12%	\$71,766	\$8,379	12%	N/A	- Unspent funds carried overs into 2020/2021 Funding carried over into 2020/21 year.
Maintenance/Ops/Renewals																						
	111 - 222	FNDC	66%	App	\$24,189,563	\$22,877,857	95%	\$1,311,706	\$4,178,968	\$6,045,645	145%	\$10,399,204	\$10,330,077	99%	\$17,991,598	\$17,838,127	99%	\$24,189,563	\$22,877,857	95%	N/A	Majority of the programme completed with some renewals to be carried forward into 2020/2021.
	111 - 222	WDC	53%	App	\$23,780,182	\$22,868,711	96%	\$911,471	\$4,300,000	\$6,737,592	157%	\$11,300,000	\$11,289,907	100%	\$19,800,000	\$18,350,613	93%	\$23,780,182	\$22,868,771	96%	N/A	rehabilitations delayed to the COVID-19 lockdown.
	111 - 222	KDC	61%	App	\$14,600,326	\$14,083,252	96%	\$517,074	\$2,820,809	\$536,257	19%	\$8,868,540	\$8,203,654	93%	\$13,486,268	\$12,492,567	93%	\$14,600,326	\$14,083,252	96%	N/A	Underspend to be carried over into 2020/21 year.
	111 - 151	Wait	100%	App	\$21,736	\$20,438	94%	\$1,298	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$21,736	\$20,438	94%	N/A	Covid-19 lockdown disrupted renewals and maintenance delivery, remainder of budgets and
	111 - 213	DoC	51%	App	\$265,992	\$133,143	50%	\$132,849	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$265,992	\$133,143	50%	N/A	No comments received
Investment Management																						
Kerikeri/Waipapa Proramme	2	FNDC	66%	App	\$123,980	\$118,120	95%	\$5,860	\$6,250	\$8,720	140%	\$13,600	\$40,035	294%	\$20,680	\$86,845	420%	\$123,980	\$118,120	95%	N/A	Programme Business Case near completion.
Business Case	3	WDC	53%	App	\$124,073	\$64,610	52%	\$59,463	\$10,000	\$0	0%	\$40,000	\$35,432	89%	\$80,000	\$65,067	81%	\$124,073	\$64,610	52%	N/A	Remaining funds to be carried over into 2020/2021
Activity Management	3	WDC	53%	App	\$85,203	\$38,425	45%	\$46,778	\$10,000	\$16,155	162%	\$30,000	\$28,743	96%	\$60,000	\$32,825	55%	\$85,203	\$38,425	45%	N/A	Work in progress. Unspent funding will be carried
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%	\$1,806	\$1,806	100%	N/A	Work in progress. Unspent funding will be carried
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%	\$1,806	\$1,806	100%	N/A	All Work Completed. Funding fully utilised
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%	\$112,573	\$112,573	100%	N/A	All Work Completed. Funding fully utilised
Regional Land Transport Plan	1	NRC	54%	App	\$424,044	\$217,230	51%	\$206,814	\$100,000	\$49,154	49%	\$212,012	\$86,346	41%	\$212,032	\$127,377	60%	\$424,044	\$217,230	51%	N/A	Work in progress. Unspent funding will be carried
Regional Public Transport Plan	3	NRC	54%	App	\$29,017	\$3,288	11%	\$25,729	\$5,000	\$550	11%	\$15,000	\$1,613	11%	\$20,000	\$3,288	16%	\$29,017	\$3,288	11%	N/A	Work in progress. Unspent funding will be carried
Regional Road Safety Action Plan	3	NRC	54%	App	\$191,249	\$67,728	35%	\$123,521	\$50,000	\$17,000	34%	\$100,000	\$24,972	25%	\$130,000	\$41,567	32%	\$191,249	\$67,728	35%	N/A	Provision for additional staff member. Will now be
Regional Transport	3	NRC	54%	App	\$60,000	\$35,880	60%	\$24,120	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	\$60,000	\$35,880	60%	N/A	done in 2020/21 FY Final funding approval received during 4th quarter
Road Safety Promotion																						
High Strategic Fit	432	FNDC	66%	App	\$1,038,333	\$1,038,333	100%	\$0	\$279,444	\$279,444	100%	\$469,166	\$496,166	106%	\$848,610	\$848,611	100%	\$1,038,333	\$1,038,333	100%	N/A	All Work Completed. Funding fully utilised
	432	WDC	53%	App	\$442,454	\$279,793	63%	\$162,661	\$10,000	\$76,175	762%	\$100,000	\$203,354	203%	\$250,000	\$248,696	99%	\$442,454	\$279,793	63%	N/A	Unspent funding will be carried over into 2020/21
	432	KDC	61%	App	\$195,432	\$105,173	54%	\$90,259	\$17,335	\$2,162	12%	\$66,191	\$67,350	102%	\$115,049	\$98,346	85%	\$195,432	\$105,173	54%	N/A	year. Expenditure affected by Covid-19 lockdowns and resulted in an underspend, intent is to utilise underspend on extra road safety promotion activities in 20-21
	432	NRC	54%	App	\$73,908	\$67,527	91%	\$6,381	\$10,000	\$25,274	253%	\$30,000	\$40,428	135%	\$50,000	\$47,766	96%	\$73,908	\$67,527	91%	N/A	No projects undertaken during Covid-19 lockdown. Unspent funding will be carried into the 20/21 FY.
	432	NRC	54%	App	\$50,896	\$37,013	73%	\$13,883	\$5,000	\$8,779	176%	\$20,000	\$14,620	73%	\$35,000	\$28,506	81%	\$50,896	\$37,013	73%	N/A	No projects undertaken during Covid-19 lockdown. Unspent funding will be carried into the 20/21 FY.
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%	\$100,000	\$100,000	100%	N/A	All Work Completed. Funding fully utilised
	432	WDC	53%	App	\$10,251	\$2,769	27%	\$7,482	\$0	\$2,769	0%	\$0	\$2,769	0%	\$5,000	\$2,769	55%	\$10,251	\$0	0%	N/A	Unspent funding will be carried over into 2020/21
	432	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	year. No funding assistance was applied for.
	432	NRC	54%	App	\$52,815	\$41,043	78%	\$11,772	\$5,000	\$8,011	160%	\$25,000	\$11,737	47%	\$40,000	\$33,944	85%	\$52,815	\$43,043	81%	N/A	No projects undertaken during Covid-19 lockdown. Unspent funding will be carried into the 20/21 FY.
ACC Funded Cycling Education	432	WDC	100%	App	\$22,500	\$22,500	100%	\$0	\$0	\$0	0%	\$0	\$0	#DIV/0!	\$22,500	\$1,554	7%	\$22,500	\$22,500	100%	N/A	All Work Completed. Funding fully utilised
Bike Skills Training	432	WDC	53%	App	\$150,760	\$97,325	65%	\$53,435	\$0	\$12,740	12740%	\$50,000	\$40,866	82%	\$100,000	\$97,325	97%	\$150,760	\$97,325	65%	N/A	Unspent funding will be carried over into 2020/21 year.

Walking & Cycling Improvements																						
Cycleways Construction 2015/18-Construction	452	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No subsidy was applied for under this cost centre
	452	WDC	53%	App	\$1,390,961	\$1,159,901	83%	\$231,060	\$900,000	\$1,390,961	155%	\$1,390,961	\$1,390,961	100%	\$1,390,961	\$1,390,961	100%	\$1,390,961	\$1,159,901	83%	N/A	All Work Completed. Funding fully utilised
	452	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No subsidy was applied for under this cost centre
Low Cost Low Risk																						
Low cost / low risk improvements 2018-21-Local Roads	341	FNDC	66%	App	\$5,063,634	\$3,794,175	75%	\$1,269,459	\$310,000	\$762,383	246%	\$2,110,000	\$1,775,576	84%	\$6,950,000	\$2,208,367	32%	\$5,063,634	\$3,794,175	75%	N/A	Projects were carried forward into 2020/2021 due to the Covid-19 lockdown which had a significant impact on the delivery program. Programme affected by delays through the COVID-19 Lockdown. Unspent funding will be carried over into 2020/21 year. part of a wider improvement project for Mangawhai, reduction to budget will happen at first quarter of current FY, Covid-19 lockdown also had an impact on improvement programme, all works not started or
Low cost / low risk improvements 2018-21-Local Roads	341	WDC	53%	App	\$7,341,000	\$6,343,485	86%	\$997,515	\$860,000	\$1,155,257	134%	\$3,360,000	\$1,942,623	58%	\$6,300,000	\$3,580,828	57%	\$7,341,000	\$6,343,485	86%	N/A	
Low cost / low risk improvements 2018-21-Local Roads	341	KDC	61%	App	\$2,168,069	\$1,713,984	79%	\$454,085	\$1,272,000	\$188,427	15%	\$2,221,000	\$978,407	44%	\$3,170,369	\$1,562,723	49%	\$2,168,069	\$1,703,984	79%	N/A	
Low Cost Low Risk Improvements 18/21 - Public Transport	532	NRC	54%	App	\$818,011	\$646,721	79%	\$171,290	\$204,000	\$285,429	140%	\$409,005	\$441,726	108%	\$613,557	\$471,074	77%	\$818,011	\$646,721	79%	N/A	
Low cost / low risk improvements 2018-21-Local Roads	341	Wait	100%	App	\$129,312	\$45,774	35%	\$83,538	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$129,312	\$66,212	51%	N/A	No comments requested.
Local Road Improvements																						
LED Streetlight Upgrades	324	FNDC	85%	App	\$85,169	\$61,082	72%	\$24,087	\$8,276	\$3,697	45%	\$8,276	\$3,697	45%	\$75,000	\$3,697	5%	\$85,169	\$61,082	72%	N/A	The remaining budget for the LED retrofit will be carried forward into 2020/2021 to install the last remaining non-LED streetlights. Programme affected by delays through the COVID-19 Lockdown. Unspent funding will be carried over into 2020/21 year. Programme affected by delays through the COVID-19 Lockdown. Unspent funding will be carried over into 2020/21 year.
LED Streetlight Upgrades	324	WDC	85%	App	\$1,754,791	\$1,544,949	88%	\$209,842	\$700,000	\$682,785	98%	\$1,200,000	\$975,899	81%	\$1,800,000	\$1,227,058	68%	\$1,754,791	\$1,544,949	88%	N/A	
Maunu/Porowini Intersection Improvements	324	WDC	53%	App	\$3,541,838	\$3,107,516	88%	\$434,322	\$700,000	\$1,018,586	146%	\$2,000,000	\$1,254,721	63%	\$2,330,838	\$2,330,838	100%	\$3,541,838	\$3,107,516	88%	N/A	
Maunu Rd/Central Ave/Walton St/Water St Int	324	WDC	53%	App	\$50,000	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	\$50,000	\$0	0%	N/A	
LED Streetlight Upgrades	324	KDC	85%	App	\$224,493	\$171,918	77%	\$52,575	\$859	\$1,865	217%	\$75,690	\$68,004	90%	\$150,521	\$171,661	114%	\$224,493	\$171,918	77%	N/A	New project just commencing Programme affected by Covid-19, programmed being continued in 2020-21 FY, any underspend on programme delivery in 2020-21 will be utilised
Provincial Growth Fund																						
Far North District Council		FNDC			\$0	\$0	0%	\$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		WDC			\$0	\$0	0%	\$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 Programme Support - Detailed Business Case - Crown Funded	324	KDC	100%	App	\$650,000	\$650,000	100%	\$0	\$0	\$0	0%	\$0	\$368,277	#DIV/0!	\$596,362	\$596,362	100%	\$650,000	\$650,000	0%	N/A	All Work Completed. Funding fully utilised
Poutu Rd Seal Extension - Const. - Stage 1	324	KDC	100%	App	\$343,750	\$219,693	64%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$343,750	\$79,168	23%	\$343,750	\$219,693	0%	N/A	Programme disrupted by Covid-19, being carried out in 2020-21FY
Poutu Rd Seal Extension - Pre-Imp. - Stage 2 - Inv	324	KDC	100%	App	\$200,000	\$76,177	38%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$200,000	\$0	0%	\$200,000	\$76,177	0%	N/A	Programme disrupted by Covid-19, being carried out in 2020-21FY
50 Max Bridge Improvements - Const.	324	KDC	100%	App	\$230,000	\$142,600	62%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$230,000	\$0	0%	\$230,000	\$142,600	0%	N/A	Programme disrupted by Covid-19, being carried out in 2020-21FY
Waipoua River Bend - Pre-Imp - Investigation	324	KDC	100%	App	\$120,000	\$25,088	21%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$120,000	\$25,088	21%	\$120,000	\$25,088	0%	N/A	Programme disrupted by Covid-19, being carried out in 2020-21FY
Northland Regional Council		NRC			\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No projects approved under the Provincial Growth Fund
Passenger Transport																						
CityLink Bus Service	511	NRC	54%	App	\$1,376,171	\$1,358,217	99%	\$17,954	\$315,750	\$342,487	108%	\$631,500	\$600,296	95%	\$947,250	\$1,077,225	114%	\$1,376,171	\$1,358,217	99%	N/A	CityLink service reduced during Covid-19 lockdown. Original budget included provision for assistance at Rose Street Bus terminus. Unspent funding will be Demand dramatically reduced during Covid-19 lockdown. Unspent funding will be carried over into the 20/21 FY
Public Transport Facilities/Ops/Maint	514	NRC	54%	App	\$279,854	\$85,640	31%	\$194,214	\$50,000	\$22,919	46%	\$100,000	\$33,950	34%	\$180,000	\$53,680	30%	\$279,854	\$85,640	31%	N/A	
Total Mobility Operations	517	NRC	60%	App	\$387,666	\$322,138	83%	\$65,528	\$125,209	\$110,851	89%	\$250,419	\$165,988	66%	\$375,700	\$278,777	74%	\$387,666	\$322,138	83%	N/A	
Total Mobility Wheelchair Hoist Installation	519	NRC	60%	App	\$50,000	\$0	0%	\$50,000	\$0	\$0	0%	\$50,000	\$0	0%	\$50,000	\$0	0%	\$50,000	\$0	0%	N/A	
Total Mobility Wheelchair Hoist Use Payments	521	NRC	100%	App	\$63,820	\$25,866	41%	\$37,954	\$10,000	\$9,083	91%	\$63,820	\$24,490	38%	\$30,000	\$25,866	86%	\$63,820	\$24,490	38%	N/A	lockdown. Unspent funding will be carried over into the 20/21 FY
SuperGold Card	522	NRC	100%	App	\$114,855	\$114,855	100%	\$0	\$114,835	\$114,835	100%	\$114,855	\$114,855	100%	\$114,855	\$114,855	100%	\$114,855	\$114,855	100%	N/A	

Information supply, Ops and Maintenance	524	NRC	54%	App	\$208,773	\$157,054	75%	\$51,719	\$30,000	\$25,985	87%	\$75,000	\$95,355	127%	\$120,000	\$95,208	79%	\$208,773	\$157,054	75%	N/A	Includes provision for RITS annual operating costs and provision for real time information system at bus terminus. Unspent funding will be carried over into the 20/21 financial year.
Regional Consortium Ticketing Solution Imp.	524	NRC	65%	App	\$149,188	\$70,818	47%	\$78,370	\$40,000	\$0	0%	\$80,000	\$0	0%	\$149,188	\$63,299	42%	\$149,188	\$70,818	47%	N/A	
Regional Consortium Ticketing Solution Imp.	524	NRC	54%	App	\$24,657	\$13,349	54%	\$11,308	\$15,000	\$0	0%	\$24,657	\$0	0%	\$24,657	\$5,777	23%	\$24,657	\$13,349	54%	N/A	
Ticketing Solution Implementation	531	NRC	65%	App	\$3,319	\$3,319	100%	\$0	\$3,319	\$3,319	100%	\$3,319	\$3,319	100%	\$3,319	\$3,319	100%	\$3,313	\$3,313	100%	High	





TITLE: Investigation into the Needs and Availability of Total Mobility, Disability Transport and Services in Northland - Progress Report

ID: A1372005

From: Chris Powell, Transport Manager - Northland Transport Alliance

Authorised by Group Manager: Tony Phipps, Group Manager - Customer Services - Community Resilience, on date

Executive summary/Whakarāpopototanga

At the 12 February 2020 Regional Transport Committee (RTC) meeting, staff tabled a report detailing the progress made on the 'Investigation into the Needs and Availability of Total Mobility, Disability Transport and Services in Northland - Progress Report'.

The RTC was advised that *"A consultant, who has previous experience in the field and is presently working on the Ministry of Transport/Waka Kotahi NZ Transport Agency Renewal of the National Disability Action Plan, has been appointed to undertake the study."*

This paper serves to advise the RTC members on the outcome of the above investigation and the recommended course of action to be followed.

Representatives Fiona Thomas and Joe Gascoigne from MRCagney will be attendance to present on their findings.

Recommendation(s)

1. That the report 'Investigation into the Needs and Availability of Total Mobility, Disability Transport and Services in Northland - Progress Report' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 7 October 2020, be received.
2. That the Regional Transport Committee receive the MRCagney report titled "Transport Needs in Northland.
3. That the Regional Transport Committee approves the Recommended Course of Action as contained in this report.

Options

No.	Option	Advantages	Disadvantages
1	Proceed with the recommendations as contained in this report	Better understand the requirement of persons requiring transport under Total Mobility clients and people with disabilities.	None identified at this time.
2	Do nothing	None	Failure to address the transportation needs of those persons requiring Total Mobility related services and the needs of

			the transportation requirements of persons with disabilities.
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The staff's recommended option is **Option1**.

Considerations

1. Environmental Impact

No environmental impacts have been identified.

2. Community views

Community views will be sourced through consultation on the Regional Public Transport Plan and the Regional Land Transport Plan 2021/2027.

Community views will also be obtained through Disability Advisory Groups etc.

3. Māori impact statement

There has been no impact to Maori identified at this time.

4. Financial implications

The financial impacts are unknown at this time.

5. Implementation issues

At this early stage, potential implementation issues have been identified as: -

- Failure to secure the services of an individual/body/organisation/operator to take responsibility for the required Community Vehicle Trust;
- Failure to receive required national and local share funding.

6. Significance and engagement

No significance or engagement issues have been identified at this time.

7. Policy, risk management and legislative compliance

No policy, risk management or legislative compliance have been identified at this time.

Background/Tuhinga

Northland Regional Council (NRC) engaged MRCagney to undertake an investigation into the needs and availability of Total Mobility, disability transport and services in Northland. The investigation was conducted between March 2020 and August 2020 with the finalised report submitted on 01 September 2020.

The report presents data concerning socio-demographic variation in Northland to assist in better understand who the people are and who need accessible and affordable transport choices. It summarises known transport services, including private vehicles; community-run shuttles and transport for health; and, public/commercial services.

Themes from a series of in-person interviews with transport providers and community champions are presented. Considering all the needs, constraints, and opportunities in the Region, the report then recommends practical next steps to improving transport choice for the people of greatest need in Northland.



Recommended Course of Action:

The following course of action is recommended in order for the project to progress.

- Further investigate the current Community Vehicle Trusts already established in Canterbury and the Waikato.
- A Community Vehicles Trusts for Northland Policy be compiled.
- Investigate the feasibility and viability of establishing Community Vehicle Trusts in the Mid North, Far North and Kaipara Districts.
- Present the findings of the above to the community groups in the Mid North, Far North and Kaipara, through attendance at community Disability Advice Groups meetings.
- Work closely with the District Councils at all stages.

See Attachment 1 for a copy of the report.

Attachments/Ngā tapirihanga

Attachment 1: Transport needs in Northland  



Transport needs in Northland

Final Report

Prepared for: Northland Regional Council

Prepared by: MRCagney (NZ) Ltd, Auckland, New Zealand

Northland Transport Needs
Final Report

Document Information

Project Name	Northland Transport Needs
Status	Final Report
Client	Northland Regional Council
Client Reference	
MRC Reference	NZ 3047
File Name	O:\NZ_Root\3. Councils Outside Auckland\Northland Regional Council\NZ3047 Total MobilityDisability Transport Service Needs Investigation\2. Issued\NZ3047_20200831_Northland transport needs Final report_V1.docx

MRCagney (NZ) Ltd
Level 4, 12 O'Connell Street, Auckland, 1010
PO Box 3696, Shortland Street, Auckland, 1140
New Zealand

t: +64 9 377 5590
f: +64 9 377 5591
e: auckland@mrcagney.com
www.mrcagney.com

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Northland Transport Needs Investigation
Final Report

Quality Assurance Register

Issue	Description	Prepared by	Reviewed by	Authorised by	Date
1	Draft Report	BB	PM	PM	27 August 2020
2	Final Report	BB	PM	PM	31 August 2020

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1 Background

Northland Regional Council commissioned MRCagney (NZ) Ltd. to investigate the transport needs of people in Northland, focusing on people who would qualify for Total Mobility services. The report includes but is not limited to people with disabilities, for whom regular scheduled public transport services are not a realistic option. The reality in Northland is that there is very little public transport. Both transport disadvantage (a lack of choices) and transport poverty (where costs of transport are unaffordable for many, perpetuating poverty) are widespread.

The report presents data concerning socio-demographic variation in Northland, to understand who the people are, who need accessible and affordable transport choices. It also summarises known transport services, including: private vehicles; community-run shuttles and transport for health; and, public/commercial services. Themes from a series of in-person interviews with transport providers and community champions are presented. Considering all the needs, constraints, and opportunities in the Region, the report then recommends practical next steps to improving transport choice for the people of greatest need in Northland.

1.1 About Total Mobility and Community Transport

Total Mobility is a government-subsidised scheme to support access to transport for people who cannot easily use regular public transport services. The subsidy is paid by Waka Kotahi the NZ Transport Agency (NZTA) and local councils. Taxi operators are contracted to deliver Total Mobility services, which typically provide fare reductions of up to 50% for qualifying people. In Northland, Total Mobility subsidies are available only in Whangarei.

Community Transport is an umbrella term for volunteer-based transport services that give people a ride, who have no other choices. Drivers use their own vehicles, or those owned by Community Trusts or other Non-Government, not for profit organisations. Many Community Transport services such as health shuttles operate in New Zealand, including in Northland. However, there is no regional or national registry for Community Transport, so its extent is unknown. A summary of the Waikato experience of Community Transport, written by a Community Advisor, is included in Appendix A.

1.2 Statistics: People in Northland

Statistics New Zealand data was summarised to understand transport needs of people in Northland, focusing on those likely to qualify for Total Mobility services. The most relevant data are presented in three graphs and three maps. Graphs for age structure, disability by age group, and income are separated in this section by ethnicity for the main ethnic groups in Northland (Māori and European). Maps showing deprivation, access to a motor vehicle, and difficulty walking are presented by statistical area units SA2 (Statistics NZ).

The age structures for Māori and NZ European people in Northland are shown in Figure 1-1. Māori have a markedly different age structure than Pakeha. There are much more children, and fewer older Māori. The longer life expectancy of Pakeha means that while Māori are 36% of the population of Northland, they make up just 14% of the population aged over 65 years, and 11% of the population aged over 80 years.

The rates of disability for different age groups by ethnicity (Māori and European, all New Zealand) are shown in Figure 1-2. Māori have higher rates of disability at every age than European New Zealanders. This is an important factor in transport because it means that in Northland, there will be demand for accessible transport services for all ages.

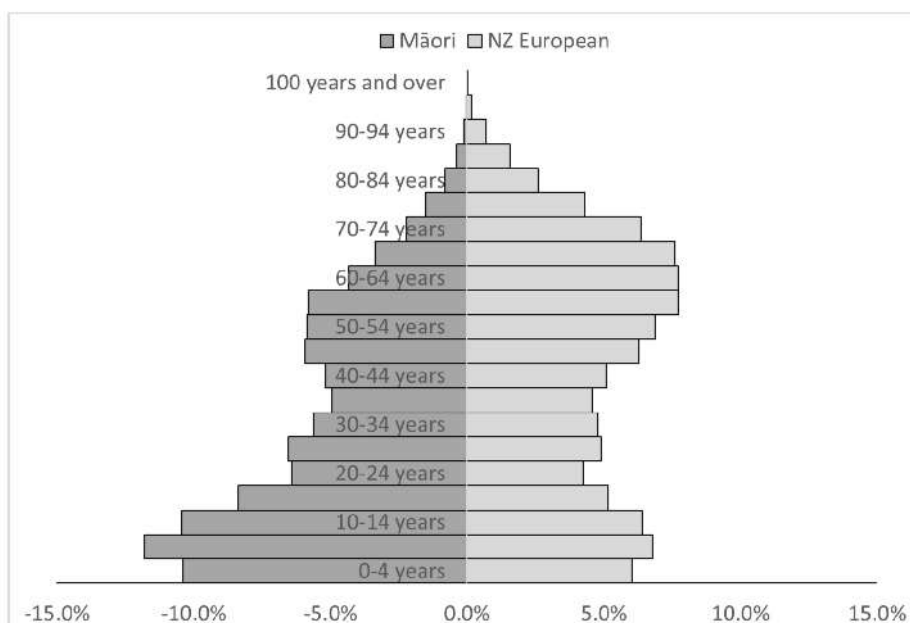


Figure 1-1 Age structure, Māori and NZ European people in Northland. Source: Dataset: Age and sex by ethnic group (grouped total responses), for census night population counts, 2018 Censuses, Statistics NZ

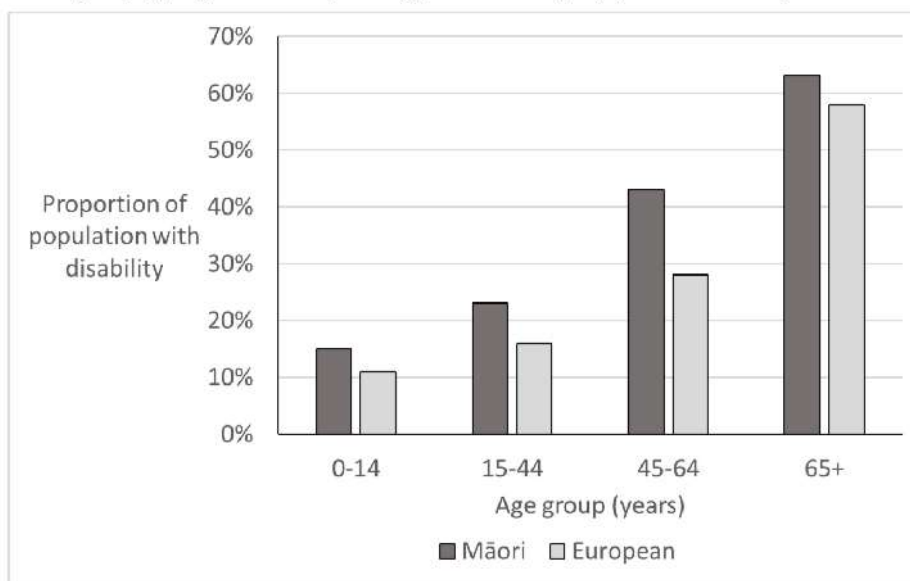


Figure 1-2 Rates of disability by age and ethnicity, all New Zealand. Source: Dataset: Disability rate by age group, sex, and ethnic group, Household Disability Survey 2013, Statistics NZ

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The personal income of Maori and European people in Northland is shown in Figure 1-3. There are higher proportions of Maori with incomes below \$15,000 per year, and higher rates of European people with incomes higher than \$50,000 per year. Rates between \$15,000 and \$50,000 per year are similar between ethnic groups.

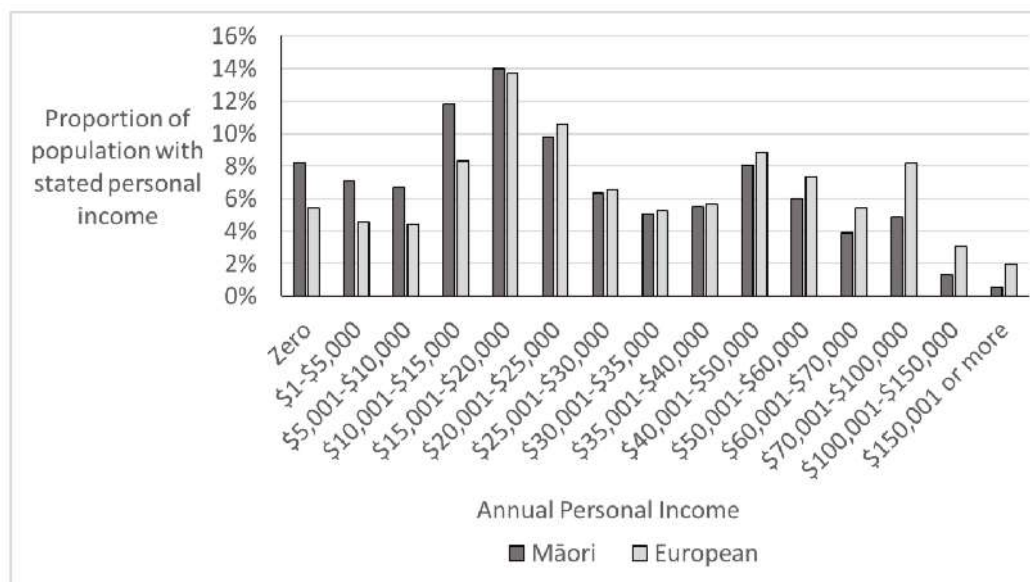


Figure 1-3 Personal income, Maori and European people aged over 15 years in Northland. Source: Dataset: Total personal income, work and labour force status, and ethnic group (grouped total responses) by age group and sex, for the census usually resident population count aged 15 years and over, 2018 Censuses, Statistics NZ

The deprivation map for Northland is shown in Figure 1-4. It shows that the most deprived areas in Northland are the Far North, excluding the area around Kerikeri; and rural areas in Kaipara District.

The map showing the proportion of households within each area with no access to a motor vehicle is in Figure 1-5. Highest proportions of no access are in Dargaville, Rawene, and Kaitia.

The map showing the proportion of the population who cannot walk or have a lot of difficulty walking is in Figure 1-6. It shows that more than 3% of the population across much of the Far North (excluding the rural area around Kerikeri) and along the Kaipara Coast have difficulty walking or cannot walk at all, with greater than 5% in the Far North and around Rawene reporting difficulty or an inability to walk.

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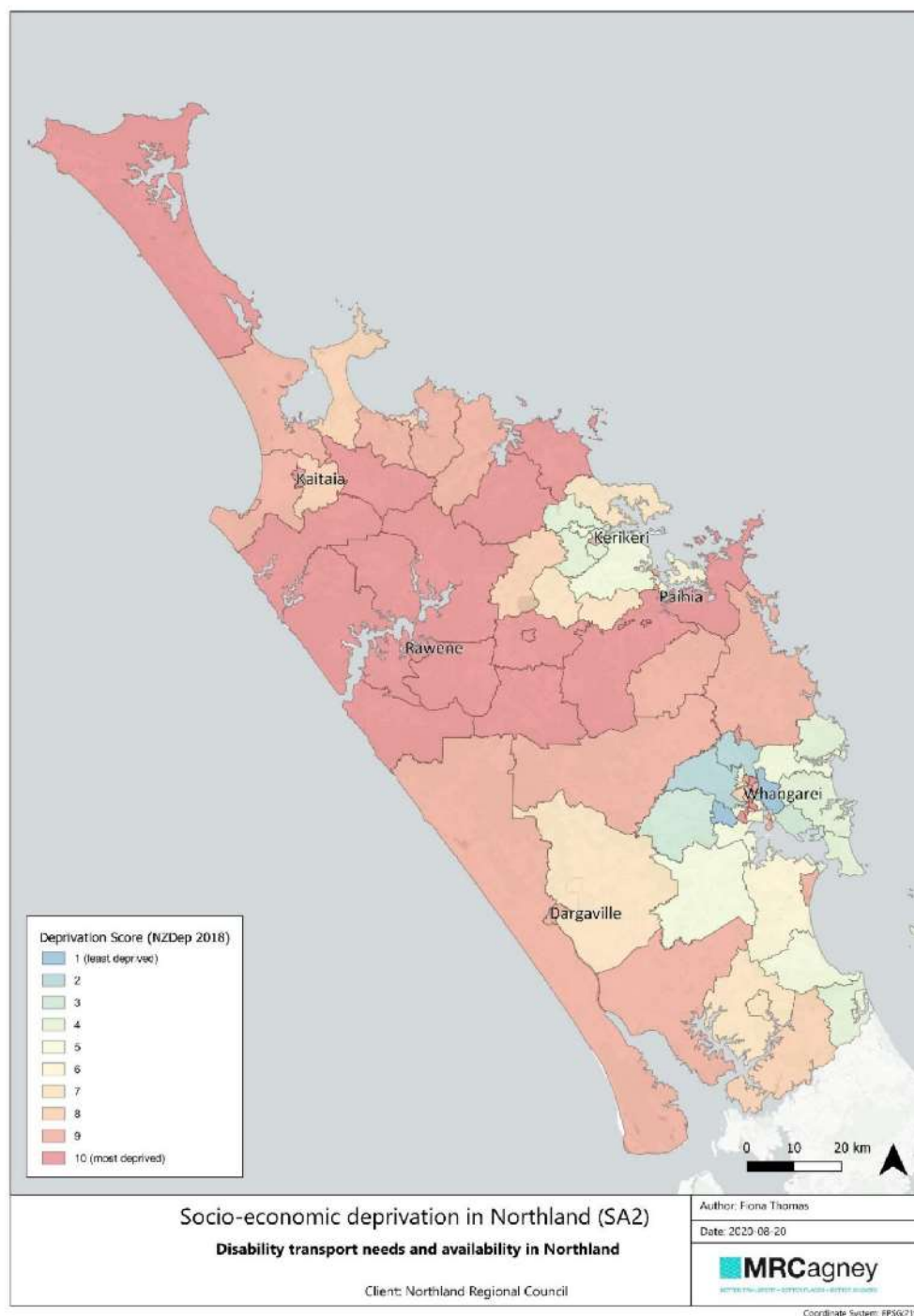


Figure 1-4 Socio-economic deprivation in Northland. Source: New Zealand Index of Social Deprivation 2018 (NZDep2018), University of Otago Department of Public Health

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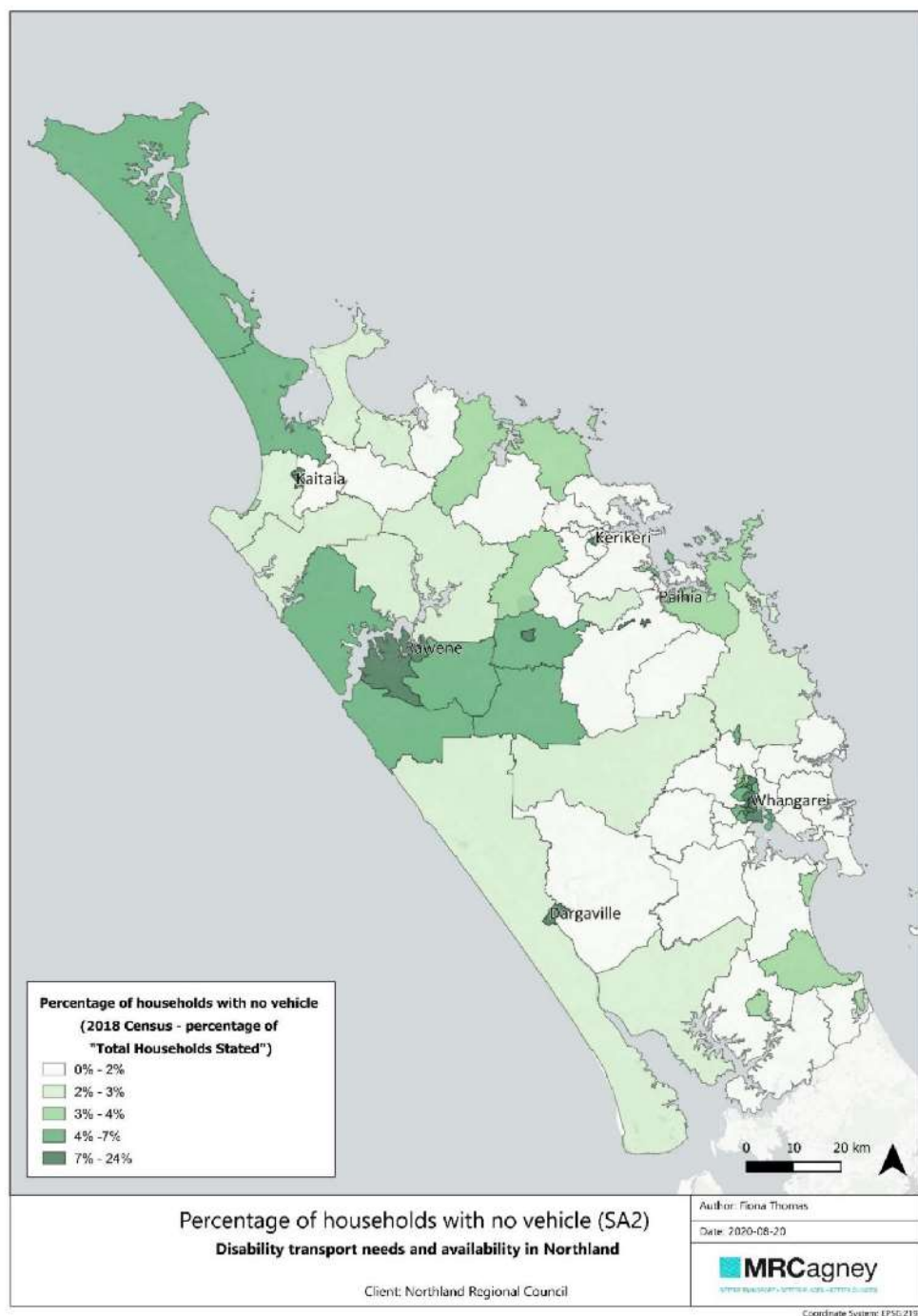


Figure 1-5 Percentage of households with no access to a motor vehicle, Northland. Source: Number of motor vehicles for households in private occupied dwellings, 2018 Census, Statistics NZ

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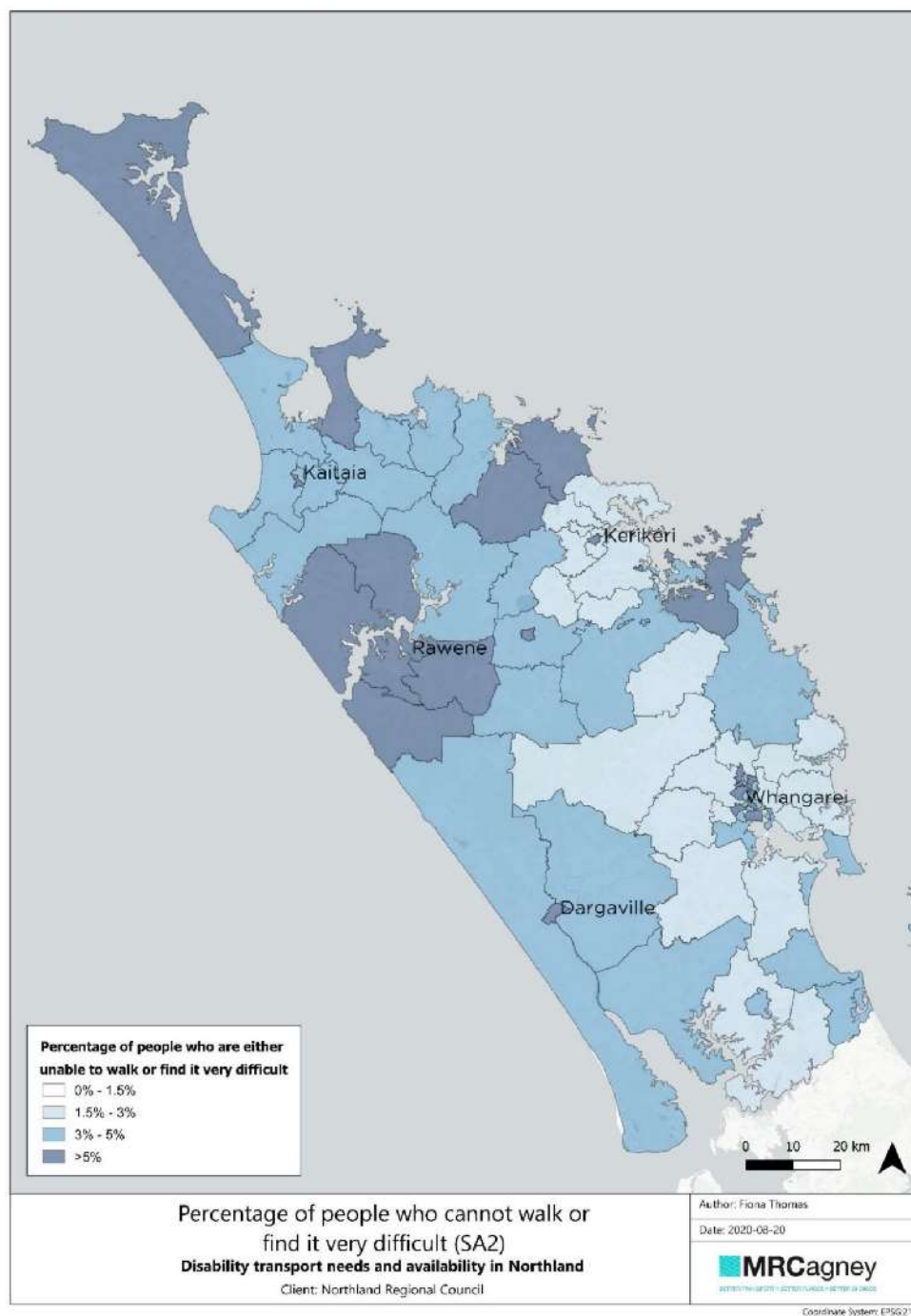


Figure 1-6 Percentage of people who cannot walk, or find walking very difficult, Northland. Source: Statistical Area 2 Dataset for 2018 Census, Statistics NZ

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1.3 Transport in Northland

Our desktop study identified a range of organisations providing transport services in Northland. Table 1 below is a summary of known transport services in the Kaipara and Far North Districts. Due to the Covid-19 pandemic, it is noted that some services may have changed or ceased operation at the time of writing. Further details on these services are provided after the table.

Table 1: Public Transport, Community Transport, and Private Transport providers

Public Transport	Service Area	Purpose	Cost	District
Bus Link – Northland Regional Council	Mid North, Hokianga, Far North, Kaitaia Township	Any trips	Yes	Far North
Dargaville West Coaster Bus – operated by Te Wai Ora Coachlines Ltd.	Dargaville to Whangarei (with stops en route)	Any trips	Yes	Kaipara
Te Wai Ora Coachlines	Dargaville to Auckland (Weekender)	Any trips	Yes	Kaipara
Intercity	Nationwide service – En route service from Kaitaia, Kerikeri, Paihia to Whangarei south. Does not service Dargaville.	Any trips	Yes	Far North / Kaipara
Community Transport				
Kaipara Community Health Trust Shuttle	Ruawai north to Waipoua, Pouto, Tangowahine.	Health & medical appointments only	Free	Kaipara
Linking Hands	Maungaturoto, Mangawhai, Kaiwaka and Bream Bay	Health & medical appointments only	Free	Kaipara
Weekday Kaitaia Bus Services	Kaitaia to Whangarei (with stops en route)	Health & medical appointments only	Free / Koha	Far North
Otamatea Community Services shopping trip	Maungaturoto to Whangarei (will collect people along the way) twice per month	Any trips	Free/ Koha	Kaipara
Private Transport Providers				
Driving Miss Daisy (franchise operated)	Kerikeri, Paihia, Kaitaia	Any trips	Yes	Far North
Health Drive	Kerikeri	Any trips	Yes	Far North
Paihia Taxis	Paihia			
Haruru Cabs - Paihia	Paihia based	Any trips	Yes	Far North
Runabout Taxi Service	Dargaville, Kaipara	Any trips	Yes	Kaipara
Town and Around	Dargaville, Kaipara	Any trips	Yes	Kaipara
Kaitaia Taxis	Kaitaia – servicing trips as far as Whangarei	Any trips	Yes	Far North
Kerikeri Taxi Shuttle & Tours	Far North – servicing trips as and when required.	Any trips	Yes	Far North
Ritchies Kaitaia	Kaitaia and surrounding region	Charters, school services and private disability transport	Yes	Far North

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Northland Regional Council currently operate a public bus service, *Bus Link* on three different routes connecting Kaitaia Township with outlying areas, Ahipara, Mangonui, and Pukenui. The service frequency is every weekday morning and afternoon (commuting times). On two set days during the week, Kaitaia operates an orbiter bus service around Kaitaia Township four times a day. There is a charge for all services.

The West Coaster is a user pays bus service connecting Dargaville with Whangarei operating Monday to Friday with departures from both towns twice a day.

The private transport operators Driving Miss Daisy provides a taxi service for any person or people requiring transport from one location to another. This includes grocery shopping, medical appointments, airport pick-ups or drop offs, and social visits. The service includes client's pets requiring veterinary attention. Driving Miss Daisy are a franchise owned business and are currently operating in the Far North district. There is currently no franchise covering the Dargaville area.

The national Intercity bus services parts of the Far North district including Paihia, Kerikeri and Kaitaia but does not service Dargaville or western routes within the Kaipara district.

2 Interviews

2.1 Interview process

A series of interviews was conducted to gather local peoples' perspectives on the transport needs and opportunities in the Far North and Kaipara districts. A variety of different organisations were contacted around Northland to canvass a wide cross-section of the community. Contact was made initially through phone conversations and was followed up with email correspondence outlining our project goals and our intention and request to interview transport providers, community groups and members about their experiences.

Groups were initially identified through internet searches using keywords such as 'community transport', 'health shuttles', 'health clinics' and 'public transport' and this was extended to include known nationwide organisations such as 'Age Concern', 'St Johns', 'Red Cross' to broaden the reach of the interviews. Through communication with various groups around the two districts, further community connections were established, and interviews were scheduled. Table 2 shows the organisations that were successfully contacted and willing to take part in the interview process. Contact was also made with various organisations such as Te Rarawa Whanau in Kaitia, however, an interview was unable to be scheduled. All participants were given the opportunity to take part in an in-person interview or an interview over the phone conducted by asking a series of questions to provide the project scope to the participant but there was also an opportunity for participants to share their own stories or those in their community.

Table 2: Organisations contacted to assist with research

Organisations	Area	District
Age Concern Mid North	Kerikeri	Far North
CCS Disability Action – Northland (Whangarei based)	All	Far North / Kaipara
Driving Miss Daisy	Kerikeri / Kaitia	Far North
Family Support services Kaiwaka Managawhai Incorporated Society	Kaiwaka	Kaipara
Kaipara Community Health Trust	Kaipara	Kaipara
Kaitia Family Budgeting Services	Kaitia	Far North
Hokianga Health Enterprise Trust	Rawene/Hokianga	Far North
Linking Hands	Kaipara	Kaipara
Northland District Health Board	-	Far North / Kaipara
Te Ha Oranga	Dargaville	Kaipara
Te Hiku Hauora	Kaitia	Far North
Personal Interviews		
Visually impaired female	Kaipara	Kaipara
Linking Hands Client – (male)	Kaipara	Kaipara
Linking Hands Client – (young person)	Kaipara	Kaipara
ACC Transport Provider	Kaitia	Far North



Figure 2-1 Location of interviewees

2.2 Common themes from interviews

There were several themes apparent across the majority of interviews. They reflect the breadth of need across the Far North and Kaipara, and the difficulties that many people have accessing affordable transport:

- The lack of affordable, accessible transport choices in the Far North and Kaipara was widely reported as a problem for many people;
- Lack of choice is exacerbated by low incomes and the long distances people need to travel to get around the region;

- People have travel needs for local, regional, and longer travel, e.g. getting into town from the outskirts, getting to a larger town from a smaller town, or getting to Auckland;
- Total Mobility may help with some local trips, for some people, but even a subsidised taxi would be unaffordable for many people;
- Services that drop people in a big town for a full day are problematic for people who have a single appointment, and can neither afford to spend money at a café to pass the time, not have somewhere else to wait;
- There is a lot of good will already, e.g. social workers driving people to the supermarket, pool drivers in the Hokianga, services who are not contracted or paid to deliver transport, doing so anyway: people who recognise a need and meet that need in their own way; and
- Any upfront costs can present a barrier to travel, so much so that for some people the need to claim back later can be just as much of a barrier as there being no service.

2.3 Interview summaries

Summaries of each interview are presented here. These summaries are not transcripts, but present the main points noted by the interviewee in each case. Refer to Table 2 and above for the organisations and individuals interviewed, and to Figure 2-1 for the map of their locations.

2.3.1 Organisations – Northland Region as a whole

Northland District Health Board

Northland District Health Board (DHB) runs a daily shuttle from Kaitiāia to Whangarei, and another shuttle from Whangarei to Auckland. The Kaitiāia to Whangarei service is contracted out to a local tourism transport provider who can provide a service which is wheelchair accessible on request. The service has room for approximately 14 passengers, and they are funded through the National Travel Assistance Scheme. To be eligible for the programme, patients need to meet particular criteria, including having been referred to a publicly funded specialist, and criteria around the distances travelled and number of appointments per month.

Prior to Covid-19, the service was also available to the public (including people not travelling for medical purposes) for a cost of \$20 one way, but it is now only available to patients who have medical appointments at Whangarei Hospital. The public-facing part of the service was stopped due to health and safety concerns related to Covid-19 and was not reinstated when the region returned to New Zealand's Covid-19 Alert Level One. There were additional complications associated with bringing the public on the service, including adding additional time to the journey.

In addition to the shuttles between hospitals, the DHB runs a renal transport service, which is a door to door transport service for people travelling to one of three locations in Northland where dialysis is offered. The DHB has 20 vehicles for this purpose, with 18 staff involved in providing the service. There are 110 patients currently receiving this travel assistance. Patients need to come to a facility for dialysis three times per week. Where possible, the DHB will try to coordinate journeys so that more than one person can be collected at once, but the nature of renal dialysis means it can be difficult to coordinate journeys in both directions, so drivers are travelling long distances several times per day. For this reason, drivers are employed using a split shift approach.

Despite these services, there is an identified need for additional transport for patients. Currently, there are a lot of patients who may not be eligible for the service but who are unable to transport themselves to the hospital, either due to physically being unable to drive or because they cannot afford to run a vehicle. This means they simply do not attend appointments. Additionally, not all appointments can fit in with the schedule of the

services the DHB runs, and not all people are able to transport themselves to the DHB services in the first place.

CCS Disability Action

This organisation interacts with and helps people with disabilities across all of Northland. This office is one of the administrators of the Total Mobility service for Whangarei and helps people with disabilities with their transport needs. This includes mobility parking permit applications, education and support around how to use public transport services, and occasionally transporting people. The transport services offered by this organisation is not a core part of their business.

A lot of families the organisation is in contact with are low-income families. They are often sharing one vehicle between two or three families and struggle with the costs of maintenance and registration of the vehicle. Without a vehicle, they are stuck and unable to transport themselves as needed.

Cost was identified as a major barrier for people in Northland as, it is believed that if families cannot afford to keep a car maintained to drive, they are unlikely to be able to afford a taxi fare.

There is a need for people both to get into town from the outskirts, and get around the centre of town, but there is also an identified need for mobility services between larger centres in Northland. These are long distances. For example, Kerikeri to Whangarei is an 85km journey, taking approximately an hour and a quarter to drive. Suggested options for this type of service include vans with mobility capabilities.

While public or shared transport services with the capacity to carry wheelchairs may be suitable for some people with disabilities, Total Mobility works well for people who have intellectual disabilities and find scheduled services difficult to navigate, or who are anxious about abuse on such services.

Total Mobility services require booking in advance, which makes it difficult to take spontaneous journeys, or to change plans at the last minute. Additionally, some services only run during particular hours, so it is difficult for people with mobility issues to find transport for activities that may run late, or for socialising after hours.

Key services identified in this area include:

- Kneeling bus services, providing an affordable option for people within the city (Whangarei)
- West Coaster bus service – considered an essential service without which people are stranded who do not have their own vehicle. This service was briefly cancelled after the previous operator retired and CCS Disability Services were contacted by at least three people who were stuck due to this, with no other affordable transport option.
- Total Mobility services provide an extra level of support in Whangarei, and the users get to know the drivers, meaning they feel safe.

2.3.2 Organisations and Individuals – Kaipara District

Family Support Services Kaiwaka Mangawhai Incorporated

Family Support Services Kaiwaka Mangawhai Incorporated is a social service that provides support to people in Kaiwaka and the surrounding region. The organisation has identified a clear need for transport provision for local people and believes a shuttle would be the most viable choice. There is both a need for people to travel between the townships in the district, and into their local town from homes on the outskirts.

Kaiwaka has limited opportunities for people to walk to access services, both due to missing infrastructure (such as footpaths) and a lack of services available within the town. Examples include the need for people to

access other towns for affordable food prices and the need for people to access Work and Income New Zealand offices. Previously, WINZ offered a remote service that came to Kaiwaka, but this is no longer in place. Family Support Services Kaiwaka Mangawhai trialled providing a shuttle service travelling to Wellsford last year, but found it was not viable to operate. Although people made bookings with the service, they would often not turn up for the journeys. As the service was being run by volunteers, this made it unviable.

Staff at the centre sometimes use their own vehicles to transport people when needed, and it is felt there are many services going beyond the call of duty in this respect. The social benefits of improved transport to the local community and the people using the family support service were discussed as being significant, including the ability for social interactions and the opportunity to access healthy food. Neither of these needs are met if people are unable to access transport. Smaller towns in the district, such as Kaiwaka, are further disadvantaged by having limited access to more affordable goods compared to larger towns with bigger shops, so people are paying more for groceries, without easy transport to larger centres. There is a feeling that while there are a lot of social services available in Northland, they are not well coordinated, including in terms of transport provision.

Kaipara Community Health Trust

Kaipara Community Health Trust advocates for and supports health services in the Kaipara District through a charitable trust model. The organisation runs a health shuttle, which provides access for people in the northern Kaipara District to access health services. The service will collect people from their homes and take them to medical appointments, both within Kaipara and as far as Whangarei. The shuttle can carry multiple people at the same time and the trust coordinates journeys to carry multiple people at once.

The trust employs two part-time staff, and the trusts board is made up of volunteers. People using the shuttle are not required to pay for the service, but many give a donation for doing so. The shuttle is funded through the use of money invested by the trust, which means it relies on interest. With lowering interest rates, there is a risk that the service will become unviable.

Eligibility for the service is determined by people's address (they need to live in the northern part of Kaipara), and them having a medical appointment. This includes dental and optometrist appointments. The service is not available for other services, such as shopping or social visits. The driver will drop people at appointments and leave to do other jobs where possible. The service does not include extra items such as carrying bags, helping people in and out of appointments or other support.

Situations in which people are turned down for the service usually relate to when the van is already in use for another appointment. A very small number of people have been refused access to the service for bad behaviour – when the driver felt endangered by the passenger. In some cases, the shuttle will arrive at an address, but the person's health may have deteriorated to the point that they require an ambulance instead. The organisation reports that people would prefer an individualised service, similar to the Renal service provided by the DHB. Sick people travelling to the hospital do not want to share a vehicle with others, and it is also not appropriate for them to wait a long time for scheduled services.

The service has identified an inequity in terms of the available services for superannuants in areas with and without transport services (i.e. urban and rural). In areas such as Kaipara, the SuperGold card provides very little benefit to those who have it, particularly in terms of transport as there is no public transport service for which a SuperGold card would be eligible. The interviewee said that "They don't get that opportunity to keep their independence".

It is felt that more money is needed to provide the service, ideally with increased funding to provide a more personalised service. The organisation suggested that the regional council might be best placed to run an

umbrella organisation, employing someone to manage the logistics of volunteer drivers and vehicles, and ensure appropriate health and safety requirements are met.

Particular challenges include:

- Road conditions make it uncomfortable for people in the back seats of vans on journeys – this includes potholes.
- Health and safety regulations and requirements are a concern in terms of community providers. There is a need to ensure vehicles and drivers meet health and safety requirements, and organising this is logistically challenging.
- The cost of providing Total Mobility, or any other transport service, should be funded through central government means, such as ACC or the Ministry of Social Development, rather than from local rates

Te Ha Oranga Dargaville

Te Ha Oranga is a Maori health provider based in Dargaville. Their main service is mobile nursing, which provides health services in areas where healthcare would otherwise not be easily accessed. The organisation also provides remote GP clinics, a cancer service, local GP clinics and other health services for members. Te Ha Oranga takes the bookings for the Kaipara Community Health Trust, but also has its own fleet of vehicles for its staff.

The main transport issue observed by this organisation is that patients relatively often need help accessing appointments, and so the organisation ends up providing transport for those people. While transport is not a specifically funded part of the service, the organisation's model means that if a patient needs to get to an appointment, they will ensure that happens.

The Kaipara Community Health Trust is the organisation's first preference for transport, but some patients, such as cancer patients with regular appointments in Whangarei, need a more individualised service and Te Ha Oranga offers this for some patients.

The organisation does not see a significant amount of unmet need in terms of health journeys but expects there to be need for other types of journeys, such as shopping and social visits. The main barrier to providing more service is funding.

Linking Hands

Linking Hands offers a transport shuttle for health services in the Kaipara District, covering the area from Mangawhai to Matakōhe, including trips to Whangarei. The shuttle service has been running for approximately 11 years. Before the organisation started running the shuttle service, it was a health information hub which helped provide locals with information about what health services were available to them as there was a recognised problem with access to healthcare in the area.

The first van was donated by Kaipara Health Trust, and the fleet has grown to now include one van with a wheelchair hoist, and seven cars, which are located across the region. To use the service, passengers need to be attending a medical appointment or service, with some allowance also for wellbeing services. There is no charge for the service, but people pay donations. It is further funded by grants and is supported by the Council. There are no other requirements for using the service, but generally a large proportion of the people using the service are older. Other reasons why people may need the service include economic difficulties, meaning they cannot afford a car, or a lack of friends or family support to take them to appointments if they cannot drive themselves.

Drivers for the service are volunteers, with a large number being over 70. There are approximately 50 people volunteering time to the service. The service finds it difficult to attract younger volunteer drivers, due to issues relating to people not having the time to volunteer for reasons of work or family, or not wanting to. Local people are generally not aware of what the service offers until they find themselves in a position where they need to regularly access appointments and have no transport.

The service does not offer trips such as shopping or social journeys. The organisations' representatives report that it is already very busy with a significant amount of need for its services in the district.

Individual: Visually impaired person in Kaipara

A woman living near a small town in the Kaipara District is reliant on the Linking Hands service to travel to her local medical appointments. She is visually impaired and unable to drive. She does not use this service to travel to Auckland for ophthalmology appointments once per month, for these journeys she relies on her family. The journeys take a full day and her father takes a day off work to take her.

She previously lived in Auckland where she used the Total Mobility scheme daily, which allowed her to be more independent than now. The woman has three young children and is unable to drive them to after school activities. As there is no service available after hours for such activities, her children have had to limit the activities they can take part in, to those at local facilities. This has meant they have had to pull out of some activities further away. She tried to offer to pay a driver to take them using her own vehicle, but the time of such activities in the evenings does not suit older volunteer drivers.

As outlined previously, Linking Hands offers a free service to medical appointments, which she uses and is very happy with. However, because the service does not also cover journeys such as shopping, she often needs to wait until the weekend for her husband to be able to drive her and her family to Whangarei so they can do shopping. This journey takes a full day and the supermarket is busy. She would prefer a service where she could pay an extra charge to be able to trip chain – performing more than one function while she is in Whangarei. She would also then be able to do this trip while her children are at school. While there are some fortnightly shopping trips offered from her town, she is unable to use them because they leave too early or arrive back too late for her to perform childcare responsibilities.

She struggles to cross the road outside of her house because there is no footpath on her side, and the road (a State Highway) has a blind corner which she cannot cross safely. Subsidised taxis may be appropriate for the area, she believes, but they may not be particularly affordable for everyone, and only a handful of people may need them. One of her major concerns is the monthly journey to Auckland, for which a taxi would not be affordable.

Individual: Young person in Kaipara

A 21-year-old living in the Kaipara District who uses the Linking Hands service finds it to be a vital service, as he would otherwise be unable to reach regular medical appointments in Whangarei. He cannot afford a car, does not have access to a family vehicle, does not have a full license and is nervous about driving due to personal experiences of road fatalities.

He feels lucky to have the Linking Hands service and sees it as important for a range of people. As Linking Hands only provide a medical shuttle service, he relies on delivery services like online shopping for his other needs. Shopping for food locally is very expensive.

Occasionally, he travels to Auckland to visit family or for appointments with health providers he is not able to see within his own region. To do this, he catches an Intercity bus which costs approximately \$60. To catch the

bus, he still requires transport to the pick-up location. He would not expect a service like Linking Hands to drive him all the way to Auckland. He describes a feeling of guilt for using the service.

Individual: Older man in Maungatoroto

A retired man in Maungatoroto who is no longer able to drive makes use of both the Otamatea Community Services shopping trip service, which travels to Whangarei for shopping twice per month, and Linking Hands for access to medical appointments. He says both services are extremely useful and helpful. He donates to both services.

While he is happy with the services provided by both organisations, he has other journey types he would like to make if there were services available. He would like the ability to go to different stores or locations on his own terms or go out for the day "just for the hell of it".

Additionally, he would like to make the longer journey to visit his wife's grave in Paihia, and lay flowers there. At the moment, he has a friend who will take him once per year to visit but having the ability to get there more often would be significantly meaningful for him. The man's son lives north of Auckland and, due to a lack of transport services, he relies on either his son or daughter-in-law for a ride to visit them.

2.3.3 Organisations – Far North District

Age Concern Mid-North Kerikeri

Age Concern Mid-North is a charitable organisation based in Kerikeri dedicated to people over 65. The mid-north branch identifies access, and transport, as its highest priority issues. There is a recognition that a lack of access to services and social activities trickles down to many other problems.

The organisation is funded by the local Primary Health Organisation to offer a transport subsidy to its members. This covers just under 50% of the cost of journeys, with a maximum contribution of \$20 per journey. There are some restrictions on how many journeys each member can make in a month. It is operated using a voucher system, with transport providers claiming costs back from Age Concern directly. Providers taking part in the scheme are Driving Miss Daisy and HealthDrive.

Age Concern members in Kerikeri and surrounding areas place extremely high value in this funding and service – as it offers members the opportunity to move around with a level of independence they may not have otherwise. The transport subsidy also acts as a service Age Concern can offer to its members and many people join the organisation to receive the transport subsidy. The organisation would not want any changes to transport availability in the district to threaten their subsidy, as it is of such value to members in terms of quality of life.

Despite this service, there are still significant transport difficulties identified for older people in Northland. The transport subsidy is not suitable for smaller towns outside of Kerikeri, such as Kaikohe or Kaeo, as the distances required for transport to reach those areas is significant and makes the journeys too expensive for many people living in those areas. Older people in the district also experience other difficulties using the few transport options which are available. For example, travel to Whangarei Hospital using the bus service provided by the DHB can be difficult for older people, who are physically unable to get themselves to the designated stops. Instead, they often use local services such as Driving Miss Daisy or HealthDrive for these journeys.

A journey to Whangarei Hospital can cost someone \$180 each way if they fund it themselves and do not have access to a vehicle or someone who can take them. One Age Concern member reported a situation where they

needed to travel to Auckland Hospital and had no family or friends available to take them, so paid \$780 for the journey.

Currently, members only have access to services that charge waiting time, rather than single journey prices. This makes journeys more expensive for members who do not need the waiting service.

Age Concern is provided with some funding from NZTA to help members learn about ways to live without a car, but the coordinator for this service says there are currently no alternatives to recommend, especially in smaller towns around the district, such as Moerewa, Kaeo and Kaikohe. Taxi services have not been able to survive in the area, and there are high levels of deprivation, particularly outside of Kerikeri.

Age Concern is aware that there are taxi or shuttle services in Paihia charging low rates of approximately \$5 per ride for regular passengers, but it is not believed that such services would be making money through these journeys. It is believed that a service with similarly low rates in other towns around the district would be ideal for older people. Within the group interviewed, there was acknowledgement that organisations or groups such as those associated with Marae would be well placed to provide transport services, if they were funded to do so.

Driving Miss Daisy Kerikeri

Driving Miss Daisy is a companion driving service, which provides a premium level of care compared to a regular taxi. The Northland franchise of the service, which is based in Kerikeri, transports a range of customers, and people of any age can use the service. Despite this, a large number of passengers are older people. The service extends across the entire Northland region, and journeys extend as far as Auckland, with distances of up to 600km for one journey.

Staff, including drivers, are paid and the service is run as a business. The service has five vehicles, which includes one mobility van. Approximately 30 people per week use the service, with a busy day involving approximately 13 passengers. The service is generally funded by users. The only exception to this is Age Concern in Kerikeri, which has some funding to provide vouchers for up to \$40 of journeys for their members. This is only applicable for the Kerikeri area.

People use the service for a range of reasons, with the majority being people with a level of illness or injury needing to access medical services. Additionally, the service is used by people who need to go shopping, airport transfers and other journeys such as taking pets to vet services.

The minimum charge for the service is \$15, and there is a flat rate of \$40 for a return journey within a 10km radius, or \$25 for one way. Additionally, there is a waiting time charge of \$10 per half hour. This charge includes help while people are using the facilities that Driving Miss Daisy has transported them to, such as providing support at the doctor's surgery.

The cost of the service is the biggest barrier preventing people from being able to use the service. The interviewee stated that "The only reason journeys get declined is affordability". Managers of Driving Miss Daisy believe further subsidies would help people access the service. Additionally, they would be interested in an opportunity to work on a contractual basis with the council to provide services for more people.

The service also struggles with the availability of accessible parking, a lack of understanding from the public about why people using the service might need more space or time when accessing the vehicles, and poor quality roads.

Hokianga Health Enterprise Trust

Hokianga Health Enterprise Trust is a charitable trust and healthcare provider, with its main base located in Rawene, on the edge of the Hokianga Harbour. Hauora Hokianga has comprehensive medical services provided at Rawene hospital, and 10 clinics around the Hokianga, open on different days.

The healthcare provider sees a significant problem in terms of transport for people seeking to use its services. Many people either cannot transport themselves or cannot afford the cost of maintaining or fuelling a vehicle, which means they may fail to show up for appointments unless they are particularly urgent. This is especially true of preventative medicine appointments, such as maternity or B4 School Checks.

As a healthcare provider that is very much in touch with its community, staff at Hokianga Healthcare know which patients need to be asked whether they are able to transport themselves to the service. When patients cannot transport themselves and do not have friends or family they can rely on to do so, the can offer to transport the patient themselves. It runs a ride pool system, where volunteers use their own vehicles and time to transport patients, and are reimbursed for petrol and some extra costs by the health provider. In extreme cases, where this pool system can't meet those needs, the Trust's own vehicles (usually used for staff to travel to meet patients) may be used for this transport, but this is not common.

The trust has previously considered providing its own transport, by way of a formalised bus or shuttle system, to bring people to its service. However, it was decided that having remote clinics was a more effective way to invest its resources to meet the community needs for access to care. The Trust runs distributed services, including clinics which are run on certain days of the week in various locations around the Hokianga. This reduces the need for people to travel to centres like Rawene to access services, but there are still occasions when travel is needed – such as visits from specialists.

Access to prescriptions is a major problem. There is a complex system in place to try and ensure people are able to receive their prescriptions. Currently, prescriptions are sent with other mail to local stores or services, with the aim of getting them as close as possible to the people who need them. Without access to prescriptions, remote services are less useful.

A community van or community transport service would be very welcome by the trust. It is believed that patients would be willing to pay a small fee to use such a service.

Kaitia Family Budgeting Services

A group discussion was held at Kaitia Family Budgeting Service. In attendance were budgeting advisors, local social workers, and a local private transport provider. Many barriers to travel were identified for both people with disabilities and people who cannot afford to operate or maintain a vehicle. Both within Kaitia and in the wider surrounding region, the unmet need for more journeys was described as "extreme". For people with disabilities, it is believed that there are relatively few services available which suit their needs – including vehicles equipped to carry wheelchairs.

The Far North Link service, which is a Northland Regional Council service run by the Community, Business and Environment Centre (CBEC), is valued in the community. This service can be used for any type of journey. Within Kaitia, the service runs as a loop around various parts of town, operating on Tuesdays and Thursdays, stopping at each location four times each day. Likewise, services that travel to larger towns are very much valued, but access is still difficult for people who cannot travel on the day those services run, or who cannot give up a whole day to travel to another town (due to timetabling restrictions). The Far North Link service, for example, covers certain routes outside of Kaitia on particular days.

Transport difficulties contribute to a lack of attendance at school for some students. This is related to affordability issues around running a vehicle for families, or parents being unable to transport their children themselves for other reasons, such as being on home detention. Schools and childcare centres in the Kaitaia area that provide transport for students are more successful.

Social workers and transport providers go out of their way to provide transport to clients, using their personal time and vehicles to help save families money that could otherwise be spent on food or other needs. While there is a taxi in Kaitaia, it is believed to be too expensive for many people, costing approximately \$20 for a return journey to the supermarket.

People are reluctant to ask for new services or help and lack the confidence to request help or improvements. The Kaitaia Family Budgeting Service group partially attributed this to a large proportion of the population being Māori. They also agreed that either a subsidised taxi service or a scheduled service that reached a wider geographic area than what is currently offered would be very beneficial for Kaitaia.

It is believed that there is an uneven distribution of funding and resources across the Northland region, with Kerikeri having more funding and services compared to areas like Kaitaia and Hokianga. Some free services are only available in Kerikeri, and many people from Kaitaia are unable to make the journey there.

The Kaitaia Family Budgeting Service group pointed to the use of a Kaumatua and Kuia van in the northern town to Te Hapua as a model they would like to see replicated in other regions. The service, which travels once a week to take Kuia and Kaumatua from Te Hapua for shopping and other errands is considered appropriate because it is a local service, run by whanau. The group felt that if something similar could be expanded to meet other needs, it would be the most appropriate offering.

ACC transport contracted provider in Kaitaia

A local, independent, provider of transport for ACC clients has a service that takes people on journeys as far as Whangarei from Kaitaia. His service consists of vans and one sedan car. There are approximately five other similar sized independent providers in Kaitaia.

To use the service, people need to be ACC clients. They do not pay for the service, instead ACC pays providers directly. His service makes approximately four journeys per week and is responsible for three clients. Journeys are not restricted to medical appointments, and can include other services, such as shopping.

If clients need a ride, they are never turned down, and the service always finds a way to accommodate them. There is, however, significant demand for such a service from people who are not ACC clients. The driver is often asked for transport by people who know he is a transport provider, but who are not ACC clients. Because Kaitaia is a small town, people know to ask him, but he is unable to transport them if they are not ACC clients. Further difficulties in the area include a lack of knowledge about transport services, or a sense of shame or embarrassment from people who might want to use the services. Most people get to know about his service through word of mouth, and he believes people who are eligible do not necessarily know that the services are available.

While local service providers know each other, due to the size of the town, there is very little interaction between other providers across Northland. It is believed a regular forum for such providers would be useful for people to understand what is being done well and poorly.

Te Hiku Hauora General Practice Clinic

The practice manager for Te Hiku Hauora, a health organisation which includes a GP and dental clinic in Kaitaia, reported significant transport difficulties for people trying to access their services. Patients often rely on family or friends for journeys to appointments. Local footpaths are of poor quality, so older people or people using mobility scooters struggle to get themselves to appointments even if the journeys are not far. Additionally, many people live outside of the main town.

These challenges mean many people are limited in the times that they can attend medical appointments. If there are problems with the ride they are relying on, they will be late for appointments but still expect to be seen if they travel a long way to reach the doctor. The practice is aware that patients may only present when they are acutely unwell because they are not able to make the journey at other times. This has negative health outcomes, including longer healing times.

While there is a DHB shuttle running from Kaitaia to Whangarei, it does not always suit the appointment times people are given. There are a number of delivery services, including medicine deliveries, and specialists coming to the town, but there are still recognised benefits from social interactions provided when people are able to journey into their local town.

Key issues identified for patients relating to transport include social difficulties, deprivation and the ability to have a well-maintained vehicle. The state of roads in the area means wear and tear on vehicles is also exacerbated.

Currently, it is felt that providers are often picking up the tab when it comes to transport, transporting people in difficult situations out of goodwill but without appropriate funding. There are a range of journey types which are recognised by the practice as being important, including local and longer distance. The longer distance journeys from smaller settlements are considered the most complex.

3 Conclusions and Recommendations

3.1 Conclusions

In conclusion, there is widespread need for more accessible, affordable transport in Northland. The outcome of a lack of good transport means that people do not travel as much as they could or should; and/or the trips they make are unaffordable.

The statistics about people in Northland show widespread deprivation concentrated in the Far North and rural areas in Kaipara District away from Kerikeri/Bay of Islands. Deprivation is reflected in the prevalence of households with no access to a car. Transport-related disadvantage is exacerbated by high rates of disability. There are high proportions of people who cannot walk at all, or who find walking difficult, implying that there are a lot of people in Northland who require a mobility aid such as a walking frame or wheelchair to move around.

The interviews confirmed that there is widespread difficulty for people to access affordable, accessible transport in Northland. The problems are worst in remote rural areas. People have trouble accessing both local, everyday activities, and traveling farther afield for appointments at hospital, and other services in larger centres including Whangarei and Auckland. Many people cannot afford a car or and would not be able to afford a taxi service if it were available. However, there is widespread goodwill and community connectedness in Northland. A range of formal and informal transport choices exist, providing transport for people in local areas who know about and can access these services. More support for community-responsive transport choices would be welcomed by Northland communities.

3.2 Recommendations

It is recommended that Northland Regional Council work with Kaipara and Far North District Councils, and the Northland District Health Board to improve transport choices for the people in Northland who need them most. Those people include low-income people, and people with disability.

Regarding Total Mobility services, it is recommended that the existing scheme in Whangarei is continued. Many people use it successfully. However, for Total Mobility to be viable in smaller centres in the Region, it relies on having established taxi services. The cost of trips using those services is too great for many potential passengers, so taxi services are only viable in relatively affluent areas such as the Bay of Islands. In the places where the needs for transport are greatest, taxis, including Total Mobility, are not realistic options.

It is therefore recommended that Community Transport is supported with government funding in Northland, and in-person support from local government staff. Existing community transport schemes can be strengthened, and new Trusts created, if communities can rely on ongoing financial and in-person support from government. The financial support does not need to cover all the costs of running the service, but a reliable contribution can help significantly. Community Transport responds to individual community needs, so is most likely to be effective at getting people where they need to go. Financial support can help Trusts to purchase accessible vans, so that all people can be transported whether or not they have a disability.

To build on the work presented in this report and once next steps have been established, it is recommended that a Community Transport symposium be convened in Northland. At the symposium, plans to support Community Transport in the region can be shared with community groups, so that a local support network for transport providers can be established at the same time that funding begins.

The local support network could be modelled on the successful Waikato Community Transport Forum. The Waikato group meets quarterly and hosts a website with resources and information for Community Transport providers and passengers. It hosts invited speakers to help groups with logistics such as managing volunteers, establishing robust health and safety procedures, and accessing National Travel Assistance funding. It also acts as a connecting organisation between Councils and community to discuss transport-related issues. However, the greatest benefit of the Forum is for volunteers to network and support one another.

It is important to recognise that affordable, accessible Community Transport can provide more than access to essential services, such as hospital trips. Everyday travel for social reasons also supports wellbeing. The more support that Community Transport providers have, the better equipped they will be to provide all manner of travel to support peoples' wellbeing in Northland.

In summary, we recommend four actions to provide more accessible and affordable transport choice in Northland:

- 1) Continue support for Total Mobility in places where commercial taxi services already exist;
- 2) Convene a Community Transport symposium, to share this work and discuss establishment of a Community Transport Forum in Northland Region;
- 3) Create a role across Northland Regional Council and the District Health Board to facilitate the Community Transport Forum and support community groups looking to establish or grow their community transport service; and,
- 4) Establish a fund combining District Health Board and Transport investment to provide grants for community groups operating a community transport service.

These actions respond directly to the needs for affordable, accessible travel in Northland. They are considered the most direct way to support people with disabilities, as well as low-income people across Northland.

Appendix: Community Transport, the Waikato Experience

Sarah Gibb, Community Advisor, Community Waikato

August 2020

Community Transport Providers offer transport to those in need, where no other suitable public transport option exists. This could include transport for health, education or social reasons. They are a lifeline for our rural population, ensuring that people are able to continue living in rural areas, and still access the services they require.

Since 2011, community transport providers, territorial authorities, government agencies and the Waikato District Health Board have come together in a forum. The Forum exists to connect community transport providers with government agencies and transport planners, providing a voice for all and aiming to support transport that helps rural communities thrive. The forums, facilitated by Community Waikato, meet four times a year to share information, discuss good practices, create guidelines and policies and advocate for community transport provision so that people have transport options wherever they live.

The reason our communities do have the options they have now is because New Zealand is a country built on the back of volunteerism. One of the ways people volunteer is through community transport. This might look like driving people to hospital appointments or into town for shopping and social activities, caring for vehicles, being on a trust and meeting with other volunteers.

Our volunteers get as much out of being associated with community transport as the passengers do from their participation. In the Waikato Region we have 25 known community transport groups. Of those, a handful have a paid employee to coordinate the journeys. None have paid drivers. Our region covers Coromandel Peninsula, across to Te Kauwhata and Meremere in the north and down to Tokoroa and Taumarunui in the south. We are aware there are also other community transport options such as Marae running their own transport for their own people.

All of these groups have arisen from community, where one or two people have identified a need, worked with others and developed the community transport from there. Typically, the people who have set up the community transport have had a personal connection to recognising the need. Most have set up for the purpose of accessing medical appointments at Waikato Hospital in Hamilton. Someone they know has required transport and the community has rallied around to make it happen. After a while though, a coordinated effort leads to developing a Community Transport provision. For many groups, the provision goes beyond health shuttle. In Taumarunui it includes an arrangement with the local chemist and they do prescription deliveries as their community can be quite isolated. In Tairua it includes running weekend trips as a social enterprise to generate income to support the hospital type trips.

Every group is different as they are meeting the needs of THEIR community. In Te Aroha, a Red Cross service has operated for ten years, run by a local committee and coordinated by a volunteer. Earlier this year the town heard that Red Cross nationally are no longer going to provide Community Transport, deciding it won't be their core business from December 2020. In my role as Community Advisor for Community Waikato, I was invited to facilitate a public meeting to discuss what the town could do about it. There were 40 odd people in the room, predominantly over 65. Some of those people were from the existing Red Cross committee but mostly; it was a room of users, supporters and community minded people. Many of them introduced

themselves listing the different groups they were a part of. It showed that these people know how to work together and be organised.

However, there was real tension in the room and I quickly realised that these people felt let down and anxious that this resource of a health shuttle was going to go. So I asked one of the volunteer drivers "Why are you here, why do you drive?". He said "because one day I might need a ride myself". The room erupted with clapping and agreement.

Needless to say, at that meeting it was easily agreed that a new entity would be formed and Red Cross be asked to transfer the van asset to this new group. As it stands now, the constitution for the Te Aroha Community Support Inc Society is in final draft, there is a committee of 8 people and the society's main purpose is "To maintain and operate community transport services including health shuttle". Red Cross have agreed to transfer assets in January 2021.

Another example of a community meeting growing need is the North Waikato Transport Trust, based in Huntly (population about 7000) which formed in 2015 because people were not able to get to their hospital appointments in Hamilton. They are a health shuttle and in their first year of operation did 850 trips for 268 clients. By 2017 they found demand was so great, especially as requests came in for other health related trips such as eye appointments and chemist visits, that they needed a second smaller vehicle and this was grant funded. There isn't central government funding to support their initiatives, so like all Community transport initiatives in the Waikato region, they are reliant on philanthropic grants, donations and small fundraising initiatives. Their operating costs for the year, including vehicle maintenance, petrol, insurance, renting an office space, and paying a part-time coordinator, come to \$90,000.

Groups like this survive because of their community's determination to support their own. Each community transport provider needs structure to operate, a legal status that gives them opportunities to seek and hold funds, to develop systems and policies to safeguard everyone involved and a sense of community wellbeing.

In the Waikato region this comes in different forms; those communities where they govern their own charitable trust or incorporated society, or those governed by a national provider – either St John (3 communities) or Red Cross (5 communities). Saying that, Red Cross are discontinuing this but in each community there are plans for another group to keep it going. Even those supported by the large national body have their own committees that deal with the running of the organisation and service.

I am not aware of any Community Transport group that has set up, failed and had to wind up. Saying that there is huge difference in resourcing of some of the groups. We have at least two groups where volunteers use their own cars and do not have any interest in managing an organisation vehicle. In those cases, the volunteers are governed by Community Houses.

I have asked Coordinators what their challenges are, expecting the responses to be about a lack of drivers or people not ready on time for their transport. Unanimously though, the responses were all about challenges with Waikato District Health Board. Mostly in relation to the times of appointments and discharge procedures. Also, the high expectations of the hospitals on these voluntary services.

Having the Community Transport Forum has improved things. Together, we work out solutions for ourselves. An example is that Waikato Hospital was calling the Community Transport providers at any time of the day to pick up discharge patients. Talking about this issue at a Forum meeting, everyone realised this was a shared problem. Concern over driver welfare and also that of the patient who sometimes was arriving home to a dark, empty house. So collectively the providers agreed that they would say "No" to any request after 4.30pm and that a driver wouldn't leave home until there was assurance that the discharge papers for the person were ready. Discharge procedures have really improved in the last year. A WDHB person also attends these forum

Northland Transport Needs Investigation
Final Report

meetings and does his best to help communication. The WDHBC Consumer Council is also very aware of the Forum and transport is a regular theme for them.

Without a doubt, the most common issue for all the community transport providers is funding. At a national transport symposium Community Waikato hosted in November 2019, we heard from Canterbury Regional Council and Horizons Regional Council of their direct support to community transport providers.

Considering the great service our providers offer to enhance people's health and social wellbeing, groups feel unappreciated by government and tired of having to spend so much of their time fundraising and asking their local communities to fund something they feel is an essential service. As a collective group, the forum is currently engaged with a regional funder and the regional council to investigate providing some ongoing operational funding to support these groups.

For any further discussion about Community Transport in the Waikato, please contact Sarah Gibb at sarah@communitywaikato.org.nz.

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

ID: A1365854

From: Chris Powell, Transport Manager - Northland Transport Alliance

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.

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 21 September 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.

With the 12 August 2020 Regional Transport Committee cancelled due to the rise in Covid-19 alert levels, this report details the progress made since the June 2020 meeting.

Government Policy Statement for Transport 2021

The final Government Policy Statement for Transport 2021 (GPS) was formally released by the Minister of Transport on 17 September 2020.

A detailed comparison of the final Draft GPS against the final GPS undertaken by the RLTP/RPTP Project Team (Project Team) could find no changes that would require a change to the work undertaken to date by the RTC on both the RLTP and RPTP.

The Ministry of Transport will be presenting on the GPS 2021 under a separate paper.

Waka Kotahi's Arataki V2

The recently released Arataki V2, (Arataki) outlines the context for change, current and future pressures on the land transport system, how these pressures will shape the land transport system and the challenges and opportunities that Waka Kotahi and its partners need to consider and respond to.

It identifies the changes in existing responses that Waka Kotahi consider are needed to deliver on the government's current direction and long-term outcomes for the land transport system.

Arataki describes how Waka Kotahi will use levers in partnership with others and the range of plans that will shape and implement in partnership at a national, pan-regional and regional level.

Finally, it sets out the national, pan-regional and regional summaries to guide implementation of Arataki. The summaries will provide an overview of the key areas of focus and potential types of intervention that Waka Kotahi considers are needed.

For Northland, Waka Kotahi will direct their "Area of Focus" for the 2021-31 funding period toward: -

- Significantly Reducing Harms – Rated a High Priority;
- Improving Urban Form – Rated Medium Priority; and
- Transforming Urban Mobility – Rated a Medium Priority.

A full copy of Arataki V2, can be sourced from the following website:-

<https://www.nzta.govt.nz/planning-and-investment/planning/arataki/arataki-version-2/>

A copy of the section titled Te Tai Tokerau Northland can be sourced from:-

<https://www.nzta.govt.nz/assets/planning-and-investment/arataki/docs/regional-summary-northland-august-2020.pdf>

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 from the above-mentioned e-mail, the Project Team met on 27 July 2020 and compiled the attached recommendations for minor changes to the

wording relating to the “Problem Statements”, “Benefit Statements” and “Objectives” for consideration by the RTC.

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 2021.

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

On receipt of formal approval from the RTC, 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.

On receipt of formal approval from the RTC, 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 provided below:

Regional Land Transport Plan

- Strategic context has been drafted and is awaiting review by the RLTP Project Group - This section discusses trends in population growth, transport trends and economic trends.
- The strategic framework (objectives, policies and regional priorities) has been drafted and is awaiting review by the RLTP Project Group.
- Monitoring Indicator Framework (how will we measure progress /success) – drafting 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, the Ministry of Transport has formally advised that a two-month extension has been approved for the release of the National Land Transport Programme. The impact of this announcement on the RLTP is that the date for the submission of the final approved RLTP to Waka Kotahi has been moved from 30 April 2021 to 30 June 2021.

In addition to the above, Waka Kotahi has advised that their Transport Agency Investment Proposal (TAIP) will be released in early October 2020.

See [Attachment 3](#) 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 4](#) for copy of the Risk Register.

Consultation Process

As discussed above, the Ministry of Transport has formally advised that a two-month extension has been approved for the release of the National Land Transport Programme. As a result, staff propose that consultation on the RLTP and RPTP commence in the new year rather than consulting over the Christmas period as previously indicated. It is planned to map out the consultation process in more detail in October 2020. Staff will provide more certain timeframes for consultation at the December RTC meeting, however in order to meet the June 2021 deadline for submissions to Waka Kotahi consultation is likely to occur in March / April 2021.

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

Considerations

1. Options

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

	Benefits Statements and the “Objectives”. Do not approve recommended “Regional Priorities” and their order of priority.		Jeopardise the completion of the Regional Land Transport Plan 2021-2027 within the prescribed timelines.
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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.

Attachments/Ngā tapirihanga

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

Attachment 2: Northland's RLTP and RPTP 2020 - 21 - Project Team Regional Priorities and Recommended Changes 27 July 2020 [↓](#) 

Attachment 3: Timelines for Regional Land Transport Plan 2021 to 2027 and Regional Public Transport Plan 2021 to 2031 [↓](#) 

Attachment 4: 2021-2027 RLTP and RPTP Risk Register [↓](#) 

Authorised by Group Manager

Name: Tony Phipps, Group Manager - Customer Services - Community Resilience,

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

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%

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%

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%

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%

Enable economic development activity 35%

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

Greater regional resilience 30%

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

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

The environmental impact of travel is reduced 10%

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

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

Objective:

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

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 – September 2020

Indicative Timeline:- September 2020 to September 2021

<u>September 2020</u>	
21/09/2020	"First Cut" Continuous Programmes to be submitted to NZTA
30/09/2020	Draft "Front End" of RLTP and RPTP completed
<u>October 2020</u>	
01/10/2020	"Front End" of both plans to Project Team for comment
14/10/2020	RTC Meeting
26/10/2020	Project Team meeting to agree "Front End" of both plans
<u>November 2020</u>	
16/11/2020	Project Team sign off "Front End" of both plans
16/11/2020	Project Team agrees Project Prioritisation to RTC
<u>December 2020</u>	
09/12/2020	RTC meeting
09/12/2020	Draft "Front End" presented by RTC for comment
09/12/2020	First Regional Project Prioritisation workshop by RTC
15/12/2020	Finalised Indicative Continuous Programme to be downloaded into TIO
<u>January 2021</u>	
<u>February 2021</u>	
10/02/2021	RTC Meeting
10/02/2021	RTC approves release of Draft RLTP and Draft RPTP for public comment
11-20/02/2021	Draft RLTP and Draft RPTP to printers
24 – 28/02/2021	Public consultation on Draft RLTP and RPTP
<u>March 2021</u>	
1-26/03/2021	Public consultation on Draft RLTP and RPTP
2 – 12/03/2021	"Have Your Say" Sessions
<u>April 2021</u>	
13/04/2021	RTC Meeting
15/04/2021	NZTA advises of Indicative final Continuous Programme
1-30/04/2021	Summary and recommendations from Roadshow and submissions
<u>May 2021</u>	
12/05/2021	RTC deliberations and approval of changes
<u>June 2021</u>	
09/06/2021	RTC approves release of RLTP and RPTP to be loaded into TIO
17/06/2021	NRC approves release of RLTP and RPTP to be loaded into TIO
25/06/2021	RTC and NRC approved RLTP and RPTP loaded into TIO
<u>July 2021</u>	
<u>August 2021</u>	
<u>September 2021</u>	
01/09/2021	GPS/NLTP/RLTP/RPTP implemented

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

Risk Register:- July 2020

Risk	Potential Impact	Mitigation	
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.	
Coronavirus – Disruptions to Process	Could potentially delay the entire RLTP process for an indefinite time period	Continue to monitor and report to the RTC	
*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

TITLE: Waka Kotahi Update

ID: A1361784

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:


- GPS 2021 has been released. Builds on the strategic direction in the GPS 2018 and focuses on four strategic priorities - safety, better travel options, improving freight connections, and climate change.
- The date for submitting the Regional Land Transport Plan's has been extended by two months – from 30 April to 30 June 2021. The two-month extension is to help reduce pressure and provide certainty for regional councils.
- Our Board has approved the FARs for Approved Organisations for the 2021-24 NLTP and there is no change to Northland Organisations.

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

Recommendation

That the report 'Waka Kotahi Update' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 8 September 2020, be received.

Attachments/Ngā tapirihanga

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

Authorised by Group Manager

Name: Tony Phipps, Group Manager - Customer Services - Community Resilience,

Title: Group Manager - Customer Services - Community Resilience

Date: 07 October 2020

Regional Transport Committee

Northland
14 October 2020



New Zealand Government

Key Messages

- GPS 2021 has been released. Builds on the strategic direction in the GPS 2018 and focuses on four strategic priorities - safety, better travel options, improving freight connections, and climate change.
- The date for submitting the Regional Land Transport Plan's has been extended by two months – from 30 April to 30 June 2021. The two-month extension is to help reduce pressure and provide certainty for regional councils.
- Our Board has approved the FARs for Approved Organisations for the 2021-24 NLTP and there is no change to Northland Organisations.

Government Policy Statement on land transport (GPS)

- The Minister of Transport released the final GPS in September.
- The new GPS builds on the strategic direction set in the GPS 2018 and focuses on four strategic priorities:
 - safety
 - better travel options
 - improving freight connections
 - climate change
- Following this release, we've shared timelines, resources and guidance with the sector to support the development of Regional Land Transport Plans.

Government Policy Statement on **LAND TRANSPORT**

2021/22-2030/31



National Land Transport Programme development (NLTP)

- The date for the Regional Land Transport Plan's (RLTP) to be submitted has been extended by two months – from 30 April to 30 June 2021.
- The adoption of the NLTP has been deferred two months – from 30 June to 31 August 2021.
- The two-month extension is to help reduce pressure and provide certainty for regional councils.
- This two-month shift is the same change to deadlines that we adopted for the 2018-21 NLTP.



Funding Assistance Rates (FAR)

- FARs for the 2021-24 NLTP have been set.
- Under the new rates, 22 approved organisations will see their rates increase, 47 will remain the same, while 11 will move to lower rates.
- The overall average FAR rate remains 53%.
- The Board also confirmed the FARs for Special Purpose Roads (SPRs).
- In the absence of an agreed transition plan, the rate for SPRs for the 2021-24 NLTP is 100%. From 1 July 2024, these roads will revert to normal FAR.



Investment Prioritisation Method (IPM)

- Consultation is currently open on the draft IPM and will close Monday, 2 November.
- The IPM will replace the Investment Assessment Framework for the 2021-24 period.
- It has been developed in response to the GPS 2021 and will be used to prioritise activities in the 2021-24 NLTP.
- Please go to our webpage for the IPM documents and online feedback form.
- We expect to have a final IPM by mid-December 2020.



Innovating Streets for People pilot fund

Creating people-friendly spaces through tactical urbanism

**Innovating Streets for
People pilot fund closed
(Approx \$24m allocated
at 90% FAR)**



**For temporary projects
with a pathway to
permanence that will be
co-designed with
communities**



**Approx 71 projects that
make streets more
people-friendly by
June 2021**



Accessible Streets Consultation

- Public Consultation on the Accessible Streets proposals was open from 9 March to 20 May 2020.
- Due to ongoing conversations with stakeholders, the period to carry out post-consultation analysis has been extended and decisions about the Accessible Streets proposals will not be made until after this year's election.
- We are currently finalising the summary of submissions report, and have recently started work on a disability impact assessment.
- The submissions report and impact assessment will be used to inform recommendations to the incoming Minister and next steps for the Accessible Streets package.



Requirements for Urban Buses (RUB) Consultation

We are currently reviewing the Requirements for Urban Buses in New Zealand 2014 (RUB).

- Everyone who travels on an urban bus will be affected by these proposed changes.
- There are six proposals in total.
- Tell us what you think of the changes we want to make to the rules about how we use urban buses.
- Have your say: 25 September– 6 November 2020.



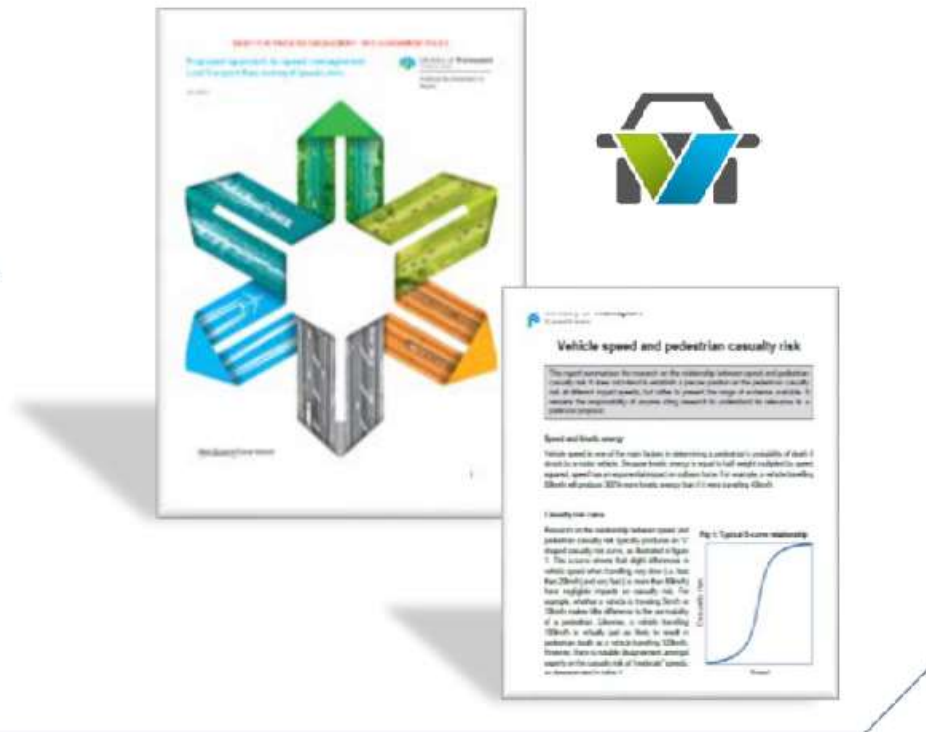
Asset Management Data Standard (AMDS)

- The AMDS is a joint commitment between us and the Road Efficiency Group (REG) which aims to improve how we manage and make decisions around our land transport assets.
- The first release launch was on 31 July 2020 with the second launch scheduled for 30 October 2020.
- The purpose of the launches are for feedback and review from RCAs, council and all stakeholders.
- The indicative business case propose two costing funding options (fully funded by us or jointly funded by us and the RCA). We are working through this in consultation with REG.



Proposed approach to speed management

- In July the Ministry of Transport, through Local Government NZ, distributed two documents to RCA Forum members, Chief Executives and TSIG members.
- The explanatory document provides visibility of the direction of the proposed changes to the setting of speed limits rule.
- The proposal is at an early engagement stage and the Ministry of Transport welcomes any feedback you may have.



Motorcycle Awareness Month

- Motorcycle Awareness Month runs throughout October.
- This is a Motorcycle Safety Advisory Council (MSAC) initiative, supported by ACC and Road to Zero partners.
- The purpose of the initiative is to raise awareness of motorcycle safety. Sadly, last year 54 motorcyclists were killed and 1,438 were injured on our roads.



Guidelines for good practice in road safety

- In late September, we released good practice road safety education guidelines to help road safety educators communicate effectively with school students as they navigate complex transport systems.
- These guidelines enable road safety educators to contribute to Vision Zero by building a safety culture where people expect road safety interventions and respond through positive behaviours and attitudes on our roads.
- The guidelines are accessible via our Education Portal.





TITLE: Waka Kotahi Investment Decision Making Framework Review and the Draft Investment Prioritisation Method

ID: A1365807

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 Investment Decision Making Framework and the Draft Investment Prioritisation Method.

This presentation will be conducted via teleconference.

Recommendation

That the report 'Waka Kotahi Investment Decision Making Framework Review and the Draft Investment Prioritisation Method' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 21 September 2020, be received.

Background/Tuhinga

Investment Decision-Making Framework

The Investment Decision-Making Framework (IDMF) is the process by which Waka Kotahi 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.

Waka Kotahi has completed its review on how investments are developed, assessed and prioritised.

The Waka Kotahi 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 Waka Kotahi'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.

Draft Investment Prioritisation Method

The Investment Prioritisation Method sets out how Waka Kotahi will prioritise activities in the 2021-24 National Land Transport Programme to give effect to the Government Policy Statement on Land Transport 2021.

The Northland Regional Transport Committee develops the Regional Land Transport Plan which contains activities which Waka Kotahi prioritises into activity classes in the 2021-24 National Land Transport Programme. Waka Kotahi will determine the level of priority (known as the investment threshold) in each activity class where there will be funding available to cover those activities. The investment prioritisation method has a number of implications for the Northland Regional Land Transport Plan (RLTP):

- The RLTP has the most important role of identifying the activities that are prioritised for inclusion in the NLTP.
- The RLTP proposes the size of continuous programmes (e.g. maintenance, operations & renewals, public transport services) which are moderated to ensure the national funding is applied in a consistent manner to each region. The programmes provide a strong basis for what the region expects to fund and deliver over three years.
- The RLTP needs to identify how activities contribute to GPS priorities as this is a strong factor for prioritisation in the NLTP.
- The RLTP should identify interrelationships between activities. This is considered as part of the scheduling factor in prioritisation. This helps to support the integrated nature of the overall programme put forward in a RLTP.
- The priority that the Regional Transport Committee puts on activities in the RLTP is considered by Waka Kotahi in the national prioritisation where the activity competes for funding against other activities at the same investment threshold.

Investment prioritisation is considered at two stages in the lifecycle of a proposed activity, or combination of activities:

- When it is put forward for inclusion in an NLTP (i.e. whether it meets the priority investment threshold).
- When a business case is prepared, and a funding decision is requested.

Waka Kotahi is seeking feedback on the draft Investment Prioritisation Method over the period 21 September to 2 November. Waka Kotahi intends to finalise the Investment Prioritisation Method in December.

Attachments/Ngā tapirihanga

Nil

Authorised by Group Manager

Name: Tony Phipps, Group Manager - Customer Services - Community Resilience,

Title: Group Manager - Customer Services - Community Resilience

Date: 07 October 2020

TITLE: Ministry of Transport Presentation on the Government Policy Statement on Land Transport 2021 and the Draft New Zealand Rail Plan

ID: A1365850

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

This paper serves to introduce Joanna Heard, Principal Advisor, Supply Chain - Ministry of Transport - Te Manatū Waka, who will be presenting on various transport related activities that affect Northland.

Recommendation

That the report 'Ministry of Transport Presentation on the Government Policy Statement on Land Transport 2021 and the Draft New Zealand Rail Plan' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 21 September 2020, be received.

Background/Tuhinga

The presentation will provide updates on: -

- The Government Policy Statement;
 - A copy of the Government Policy Statement on Land Transport 2021 can be obtained through the following website: - <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/gpsonlandtransportfunding/gps-2021/>
- The NZ Rail Plan.
 - A copy of the Draft New Zealand Rail Plan can be obtained through the following website:- <https://www.transport.govt.nz/assets/Import/Uploads/Rail/The-Draft-NZ-Rail-Plan-December-19.pdf>

Attachments/Ngā tapirihanga

Nil

Authorised by Group Manager

Name: Tony Phipps, Group Manager - Customer Services - Community Resilience,

Title: Group Manager - Customer Services - Community Resilience

Date: 07 October 2020

TITLE: Northland Road Safety Update

ID: A1361785

From: Ian Crayton-Brown, Transport Projects Officer

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.

Recommendation

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

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: Police Presentation is a document from the Northland Road Policing Manager detailing their road safety operational work & statistics.

Road Trauma Update:

12 Months to Date (27 September 2020) Road Death Statistics:

- National = 328 deaths compared to 358 in 2019 corresponding 12-months
- Northland = 27 deaths compared to 35 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 = 231 deaths compared to 255 in 2019
- Northland = 21 deaths compared to 23 in 2019

† Road Deaths Statistics

	LOCAL ROAD FATALITIES THIS YEAR	STATE HIGHWAY FATALITIES THIS YEAR	TOTAL FATALITIES THIS YEAR
FAR NORTH	4	4	8
WHANGAREI	6	5	11
KAIPARA	2	0	2
NORTHLAND	12	9	21
NATIONAL			231

Although the national level of road deaths stands at 24 deaths fewer than the same time in 2019, we are seeing in recent months the numbers 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 in all of our crashes.

Northland levels are very similar to last year's road death figures (-2). Driver behaviour and lack of roadside infrastructure such as barriers are areas which are on-going priorities and challenges across the Northland roading network.

As evidenced in the Northland Police presentation Attachment 1, slide 2 shows 20 deaths from 16 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, seven off the road crashes, hitting trees (3), other vehicles (5) power pole (1), and one each for bank, ditch, drain, road sign, pedestrian.

The 15th 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.

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 2020/2021 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, while print messaging will include weekly road safety messaging in the NZME Northern Advocate and four news supplements with editorial and graphics.

Advertising themes in the Road Safety Advertising Calendar 2020/21 for the months of September & October are 'Motorcycling, Distractions, Alcohol & Young Drivers'.

Road Safety Infrastructure Projects: Nick Marshall – (Attachment 2 – Presentation)

I. Northlands response to Road to Zero Strategy

- How we have shaped our draft RLTPs in response to Road to Zero Strategy
- Where the highest return on investment is (in priority order) – Rural Roads
 - I. Speed Management/Limits >60% of predicted DSI returns
 - II. RSAP to support Speed Management & positive driver decisions
 - III. BOOST – Signs & Lines
 - IV. Safer Corridors – roadside barrier protection
 - V. Transformation
 - Rural = realign
 - Urban = urbanisation
- Northland Local Roads first in country to complete SNP Pipeline work with Waka Kotahi


II. RSAP Business Case – improved delivery model

- Presented to Whangarei and Far North DC's, will be presented to KDC before Xmas
- Recommended future framework/model for Road Safety Action Planning (RSAP) Delivery for Northland – ***Improved Status Quo***

III. Bike Skills Northland (Bike Northland)

- Seeking funding to expand into Far North and Kaipara

Attachments/Ngā tapirihanga

Attachment 1: Police Road Safety Presentation [↓](#) 

Attachment 2: NTA Update Oct 2020 Nick Marshall [↓](#) 

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 05 August 2020

Northland Road Policing

- 23 September 2020

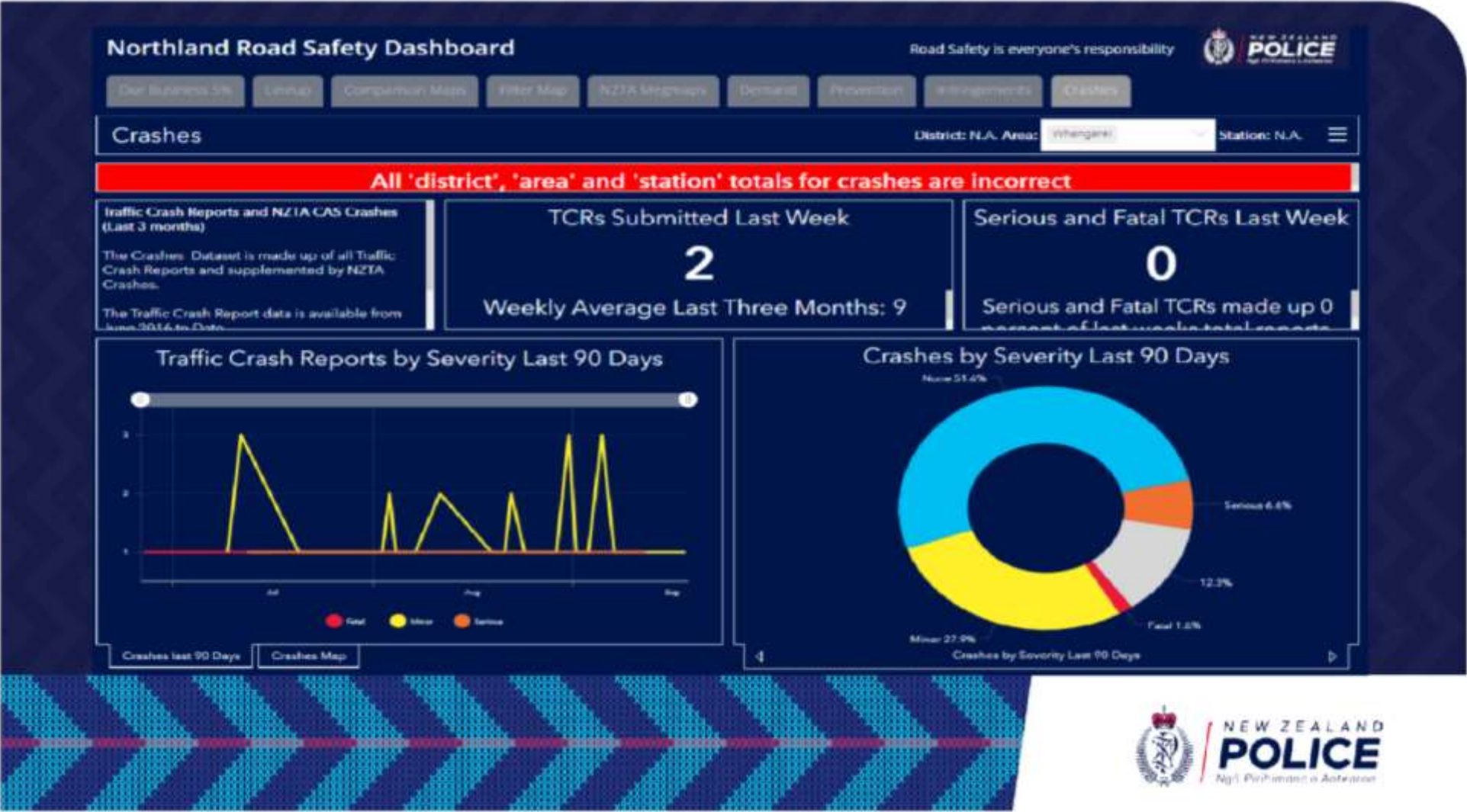


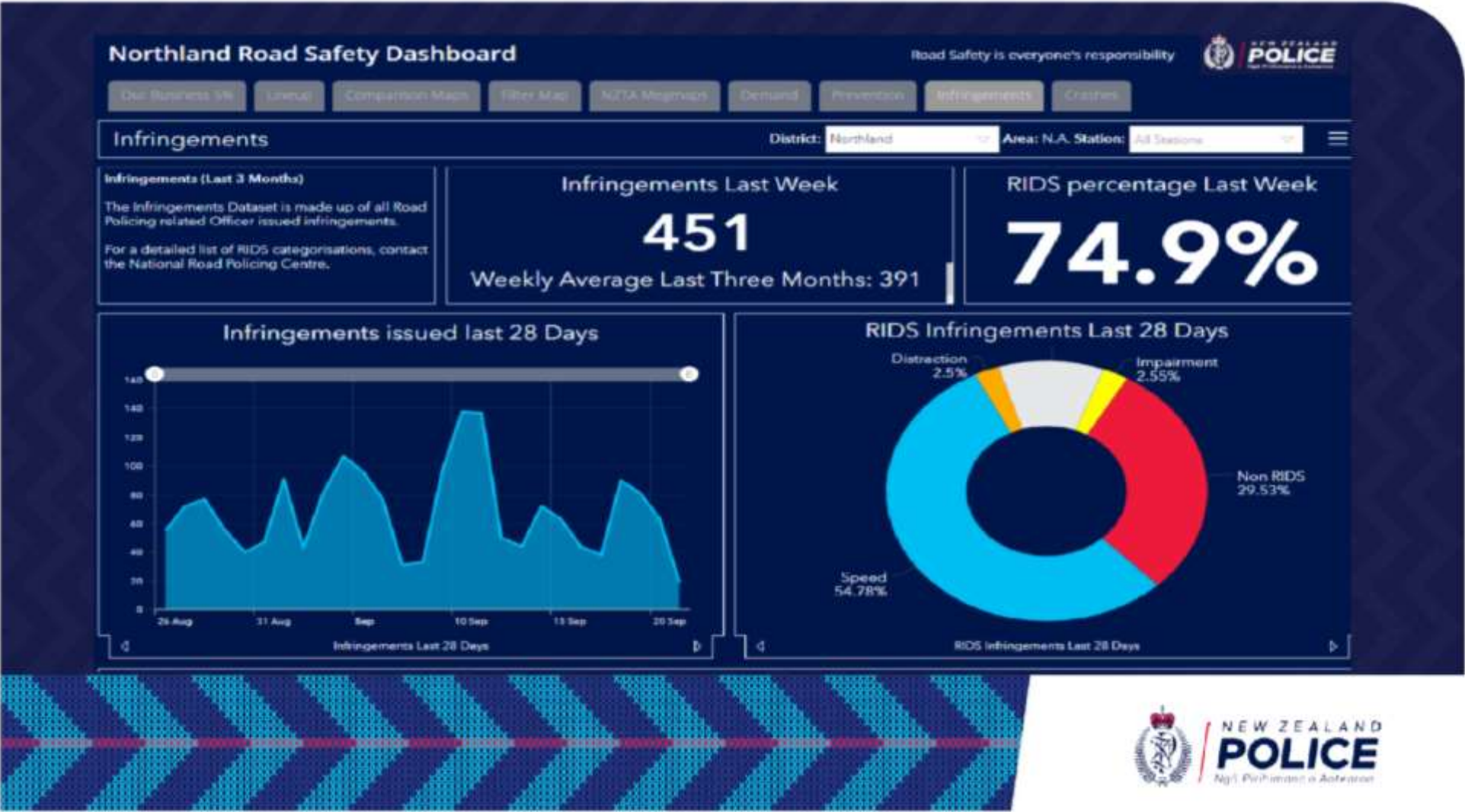
Northland Road toll currently 20

					Alcohol/drugs	Seat belt	Killed
1	3/01/2020	1700hrs	SH1 Waipu	2 car head on. M offending driver 49yrs dead	Y	Y	1
2	26/01/2020	0607hrs	Bank St/Dominion Rd Kaitia	Car vs tree. Driver deceased	N	?	1
3	23/02/2020	0213hrs	Whananaki North Rd	Ute vs tree. M driver + 2 x children dead	Y	N	3
4	3/03/2020	1000hrs	SH10 Mangonui	Ute vs car. F car passenger dead. M ute driver charged	N	Y	1
5	13/03/2020	1415hrs	SH1 Towai	Car vs car. F offending driver dead. + 2 x F passengers	N	Y	3
6	26/03/2020	1840hrs	Oakeigh Paparoa Rd	Ute vs bank. M driver dead	Y	N	1
7	6/04/2020	0830hrs	Brooks Rd Waipu	Can vs tree. M driver dead	N	Y	1
8	19/04/2020	1945hrs	Mason Ave Moerewa	Car vs parked car. 18 yr old F dead. M driver charged	Y	N	1
9	17/06/2020	1520hrs	Awaroa Rd Broadwood	M/bike vs fence. 19 yr old M dead	N	N/A	1
10	26/06/2020	0705hrs	SH14 Wheki Valley	Car vs truck. F offending driver dead	N	Y	1
11	29/07/2020	0700hrs	SH1 Okaihau	Car vs drain. F driver dead	Y	N	1
12	6/08/2020	1840hrs	SH1 Hikurangi	Ute vs pedestrian. M ped dead	Y	N/A	1
13	29/08/2020	0250hrs	Pukepoto Rd Kaitia	Car vs ditch. 25 yr old F driver dead	Y	?	1
14	5/09/2020	1208hrs	SH15 Awarua near Twin Bridges	M/bike vs road sign. Helmet unfastened. M rider dead	?	N/A	1
15	6/09/2020	1325hrs	Pipiwai Rd Whangarei	Car vs powerpole. F driver dead	Y	Y	1
16	12/09/2020	0010hrs	Whangarei Heads Rd	Car vs bank. M driver 22yrs dead	Y	Y	1
TOTAL 9						4	20









Current priorities

- RIDS offending: Restraints, Impairment, Distractions and Speed
- Compulsory Breath Testing (alcohol and drugs) checkpoints increasing through Spring and Summer
- Roster review completed and implemented – targeting high risk days and times
- 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 ANATĀRU I TO AHEI NOPU

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 VIOLENCE
- 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

HOW WE DO IT

HE PĒHEA E MAHA AHE TĀTOU

OUR OPERATING MODEL

"TAKING EVERY OPPORTUNITY TO PREVENT HARM"



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 RELATIONSHIP WITH MĀORI

TE MARIKANGA E TE TM



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 PMV

OUR CULTURE

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

OUR PARTNERS

WORKING WITH AND BEING:

- 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 Pirihimene o Aotearoa

The poster features a background image of a road scene with a yellow school bus and people walking. On the left, a large speed limit sign shows '0' and '50'. The text is overlaid on the right side of the image.

New Zealand Government

New Zealand's Road Safety Strategy 2020-2030

ROAD TO ZERO STRATEGY

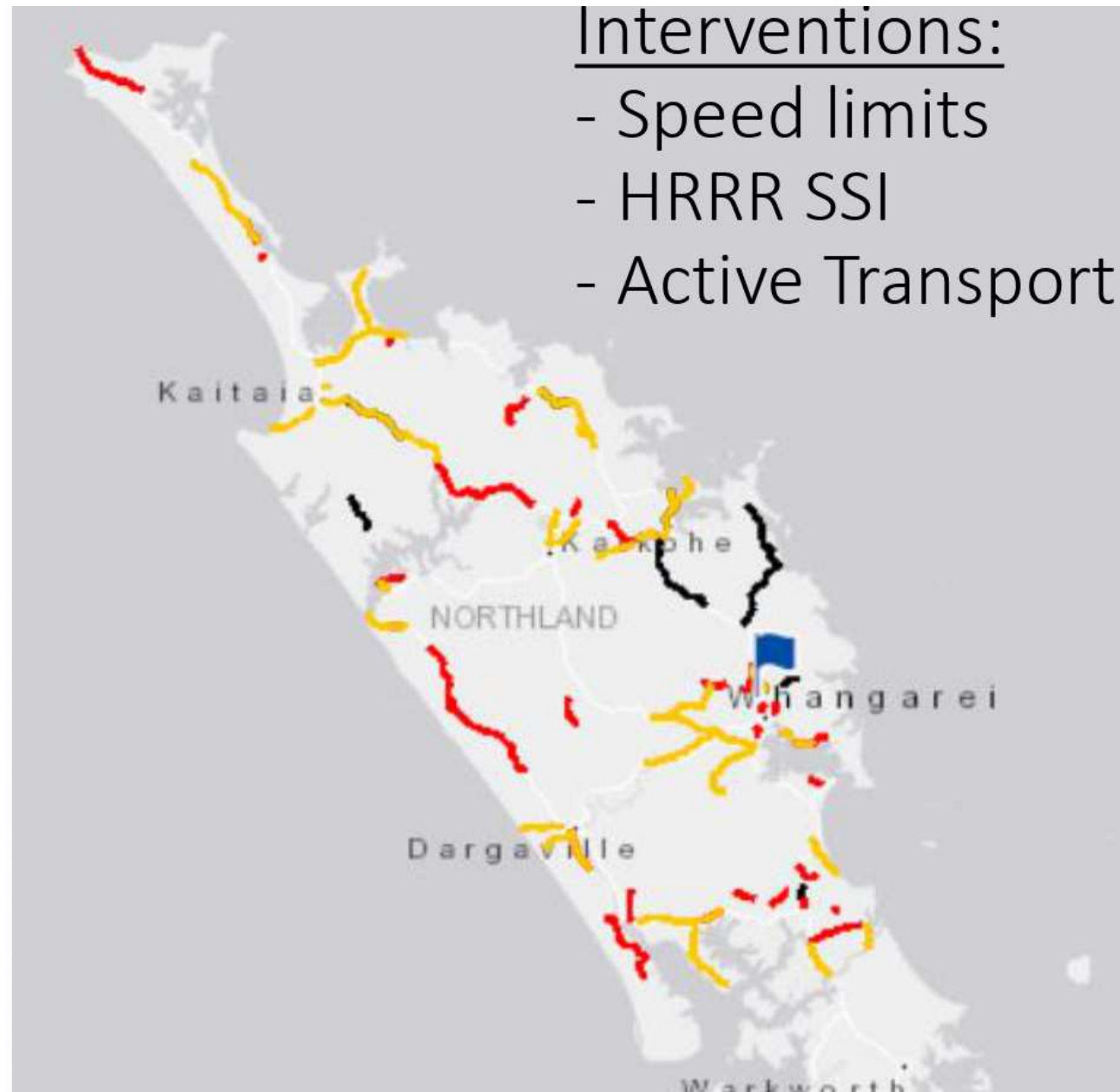
OUR VISION IS:

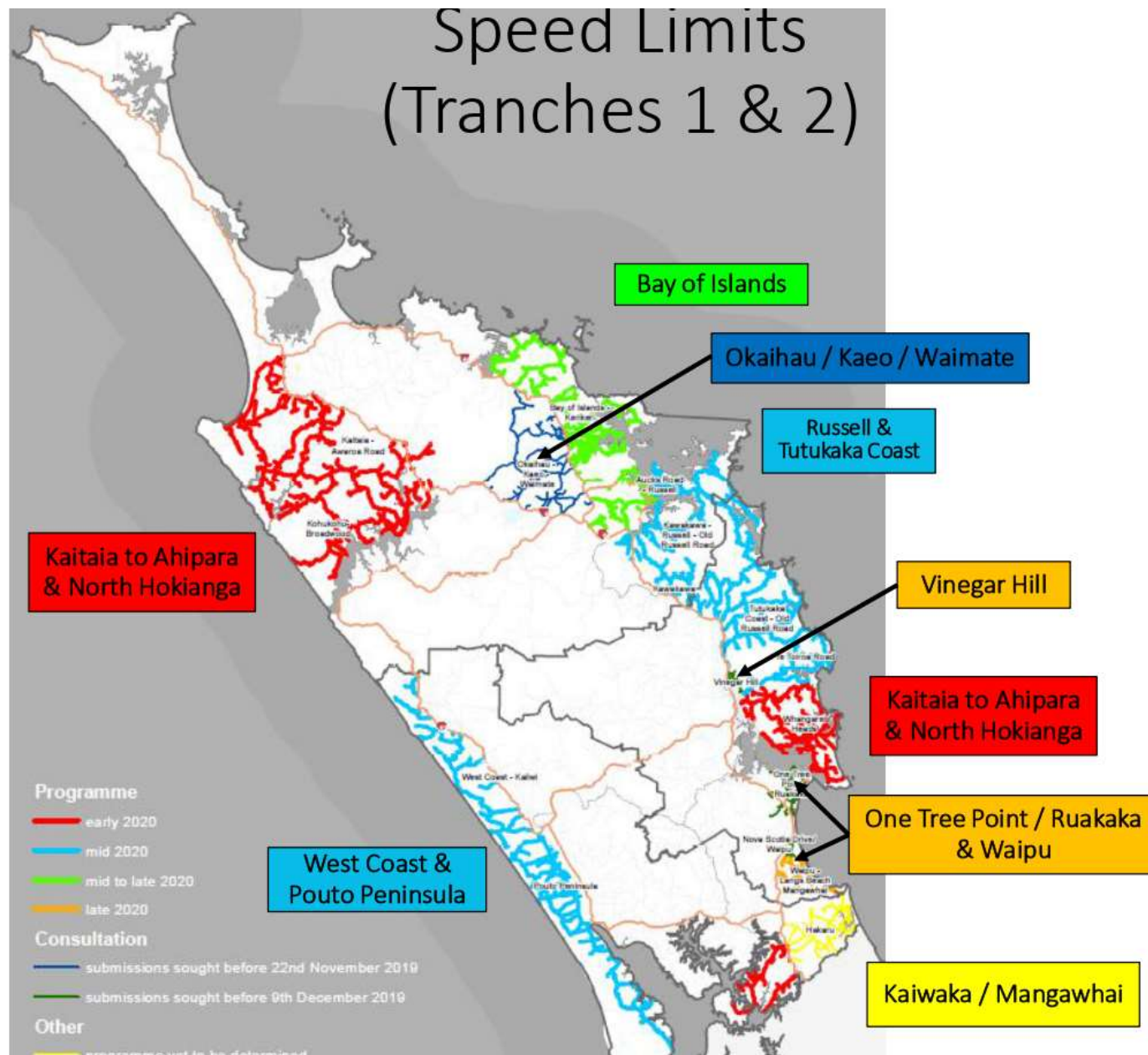
A NEW ZEALAND WHERE NO ONE IS KILLED OR SERIOUSLY INJURED IN ROAD CRASHES. THIS MEANS THAT NO DEATH OR SERIOUS INJURY WHILE TRAVELLING ON OUR ROADS IS ACCEPTABLE.

NORTHLAND TRANSPORTATION ALLIANCE

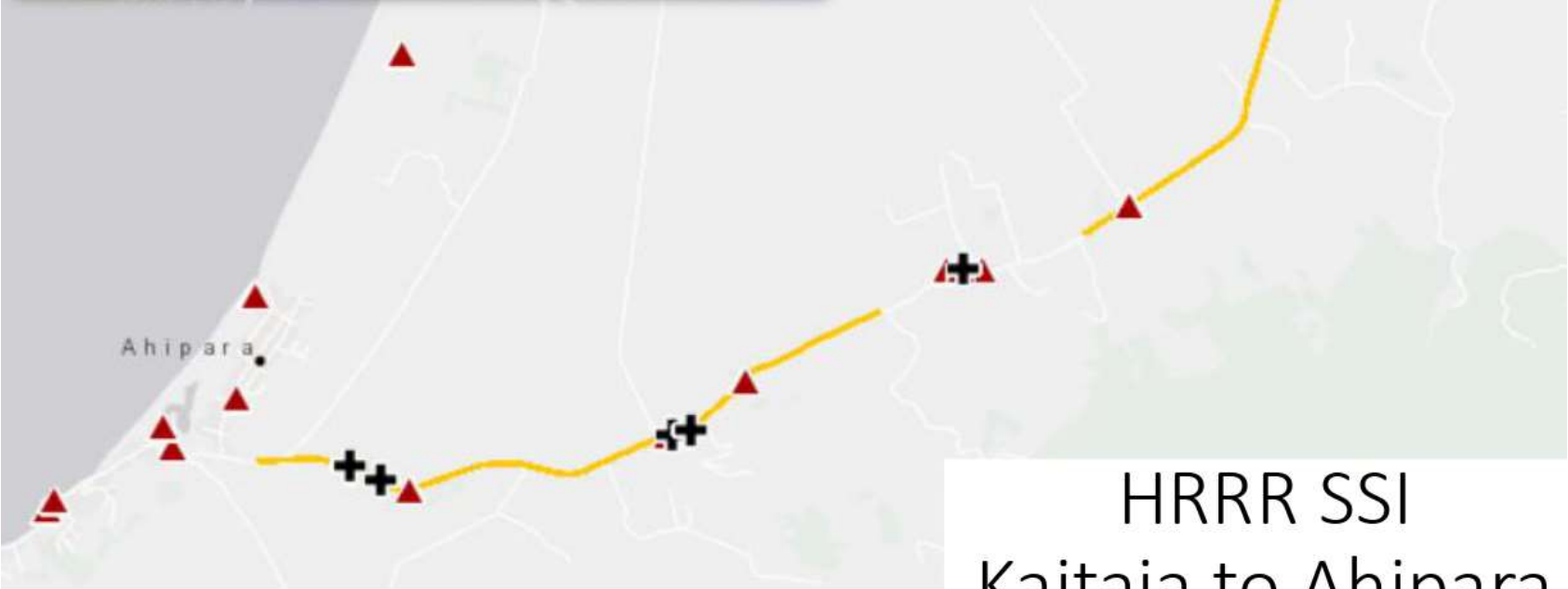
Far North District Council | Kaipara District Council | Whangarei District Council | Northland Regional Council | WAKA KOTAHU

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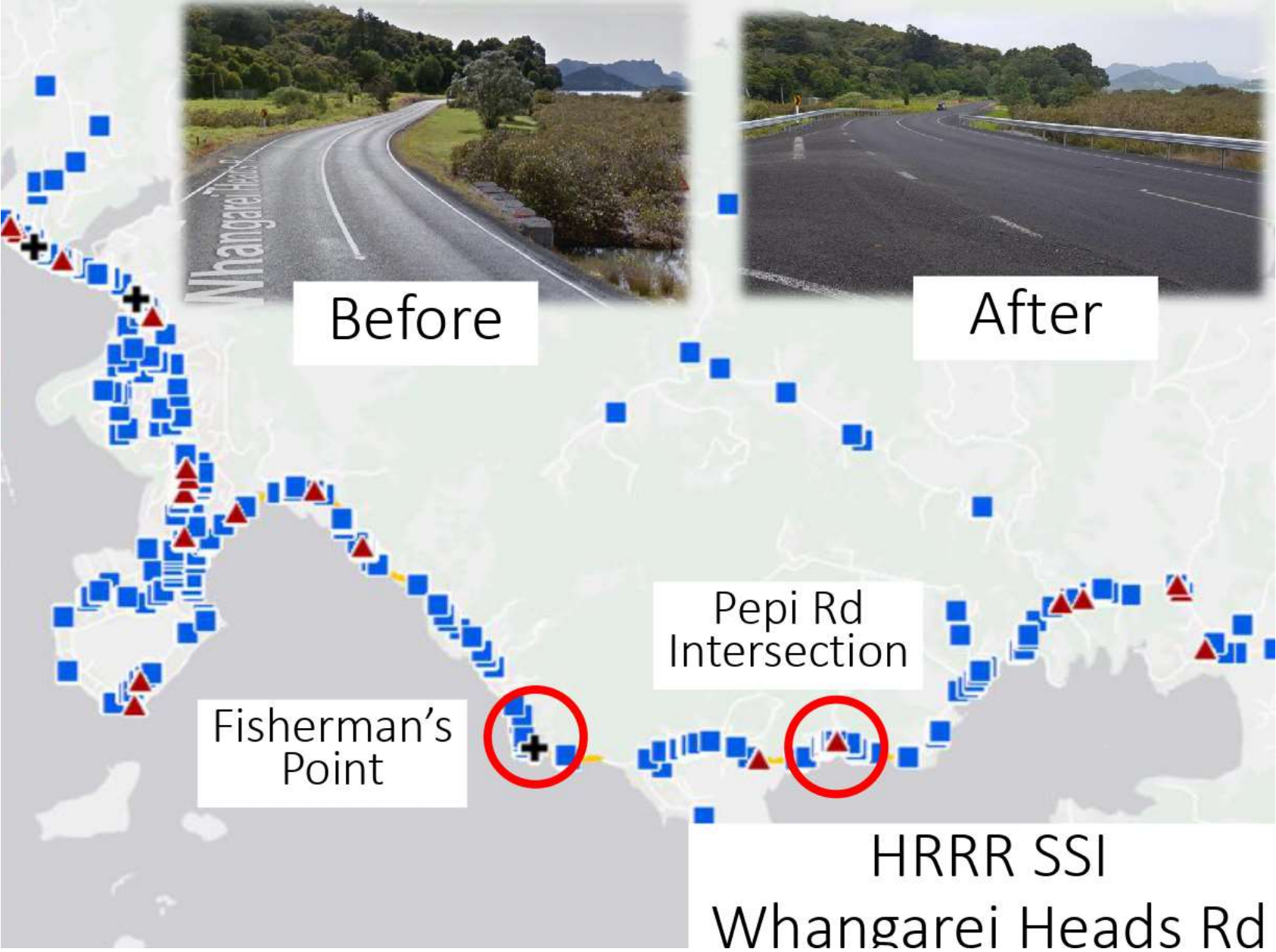




HRRR SSI
Kaitaia to Ahipara

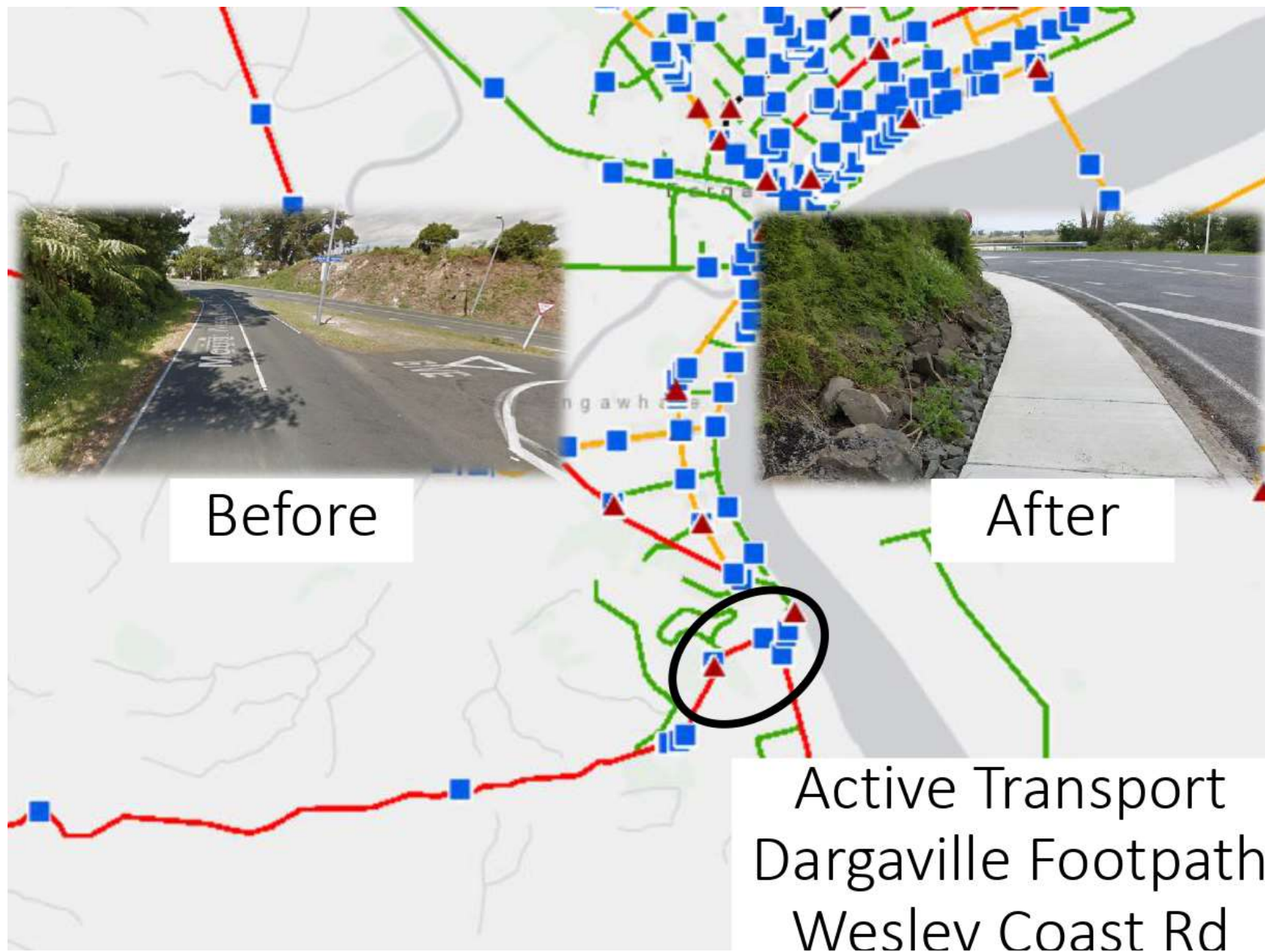






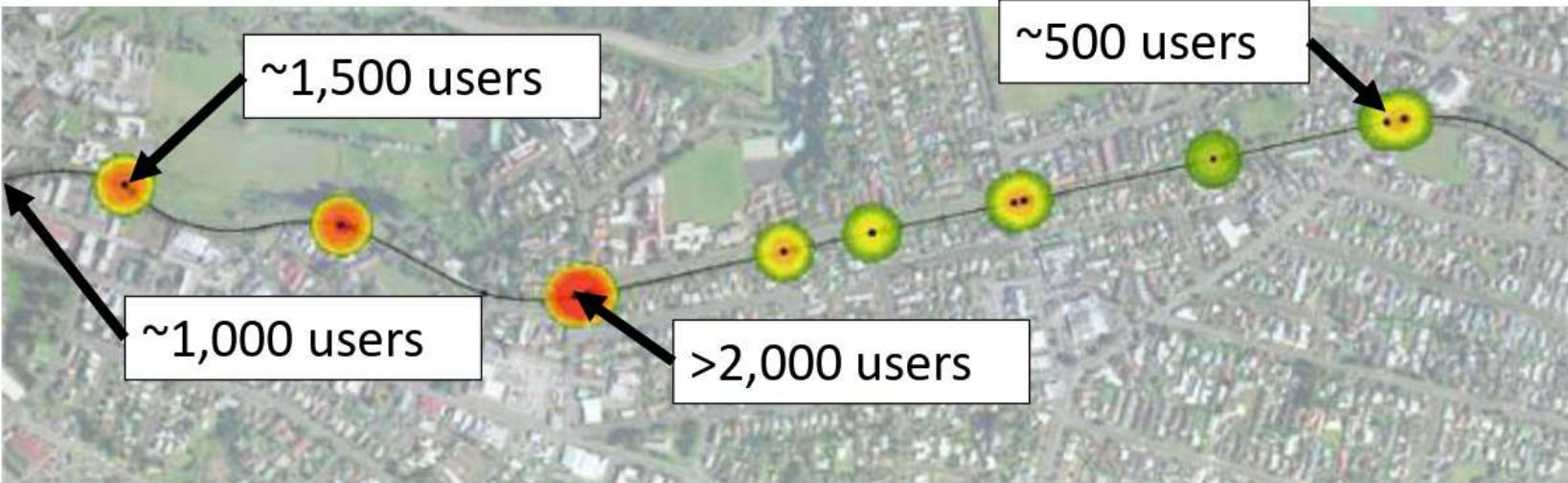
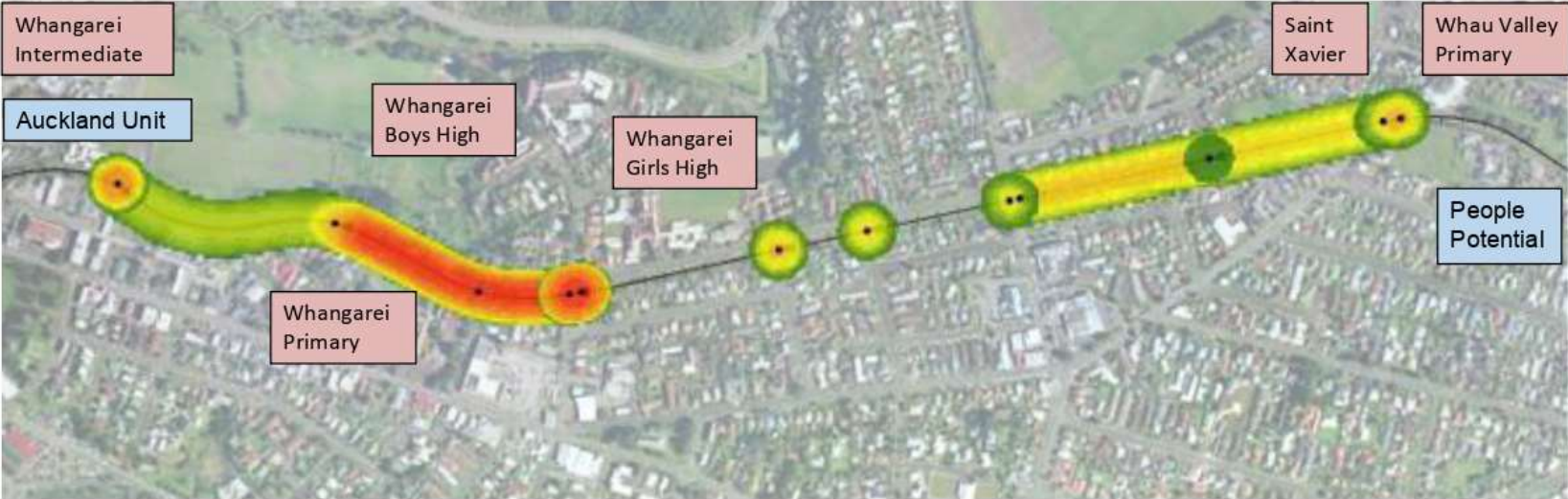


Active Transport Kerikeri Footpath

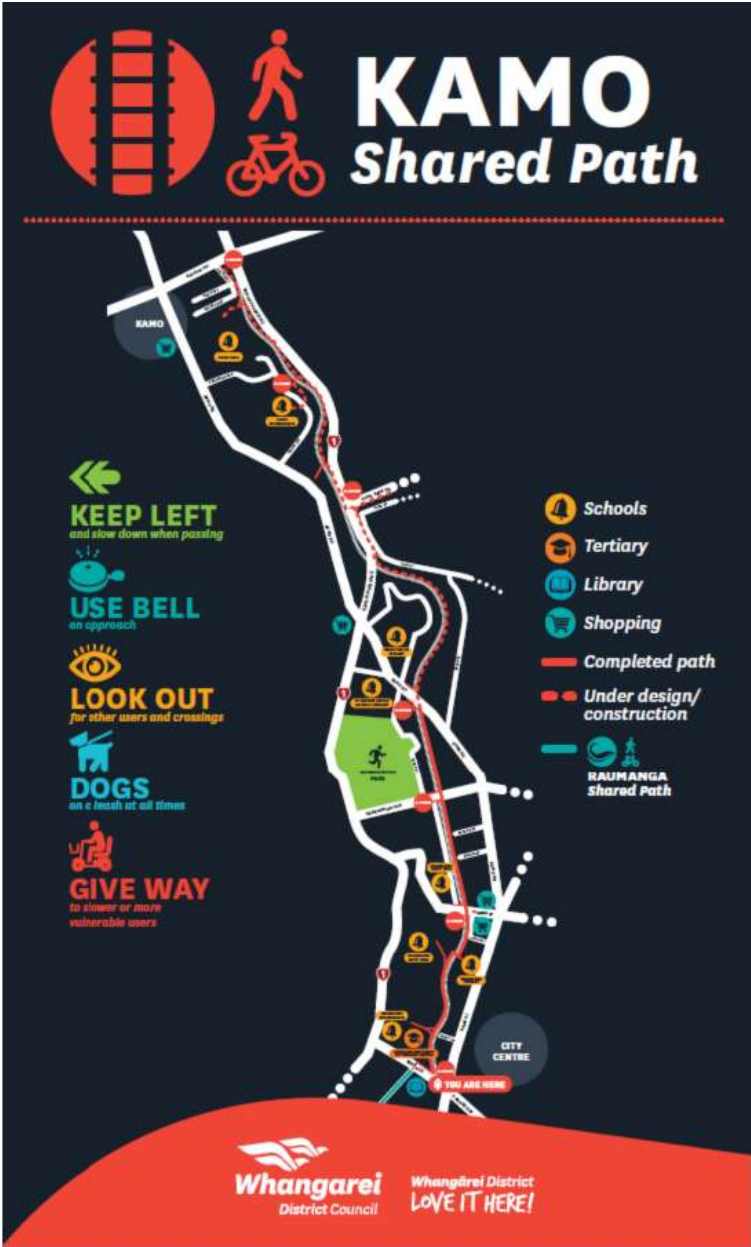




Active Transport
Kamo Shared Path



Rail Risk – Exposure
(before & After)



Before



After

TITLE: State Highway One, Loop Road South Intersection

ID: A1365852

From: Chris Powell, Transport Manager - Northland Transport Alliance

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.

Recommendation

That the report 'State Highway One, Loop Road South Intersection' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 21 September 2020, be received.

Background/Tuhinga

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

Attachments/Ngā tapirihanga

Nil

Authorised by Group Manager

Name: Tony Phipps, Group Manager - Customer Services - Community Resilience,

Title: Group Manager - Customer Services - Community Resilience

Date: 07 October 2020