

**Regional Transport Committee**  
**Wednesday 9 December 2020 at 9.30am**

# **AGENDA**

## Regional Transport Committee Agenda

Meeting to be held in the Council Chamber  
36 Water Street, Whangārei  
on Wednesday 9 December 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

Interim Chair - NRC Councillor Rick Stolwerk

NRC Councillor Justin Blaikie

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 - 14 October 2020

**ID:** A1387114

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


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### Recommendation

That the minutes of the Regional Transport Committee meeting held on 14 October 2020 be confirmed as a true and correct record.

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### Attachments/Ngā tapirihanga

Attachment 1: Regional Transport Committee unconfirmed minutes - 14 October 2020 [↓](#) 

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### Authorised by Group Manager

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

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

**Date:** 02 December 2020

Regional Transport Committee  
14 October 2020

## Regional Transport Committee Minutes

Meeting held in the Council Chamber  
36 Water Street, Whangārei  
on Wednesday 14 October 2020, commencing at 9.30am

### Present:

Chairman, NRC Councillor John Bain  
NRC Councillor Rick Stolwerk  
FNDC Councillor Ann Court  
WDC Councillor Greg Martin  
KDC Councillor David Wills  
NZTA Representative Mr Steve Mutton

### In Attendance:

GM Customer Services & Community Resilience, Tony Phipps  
Transport Manager, Chris Powell  
Committee Secretary, Evania Arani  
NTA General Manager, Calvin Thomas  
NTA Strategy & Planning Manager, Jeff Devine  
FNDC Infrastructure & Asset Management GM, Andy Finch  
KDC, Bernard Peterson  
NZ Police, Terry Phillips  
MRCagney, Jo Gascoigne, Fiona Thomas, Bridget Burdett  
NRC, Anita Child  
NRC, Ian Crayton-Brown  
NTA, Nick Marshall  
NRC, Sharlene Selkirk  
Northland Road Safety, Gillian Archer and Ashley Johnston  
NZTA, Jacqui Hori-Hoult (arrived at 10.20am)  
Members of the public

The Chair declared the meeting open at 9.30am

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

There were no apologies.

### 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  
14 October 2020

### **Confirmation of Minutes - 10 June 2020 (Item 4.1)**

**ID: A1361783**

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

**Moved (Martin/Stolwerk)**

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

**Carried**

### **Northland Regional Land Transport Plan 2018-2021 Funding Uptake (Item 5.1)**

**ID: A1361788**

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

**Moved (Court/Wills)**

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.

**Carried**

### **Investigation into the Needs and Availability of Total Mobility, Disability Transport and Services in Northland - Progress Report (Item 6.1)**

**ID: A1372005**

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

**Moved (Stolwerk/Court)**

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.

**Carried**

### **Regional Land Transport Plan and Regional Public Transport Plan - Progress Report (Item 6.2)**

**ID: A1365854**

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

**Moved (Court/Wills)**

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.

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ID: A1372761

**2**

Regional Transport Committee  
14 October 2020

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”.

**Carried**

*Secretarial Note:*

*The committee authorised the Chair to make any necessary minor drafting, typographical amendments to the Investment Logic Mapping relating to the “Problem and Benefit Statements” and “Objectives” as well as the “Regional Transport Priorities” for the Regional Land Transport Plan 2021-2027.*

- *The Chair (Councillor Bain) formally resigned from council on 30 October 2020. The Northland Regional Council has since appointed Councillor Stolwerk as the new Chair and Councillor Blaikie as the second regional council representative on the Regional Transport Committee.*

**Waka Kotahi Update (Item 6.3)**

**ID: A1361784**

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

**Moved (Bain/Stolwerk)**

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

**Carried**

**Waka Kotahi Investment Decision Making Framework Review and the Draft Investment Prioritisation Method (Item 6.4)**

**ID: A1365807**

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

**Moved (Bain/Stolwerk)**

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.

**Carried**

*Secretarial Note:*

*Cr. David Wills left the meeting at 11.01am.*

**Ministry of Transport Presentation on the Government Policy Statement on Land Transport 2021 and the Draft New Zealand Rail Plan (Item 6.5)**

**ID: A1365850**

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

**Moved (Bain/Stolwerk)**

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ID: A1372761

**3**

Regional Transport Committee  
14 October 2020

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.

**Carried**

*Secretarial Note:*

*Cr. David Wills returned to the meeting at 11.28am.*

### **Northland Road Safety Update (Item 6.6)**

**ID: A1361785**

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

**Moved (Stolwerk/Wills)**

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

**Carried**

### **State Highway One, Loop Road South Intersection (Item 6.7)**

**ID: A1365852**

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

**Moved (Stolwerk/Martin)**

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.

**Carried**

### **Conclusion**

**The meeting concluded at 12.32**

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

**ID:** A1389208

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

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### Executive summary

This report covers the subsidy claims submitted to Waka Kotahi for the third year of the 2018/2021 three-year funding period and details the funding uptake by each approved authority for the financial period 1 July 2020 to 31 October 2020.

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### Recommendation

That the report 'Northland Regional Land Transport Plan 2018-2021 Funding Uptake' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 24 November 2020, be received.

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### Background

Reports relating to the progress made on the funding uptake on the Northland Regional Land Transport Plan 2015/2021 are tabled at each Regional Transport Committee (RTC) meeting.

Please note that with only two full months of information available for the October 2020 RTC meeting, no report was tabled for the first quarter of the 2020/2021 financial year.

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.

Comparisons on Budgeted Expenditure against Actual Expenditure by Activity Class/Programme for the 2020/2021 year to date 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.

Please note, that the approved funding amounts shown in the attached tables may have been adjusted to accommodate for carry-overs of unspent funding from the 2019/2020 financial year.

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

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

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### Attachments

Attachment 1: RTC Funding Uptake Report for December RTC meeting 2020 [!\[\]\(40770d9ed6ed4f1222ebf89a1396e8b2\_img.jpg\)](#) 

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**Authorised by Group Manager**

**Name:** Tony Phipps, Group Manager - Customer Services - Community Resilience,  
**Title:** Group Manager - Customer Services - Community Resilience  
**Date:** 02 December 2020

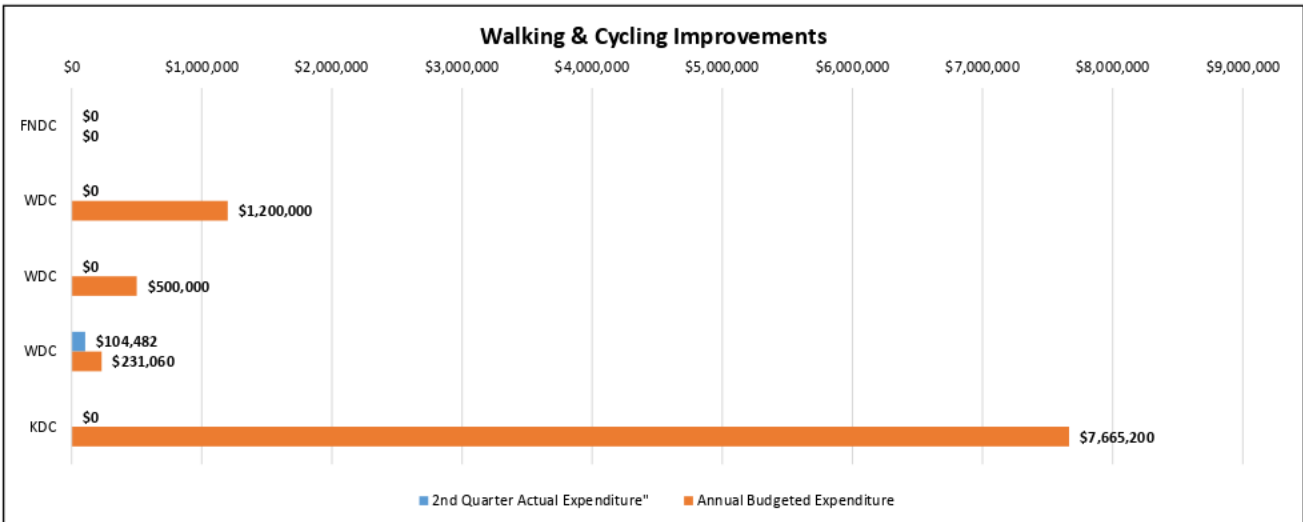
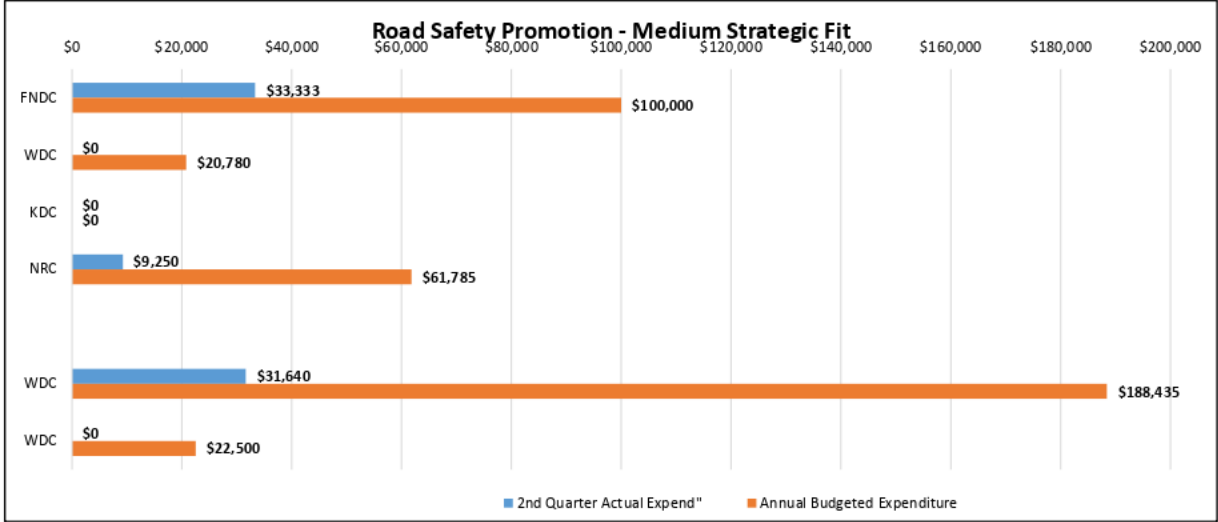
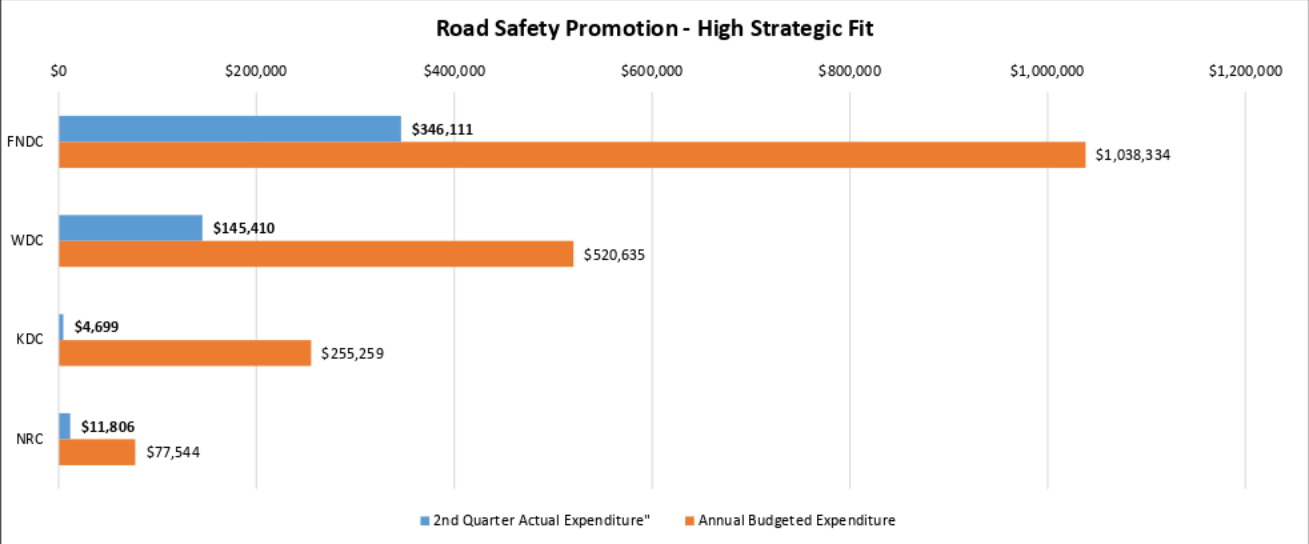
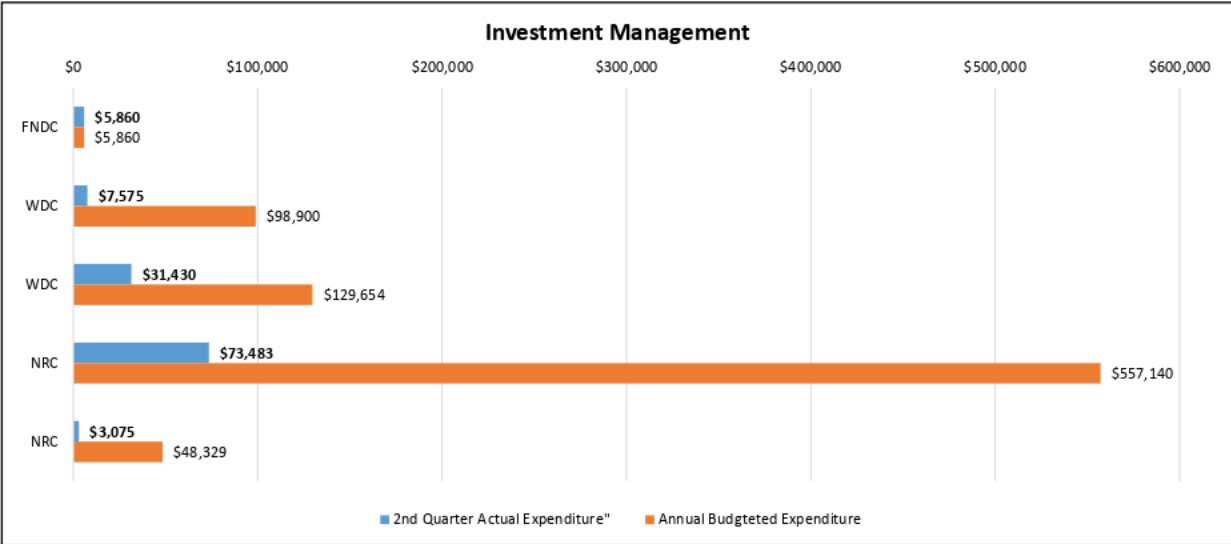
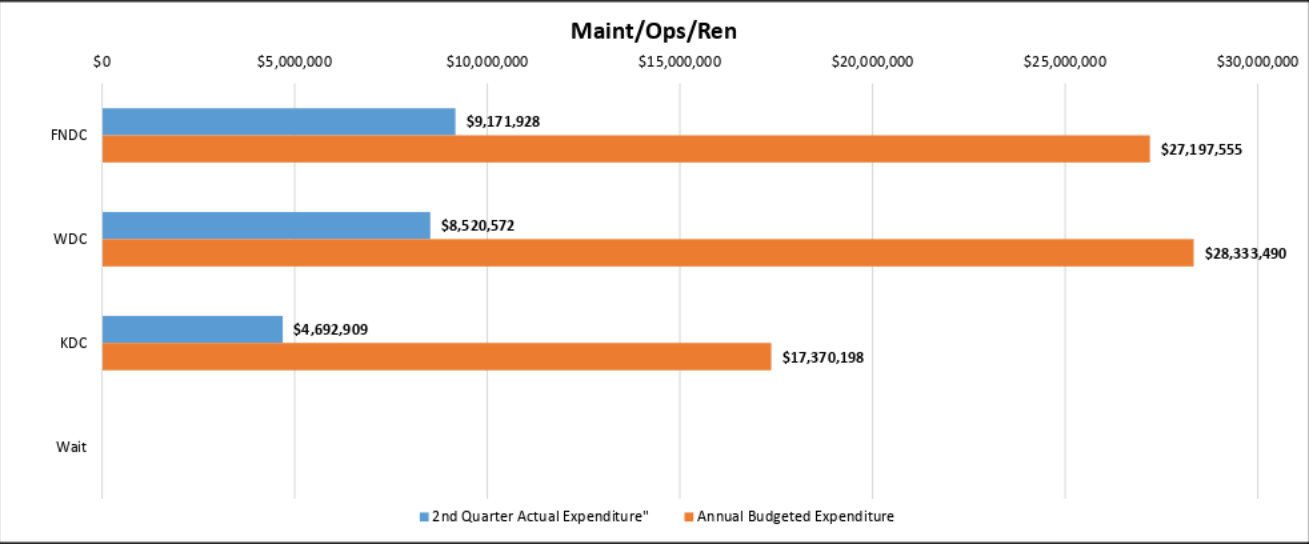
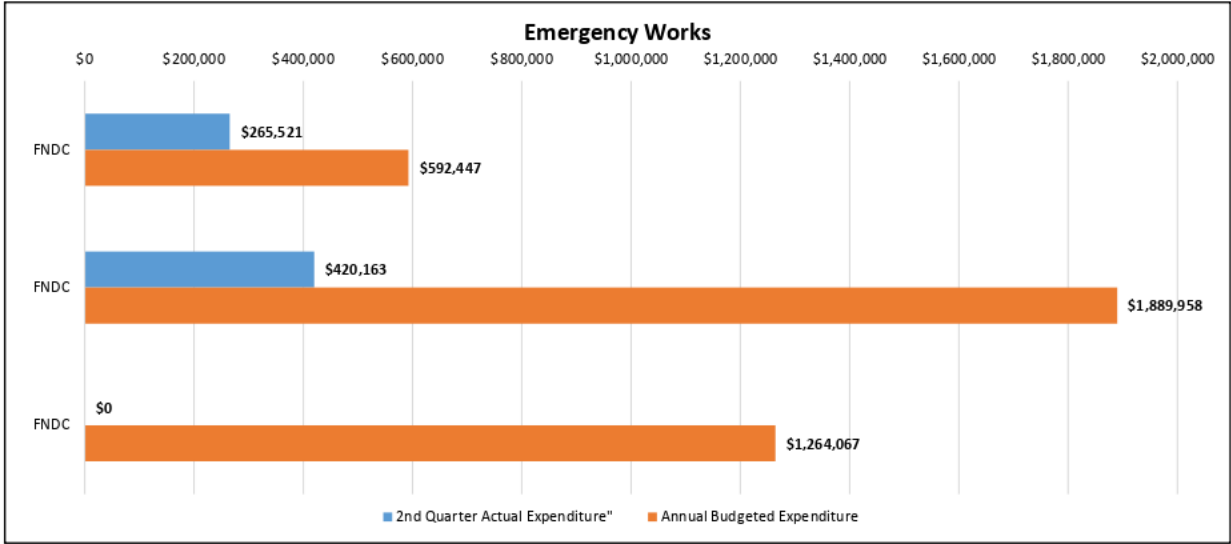
**Regional Land Transport Plan 2015/2021 Three Year Review - Funding Uptake for the 2020/2021 Financial Year**

**RLTP Funding 1st Quarter = 1 July 2020 - 31 October 2020**

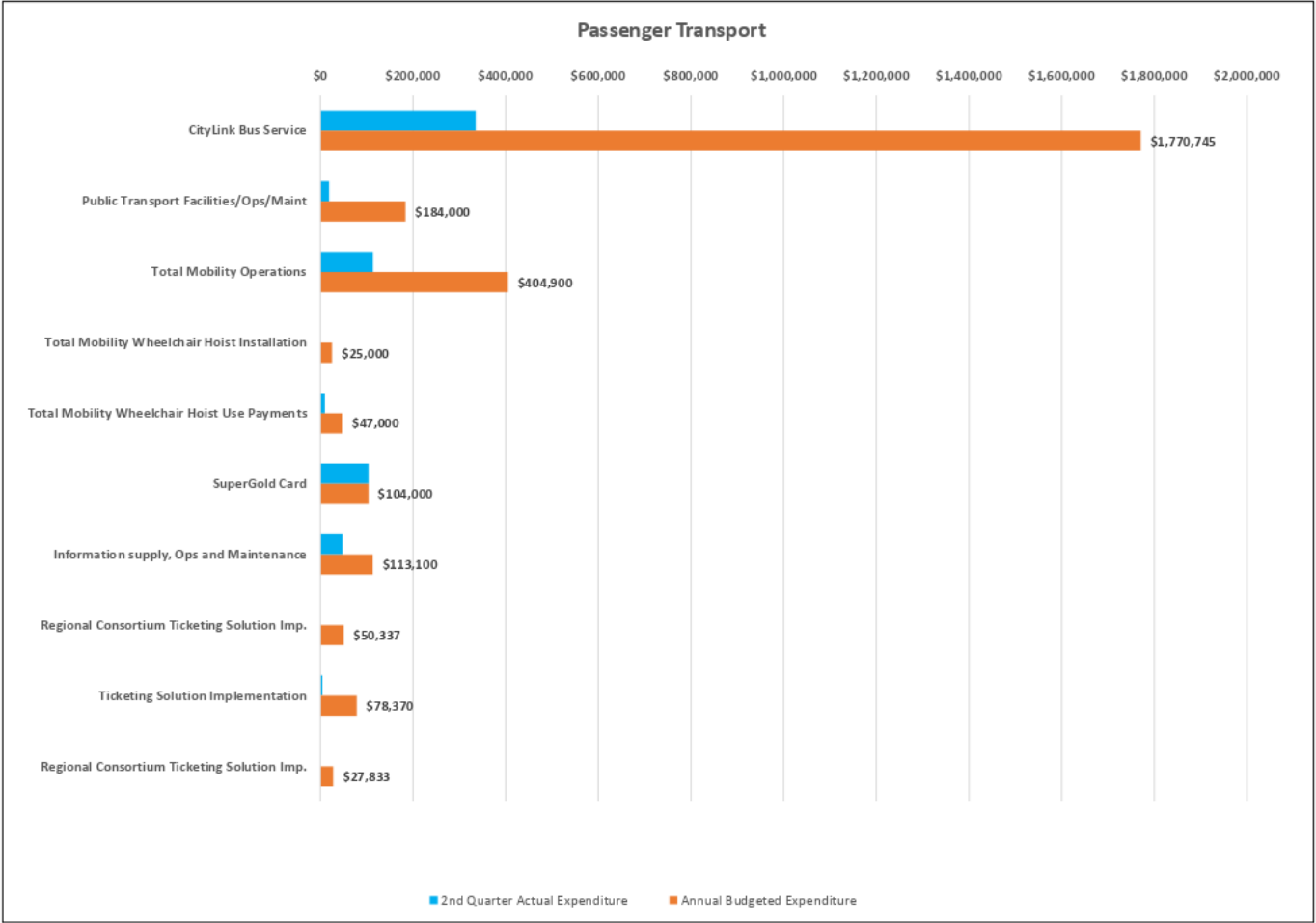
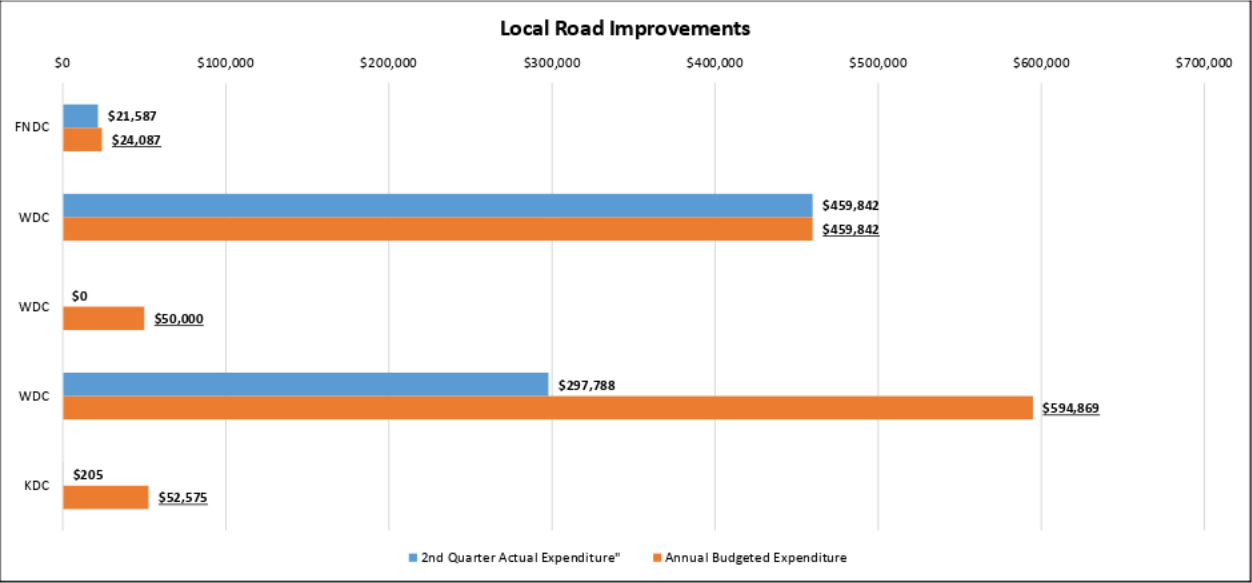
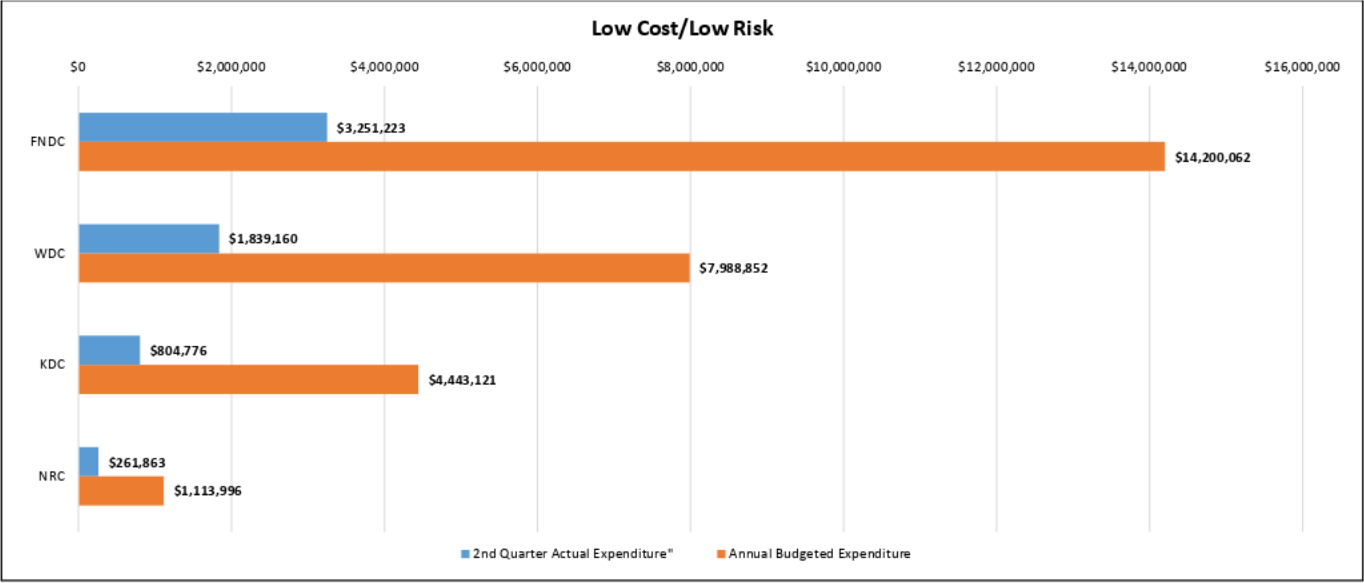
Activities/Programmes	W/C	App Auth	FAR	Status	2020/2021 Financial Year			Remaining Expenditure 2019/2020	1st Quarter			Cumulative 1st & 2nd Quarters			Ability to uptake full national funding assistance allocation in 2020/2021 financial period	Reasons for Variance and Remedial Action to be Taken
					Annual Budgeted Cost	Total Actual Expenditure to Date	Annual Progress %		Forecast Expenditure	Actual Expenditure	Progress for 1st Quarter	Forecast Expenditure	Actual Expenditure	Progress		
<b>Emergency Works</b>																
Weather Event - August 2019	141	FNDC	66%	App	\$592,447	\$265,521	45%	\$326,926	\$412,527	\$261,096	63%	\$422,772	\$265,521	63%	Medium/Low	All of the August 2019 EW sites have been completed. Surplus funds will be declared back to Waka Kotahi.
Weather Event - July 2020	141	FNDC	66%	App	\$1,889,958	\$420,163	22%	\$1,469,795	\$0	\$421,208	#DIV/0!	\$0	\$420,163	#DIV/0!	High/Medium	Works are in progress and expected to be completed this FY.
Weather Event - July 2020	141	FNDC	86%	App	\$1,264,067	\$0	0%	\$1,264,067	\$0	\$0	#DIV/0!	\$500,000	\$0	0%	High/Medium	Investigation and Design in progress, works to commence 3rd or 4th Quarter and likely to be carried over to 2021/2022 FY.
Weather Event - June 2018: Various Sites	141	WDC	53%	App	\$63,387	\$3,790	6%	\$59,597	\$63,387	\$3,790	6%	\$63,387	\$3,790	6%	High	Minor work to complete project.
Weather Event - July 2020	141	WDC	53%	App	\$1,636,857	\$1,636,857	100%	\$0	\$500,000	\$0	0%	\$1,636,857	\$1,636,857	100%	High	Funding completely spent.
Weather Event - July 2020	141	WDC	73%	App	\$3,343,388	\$476,709	14%	\$2,866,679	\$0	\$0	#DIV/0!	\$400,000	\$476,709	119%	Medium	Project on track for completion. Now focusing on major slip repairs.
EW Storm Event - June 2020	141	WDC	53%	App	\$901,964	\$184,088	20%	\$717,876	\$901,964	\$901,964	100%	\$901,964	\$184,088	20%	High	Project underway but behind programme, due to the July emergency works event. Will catch up over remainder of year.
<b>Maintenance/Ops/Renewals</b>																
	111 - 222	FNDC	66%	App	\$27,197,555	\$9,171,928	34%	\$18,025,627		\$3,941,339	#DIV/0!		\$9,171,928	#DIV/0!	High	Programme well on track and running to budget. Formal strategies are in place for Heavy Metalling and Grading programmes, with work prioritised and targeted to prepare the unsealed network for the upcoming summer.
	111 - 222	WDC	53%	App	\$28,333,490	\$8,520,572	30%	\$19,812,918	\$4,000,000	\$1,927,324	48%	\$12,500,000	\$8,520,572	68%	High	Programme well underway. Slightly behind programme due to major emergency event in July and COVID stimulus work. Will catch up over remainder of year.
	111 - 222	KDC	61%	App	\$17,370,198	\$4,692,909	27%	\$12,677,289	\$3,776,000	\$2,347,892	62%	\$7,757,500	\$4,692,909	60%	High	Full funding uptake by year end. Programme on target for completion by June 30
	111 - 151	Wait	100%	App			#DIV/0!	\$0			#DIV/0!			#DIV/0!		
	111 - 213	DoC	51%	App			#DIV/0!	\$0			#DIV/0!			#DIV/0!		
<b>Investment Management</b>																
Kerikeri/Waipapa Proramme Business Case	2	FNDC	66%	App	\$5,860	\$5,860	100%	\$0	\$5,860	\$0	0%	\$5,860	\$5,860	100%	High	Project has been completed.
Activity Management Improvement Plan 18/21 - ONRC Transition Plan	3	WDC	53%	App	\$98,900	\$7,575	8%	\$91,325	\$10,000	\$7,575	76%	\$30,000	\$7,575	25%	High	Behind programme, but will catch up with the Whangarei Network Operating Framework (NOF) which is currently underway.
Activity Management Improvement Plan 18/21 - Programme Business Case - AMP	3	WDC	53%	App	\$129,654	\$31,430	24%	\$98,224	\$30,000	\$16,840	56%	\$80,000	\$31,430	39%	High	Behind programme, but will spend budget through the development of the Regional AMP.
Regional Land Transport Plan	1	NRC	54%	App	\$557,140	\$73,483	13%	\$483,657	\$100,000	\$38,208	38%	\$150,000	\$73,483	49%	High	Costs will escalate as work in this areas picks up
Regional Public Transport Plan	3	NRC	54%	App	\$48,329	\$3,075	6%	\$45,254	\$7,000	\$1,950	28%	\$14,000	\$3,075	22%	High	Costs will escalate as work in this areas picks up
Regional Road Safety Action Plan	3	NRC	54%	App	\$310,022	\$47,686	15%	\$262,336	\$40,000	\$20,037	50%	\$80,000	\$47,686	60%	High	This is an ongoing programme.
<b>Road Safety Promotion</b>																
High Strategic Fit	432	FNDC	66%	App	\$1,038,334	\$346,111	33%	\$692,223	\$260,000	\$85,375	33%	\$520,000	\$346,111	67%	High	Programme well on track for completion.
	432	WDC	53%	App	\$520,635	\$145,410	28%	\$375,225	\$90,000	\$4,560	5%	\$185,000	\$145,410	79%	High	Ongoing programme
	432	KDC	61%	App	\$255,259	\$4,699	2%	\$250,560	\$85,000	\$4,699	6%	\$110,000	\$53,689	49%	High	Full funding uptake by year end is forecast
	432	NRC	54%	App	\$77,544	\$11,806	15%	\$65,738	\$20,000	\$3,300	17%	\$35,000	\$11,806	34%	High	Ongoing programme.
	432	NRC	54%	App	\$56,834	\$9,619	17%	\$47,215	\$12,000	\$3,895	32%	\$20,000	\$9,619	48%	High	Ongoing programme
Medium Strategic Fit	432	FNDC	66%	App	\$100,000	\$33,333	33%	\$66,667	\$25,000	\$9,486	38%	\$50,000	\$33,333	67%	High	Programme well on track for completion.
	432	WDC	53%	App	\$20,780	\$0	0%	\$20,780	\$2,500	\$0	0%	\$5,000	\$0	0%	High	Ongoing programme
	432	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	No financial assistance requested under this funding category
	432	NRC	54%	App	\$61,785	\$9,250	15%	\$52,535	\$15,000	\$3,978	27%	\$30,000	\$9,250	31%	High	Ongoing programme
Bike Skills Training	432	WDC	53%	App	\$188,435	\$31,640	17%	\$156,795	\$35,000		0%	\$70,000		0%	High	Ongoing programme
ACC Funded Cycle Education	432	WDC	100%	App	\$22,500	\$0	0%	\$22,500	\$0		#DIV/0!	\$0		#DIV/0!	High	Ongoing programme
<b>Walking &amp; Cycling Improvements</b>																
	452	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	No financial assistance requested under this funding category
Cycleways Construction 2018/21 - -Construction	452	WDC	53%	App	\$1,200,000	\$0	0%	\$1,200,000	\$0	\$0	#DIV/0!	\$100,000	\$0	0%	Low	Kamo Shared Path Extension project has been deferred until next financial year (2021/22) to enable focus on CIP funded "Shovel Ready" Raumanga Shared Path project.
Cycleway Construction 18/21 - Cycleway Design	452	WDC	53%	App	\$500,000	\$0	0%	\$500,000	\$200,000	\$0	0%	\$500,000	\$0	0%	Low	As above.
Cycleway Construction 15/18 - Construction	452	WDC	53%	App	\$231,060	\$104,482	45%	\$126,578	\$231,060	\$0	0%	\$231,060	\$104,482	45%	High	Project nearing completion
Mangawhai Shared Path	452	KDC	61%	App	\$7,665,200	\$0	0%	\$7,665,200	\$0	\$0	0%	\$580,000	\$0	0%		

Low Cost Low Risk

Low cost / low risk improvements 2018-21-Local Roads	341	FNDC	66%	App	\$14,200,062	\$3,251,223	23%	\$10,948,839	\$3,576,007	\$876,318	25%	\$6,259,424	\$3,251,223	52%	High/Medium	Programme on track for completion.
Low cost / low risk improvements 2018-21-Local Roads	341	WDC	53%	App	\$7,988,852	\$1,839,160	23%	\$6,149,692	\$800,000	\$82,584	10%	\$3,500,000	\$1,839,160	53%	High	Programme slightly behind due to impact of July emergency works and PGF/"Shovel Ready" projects. Expected to be completed by end of financial year.
Low cost / low risk improvements 2018-21-Local Roads	341	KDC	61%	App	\$4,443,121	\$804,776	18%	\$3,638,345	\$600,000	\$462,232	77%	\$1,005,833	\$804,776	80%	High	Full uptake of funding expected however budget will reduce to accommodate Mangawhai shared path project moving to WC324. expected LCLR budget
Low Cost Low Risk Improvements 18/21 - Public Transport	532	NRC	54%	App	\$1,113,996	\$261,863	24%	\$852,133	\$237,000	\$205,527	87%	\$471,353	\$261,863	56%	High	Ongoing programme
Low cost / low risk improvements 2018-21-Local Roads	341	Wait	100%	App			#DIV/0!	\$0			N/A			N/A		
<b>Local Road Improvements</b>																
LED Streetlight Upgrades	324	FNDC	85%	App	\$24,087	\$21,587	90%	\$2,500	\$21,140	\$16,140	76%	\$24,087	\$21,587	90%	High	This project is on track for completion. There is a small number of lights still to be replaced with the Infill Light Improvement work under Low Cost/Low Risk.
LED Streetlight Upgrades	324	WDC	85%	App	\$459,842	\$459,842	100%	\$0	\$459,842	\$355,188	77%	\$459,842	\$459,842	100%	High	Project complete.
Maunu Rd/Central Ave/Walton St/Water St Int	324	WDC	53%	App	\$50,000	\$0	0%	\$50,000	\$50,000	\$0	0%	\$50,000	\$0	0%	High	Project nearly complete. Just waiting on work to be claimed.
Maunu/Porowini Intersection Improvements	324	WDC	53%	App	\$594,869	\$297,788	50%	\$297,081	\$300,000	\$213,339	71%	\$594,869	\$297,788	50%	Medium	Project completed and may have some surplus. Just waiting on final claims
LED Streetlight Upgrades	324	KDC	85%	App	\$52,575	\$205	0%	\$52,370	\$1,000	\$0	0%	\$10,000	\$205	2%	High	Ongoing programme
<b>Provincial Growth Fund</b>																
<u>Far North District Council</u>																
Ngapipito and Peria Rds Redevelopment	324	FNDC	100%	App	\$13,850,000	\$701,403	5%	\$13,148,597	\$1,000,000	\$0	0%	\$4,500,000	\$701,403	16%	N/A	No financial assistance requested under this funding category
Ruaapekapeka Rd Redevelopment	324	FNDC	100%	App	\$6,350,000	\$336,353	5%	\$6,013,647	\$500,000	\$0	0%	\$1,850,000	\$336,353	18%	High	
<u>Whangarei District Council</u>																
	324	WDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!	N/A	No financial assistance requested under this funding category
<u>Kaipara District Council</u>																
Poutu Rd Seal Extension - Const. - Stage 1	324	KDC	100%	App	\$4,830,307	\$299,301	6%	\$4,531,006	\$200,000	\$175,977	88%	\$1,144,000	\$299,301	26%	High	Funding expected to span across two years 2020/21-2021-22 FY, adjustments to be made to increase total cost of project to \$6.5M due to engineers estimates and tenders being higher than first phase of planning. Expenditure expected to be \$3.3M this FY
Poutu Rd Seal Extension - Pre-Imp. - Stage 2 - Inv	324	KDC	100%	App	\$253,823	\$64,581	25%	\$189,242	\$10,000	\$3,730	37%	\$161,000	\$64,581	40%	High	Full uptake of funding expected
50 Max Bridge Improvements - Const.	324	KDC	100%	App	\$87,400	\$0	0%	\$87,400	\$0	\$0	#DIV/0!	\$20,000	\$0	0%	High	Full uptake of funding expected
PGF Programme Support - Detailed Business Case	324	KDC	100%	App	\$650,000	\$221,809	34%	\$428,191	\$162,500	\$136,089	84%	\$325,000	\$221,809	68%	High	Full uptake of funding expected
PGF Unsealed Roads Network Improvements	324	KDC	100%	App	\$3,150,000	\$0	0%	\$3,150,000	\$0	\$0	#DIV/0!	\$2,000,000	\$0	0%	High	Full uptake of funding expected
Waipoua River Bend - Pre-Imp - Construction	324	KDC	100%	App	\$1,480,000	\$156,601	11%	\$1,323,399	\$44,000	\$33,708	77%	\$594,000	\$156,601	26%	High	Full uptake of funding expected
Waipoua River Bend - Pre-Imp - Investigation	324	KDC	100%	App	\$94,912	\$1,049	1%	\$93,863	\$1,049	\$1,049	100%	\$1,049	\$1,049	100%	High	Investigation complete, remaining budget will be transferred to construction
<u>Northland Regional Council</u>																
	324	NRC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	No financial assistance requested under this funding category
<b>Passenger Transport</b>																
CityLink Bus Service	511	NRC	54%	App	\$1,770,745	\$335,502	19%	\$1,435,243	\$338,000	\$111,091	33%	\$700,000	\$335,502	48%	High	This funding will be fully utilised by the end of the financial year.
Public Transport Facilities/Ops/Maint	514	NRC	54%	App	\$184,000	\$19,112	10%	\$164,888	\$35,000	\$6,625	19%	\$70,000	\$19,112	27%	High	This funding will be fully utilised by the end of the financial year.
Total Mobility Operations	517	NRC	60%	App	\$404,900	\$113,558	28%	\$291,342	\$101,200	\$60,312	60%	\$202,400	\$113,558	56%	High	There has been an increase in client usage compared to the same time in 2019.
Total Mobility Wheelchair Hoist Installation	519	NRC	60%	App	\$25,000	\$0	0%	\$25,000	\$0	\$0	0%	\$0	\$0	0%	Low	This is an annual provision available to service providers operating wheelchair
Total Mobility Wheelchair Hoist Use Payments	521	NRC	100%	App	\$47,000	\$9,653	21%	\$37,347	\$8,000	\$5,640	71%	\$20,000	\$9,653	48%	High	This funding will be fully utilised by the end of the financial year.
SuperGold Card	522	NRC	100%	App	\$104,000	\$104,000	100%	\$0	\$104,000	\$104,000	100%	\$104,000	\$104,000	100%	High	This is an annual allocation provided at the start of the financial year
Information supply, Ops and Maintenance	524	NRC	54%	App	\$113,100	\$48,257	43%	\$64,843	\$40,000	\$26,441	66%	\$80,000	\$48,257	60%	High	This funding will be fully utilised by the end of the financial year.
Regional Consortium Ticketing Solution Imp.	524	NRC	65%	App	\$50,337	\$0	0%	\$50,337	\$15,000	\$0	0%	\$30,000	\$0	0%	High	BeeCard system now fully implemented. Financial side being finalised
Ticketing Solution Implementation	531	NRC	65%	App	\$78,370	\$4,395	6%	\$73,975	\$150	\$141	94%	\$30,000	\$4,395	15%	High	BeeCard system now fully implemented. Financial side being finalised
Regional Consortium Ticketing Solution Imp.	524	NRC	54%	App	\$27,833		0%	\$27,833	\$4,000	\$79	2%	\$20,000		0%	High	BeeCard system now fully implemented. Financial side being finalised







**TITLE:** Northland Road Safety Update

**ID:** A1389262

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

**Authorised by** Tony Phipps, Group Manager - Customer Services - Community Resilience,  
**Group Manager:** on 02 December 2020

---

### Executive summary/Whakarāpopototanga

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

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### Recommendation

That the report 'Northland Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer and dated 24 November 2020, be received.

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### Background/Tuhinga

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

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

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

### Road Trauma Update:

12 Months to Date (20 November 2020) Road Death Statistics:

- National = 334 deaths compared to 340 in 2019 corresponding 12-months
- Northland = 26 deaths compared to 34 in 2019 12-months

### Annual Labour Weekend Road Deaths Last 5 Years:

- 2016 - 3 deaths
- 2017 – 6 deaths
- 2018 – 5 deaths
- 2019 – 1 death
- 2020 – 8 deaths



Volunteers at the north bound Driver Reviver/Fatigue Stop at Labour Weekend

### 2020 Year to Date Road Death Statistics:

- National = 285 deaths compared to 304 in 2019
- Northland = 26 deaths compared to 28 in 2019

### † Road Deaths Statistics

	LOCAL ROAD FATALITIES THIS YEAR	STATE HIGHWAY FATALITIES THIS YEAR	TOTAL FATALITIES THIS YEAR
FAR NORTH	6	5	11
WHANGAREI	6	7	13
KAIAPARA	2	0	2
NORTHLAND	14	12	26
NATIONAL	285		

The national level of road deaths now stands at only 15 deaths fewer than the same time in 2019. The numbers are fast moving back to near normal levels prior to COVID-19 lockdown periods.

Northland levels are very similar to last year's road death figures (-2).

A new emerging issue on the rise relates to vehicles crashing into power poles at speed and too often seatbelts not being worn. Northpower and Top Energy have facilitated meetings with emergency service and road safety partners to work collaboratively to address this issue. It has also recognised that a number of power pole and other power infrastructure crashes have gone unreported.

More crash data will be shared between agencies to better understand the frequency and location of crashes. Downed powerlines are a huge safety issue to occupants in crashed vehicles but also to anyone first on the scene and emergency service personnel.

Since August 2016 Northpower recorded 114 car vs pole faults causing 48434 customer interruptions.

Since March there has been 31 faults causing 13402 interruptions to a customer.

There were none during the level 4 lockdown. On the 28<sup>th</sup> April NZ went to level 3.

From May till November Northpower had 28 faults causing 12272 interruptions to a customer. In the same period last year, there was 12 faults and in 2018 there was 13 faults.

Note the customer interruptions doesn't mean 48434 distinct customers were interrupted. The same customer could have been interrupted multiple times.

#### **Road Safety Delivery:**

**Motorcycle Safety - Ride Forever (R4E) Rider Training Update:** For the 2020/21 financial year ending June 2021, 217 riders participated in the Ride Forever (R4E) rider training programme across Northland.

The breakdown included riders participating in the following courses totals 42: -

- 16 on the Bronze course;
- 20 the Silver course; and
- 6 the Gold course.

**Road Safety Week 9-15 November:** a number of local activities took place promoting Road Safety Week and the theme 'Stepping Up for Safe Streets'.



**Visitors promoting RSW 2020**

#### **Truck Education and Health Stops:**

Two Truck Education and Health Stops were held on the dates of 11<sup>th</sup> and 18<sup>th</sup> of November 2020 at Uretiti and Northport respectively. There was a lot of support from the Northland Freight Group partners along with St John Bream Bay, who carried out basic health checks on drivers.





**Road Safety Promotion/Media:** Road safety promotion work continues supporting Police and partners with road safety promotion at events such as the Emergency Services Day, Driver Reviver Stops and Truck Education and Health Stops with key messaging such as 'RIDS' – Restraints, Impairment, Distractions, Speed which continue to feature too frequently in our serious injury and fatal crashes.

**Advertising themes** in the Road Safety Advertising Calendar 2020/21 for the months of November and December are 'Speed, Motorcycling, Alcohol and Drugs'.

#### **Road Safety Infrastructure Improvement Projects: Nick Marshall –**

##### FNDC

- Uploaded tender for 'Roadside Hazard Protection' along several high-risk rural roads.
- Will soon upload tender for long life and structured markings on 'High Risk Rural Roads'.
- Okaihau Kaeo Waimate Implementation Maps released - Northland Transportation Alliance is leading the speed review process in Northland as a regional project. This is the opportunity to formally notify the RTC of changes to the Far North District Speed Limits Bylaw that were approved by Council, in their capacity as Road Controlling Authority on 29<sup>th</sup> October 2020.

The changes are due to take effect on 25th January 2021 - and we are currently working to make the required changes to signage. Whilst we are currently anticipating that signage will be in place for the 25th January. **Attachment 2.**

##### WDC

- MBIE have approved our contract for CIP (Crown Infrastructure Partners) funding
  - Bridge widening, Port Rd, Limeburner's Creek – to 4 lanes. Enabling works for future Kioreroa Rd / Port Rd intersection upgrade
  - 6m Shared Path program
    - \$500k Tikipunga trail
    - \$500k Kensington Park link to Kamo Shared Path
    - \$5m Raumanga Shared Path; Tarewa Park to Civic Centre

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#### **Attachments/Ngā tapirihanga**

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

Attachment 2: Okaihau Kaeo Waimate - Implementation maps [↓](#) 



# Northland Road Policing

- 27 November 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 Kaitaia	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	Oakleigh 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 Kaitaia	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	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
17	10/10/2020	0118hrs	Kaitaia-Awaroa Rd	Car vs pole. M back R passenger dead	Y	N	1
18	20/10/2020	1800	Matthews Ave Kaitaia	Car vs ped. M24yrs 1S	Y	N/A	1
19	30/10/2020		SH1 Mata	Trailer vs 2 x cars. 9 yr old F deceased	N	Y	1
20	19/11/2020	2130	SH1 Te Kao	Car vs bank. F driver 31 yrs ejected and deceased	Y	N	1
21	23/11/2020	206	Maunu Rd Whangarei	Car vs pole. 18yr M back R passenger deceased	Y	N	1
TOTAL 13						7	25



NEW ZEALAND  
**POLICE**  
Ngā Pirihimana o Aotearoa





Our Road Policing “dashboard” is currently off-line

Means we can’t provide up to date crash and enforcement information

Current trends for fatal and serious injury crashes continue to be speed,  
alcohol and no seatbelt

Those behaviours form the bulk of our summer plans





## Summer priorities

- RIDS offending: Restraints, Impairment, Distractions and Speed
- Compulsory Breath Testing (alcohol and drugs) checkpoints
- Roster review completed and implemented August 2020 – targeting high risk days and times
- Far North Impairment Team starts 14 Dec 2020 – 4 staff to begin with...
- New Commissioners priorities:
  - Be first, then do
  - Delivering the Police service New Zealanders expect and deserve
  - Focussed prevention through partnerships



# Auckland summer support

- Waitemata booze bus joint deployments
- Southern area of Northland – Bream Bay, Kaiwaka, Mangawhai
- Working with Northland staff
- 4 separate dates across January





## Far North Summer Operation

- 10 weeks commencing next week
- Thursday to Sunday, late shifts
- 4 x Auckland staff to Whangarei
- 4 x Whangarei staff into Far North
- Big focus on enforcement of alcohol and drugged drivers
- Funded by Police National Headquarters
- We expect a significant impact





# OUR BUSINESS TĀ TĀTOU UMANGA



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

### WHY WE'RE HERE HE AHATĀTOU I TO AJ HEI RŌPO

#### OUR VISION



#### OUR PURPOSE

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

### WHAT WE DO HE AHA Ā TĀTOU MAHI

#### OUR MISSION

**TO PREVENT CRIME AND HARM THROUGH EXCEPTIONAL POLICING**



#### OUR GOALS

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

### HOW WE DO IT HE PĒHEA E MAHIA A I E TĀTOU

#### OUR OPERATING MODEL

**PREVENTION FIRST**  
"TAKING EVERY OPPORTUNITY TO PREVENT HARM"



#### OUR RELATIONSHIP WITH MĀORI

TE HURINGA O TE TAI  
"BETTER OUTCOMES FOR ALL BY WORKING IN PARTNERSHIP WITH MĀORI"

#### OUR PRIORITIES

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

#### OUR PEOPLE

ARE:

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

#### OUR LEADERSHIP

CREATING AN ENVIRONMENT WHERE WE:

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

#### OUR FUNCTIONS

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

#### OUR CULTURE

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

#### OUR PARTNERS

WORKING WITH AND BESIDE:

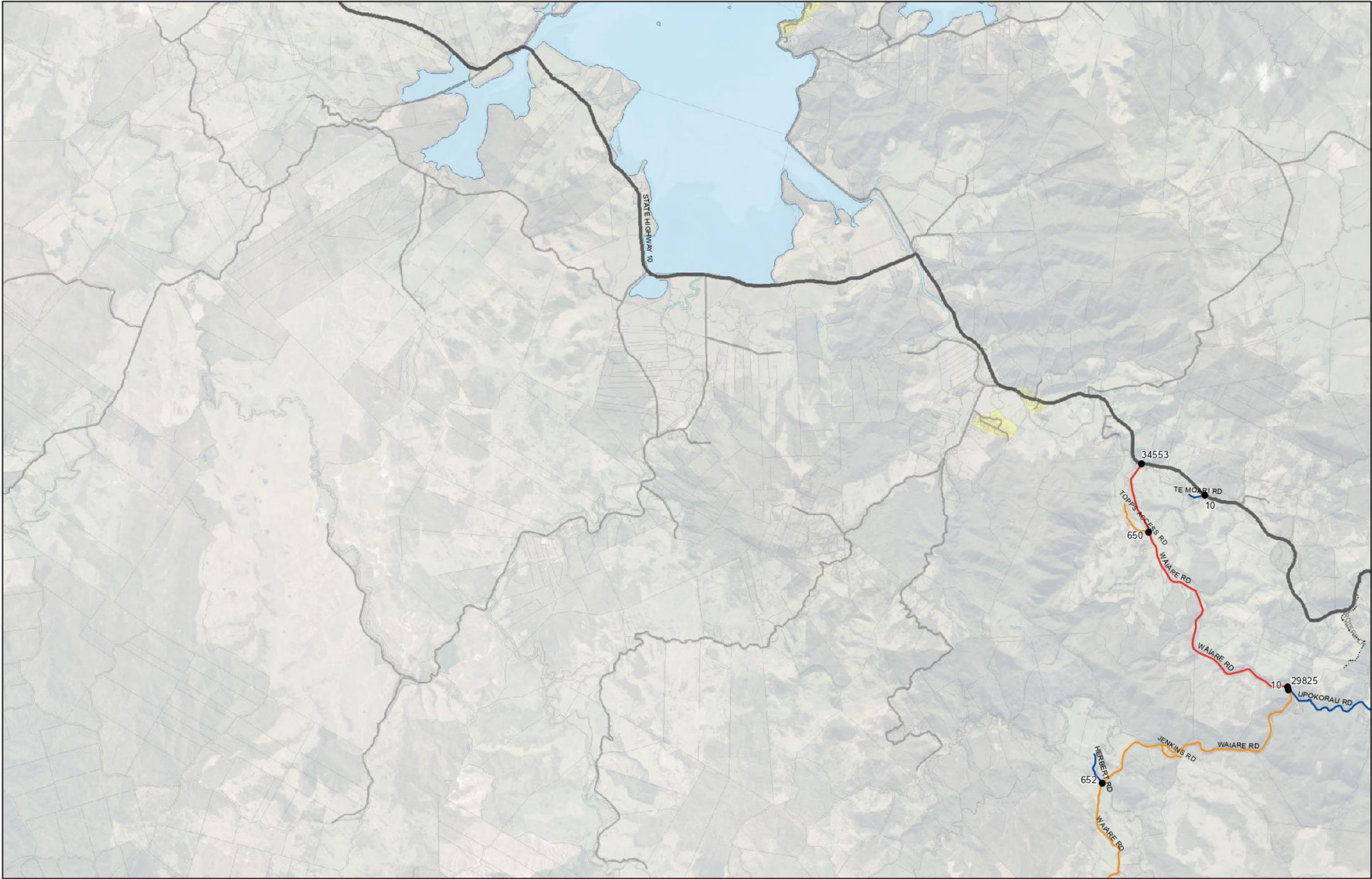
- GOVERNMENT AGENCIES
- MĀORI, PACIFIC, AND ETHNIC COMMUNITIES
- COMMUNITY GROUPS
- INDUSTRY AND BUSINESS
- INTERNATIONAL PARTNERS

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



NEW ZEALAND  
**POLICE**  
Ngā Pirihimana o Aotearoa







**Far North District Council**  
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Date Updated: 5/10/2020

40 km/h

60 km/h

80 km/h

● RAMM Data Point\*

..... Private Road

..... Roads outside review area

—— State Highway

**FAR NORTH DISTRICT SPEED LIMIT IMPLEMENTATION**

**Map 21**



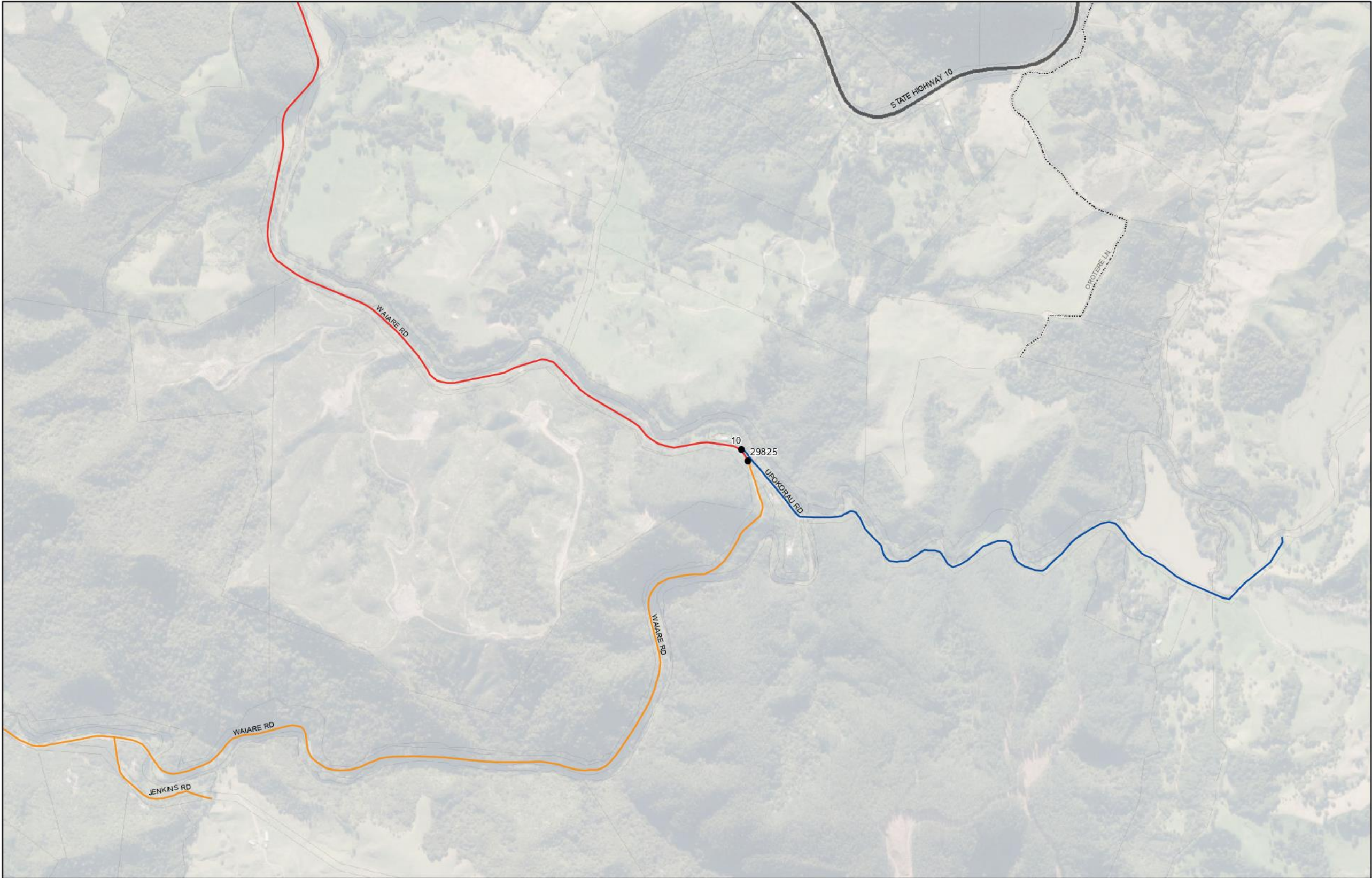
0 15 30 Km


A3 Scale: 1:50,000



Map 21 of 112







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Date Updated: 5/10/2020

40 km/h

60 km/h

80 km/h

● RAMM Data Point\*


..... Private Road

— Roads outside review area

— State Highway

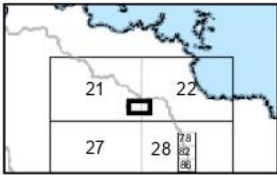
**FAR NORTH DISTRICT SPEED LIMIT IMPLEMENTATION**

**Map 21 Extract**



0 12.5 25 Km

A3 Scale: 1:10,000



\* Refer to RAMM data point reference table

Map 21 of 112







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Date Updated: 5/10/2020

40 km/h

60 km/h

80 km/h

● RAMM Data Point\*

..... Private Road

— Roads outside review area

— State Highway

**FAR NORTH DISTRICT SPEED LIMIT IMPLEMENTATION**

**Map 22**

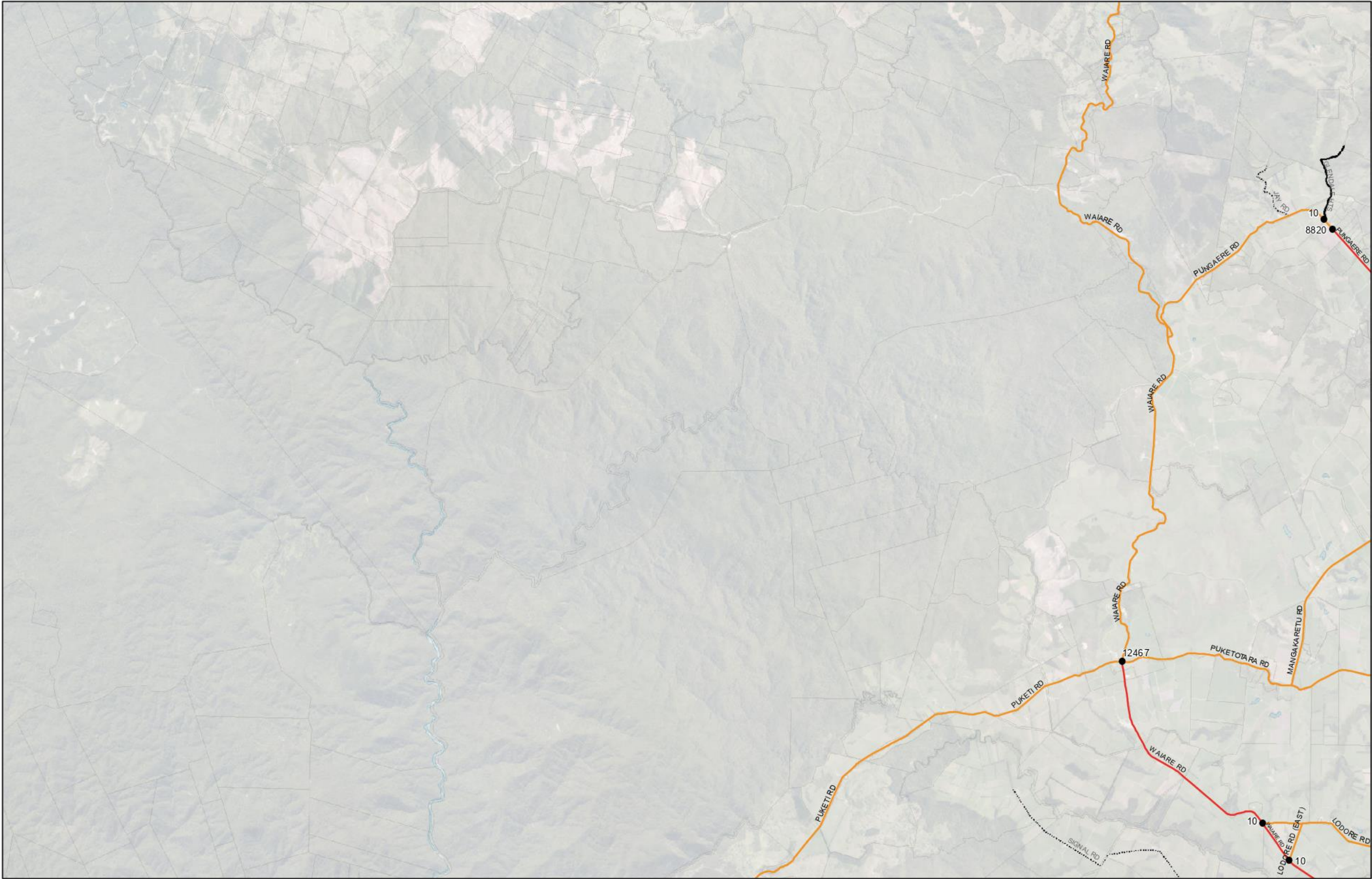
0 15 30 Km

A3 Scale: 1:50,000



\* Refer to RAMM data point reference table







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Date Updated: 5/10/2020

60 km/h

80 km/h

● RAMM Data Point\*

----- Private Road

— Roads outside review area

**FAR NORTH DISTRICT SPEED LIMIT IMPLEMENTATION**

**Map 27**



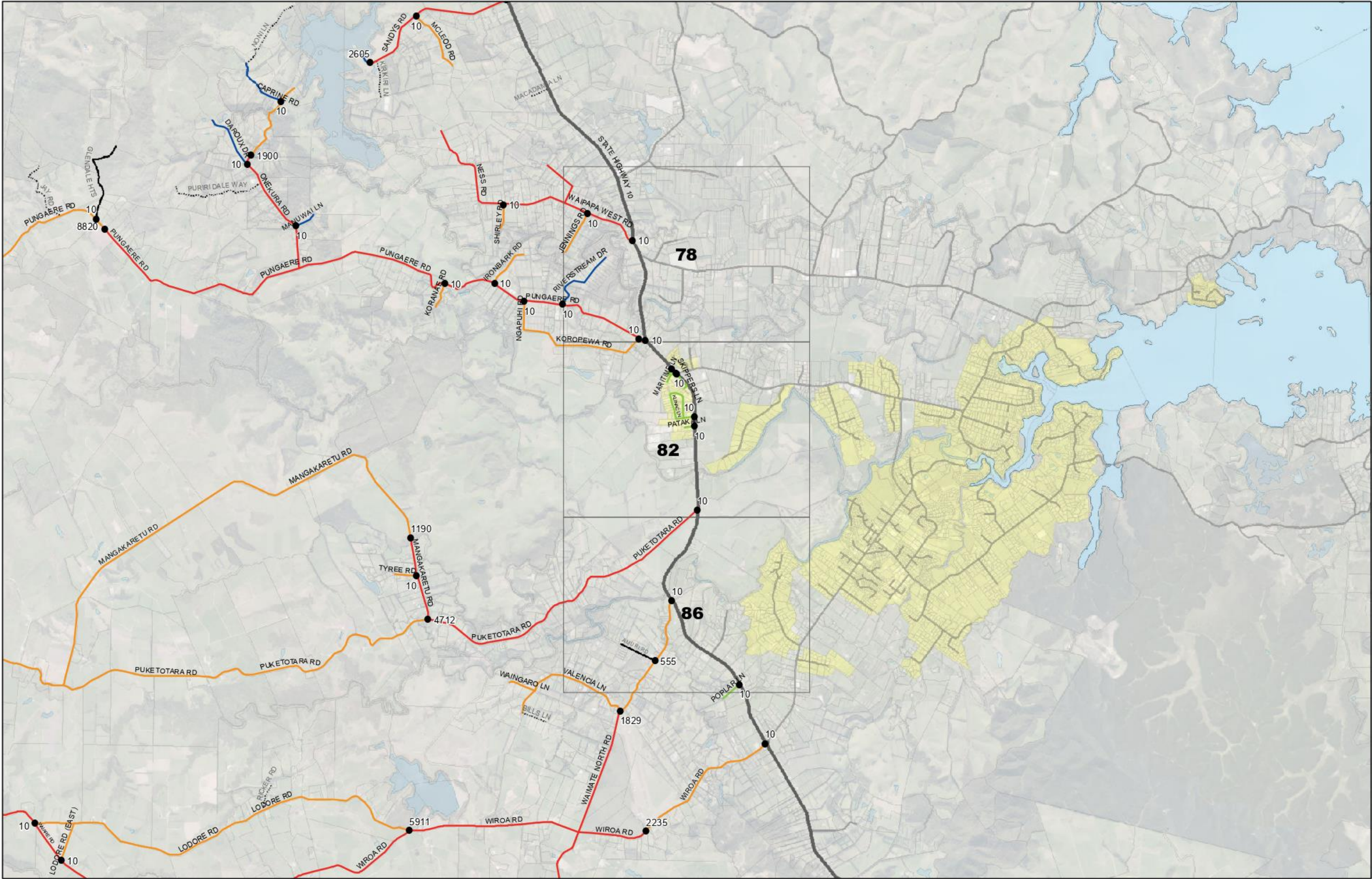
0 25 50 Km

A3 Scale: 1:50,000



\* Refer to RAMM data point reference table





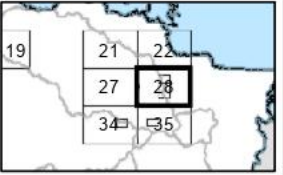
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Date Updated: 5/10/2020

- 40 km/h
- 50 km/h
- 60 km/h
- 80 km/h
- RAMM Data Point\*
- Private Road
- Roads outside review area
- State Highway

**FAR NORTH DISTRICT SPEED LIMIT IMPLEMENTATION**

**Map 28**


0 25 50 Km  
A3 Scale: 1:50,000



Map 28 of 112







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Date Updated: 5/10/2020

40 km/h

60 km/h

80 km/h

● RAMM Data Point\*

..... Private Road

— Roads outside review area

— State Highway

**FAR NORTH DISTRICT SPEED LIMIT IMPLEMENTATION**

**Map 34**

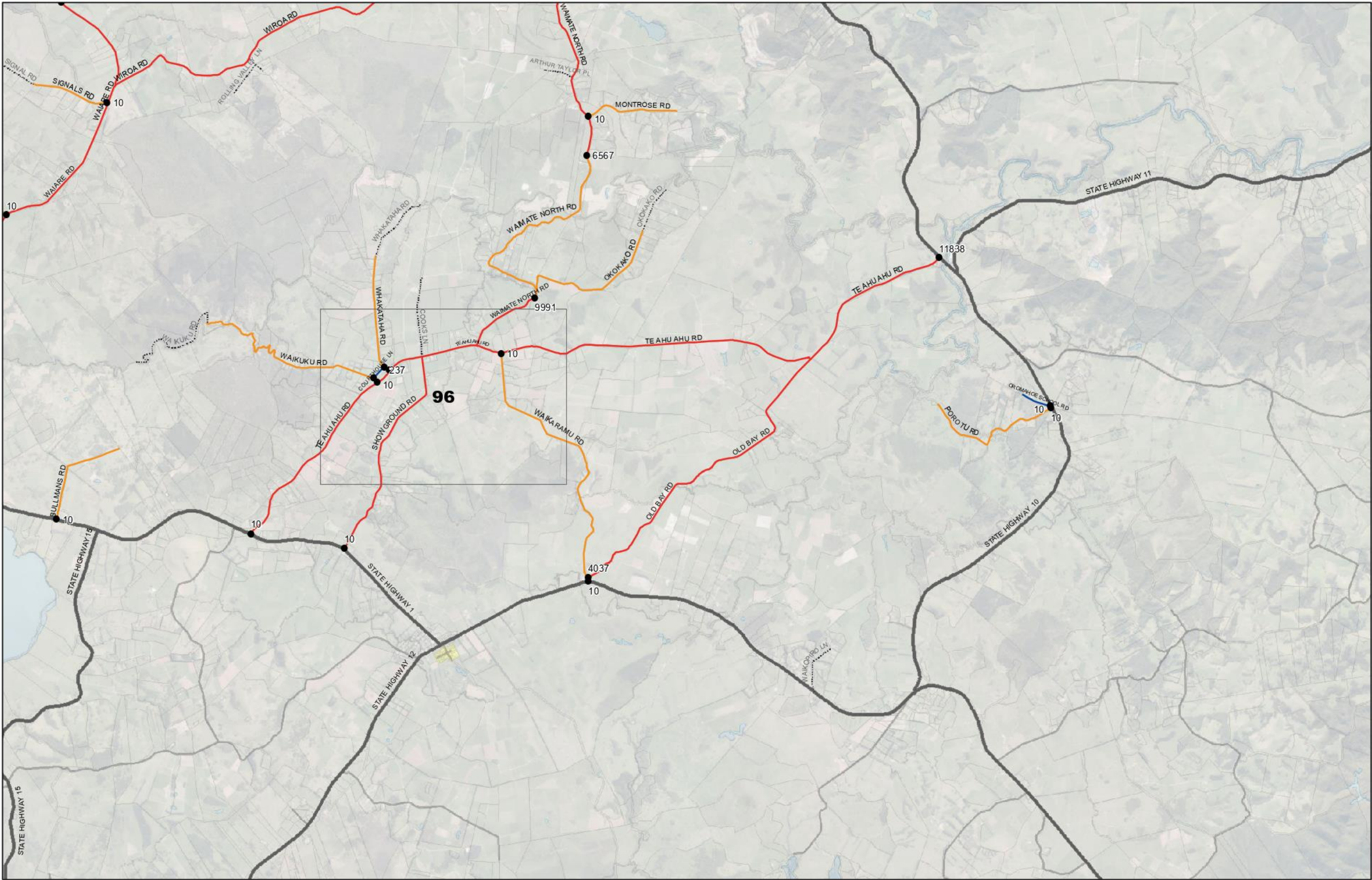
0 15 30 Km

A3 Scale: 1:50,000

21	22
27	28
34	35

\* Refer to RAMM data point reference table







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Date Updated: 5/10/2020

40 km/h

60 km/h

80 km/h

RAMM Data Point\*

Private Road

Roads outside review area

State Highway

**FAR NORTH DISTRICT SPEED LIMIT IMPLEMENTATION**

**Map 35**

\* Refer to RAMM data point reference table



0 15 30 Km


A3 Scale: 1:50,000



21 22 27 28 34 35







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Date Updated: 5/10/2020

— 40 km/h

— 60 km/h

— 80 km/h

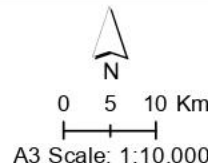
● RAMM Data Point\*

— Roads outside review area

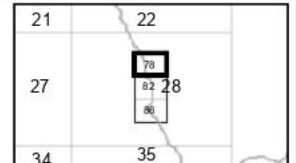
— State Highway

**FAR NORTH DISTRICT SPEED LIMIT IMPLEMENTATION**

**Map 78 Kapiro West**



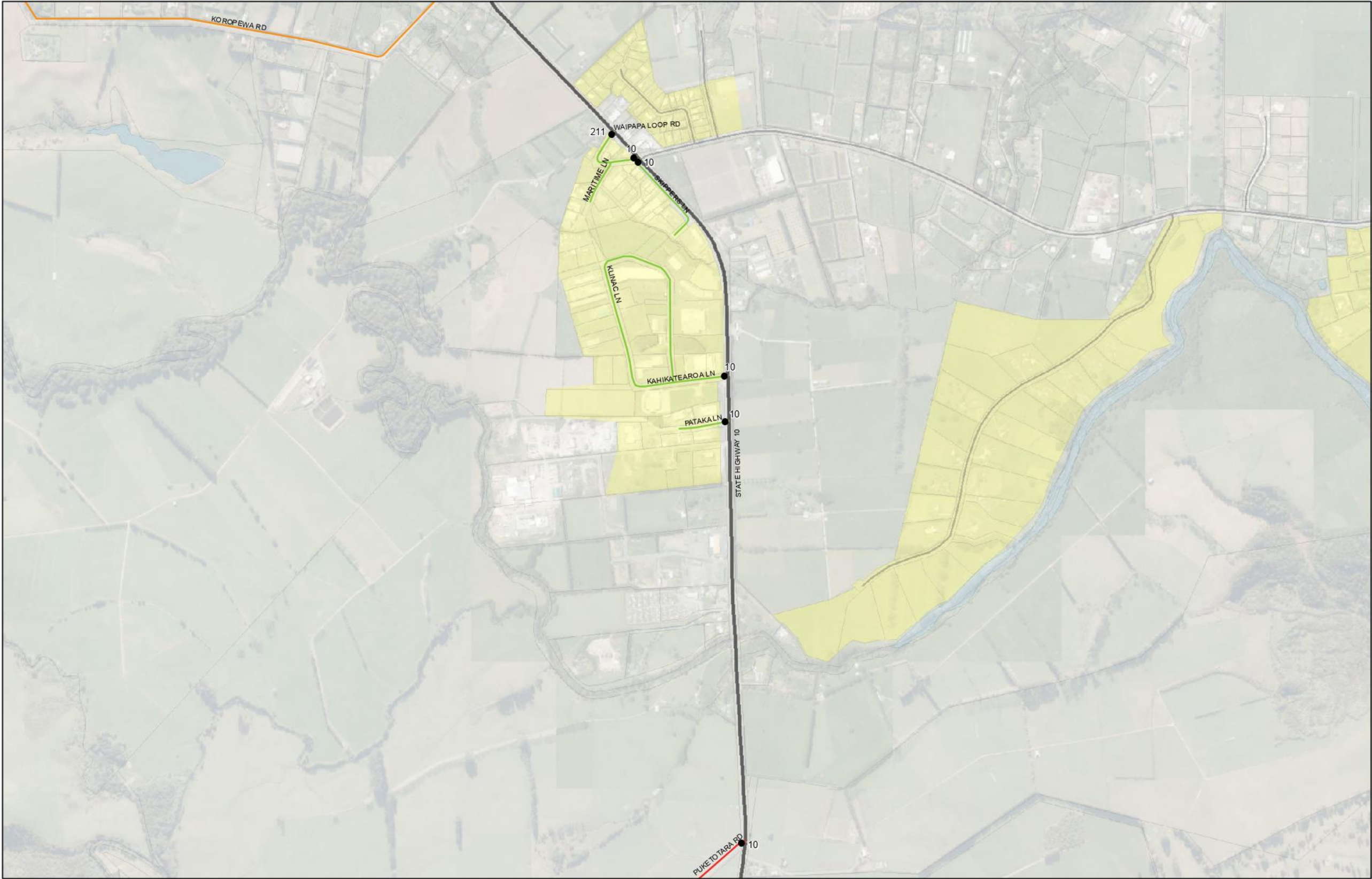
0 5 10 Km  
A3 Scale: 1:10,000




21 22  
27 28  
34 35

\* Refer to RAMM data point reference table







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Date Updated: 5/10/2020

50 km/h

60 km/h

80 km/h


● RAMM Data Point\*

— Roads outside review area

— State Highway

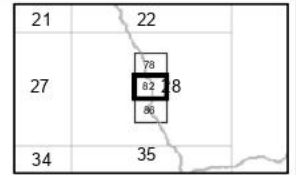
**FAR NORTH DISTRICT SPEED LIMIT IMPLEMENTATION**

**Map 82 Waipapa**



0 5 10 Km

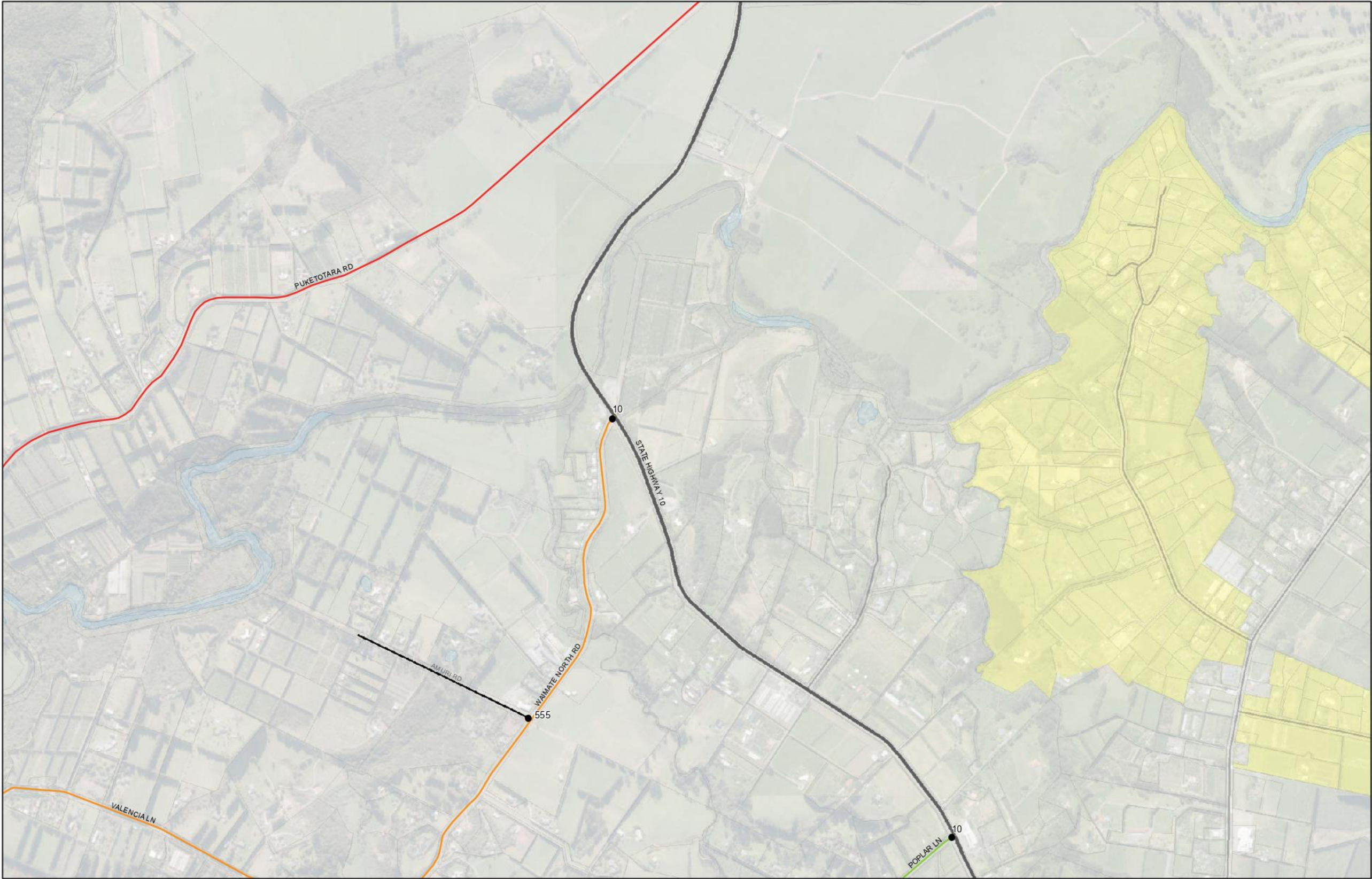
A3 Scale: 1:10,000




Map 82 of 112

\* Refer to RAMM data point reference table







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Date Updated: 5/10/2020

50 km/h

60 km/h

80 km/h

● RAMM Data Point\*


..... Private Road

— Roads outside review area

— State Highway

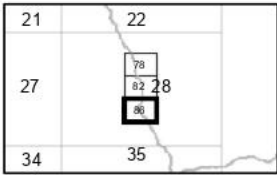
**FAR NORTH DISTRICT SPEED LIMIT IMPLEMENTATION**

**Map 86 Kerikeri West**



0 5 10 Km

A3 Scale: 1:10,000




Map 86 of 112

\* Refer to RAMM data point reference table







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Date Updated: 5/10/2020

— 40 km/h

— 60 km/h


— 80 km/h

● RAMM Data Point\*

----- Private Road

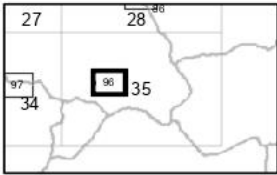
**FAR NORTH DISTRICT SPEED LIMIT IMPLEMENTATION**

**Map 96 Waimate North**



0 5 10 Km

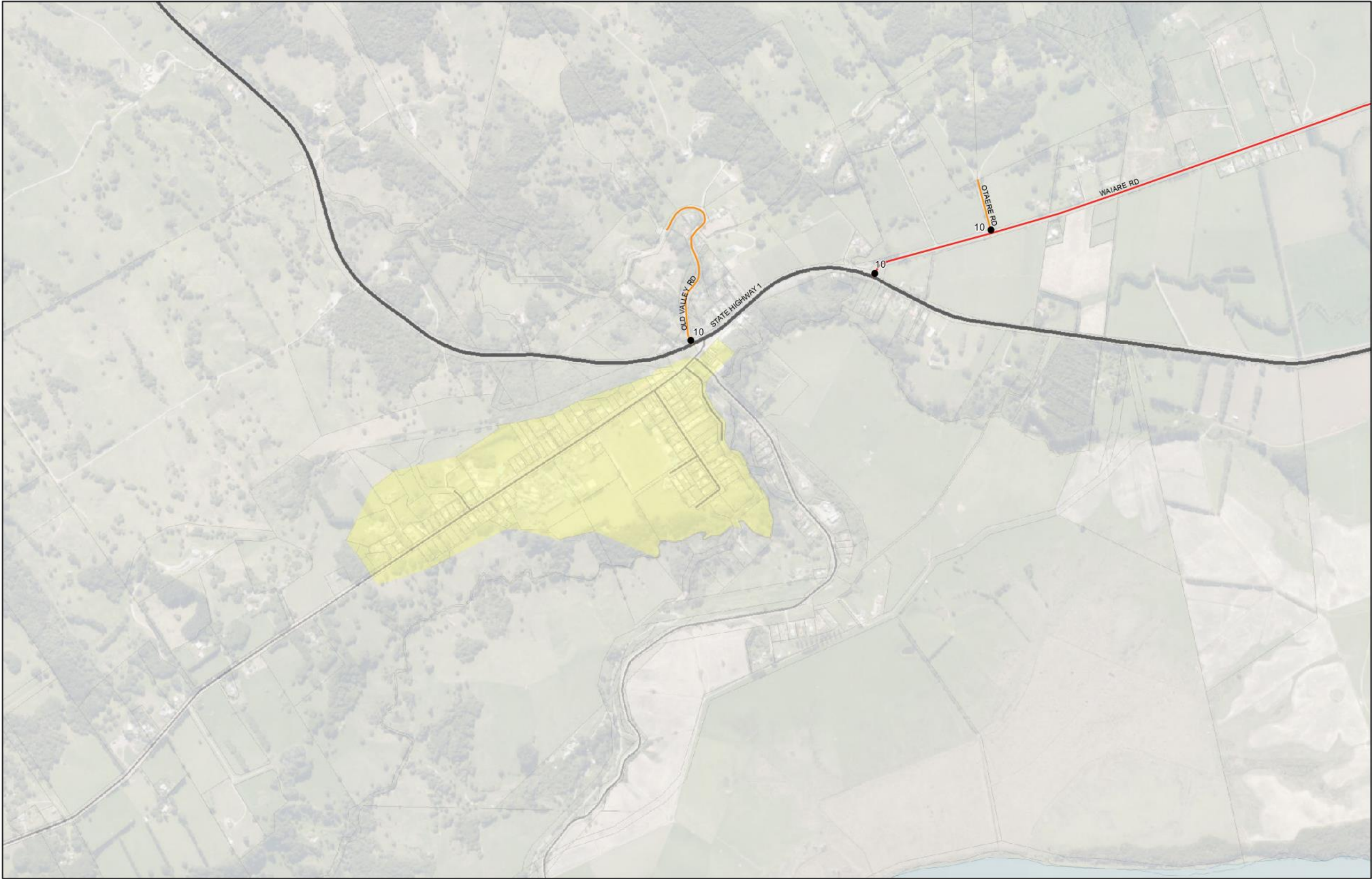
A3 Scale: 1:10,000




Map 96 of 112

\* Refer to RAMM data point reference table







**Far North District Council**  
*Te Kaitiaki o Te Tai Tokerau Ki Te Raukō*

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Date Updated: 5/10/2020

60 km/h

80 km/h


● RAMM Data Point\*

— Roads outside review area

— State Highway

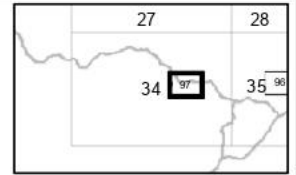
**FAR NORTH DISTRICT SPEED LIMIT IMPLEMENTATION**

**Map 97 Okaihau**



0 5 10 Km

A3 Scale: 1:10,000



Map 97 of 112

\* Refer to RAMM data point reference table

**TITLE:** Waka Kotahi NZ Transport Agency Update

**ID:** A1391780

**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:

- We are launching Te Kāpehu | Our compass – this is our strategic direction, values and behaviours and will provide greater clarity on what we want to achieve as an organisation. It outlines what we do, how we do it and how we will measure our progress.
- We're currently in the moderation, assessment and prioritisation phase for continuous programmes for the 2021 /24 NLTP. We note that there will be significant demand for available funding across all activity classes.
- The Waka Kotahi Investment Proposal is now available – it sets out our proposed investment activities for inclusion in the 2021-24 NLTP. In line with the GPS 2021, we have focused our investment planning on meeting existing commitments, maintaining core service levels and then looking for ways to improve safety.
- We're launching our new regional road safety dashboard prototype. It will enable you to interactively understand how your road transport system is performing on road safety issues.
- The emerging preferred corridor for the four-lane corridor between Whangārei and Port Marsden Highway (SH15) has been announced. The emerging preferred corridor includes upgrading the current state highway to four lanes (with some sections built offline to straighten out curves), with a separated walking and cycling path.

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

---

### Recommendation

That the report 'Waka Kotahi NZ Transport Agency Update' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 1 December 2020, be received.

---

### Attachments/Ngā tapirihanga

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

---

### Authorised by Group Manager

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

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

**Date:** 02 December 2020



# Regional Transport Committee

Northland  
9 December 2020



New Zealand Government

## Key Messages

- We are launching Te Kāpehu | Our compass – this is our strategic direction, values and behaviours and will provide greater clarity on what we want to achieve as an organisation. It outlines what we do, how we do it and how we will measure our progress.
- We're currently in the moderation, assessment and prioritisation phase for continuous programmes for the 2021 /24 NLTP. We note that there will be significant demand for available funding across all activity classes.
- The Waka Kotahi Investment Proposal is now available – it sets out our proposed investment activities for inclusion in the 2021-24 NLTP. In line with the GPS 2021, we have focused our investment planning on meeting existing commitments, maintaining core service levels and then looking for ways to improve safety.
- We're launching our new regional road safety dashboard prototype. It will enable you to interactively understand how your road transport system is performing on road safety issues.
- The emerging preferred corridor for the four-lane corridor between Whangārei and Port Marsden Highway (SH15) has been announced. The emerging preferred corridor includes upgrading the current state highway to four lanes (with some sections built offline to straighten out curves), with a separated walking and cycling path.



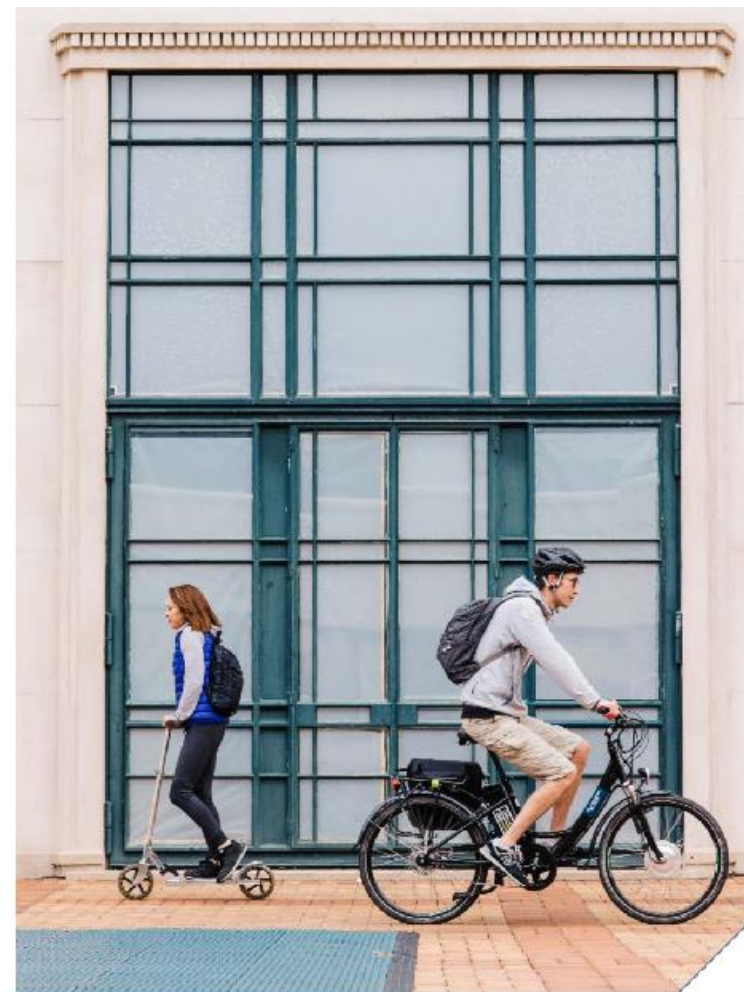
## 2021-24 National Land Transport Programme development

- We're currently moderating, assessing and prioritising continuous programmes.
- We've received initial submissions for improvements activities - moderation will start in February 2021.
- There will be significant demand for available funding across all activity classes.



# Waka Kotahi Investment Proposal

- The Waka Kotahi Investment Proposal is now available – it sets out our proposed investment activities for inclusion in the 2021-24 National Land Transport Programme (NLTP).
- In line with the GPS 2021, we have focused our investment planning on meeting existing commitments, maintaining core service levels and then looking for ways to improve safety.
- We're asking for your informal feedback by 27 November, via DRRs or LSPs.





## Draft Investment Prioritisation Method (IPM)

- Consultation on the draft Investment Prioritisation Method (the draft IPM) for the 2021-24 National Land Transport Programme (NLTP) has now closed.
- We expect to have the final IPM released by mid-December 2020.
- The IPM will replace the Investment Assessment Framework.
- It was developed in response to GPS 2021 and will be used to prioritise activities in the 2021-24 NLTP.





## Proposed non-state highway activities

- We deliver a range of non-state highway activities as part of the National Land Transport Programme (NLTP). The proposed activities are included in the Waka Kotahi Investment Proposal.
- We have identified the activities that we propose for inclusion in the 2021-24 NLTP and welcome your feedback on what activities we should focus on.
- We have more information available on our [website](#).



## Arataki V2 – COVID-19 employer modelling

The employment modelling used to inform Arataki V2 is now available to use as a tool at a regional and district level



Useful for RLTPs, demand assumptions on key corridors, spatial planning and supporting vulnerable communities



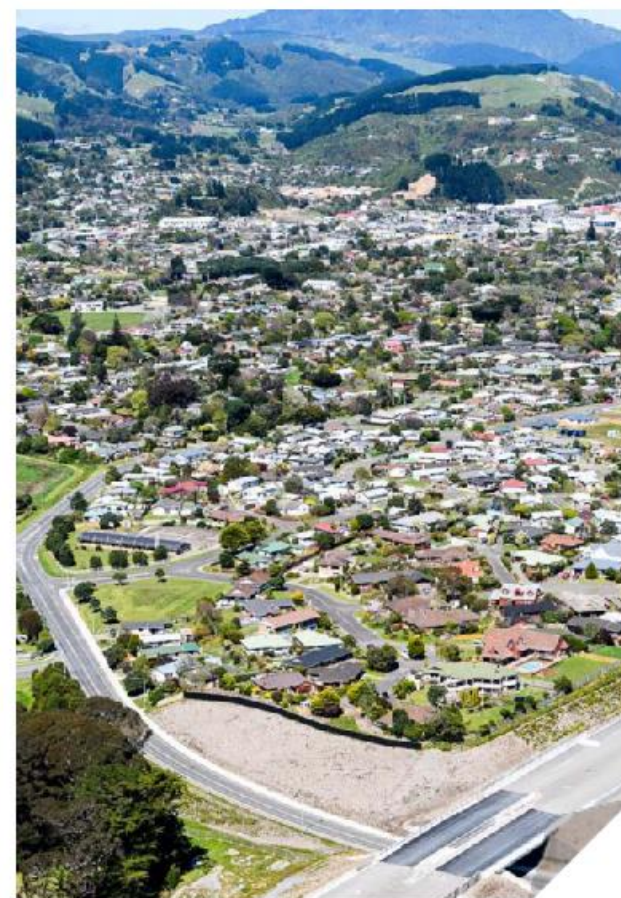
Arataki V2 provides easier access to data and information to help with RLTP development and other planning for the next decade





## 30-Year Plan (Version 1)

- We're currently working on a 30-Year Plan – it will describe what the land transport system needs to look like to support people's well-being and liveability in New Zealand in 2050.
- It will set out a three-decade plan of what we need to accomplish.
- Version 1 is expected to be released for engagement in July 2021.



# Innovating Streets for People pilot fund

Creating people-friendly spaces through tactical urbanism

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



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



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



## Accessible Streets Consultation

- Public Consultation on the Accessible Streets proposal closed on 20 May 2020.
- Post-consultation analysis has been extended - decisions on the Accessible Streets proposals will be made post-election.
- We're 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.





## Asset Management Data Standard (AMDS)

- The AMDS is a joint programme with the Road Efficiency Group (REG).
- The standard is being released in four versions to socialise the different types of assets for review and feedback from the sector.
- Version one was released in July with version two released on 30 October.
- Implementation is due to be complete in July 2021.



## Update on speed management changes

- Part of the Tackling Unsafe Speeds programme is establishing a new regulatory framework for speed management.
- The Ministry of Transport released information on how we propose this will work earlier this year, and the Rule is being drafted.
- We are updating our guidance on speed management and school safety to reflect Road to Zero and will be seeking feedback once the new Rule is signed.





# Aotearoa Urban Street Guide

- We're developing an Urban Street Guide.
- The guide is one of the Road to Zero actions and will set out an understanding of urban streets in New Zealand and support existing best practice design.
- It will bring together updates to the cycling network guide, pedestrian planning guide and public transport design guidelines to create a suite of technical guidance in the urban mobility space.



## Regional road safety dashboards

- We're launching our new regional road safety dashboard prototype.
- It will enable you to interactively understand how your road transport system is performing on road safety issues.
- This is part of a broader refresh of tools, guidance and resources under Road to Zero.
- We welcome any feedback you may have.

Speed						
Q	DCI resulting from Rural head-on	DCI resulting from Rural run-off-road	DCI from crashes at Urban intersections	DCI on roads with a GAAG lower than posted	DCI on roads in the top 10% for speed management	DCI on roads with IRR of medium or higher
	51	65	8	164	38	116
	31	57	128	178	59	331
	99	144	51	201	71	210
	51	62	31	100	40	101
	4	22	2	22	7	32
	10	34	13	42	15	48
	13	32	18	62	14	63
	32	88	32	99	38	99
	7	20	37	66	25	96
	12	22	14	33	13	39
	2	16	2	16	1	15
	37	72	97	140	51	195
	8	51	30	78	17	91
	13	31	17	51	17	49
	370	686	488	1192	407	1485

# Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
State highway maintenance, operations and renewals	\$75.40M	5%	Amber	Waka Kotahi has commenced this year's programme and completed the works deferred due to COVID19. Our finalised programme is 110 lane km's and to date we have completed 12 km. SCRIM sites planned to be completed in Dec 2020
Low Cost / Low Risk	\$5.3M	40%	Amber	<p><u>Far North District Council Projects</u> Resilience projects: SH1 Otiria Flood Mitigation due to COVID 19 has been tendered with a start date of 18 January; SH10 Bushpoint works are 90% completed. Safety projects: Moerewa Pedestrian Safety raised platform pedestrian crossing design completed ready for final consultation prior to works being completed. Kaeo Pedestrian Safety concept design completed installation after Waitangi weekend. Walking and Cycling Projects: SH11 Haruru Falls Design – geotechnical works review completed. NTA have provided an alternative design Waka Kotahi are reviewing. SH12 Omapere to Opononi 3km – Building a shared user path in collaboration with NTA work to tie into current NTA renewals work. SH1 Kawakawa Ped Crossing – A pre-lim design has been completed for a raised platform working with FNDC Innovative Streets Project team. SH1/North Road (Kaitia) Intersection design is completed. Works will begin in late January 2021 with street light installation before pavement works in mid-February 2021.</p> <p><u>Kaipara District Council Projects</u> SH12 Signs &amp; Delineation West of Maungaturoto 80% completed to finish prior to Christmas.</p> <p><u>Other</u> Four projects are to be delivered this financial year with signage targeting safety on SH15, SH11, SH10 and SH1 Cape Reinga. All are in design with delivery early January. Mangamuka Gorge: The Gorge is closed due to the July Storm Event. Remedial works started with double shifts to complete the piles to secure the road we have. Final design for realignment is 95% complete and final costs for review. On target to open to one day over Christmas for light vehicles. Slip 7 is part of the second phase of works as this will have piles and the team will move to this site once all piles at Site 8 are completed. Remaining slips are being repaired concurrently.</p>

# Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
SH1: Dome Valley Safety Improvements	\$31.7M	Late-2021	Green	Work commenced on Stage 3 late November resulting in the temporary closure of the south bound passing lane north of the Dome Valley summit. Stage 5 is planned to commence this month, and this will result in the temporary closure of the north bound passing lane south of the Dome Valley summit. During these closures the team will widen the road and install soil nails to help stabilise the bank. Eventually both passing lanes will be permanently closed to enable a wider centre line in places and flexible median barriers in others, to improve safety on this stretch of road. Stages 2 and 4 are nearing completion. Flexible safety barriers will be installed in Stage 2 later this year and in Stage 4 early next year.
Northland speed review		2021	Green	SH10 Awanui to Kaingaroa - a second round of public consultation is underway on proposed new speed limits along SH10 between Awanui and Kaingaroa. We have refined the proposal we consulted on late last year to include variable speed limits outside two marae on this corridor. Consultation closes on Sunday 20 December 2020.
SH1 Whangārei to Wellsford Standard Safety Intervention (Road to Zero)	\$4 M	Underway	Green	Procurement for construction is underway for Whangārei to Port Marsden Highway (Northern) section. Subject to funding and approvals, implementation is programmed for early-2021.  Construction (at the northern extent) will be coordinated with the Loop Road project. Procurement for detailed design and consenting for the Central (Port Marsden Highway to Schultz Road) and Southern (Piroa Stream Bridge to Wellsford) is underway, with pre-implementation programmed to start early-2021.
SH1 Whangārei to Wellsford		Route Protection	Green	Resource consent hearing has concluded. Auckland Council's decision on resource consents and recommendation on the Notice of Requirement (NoR) is due 15 December. Appeals on the resource consents are to be lodged by 26 January and Waka Kotahi's decision on the NoR will be due by 17 February 2021.



# Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
SH1 Whangārei to Te Hana <ul style="list-style-type: none"> <li>Whangārei to Port Marsden Highway - NZ Upgrade Programme</li> <li>Port Marsden Highway to Te Hana</li> </ul>		Late – 2027 / 8	Green	<p>The emerging preferred corridor for the four-lane corridor between Whangārei and Port Marsden Highway (SH15) was announced W/C 23 November.</p> <p>The emerging preferred corridor includes upgrading the current state highway to four lanes (with some sections built offline to straighten out curves), with a separated walking and cycling path.</p> <p>Ground investigations and affected landowner consultation is underway, with further public engagement following in early-2021.</p> <p>The preferred option will be confirmed by mid-2021, through the development of the Single Stage Business Case (SSBC).</p> <p>Lodgement of Notice of Requirement and resource consents is currently programmed for late-2021, with construction programmed to commence in late-2023/24.</p> <p>The Port Marsden Highway to Te Hana section is not funded by the NZ Upgrade Programme and therefore funding is required to complete the SSBC.</p>
SH1 corridor improvements – Whangārei (Tarewa Road)	\$53.34M	Early-2020	Green	Completed
SH1 Loop Road Safety improvements	\$48.76M	Early 2022	Amber	<p>State highway traffic is now on the single lane roundabout at Loop Road/SH15. Minor intersection improvements commence for Otaika Valley Road (SH15)/Loop Road intersection early January.</p> <p>Regional consents have been lodged with Council for the dual-lane scheme (additional southbound lane and new two-lane bridge).</p>

# Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
SH10 Kaeo bridge	\$21.95M	Late 2022	Amber	<p>This project is at the end of the design phase.</p> <p>Resource consents have been approved by Far North District Council and Northland Regional Council. All property agreements have been signed, an archaeological authority has been issued and a wildlife permit has been granted.</p> <p>We are working with local iwi/hapū on cultural design elements.</p>
SH10 Waipapa corridor improvements	\$24.5M	Early 2021	Green	<p>The roundabout and SH10 have now been sealed with asphalt and much of the kerbing in these areas is complete. Road pavement work and kerb and footpath installation continues across the site.</p> <p>The roundabout and SH10 approaches are on track for completion by December 2020, with the remainder of works to be complete in April 2021.</p> <p>Work will shut down from 23 December to 5 January to help keep holiday traffic flowing through the town. No major works are planned for SH10 or Skippers Lane until after Waitangi weekend.</p>
SH11/11 Kawakawa intersection improvements (NZ Upgrade Programme)	\$6M	Mid 2021	Green	<p>Traffic flowing through temporary intersection and construction of retaining wall underway. Roundabout component is being constructed with asphalt scheduled for early December.</p>
SH10/11 Puketona Junction intersection improvements (NZ Upgrade Programme)	\$15M	Mid 2021	Green	<p>Temporary roading for SH10 and SH11 traffic sealed and temporary intersection now operating. Roundabout is under construction off line with asphalt scheduled for early December.</p>
SH12 Rawene Road intersection improvements (NZ Upgrade Programme)	\$0.5 M	Late 2020	Amber	<p>Construction of safety improvement elements is scheduled for December.</p>

## SH1/SH11 Kawakawa intersection improvements



## SH10/SH11 Puketona Junction







# Hei konā mai

**TITLE:** Meeting schedule for 2021

**ID:** A1391802

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

**Authorised by  
Group Manager:** Tony Phipps, Group Manager - Customer Services - Community Resilience,  
on 02 December 2020

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### Executive summary/Whakarāpopototanga

The purpose of this report is to present the proposed scheduled dates of the Regional Transport Committee meetings and workshops for 2021.

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### Recommendation

That the report 'Meeting schedule for 2021' by Evania Arani, Executive Assistant Customer Services - Community Resilience and dated 1 December 2020, be received.

---

### Background/Tuhinga

The proposed committee meeting and workshop dates for the Regional Transport Committee for 2021 are as follows:

- 10 February – Regional Transport Committee meeting followed by a workshop.
- 14 April – Regional Transport Committee meeting.
- 09 June – Regional Transport Committee meeting followed by a workshop.
- 11 August – Regional Transport Committee meeting.
- 13 October - Regional Transport Committee meeting followed by a workshop.
- 08 December - Regional Transport Committee meeting.

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### Attachments/Ngā tapirihanga

Nil

**TITLE:** Request to vary the Regional Land Transport Plan 2015-2021

**ID:** A1391078

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

**Authorised by Group Manager:** Tony Phipps, Group Manager - Customer Services - Community Resilience, on 02 December 2020

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### Executive summary/Whakarāpopototanga

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

The Northland Transport Alliance has requested that the project detailed in the body of this agenda item be included in the RLTP.

This project is proposed to be included in the RLTP to enable it to be eligible for additional subsidy funding under the existing National Land Transport Fund (NLTF) and allow Kaipara District Council to apply for additional NLTF funding.

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

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

---

### Recommendation(s)

1. That the report 'Request to vary the Regional Land Transport Plan 2015-2021' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 27 November 2020, be received.
2. That the Regional Transport Committee approves the request to vary the Regional Land Transport Plan 2015/21 to include the following project:

Kaipara District Council

- Mangawhai Network Operating Framework (NOF) - \$125,000

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### Options

No.	Option	Advantages	Disadvantages
1	Approve the request for the Variation to the Regional Land Transport Plan 2015/2021 to include the proposed Mangawhai NOF project	To ensure that the proposed Mangawhai NOF project is listed in the Regional Land Transport Plan 2015/2021 and therefore be eligible for funding assistance through the NLTF.	Failure to list the proposed Mangawhai NOF project in the Regional Land Transport Plan 2015/2021 which would result in the proposed Mangawhai NOF project not being eligible for funding



			assistance through the NLTF.
<b>2</b>	Reject the request for the variation to the Regional Land Transport Plan 2015/2021 to include the proposed Mangawhai NOF project and be eligible for funding assistance through the NLTF.	None	Failure to secure funding assistance through the NLTF for the proposed Mangawhai NOF project

The staff's recommended option is **Option 1**

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## Considerations

### 1. Environmental Impact

There are no adverse environmental impact issues recognised at this point.

### 2. Community views

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

### 3. Māori impact statement

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

### 4. Financial implications

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

### 5. Implementation issues

There are no implementation issues recognised at this point.

### 6. Significance and engagement

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

### 7. Policy, risk management and legislative compliance

The request to vary the RLTP is undertaken in accordance with the relevant requirements of the Land Transport Management Act 2003.

---

## Background/Tuhinga

The Northland Transport Alliance (NTA) has requested that the Regional Transport Committee approves a variation to the Northland Land Transport Plan 2015/21 (RLTP).

The application has been made because, for transport-related projects to be considered eligible for National Land Transport Fund (NLTF) funding assistance, they need to be included in the relevant RLTP.

The inclusion of this project in the RLTP would allow Kaipara District Council to apply for additional funding assistance from the current NLTF to subsidise the project at 61%.

This project has been identified as the Kaipara District Council has identified the need to develop a Network Operating Framework (NOF) for the Mangawhai area to develop a consistent set of transport priorities for Mangawhai which integrates with land use decisions including the Spatial Plan process. This NOF would be used to prioritise transportation investment in the Mangawhai area, supporting wider outcomes for the Kaipara District.

This is a joint application by the NTA on behalf of the Kaipara District Council. The impact of this change is shown in the table below:

**Kaipara District Council**

Council	Activity	Estimated Cost 2018/21	Comments
KDC	Mangawhai Network Operating Framework (NOF)	\$125,000	This is proposed to fund 61% via the 2015/2018 NLTF.

The benefit of this change is that this project would be eligible for subsidy funding under the existing NLTF and allow Kaipara District Council to apply for additional NLTF funding.

**Land Transport Management Act 2003**

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

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

Section (3) relates to Auckland Transport only.

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

**Significance Policy**

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

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

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

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

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

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

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## Attachments/Ngā tapirihanga

Attachment 1: Request to Vary the Regional Land Transport Plan 2015-2021 [↓](#) 



KAIPARA DISTRICT COUNCIL



42 Hokianga Road  
Private Bag 1001,  
Dargaville 0340 Northland,  
New Zealand

p 09 439 3123  
p 0800 727 059  
f 09 439 6756  
e [council@kaipara.govt.nz](mailto:council@kaipara.govt.nz)  
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26 November 2020

Transport Manager  
Northland Transportation Alliance  
Private Bag 9023  
Whangarei, 0148

**Attn.: Chris Powell**

Dear Chris

**Application to the Regional Transport Committee to vary the  
Northland Land Transport Plan 2015/21 (RLTP)**

**BACKGROUND**

Kaipara District Council (Council) has identified the need to develop a Network Operating Framework (NOF) for the Mangawhai area to develop a consistent set of transport priorities for Mangawhai which integrates with land use decisions including the Spatial Plan process. This is a high growth area within the Kaipara District and the NOF is required to identify and prioritise transportation investment in the Mangawhai area, supporting wider outcomes for the Kaipara District.

The cost to develop the Mangawhai NOF is estimated at \$125,000 and currently there is no provision in the Northland Land Transport Plan 2015/21 (RLTP) for this project.

For transport-related projects to be considered eligible for National Land Transport Fund (NLTF) funding assistance, they need to be included in the relevant RLTP.

Once included in the RLTP, Council would then be able to apply to Waka Kotahi NZTA for additional NLTF funding for this project.

**REQUEST**

Council respectfully requests the Regional Transport Committee to approve a variation to the Northland Land Transport Plan 2015/21 (RLTP) to include the proposed Mangawhai Network Operating Framework (\$125,000) project.

Please contact me if you have any queries or wish to discuss.

Yours faithfully

Jim Sephton

**General Manager Infrastructure Services**

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

**ID:** A1389499

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

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**Executive summary/Whakarāpopototanga**

This report serves to update the Regional Transport Committee on the Regional Land Transport Plan 2021-2027 (RLTP) and Regional Public Transport Plan (RPTP) since the 14 October 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 24 November 2020, be received.
  2. That the Regional Transport Committee approve the proposal to use a "OneDrive" file for recommended changes and comments to be made directly into the Draft Regional Land Transport Plan 2021-2027 and Regional Public Transport Plan.
  3. That the Regional Transport Committee approve the use of the proposed Regional Land Transport Plan 2021-2027 financial spreadsheets.
  4. That the Regional Transport Committee approve the inclusion of the financial spreadsheet containing "Non-subsidised Programmes and Projects" in the Regional Land Transport Plan 2021-2027.
  5. That the Regional Transport Committee approve the proposed consultation process as detailed in this report.
- 

**Background/Tuhinga**

At the 14 October 2020 Regional Transport Committee (RTC) meeting, a progress report was tabled providing an update on: -

- The approved Government Policy Statement for Transport 2021;
- Waka Kotahi's Arataki V2 and the Area Focus for Northland;
- The Project Teams proposed changes to the wording and weightings of the Problem Statements and Benefit Statements reflected in the Investment Logic Mapping document;
- The Project Teams recommended regional transport priorities;
- An update on the progress made on the Strategic Front End of both the Regional Land Transport Plan 2021/2027 (RLTP) and the Regional Public Transport Plan (RPTP);
- Risk register, project timetable and the proposed consultation period.

At the meeting, the following recommendations were approved:

- *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.*

- *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".*

#### First Draft Regional Land Transport Plan and Regional Passenger Transport Plan

##### Part 1 - Strategic Front End

The first draft "Strategic Front End" for both the RLTP and the RPTP have been completed and reviewed by the Project Team.

The format and content of these documents aligns with both the Transport Special Interest Group (TSIG) recommendations and Waka Kotahi requirements.

Both first draft documents have been electronically stored in a Northland Regional Council "OneDrive" file for authorised users and will be available to the RTC elected representatives and their support staff only. This will allow for a streamlined process in that it allows for multiple real time suggested changes and comments to be made directly into the documents and will negate the need for printing multiple hard copies.

It is recommended that that the period of 10 December 2020 to 22 January 2021 be approved for this process. This will allow for both first draft documents, with proposed "track changes", to be tabled at the 10 February 2021 RTC for discussion and approval.

Once approved, it is recommended that both the Draft RLTP and Draft RPTP be prepared for release for public consultation.

##### Part 2 - Funding Application Spreadsheets

The funding assistance applications from the following organisations have been downloaded into the relevant work category spreadsheets:

- Far North District Council;
- Waitangi Trust;
- Whangarei District Council;
- Kaipara District Council;
- Department of Conservation;
- Northland Regional Council; and
- Waka Kotahi.

The work categories, both RTC prioritised and non-prioritised are detailed below: -

##### Prioritised Projects

- State Highway Improvements;
- Local Road Improvements

##### Non-Prioritised Projects

- State Highway Maintenance, Operations and Renewals;
- Local Road Maintenance, Operations and Renewals;
- Provincial Growth Fund (PGF), New Zealand Upgrades Programme (NZUP), Crown Infrastructure Partners (CIP), "Shovel Ready" and Tourism Infrastructure Fund (TIF) Projects;
- Low Cost/Low Risk;



- Non-subsidised Programmes and Projects;
- Public Transport;
- Road Safety Promotion;
- Investment Management.

The Project Team recommends that the format of these spreadsheets remain the same as in previous RLTP's.

### Project Prioritisation

In accordance with Section 16(d) of the Land Transport Management Act 2003, all projects listed under State Highway Improvements and Local Road Improvements must be prioritised by the RTC.

A project prioritisation workshop will be held following the 9 December 2020 RTC meeting.

At this workshop, the Project Team will present their recommendations for consideration.

When the RTC have approved in principle the draft prioritisation of the State Highway and Local Road Improvement projects, the relevant spreadsheets will be included in the Shared Workspace file.

### Timetable

See **Attachment 1** for a copy of the updated time for the Regional Land Transport Plan 2021-2027.

### 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 Waka Kotahi Transport Investment Online by 30 June 2021.

See **Attachment 2** for copy of the Risk Register.

### Consultation Process

In accordance with section 18 of the Land Transport Management Act 2003:

#### ***18 Consultation requirements***

- (1) When preparing a regional land transport plan, a regional transport committee—
  - (a) *must consult in accordance with the consultation principles specified in [section 82](#) of the Local Government Act 2002; and*
  - (b) *may use the special consultative procedure specified in [section 83](#) of the Local Government Act 2002*

For the RLTP and RPTP consultation process it is recommended that the same process as undertaken for the RLTP 2018/2021 – Three Year Review be undertaken. This included:

- Advertisements advising the public of the consultation process placed in all local newspapers and one national newspaper;
- Copies of the draft RLTP and RPTP be forwarded to all approved authorities, stakeholders, libraries, etc.;

- Summary document forwarded to other interested parties such as ratepayer associations, etc.;
- RLTP and RPTP full document, summary document and submission forms placed on NRC website;
- Consultation period – 24 February 2021 to 26 March 2021;
- Public “Have Your Say” sessions have been scheduled for:-
  - **Whangārei:** Monday, 8 March 2021, 9am – 11am, Northland Regional Council Chambers
  - **Dargaville:** Monday, 8 March 2021, 3pm – 5pm, Dargaville Town Hall
  - **Opononi:** Tuesday, 9 March 2021, 10am – 12pm, Opononi Hall
  - **Kaikohe:** Tuesday, 9 March 2021, 3.00pm – 5.00pm, Far North District Council Chambers
  - **Kaitiāia:** Fri, 12 March 2021, 10am – 12pm, Te Ahu Centre
  - **Kerikeri:** Fri, 12 March 2021, 3pm – 5pm, Kingston House
  -
- Deliberation of submissions – 11 May 2021.

By following the above proposed timelines, the RLTP and RPTP process will remain on target to be completed by the prescribed date of 30 June 2021.

## Considerations

### 1. Options

No.	Option	Advantages	Disadvantages
1	Approve the use of the proposed “OneDrive” file for recommended changes and comments to be made directly into the documents.	Allows for a more streamlined and cost effective management of suggested changes. It provides one document capable of displaying all suggested and recommended changes. It is less labour intensive and in turn reduces administrative costs.	None
	Approve the use of the proposed Regional Land Transport Plan 2021-2027 financial spreadsheets.	These spreadsheets have been used in previous RLTP’s and have been found to be easy to read and follow.	None.
	Approve the inclusion of the financial spreadsheet containing “Non-subsidised Programmes and Projects” in the	This will align with the Regional Transport Committee’s previous request to include this in.	None.

	Regional Land Transport Plan 2021-2027.  Approve the proposed consultation process.	Completion of the RLTP and the RPTP within the prescribed time period.	None.
<b>2</b>	Do not approve the use of the proposed "OneDrive" file for recommended changes and comments to be made directly into the documents.  Do not approve the use of the proposed Regional Land Transport Plan 2021-2027 financial spreadsheets.  Do not approve the inclusion of the financial spreadsheet containing "Non-subsidised Programmes and Projects" in the Regional Land Transport Plan 2021-2027.  Do not approve the proposed consultation process.	None  None  None  None	Increased labour and cost.  All spreadsheets to be redesigned and updated.  The Regional Transport Committee will not have all the required information to make informed decisions on regional transport matters  The prescribed completion date for both plans will not be met.

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

## 2. Significance and engagement

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

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

## 3. Policy, risk management and legislative compliance

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

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

## Further considerations

### 4. Community views

Community views are not required at this early stage.

### 5. Māori impact statement



No Maori impact statements are required at this early stage.

**6. Financial implications**


There are no financial implications identified at this time.


**7. Implementation issues**

As detailed under Section 3 of this paper.

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**Attachments/Ngā tapirihanga**

Attachment 1: Regional Land Transport Plan and Regional Public Transport Plan Timelines [↓](#) 

Attachment 2: Risk Register [↓](#) 

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**Authorised by Group Manager**

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

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

**Date:** 02 December 2020

**Regional Land Transport Plan 2021/2027 and Regional Public Transport Plan – December 2020**

**Indicative Timeline:- December 2020 to September 2021**

<b><u>December 2020</u></b>	
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
11/12/2020	Final Continuous Programme bids to be submitted to Waka Kotahi
15/12/2020	Finalised Indicative Continuous Programme to be downloaded into TIO
10-31/12/2020	RTC members review RLTP Front End and projects and review RPTP Front End
<b><u>January 2021</u></b>	
01-22/01/2021	RTC members review RLTP Front End and projects and review RPTP Front End
<b><u>February 2021</u></b>	
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
16/02/2021	Initial moderation on Improvement Activities
25/02/2021	Final Moderation on Improvement Activities
24-28/02/2021	Public consultation on Draft RLTP and RPTP
<b><u>March 2021</u></b>	
1-26/03/2021	Public consultation on Draft RLTP and RPTP
8 – 12/03/2021	“Have Your Say” Sessions
<b><u>April 2021</u></b>	
13/04/2021	RTC Meeting
15/04/2021	NZTA advices of Indicative final Continuous Programme
22/04/2021	Waka Kotahi board meeting on indicative Continuous Programme funding
1-30/04/2021	Summary and recommendations from Roadshow and submissions
<b><u>May 2021</u></b>	
12/05/2021	RTC deliberations and approval of changes
21/05/2021	Councils submit final submissions on Improvement Activities
<b><u>June 2021</u></b>	
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
24/06/2021	Waka Kotahi board meeting on interim funding arrangements (July 21 /Aug 21)
25/06/2021	RTC and NRC approved RLTP and RPTP loaded into TIO
<b><u>July 2021</u></b>	
<b><u>August 2021</u></b>	
<b><u>September 2021</u></b>	
01/09/2021	GPS/NLTP/RLTP/RPTP implemented

**Key**

- Activity Management Plans = AMP
- Government Policy Statement = GPS
- Investment Logic Mapping = ILM
- National Land Transport Programme = NLTP

- Northland Regional Council = NRC
- Regional Land Transport Plan 2021/2027 = RLTP
- Regional Public Transport Plan = RPTP
- Regional Transport Committee = RTC
- Transport Agency Investment Proposal = TAIP
- Transport Investment Online = TIO



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

**Risk Register:- December 2020**

<b>Risk</b>	<b>Potential Impact</b>	<b>Mitigation</b>	
Insufficient MoT Resourcing	Inability to deliver government policies and processes on time	Work closely with MoT staff and the Special Transport Interest Group	
Insufficient NZTA Resourcing	Inability to deliver National Land Transport Programme on time	Work closely with NZTA staff to monitor progress	
Insufficient NTA Resourcing	Result in project milestones not being met, incomplete and inaccurate information entered into TIO and incorrect information for consultation	Project Team and Steering Group to monitor. If required, consultants will need to be employed.	
* Late release of Early GPS signals	Delay in the compilation, approval and consultation on the RLTP “Front End”	Early GPS signals released.	
<b>Coronavirus – Disruptions to Process</b>	<b>Could potentially delay the entire RLTP process for an indefinite time period</b>	<b>Continue to monitor and report to the RTC</b>	
*Late ILM workshop	Delay in the compilation of the Draft RLTP and in meeting approved milestones	ILM workshop undertaken. Awaiting confirmation of Project Team Recommendations	
Late release of NZTA RLTP and RPTP compilation guidelines	Potential of delaying RLTP and RPTP by 30/4/20.	NZTA guidelines released.	
Late Release of NZTA Timelines	Potential of delaying RLTP and RPTP by 30/4/20.	NZTA timelines released. These may however change	
Late Release of final GPS	Potential of delaying RLTP and RPTP by 30/4/20.	Final GPS Released on 17 September 2020	
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

Colour Coding

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

