

Regional Transport Committee
Tuesday 1 August 2023 at 11.00am-12.30pm

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the NRC, Water Street
Whangārei
Council Chambers
on Tuesday 1 August 2023, commencing at 11.00am-12.30pm

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

MEMBERSHIP OF THE REGIONAL TRANSPORT COMMITTEE

Chairperson, Chairperson, NRC, Joe Carr

FNDC Councillor Steve McNally WDC Councillor Simon Reid KDC Councillor Ash Nayyar

Waka Kotahi Director Regional Deputy Chairperson John
Relationships Steve Mutton Blackwell

KARAKIA / WHAKATAU

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8.1 Waka Kotahi Update for Te Tai Tokerau	

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

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Opening Karakia

He hōnore, he korōria ki te Atua

He maungārongo ki te whenua

He whakaaro pai ki ngā tāngata katoa

Hangā e te Atua he ngākau hou

Ki roto, ki tēnā, ki tēnā o mātou

Whakatōngia to wairua tapu

Hei awhina, Hei manaki, hei tohutohu i a matou

I runga i ngā huarahi, ngā ara puta noa te rohe,

Hei ako hoki i ngā mahi i ngā ra, ngā marama, nga
tau e heke mai ana

Amine

Honour and glory to God

Peace on Earth

Goodwill to all people

Lord, develop a new heart

Inside all of us

Instil in us your sacred spirit

Help us, care for us, guide us

On our highways and roads across the region,

In all the things we need to learn over the days,
months and years to come

Amen

Closing Karakia

Unuhia, unuhia

Unuhia ki te uru tapu nui

Kia wātea, kia māmā, te ngākau, te tinana, te wairua i
te ara takatā

Koia rā e Rongo, whakairia ake ki runga

Kia tina! TINA! Hui e! TĀIKI E!



TITLE: Confirmation of Minutes - 13 June 2023


From: Erica Wade, Personal Assistant - General Manager Community Resilience

**Authorised by
Group Manager/s:** Louisa Gritt, Group Manager - Community Resilience, on 21 July 2023

Ngā mahi tūtohutia / Recommendation

That the minutes of the Regional Transport Committee meeting held on 13 June 2023, be confirmed as a true and correct record and that these be duly authenticated with the Chair's electronic signature.

Attachments/Ngā tapirihanga

Attachment 1: Record of minutes - 13 June 2023 [↓](#) 

Regional Transport Committee
13 June 2023

Regional Transport Committee Minutes

Meeting held in the NRC, Council Chamber
36 Water Street, Whangārei
on Tuesday 13 June 2023, commencing at 11.00am - 12.30pm

Tuhinga/Present:

Chairperson, Chairperson, NRC, Joe Carr
Deputy Chairperson, Councillor John Blackwell
FNDC Councillor, Steve McNally
WDC Councillor, Simon Reid
KDC Councillor, Ash Nayyar
Waka Kotahi Director Regional Relationships, Steve Mutton

I Tae Mai/In Attendance:

Full Meeting

NRC Tāhūhū Rangapū - Chief Executive Officer, Jonathan Gibbard
NRC Acting Group Manager - Community Resilience, Jim Lyle
NRC Policy Specialist, Michael Payne
NRC Secretariat, Erica Wade
NTA General Manager, Calvin Thomas
NTA Transport Manager, Chris Powell
NTA Representative, Bernard Petersen
NTA Representative, Ian Crayton Brown (*online*)
NTA Representative, Jeff Devine
NTA Representative, Nicole Korach
NTA Representative, Nick Marshall
NTA Representative, Kayla Gunson
FNDC Councillor, Ann Court
FNDC Group Manager – Infrastructure & Asset management Andy Finch
NZ Police, Stephanie Hudson
Waka Kotahi, Martin Taylor (*online*)
KiwiRail Representative, Eric Hennephof

Part Meeting

WDC Councillor, Phil Halse (*arrived 11.57am*)

The Chair declared the meeting open at 11.00am.

Karakia Whakamutunga

Cr. Carr

Regional Transport Committee
13 June 2023

Ngā Mahi Whakapai/Housekeeping (Item 1.0)

Ngā whakapahā/Apologies (Item 2.0)

Moved Blackwell/ Nayyar

That the apologies from FNDC Councillor Tamati Rakena for non-attendance be received.

Carried

Nga whakapuakanga/Declarations of Conflicts of Interest (Item 3.0)

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

Confirmation of Minutes - 4 April 2023 (Item 4.1)

Report from Erica Wade, Personal Assistant - General Manager Community Resilience

Ngā mahi tūtohutia / Recommendation

Moved (Nayyar / Blackwell)

That the minutes of the Regional Transport Committee meeting held on 4 April 2023, be confirmed as a true and correct record and that these be duly authenticated with the Chair's electronic signature.

Carried

Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report (Item 5.1)

Report from Chris Powell, Transport Manager - Northland Transportation Alliance

Ngā mahi tūtohutia / Recommendation

That the report 'Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 22 May 2023, be received.

Moved (Nayyar / Blackwell)

Secretarial note: Resolution was made to adjourn this item and have it left on the table for a re-convened hybrid meeting which is to be held at NRC Water Street and via MS Team on Monday 19 June at 10am. A copy of the Excel spreadsheet is to be distributed via email to committee members and posted to those wanting a hard copy.

Carried

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Draft Government Policy Statement on Land Transport 2024 - Presentation by Ministry of Transport. (Item 6.1)

Report from Chris Powell, Transport Manager - Northland Transportation Alliance

Ngā mahi tūtohutia / Recommendation

That the report 'Draft Government Policy Statement on Land Transport 2024 - Presentation by Ministry of Transport.' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 23 May 2023, be received.

Secretarial note: Item was withdrawn by Ministry of Transport due to delays in release of GPS. A MS Teams update meeting will be arranged to discuss the draft GPS once released.

District Council Drainage Activities (Item 6.2)

Report from Bernard Petersen, Maintenance & Operations Manager - NTA

Ngā mahi tūtohutia / Recommendation

Moved: (Blackwell / McNally)

That the report 'District Council Drainage Activities' by Bernard Petersen, Maintenance & Operations Manager - NTA and dated 22 May 2023, be received.

Carried

Secretarial note: A number of workshops are to be had to further discuss RLTP, contracts and our priorities.

Further discussion was had around drainage and water tables. Waka Kotahi recognises this issue around drainage and is favourable for it to be a real focus and are wanting to work with councils to resolve these issues – certainly needs investment.

Northland Road Safety - Road to Zero update (Item 6.3)

Report from Chris Powell, Transport Manager - Northland Transportation Alliance

Ngā mahi tūtohutia / Recommendation

Moved (Mutton / McNally)

That the report 'Northland Road Safety - Road to Zero update' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 23 May 2023, be received.

Carried

Secretarial note: There have been seven more deaths- in Northland since this report was written with the majority caused by RIDS (Restraints, Impaired, Drugs, Speed).

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13 June 2023

Draft Regional Land Transport Plan 2021-2027 Three Year Review - Progress Report (Item 6.4)

Report from Chris Powell, Transport Manager - Northland Transportation Alliance

Ngā mahi tūtohutia / Recommendation

Moved (Nayyar / McNally)

That the report 'Draft Regional Land Transport Plan 2021-2027 Three Year Review – Progress Report' by Chris Powell, Transport Manager – Northland Transportation Alliance and dated 23 May 2023, be received.

Carried

Secretarial note: A reminder to the group that the RLTP is an application for funding, not a guarantee of funding.

Actions

1. Chris will resend the draft RLTP document to the committee members for any final suggested amendments. As of today there has been no suggestions of change.
2. Chris and Calvin will set up a timeline and workshops to keep this piece of work progressing.

Secretarial note: Eric Hennephof presented the Northland Rail Programme update.

Moved (Blackwell / Nayyar)

That the report 'Northland Rail Programme' by KiwiRail dated May 2023, be received.

Carried

Waka Kotahi Activity Update (Item 6.5)

Report from Steve Mutton, NZTA - Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau

Ngā mahi tūtohutia / Recommendation

Moved (McNally / Nayyar)

That the report 'Waka Kotahi Activity Update' by Steve Mutton, NZTA - Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau and dated 22 May 2023, be received.

Carried

Secretarial note: Waka Kotahi and KiwiRail have and will continue to discuss options on how to best work together.

Actions:

1. Due to the links not working in the report, Steve Mutton will resend the video clips to the committee.

Regional Transport Committee
13 June 2023

Committee Member Priorities and Updates (Item 6.6)

Report from Calvin Thomas, Northland Transport Alliance Manager

Ngā mahi tūtohutia / Recommendation

Moved (Nayyar / Mutton)

1. That the report 'Committee Member Priorities and Updates' by Calvin Thomas, Northland Transport Alliance Manager and Chris Powell, Transport Manager - Northland Transportation Alliance and dated 23 May 2023, be received and
2. The supplementary verbal updates provided by Regional Transport Committee members be received.

Carried

2023 Budget - Transportation announcements (Item 6.7)

Report from Calvin Thomas, Northland Transport Alliance Manager

Ngā mahi tūtohutia / Recommendation

Moved (Nayyar / Blackwell)

That the report '2023 Budget - Transportation announcements' by Calvin Thomas, Northland Transport Alliance Manager and dated 8 June 2023, be received.

Carried

Action:

1. At the adjourned meeting on Monday 19 June, discuss what is needed to complete a submission to floodproof Northlands roading network.

Receipt of Action Sheet (Item 7.1)

Report from Erica Wade, Personal Assistant - General Manager Community Resilience

Nga mahi tutohutia / Recommendation

Moved McNally / Nayyar

That the action sheet be received.

Carried

Action:

1. Add State Highway resilience onto the action sheet. Need to prepare a case for flood proofing all of the northland road network, not only State Highways.

Karakia Whakamutunga

Calvin Thomas

Whakamutunga (Conclusion)

The meeting concluded at 12.47pm

TITLE: **Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report**

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 18 July 2023

Whakarāpopototanga / Executive summary

This report covers the year end subsidy claims submitted to Waka Kotahi NZ Transport Agency for the second financial year of the 2021-2024 three-year funding period and details the funding assistance uptake by each approved authority for the financial period 1 July 2022 to 30 June 2023.

Ngā mahi tūtohutia / Recommendation

That the report 'Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 11 July 2023, be received.

Background/Tuhinga

Reports relating to the progress made on the uptake of funding assistance requested through the Northland Regional Land Transport Plan 2021-2027 (RLTP) and approved in the National Land Transport Programme 2021-2024 (NLTP) for the Far North District Council, Whangarei District Council, Kaipara District Council, and the Northland Regional Council are tabled at each Regional Transport Committee (RTC) meeting.

These reports and attached spreadsheets provide the RTC with information relating to how each Activity Class/Programme: -

- Is tracking regarding the uptake of the funding assistance approved through the National Land Transport Plan 2021-2024 for the relevant financial year.
- supports the five Regional Strategic Objectives reflected in the Regional Land Transport Plan 2021-2024.
- supports the seven Regional Priorities included in the Regional Land Transport Plan 2021-2024.

It also details: -

- The probability of all the approved funding assistance being fully uplifted in the relevant financial year, and
- The reasons for any variations and action to be taken.

The Activities/Programmes reflected in the **Attachments** do not include non-subsidised projects or work categories.

The base information contained in the attachments is sourced directly from the Waka Kotahi NZ Transport Agency's '2021-2024 National Land Transport Programme for Northland' and from the individual June 2023 year end subsidy claims submitted by each of the approved authorities.

It is important to note at this time that due to Cyclone Gabrielle and the extended rain periods experienced, the resultant damages resulted in the road controlling authorities having to divert from business as usual and concentrate on the recovery process. This resulted in several planned projects and work not being undertaken. This will reflect against a number of the cost centres in the attached spreadsheets.

Waka Kotahi have advised that unspent subsidies can and will be rolled over into the 2023/2024 financial year to assist with this.

Any questions regarding the information reflected in the **Attached** can be directed to the relevant approved Road Controlling Authority.

Attachments/Ngā tapirihanga

Nil

TITLE: Northland Road Safety - Road to Zero update

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 20 July 2023

Whakarāpopototanga / Executive summary

This report updates the Regional Transport Committee on the progress of Northland's Road to Zero Program for the local roads of Northland.

The following persons will speak to this paper: -

- Nick Marshall – Road Safety and Traffic Engineering Lead – Northland Transportation Alliance.
- Nicole Cauty – Project Manager – Road Safety Promotions – Northland Transportation Alliance.
- Anne-Marie Fitchett – Road Policing Manager Northland – New Zealand Police.

Ngā mahi tūtohutia / Recommendation

That the report 'Northland Road Safety - Road to Zero update' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 20 July 2023, be received.

Background/Tuhinga

Northland Transportation Alliance in conjunction with Waka Kotahi have developed a comprehensive multifaceted program of capital improvements and road safety promotion activities to meet the expectations of the Governments 10-year road safety strategy a Road to Zero. Road to Zero has a targeted goal of reducing Death and Serious Injuries from road trauma by 40% by 2030.

This report focuses on three key responses to the Road to Zero goal.

1. Infrastructure Improvements – improvements to roads and roadsides
2. Speed Management – speed limit reviews and supporting infrastructure.
3. Road User Choice – Encourage safer choices and safer behaviors on our roads.

Presentation: Attachment 1:

Infrastructure Improvements

Far North Program		
Project Type	Project	Phase
High Risk Rural Roads	Kaitaia to Ahipara	Procurement
	Mangamuka detour	Construction
Intersections	Dominion / Bank	Construction
	Allen Bell / Parkdale	Construction
Schools	7 School sites	Design & Construction

Kaipara Program		
Project Type	Project	Phase
High Risk Rural Roads	Pouto Road	Stage 2 Complete Stage 3 Design
Traffic Calming	Logan Street	Procurement
	Gordon Street	Deferred

Whangarei Program		
Project Type	Project	Phase
High Risk Rural Roads	Whangarei Heads	Construction
	Ngunguru Road - Murphy's Bend	Complete
	Ngunguru Road Route	Design
	Bream Bay Coastal Route (Cove Road)	Complete
	Bream Bay Coastal Rout (Nova Scotia Drive)	Design
Intersections	Ngunguru / Maruata	Design
Schools	Bream Bay College	Complete
	Kamo Intermediate	Complete
	Parua Bay Village	Design
Safe Crossings	Ngunguru Village	Complete
	Waipu Cove	Design / Consultation
	Dave Culham Drive	Procurement
	Parua Bay Tavern	Scoping
	Waipu Village	Design
	Riverside Drive (Skate Park)	Scoping
Traffic Calming	The Avenues	Complete
	Raurimu Avenue	Construction
	Murdoch Crescent	Procurement
	Tauroa Street	Procurement
	Clark Road	Design
	Corks / Station corridor	Design

Speed Management

Northland Transportation Alliance is leading a rolling review of speed limits on Northlands local roads (excludes State Highways) as part of the implementation of the Road to National Road Safety Strategy.

The speed limit reviews are being undertaken on a road catchment area basis, with the highest benefit catchments prioritised. High benefit catchments are those areas where better speed management will lead to significantly improved road safety outcomes through a reduction in serious injury and fatal crashes. Progress in each District is set out below.

Far North District

- Okaihau-Kaeo-Waimate Review Area (176km of roads) was fully implemented in early 2021.
- Kaitaia-Awaroa, Kohukohu-Broadwood, and Te Oneroa-a-Tohe Ninety Mile Beach area (500km of roads, excluding Te Oneroa-a-Tohe Ninety Mile Beach) was fully implemented in early July 2023.
- Moerewa Urban area (10 km of roads) has been fully implemented.
- Consultation and hearings are complete for the Bay of Islands and Kerikeri area (321 km of roads). Deliberations will be held with the new Transportation Committee in September. Planned implementation is fourth quarter of 2023 and the first quarter of 2024 with an emphasis on early implementation for schools.
- A total of 990 kilometres is planned to be treated in the Far North by June 2024, including reaching our target of 40% of school frontage treated.

Kaipara District

- Mangawhai – Kaiwaka and Kaiwaka West, incorporating Oruawhango Road and Oneriri Road (214km of roads) was fully implemented in June 2022.
- Consultation and Hearings are completed for the Pouto Peninsula and the West Coast area (west of SH14), excluding the Dargaville urban area) which comprises 343 kilometres. Deliberations are planned for August 2023, with implementation in early 2024 if approved.
- A total of 557 kilometres is planned for treatment in the Kaipara District by June 2024, including reaching our target of 40% of school frontages treated to at least 40 kilometres per hour.

Whangarei District

- Vinegar Hill, One Tree Point / Ruakaka and Waipu urban area (117km of roads) was fully implemented in 2021.
- Waipu South located to the east of SH1 and south of Waipu (52km of roads) was fully implemented in November 2022.
- Consultation, hearing and deliberations are complete for the Whangarei Heads area (199 km of roads), and the Interim Speed Management Plan approved. Work has begun on detailed design with physical works planned for fourth quarter 2023.
- A total of 368 kilometres of roadway will be treated in the Whangarei District by June 2024, including reaching our target of 40% of school frontage treated to at least 40 kilometres per hour.

Northland Summary 2021-24

During this three-year LTP period (2021-24) we plan to have implemented new safer speeds on 1915 kilometres of local road network, which represents 29% of the total network.

Treating **29%** of our network is predicted to ***reduce the number of Death and Serious Injury crashes over a 10-year period by 67.***

Regional Speed Management Plan 2024-27+

Under the Setting of Speed Limit Rules, 2022 all Road Controlling Authorities are required to develop and consult on a Regional Speed Management Plan. The Regional Plan for Northland will comprise a review of all local roads in Northland, including a truth check of those roads where new speeds have been implemented to ensure that a whole of network approach is developed as part of the Regional Plan. This work will also include physical implementation of safer speeds around schools for all schools on the road network by 2027. An overview of the development process for the Regional Plan is shown here:

- Workshop proposed plan, objectives and policies with elected members of each Territorial Authority.
- Develop and implement a Māori engagement strategy.
- Collate the proposed speed limits, implementation programme and associated infrastructure as part of a whole of network approach into a draft RSMP.
- Consultation of the Draft RSMP by the Regional Transport Committee during the same timeframe as the RLTP consultation.
- Based on consultation finalise the RSMP and present to Regional Transport Committee for approval.
- The Regional Transport Committee submits the RSMP to Waka Kotahi for certification.
- Once certified, the implementation of the RSMP will begin in the next LTP period. Significant changes to timing of work or changes to specific speed limits will require re-certification.

Road User Choice

Road Trauma Update

Calendar Year 2023 - 1 January – 31 December, Provisional Road Fatalities Statistics

Fatalities Jan – Dec 2023	Far North	Whangārei	Kaipara	Northland	National
Local roads	3	3	0	6	56
State highways	3	4	2	9	74
TOTAL	6	7	2	15	130

The calendar year progress of 2023 at this early stage is continuing last year's trend. It is an early upward trend for Northland with 23 deaths as opposed to 18 in 2022. Nationally the figures for years 2022 and 2023 are 191 & 182 deaths respectively. 'RIDS' – Restraints, Impairment, Distractions, Speed continued to be leading factors in the northland crashes.

Breakdown of the 2023 Deaths year to date: 23 Deaths

Monthly contributions:

- January – 5
- February – 2
- March – 3
- April – 1
- May – 6
- June – 6
- July – 0

Role:

- Driver – 16
- Passenger – 4
- Motorcyclist – 2
- Cyclist – 0
- Pedestrian – 1

Age Group:

- 0-14yrs – 0
- 15-19yrs – 2
- 20-24yrs – 1
- 25-39yrs – 9
- 40-59yrs – 4
- Over 60yrs – 7

Gender:

- Male – 19
- Female – 4

Road Type & Posted Speed Corridors: (High speed and state highway areas dominating)

Local Road:

- 100kph – 6
- 80kph – 1
- 70kph – 0
- 50kph – 1
- **Total 8**

State Highway:

- 100kph – 11
- 80kph – 1
- 70kph – 1
- 50kph – 2
- **Total 15**

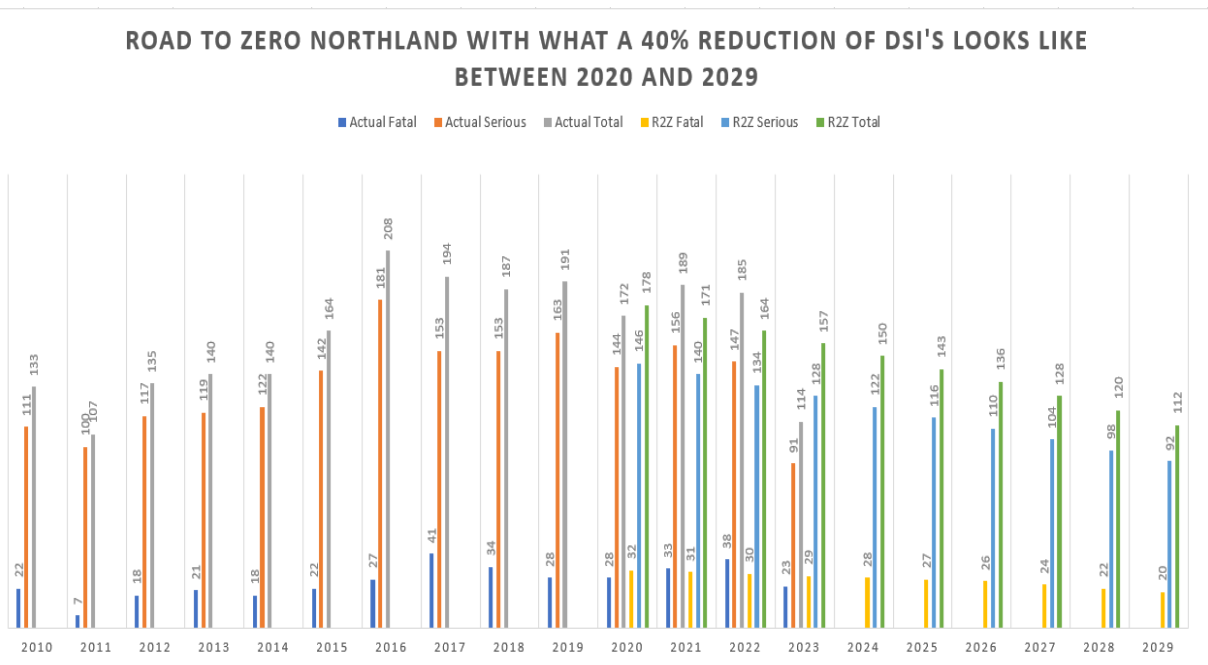
Motorcycle Safety - Ride Forever (R4E) Rider Training Update -

1. R4E – 2019/2020 – 240 riders completed courses for that financial year.
2. R4E – 2020/2021 – 186 riders completed courses for that financial year.
3. R4E – 2021/2022 – 182 riders completed courses for that financial year.
4. R4E – 2022/2023 – 180 riders have completed courses for that financial year just complete.

- Bronze Course – 76
- Silver Course – 51
- Gold Course – 53

Road to Zero:

The current New Zealand strategy has set a target of reducing New Zealand's road trauma (serious and fatal injuries) by 40% by 2030. The goal has been established using the figures from 2018. This is how we are tracking so far, noting the 2023 numbers are what has been reported year to date:



Attachments/Ngā tapirihanga

Attachment 1: NZ Police Presentation for RTC 1 August 2023 [Download](#)



Fatal Crashes

Northland Road Toll as at 18 July 2023 **24**

Date	Time	Location	Vehicles	Deceased
3/01/2023	2350	Near 954 Katiaia-Awaroa Rd, Pukepoto, 1.2km east Brass Rd.	Utility vs tree	2
19/01/2023	1355	SH-12 Paparoa 550mts east of Sterling Road	Utility vs car (head-on)	1
25/01/2023	1741	One Tree Point Road, Ruakaka	Car vs car (head-on)	1
25/01/2023	2003	Pipiwai Road, Matarau	Car vs utility (head-on)	1
8/02/2023	1530	Western Hills Drive, Whangarei	Utility vs car (head-on)	1
9/02/2023	2148	Roma Road, Ahipara. 700m west Kaitiaia-Awaroa Road.	Car towing light trailer vs light truck (head-on)	1
3/03/2023	1537	SH-12 170m west of Greenhill Rd, Ruawai	Car vs drain	1
21/03/2023	0915	5 Baska Voda Place, Kerikeri	Unattended runaway vehicle vs pedestrian (driver)	1
31/03/2023	2346	SH1 Kaitiaia near Wireless Road	Car vs pedestrian	1
17/04/2023	0512	Baylys Coast Road, Dargaville	Car vs tree	1
14/05/2023	1330	Western Hills Drive, 300m N of Selwyn Ave, Whangarei	Motorcycle vs rear of car	1
19/05/2023	1850	SH1, Uretiti, 450m south Mountfield Rd	Utility vs car (head-on)	1
20/05/2023	1657	Paihia Road / SH11	Motorcycle vs guard rail	1
25/05/2023	1230	Te Rore Rd, 900mtrs east of Takahue Rd, Kaitiaia	Car vs bank/paddock	1
30/05/2023	1230	SH10 Kaingaroa, 200mtrs east of Pukewhai Rd	Light truck vs refrigerated truck (head-on)	2
1/06/2023	1800	SH-14 2.7km west of Otuhi Rd, Wheki Valley	Car vs car (head-on)	2
3/06/2023	1200	Forestry Road Houhora	SUV rolled on unsealed road	1
9/06/2023	1908	SH-1 Mata 400mtrs south of Hewlett Rd	Utility vs car (head on)	1
10/06/2023	0945	Western Hills Drive / Percy St, Whangarei	Car v SUV, side-on at intersection.	1
16/06/2023	2200	480 Takahue Road, Takahue, Kaitiaia	Utility vs tree	1
14/07/2023	0320	Whareora Road, Tikipunga	Car vs wooden barrier/stream	1

Contributors

Alcohol - of the 21 fatal crashes, 7 involved an alcohol level higher than the legal limit

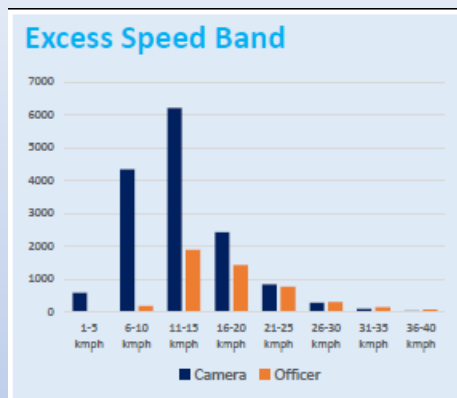
Drugs – 6 involved drugs including cannabis, methamphetamine, amphetamine, methadone

Speed – 6 where speed is considered a contributing factor (whether or not they were exceeding the speed limit)

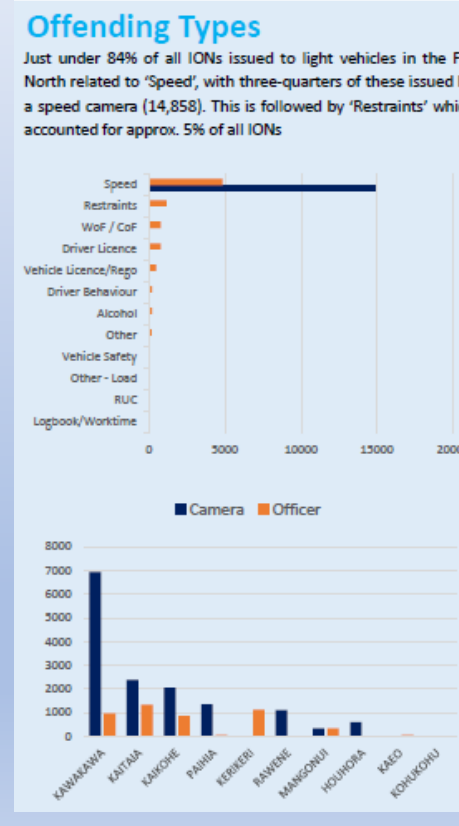
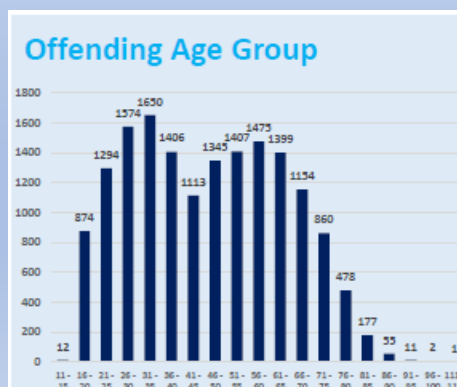
Restraints – 9 were either not wearing a seatbelt or helmet (as appropriate)

Mean speed focus

- Reduction in mean speed
- The limit is the limit – myth busting the ‘tolerance’ belief
- No defacto speed limits
- Relationship between mean speed reduction and fatality rates
 - Every 5km/h reduction in mean traffic speed equals a 28% reduction in fatal crashes



Far North Area 1 June – 31 May 2022



Why crashes occurred (Far North)

- Losing control or having a head-on crash at a bend in the road was significantly over-represented in the Far North
- Speed, impairment, fatigue and inattention are contributors to failing to take a bend.
- It is likely the far North's predominance of rural roads with 100k/hr speed limits contributes strongly to an increased severity of crashes

Who crashes?

- Drivers were more likely to be unlicensed or on a learn licence than the NZ average, 23.3% compared to 15.6%
- Drivers aged 20 – 24 years were the most likely age group to be at fault or partly at fault
- The proportion of cyclists, motorcyclists and pedestrian injured was lower than the NZ average
- There were more drivers and particularly more passengers injured than the NZ average

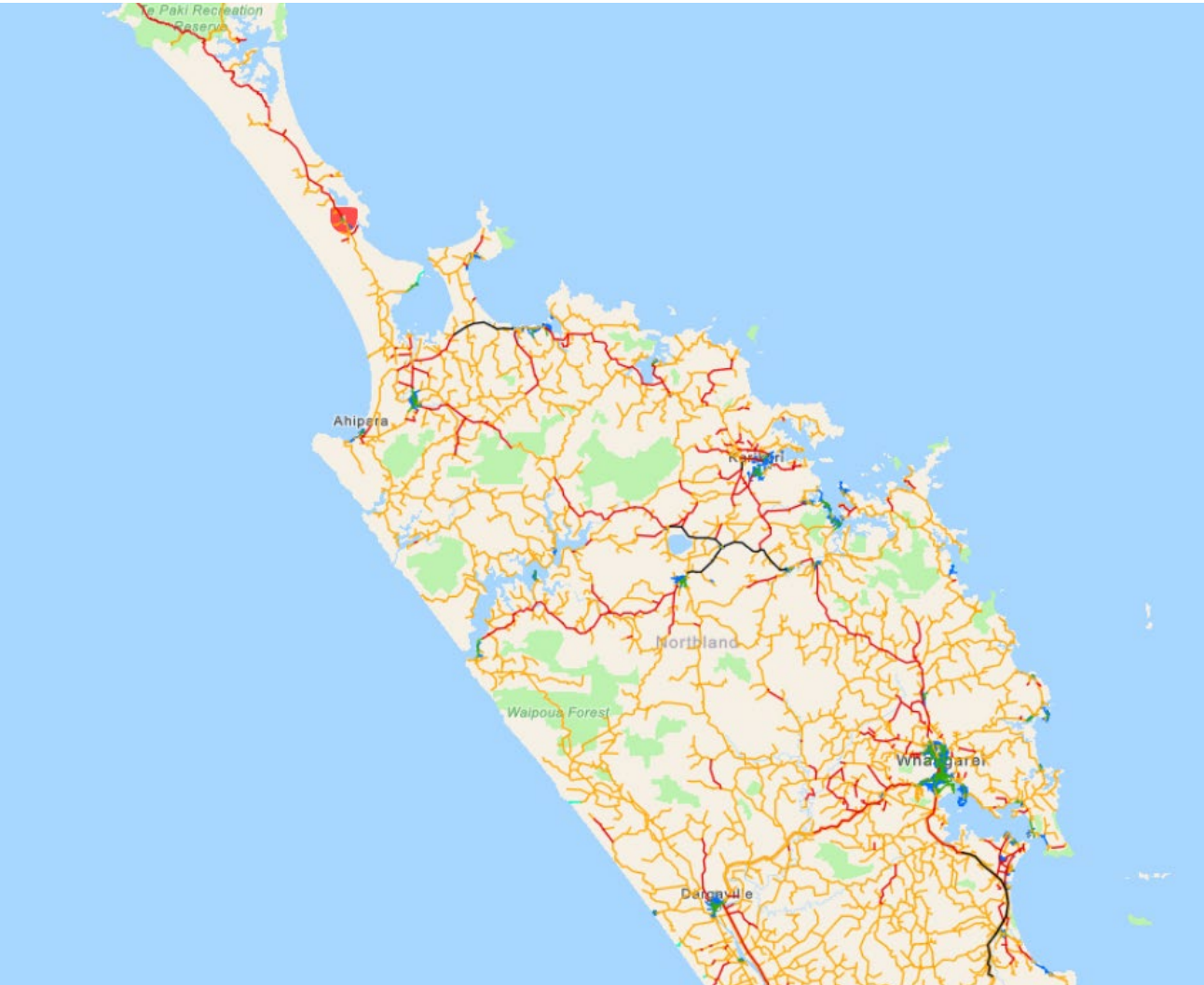
When have fatal crashes occurred?

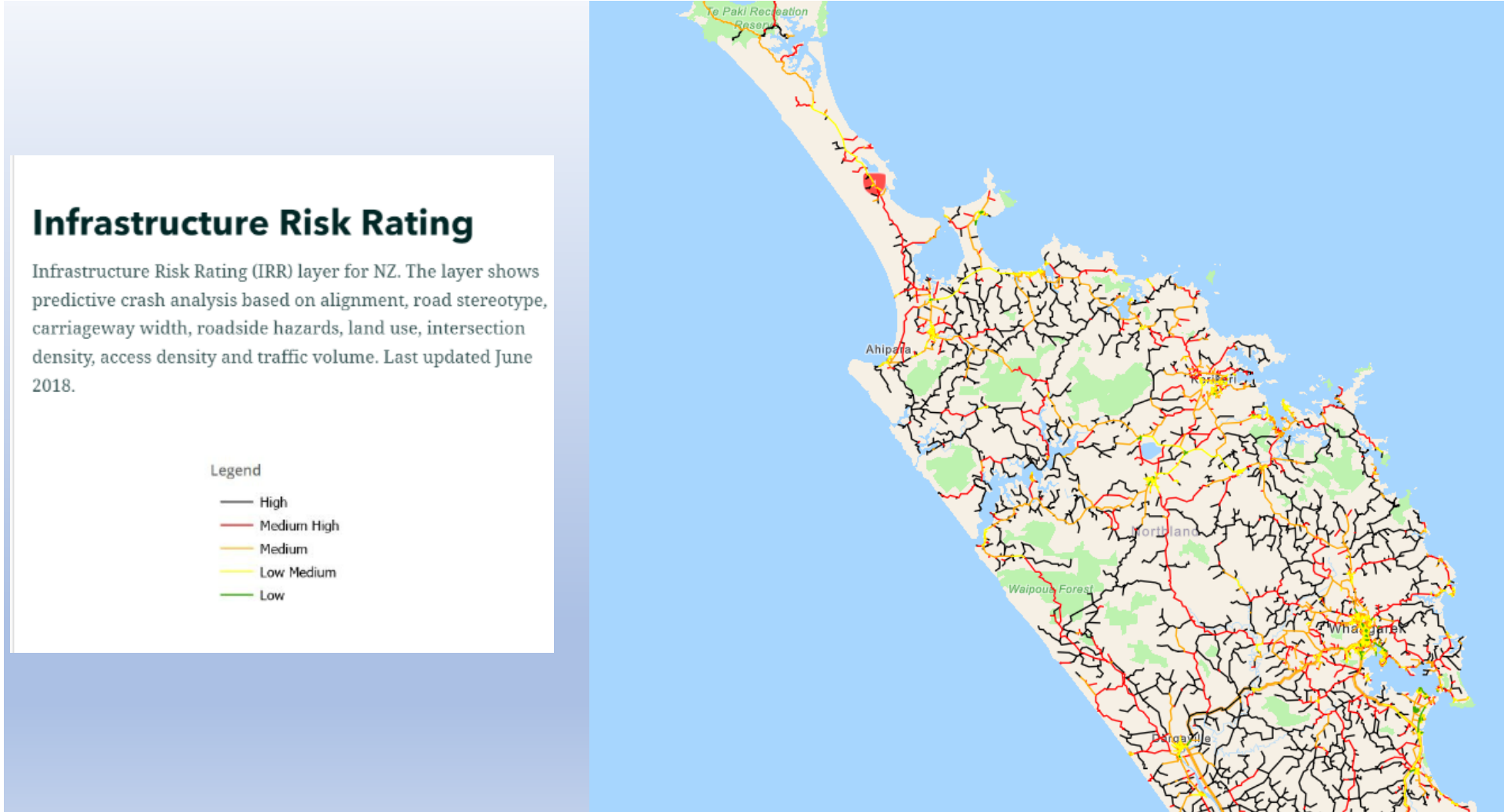
- December was the worst month for injury crashes in the Far North – almost double the January figure
- Crashes tended to be earlier in the week than the NZ average, peaking on Tuesday to Thursday – mostly 3 – 6pm

Safe and Appropriate Speed

Safe and Appropriate Speed layer for NZ. NZ Transport Agency Speed Management Guide methodology for calculating safe and appropriate speeds on NZ roads using Infrastructure Risk Rating, crash risk metrics and road attributes. Last updated June 2018.

- 30km/hr or less
- 40km/hr
- 50km/hr
- 60km/hr
- 80km/hr
- 100km/hr
- 110km/hr





Operation Picket Fence



- Focus on visibility and road safety during Matariki travel
- Results
- Police observations

Safe Roads Operating Model 2023



Dosage: the intensity of enforcement plays the key role in changing behaviours

Unpredictability: enforcement must be difficult to anticipate or avoid

Network coverage: enforcement must be widely seen across the network



High Risk Drivers

High Risk Driver: 'A person who exhibits an ongoing pattern of risky driving behaviour'.

Identifying a High Risk Driver:



Varied RIDS DF

Deliberate, and varied, repeat RIDS DF offending. Offending is high volume, but also covers a range of risky behaviour.



Licence Breaches

Drivers who have never held a licence, those who drive on forbidden, suspended or disqualified licences, and those who drive outside the conditions of their licence.



Alcohol and Drug Impaired

It is important these are treated as different categories as the motivations and engagement for each are significantly different.



Medically and Age Impaired

19% of 2020 drivers at fault in fatal crashes had a medical condition contribute to the crash.

- Prevention focus – working with the driver to build safe driving practices

TITLE: Committee Member Priorities and Updates

From: Calvin Thomas, Northland Transport Alliance Manager

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 19 July 2023
Group Manager/s:

Whakarāpopototanga / Executive summary

The purpose of this agenda item is to provide each member of the Northland Regional Transport Committee the opportunity to communicate the key strategic transportation issues identified by their respective Council/Organisation via either a written report or verbal update.

Ngā mahi tūtohutia / Recommendation

That the report 'Committee Member Priorities and Updates' by Calvin Thomas, Northland Transport Alliance Manager and dated 17 July 2023, be received.

Background/Tuhinga

Under the Northland Regional Transport Committee Terms of Reference, the functions of the Committee are defined as:

1. To prepare for approval by the Northland Regional Council:
 - a. A Regional Land Transport Plan for the Northland region, or any variations to the plan or any reports on the plan prepared under the Act;
 - b. A Regional Public Transport Plan, or any variations to the plan prepared under the Act; and
 - c. To provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.
2. To adopt a policy that determines significance in respect of variations made to the Regional Land Transport Plan
3. To regularly monitor and review progress towards the adoption and implementation of the Regional Land Transport Plan.
4. To approve procedures and requirements for implementing the council's public passenger transport service registration functions under the Act.
5. To advise the council on any significant legislative changes, programmes, plans or reports relating to the region's land transport system.
6. To liaise with Ministry of Transport, New Zealand Transport Agency, the Commissioner of Police, district councils, Northland's Road Safety Forum and other interests on land transport matters and advise the council on appropriate new initiatives.
7. To regularly monitor and review progress towards the performance targets and outcomes relative to land transport contained in the current Long-Term Plan and Annual Plan.
Members are tasked to regularly monitor and review progress towards the performance targets and outcomes related to land transport contained in the current Council Long-Term Plan and Annual Plan.

The objective of these regular member updates is to provide staff with clear understanding of the Regional Transport Committee's key strategic issues and priorities to inform works associated with developing the 2024/2027 RLTP (and individual Council LTP's where applicable)

At the time of finalising this Agenda item no written Member reports had been received by staff for inclusion, with the Chair requesting for District Council representatives to provide Member updates verbally at meeting.

A specific request for progress of repairs at the Motuti slip site (FNDC), along with a request for clarification of the process of how Committee members can request for specific work to be undertaken on particular roads, with verbal updates on these two items to be provided by staff at the meeting.

Attachments/Ngā tapirihanga

Nil

**TITLE: Draft Government Policy Statement on Land Transport
2024 - Risk Assessment Report.**

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 19 July 2023
Group Manager/s:

Executive summary/Whakarāpopototanga

This report highlights the risk to the review of the Regional Land Transport Plan 2021/2027 as a result of the delay of the release of the Draft Land Transport Government Policy on Land Transport 2024. The paper proposes that RTC members continue with the review process despite this delay including the addition of up to two workshops dedicated to the review to ensure that it is completed on time.

Recommendation(s)

1. That the report 'Draft Government Policy Statement on Land Transport 2024 - Risk Assessment Report.' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 11 July 2023, be received.
2. That the Regional Transport Committee agree to attend additional workshops to go through the amended "Strategic Front End" in detail and either approve, amend or reject the recommended changes. It is proposed that these workshops be held on: -
 - i. Tuesday 12 September 2023 from 10.00am to 11.30am
 - ii. Tuesday 7 November 2023 October 2023 from 10.00am to 11.30am.
3. That the Regional Transport Committee support the RTC Chair writing to each of the three Northland District Councils on behalf of the committee, confirming that a major focus of the next RLTP must be re-establishing a fit for purpose road network and, notwithstanding the finalised GPS priorities, requesting for appropriate District Council budgets be allocated within respective Council Long Term Plans to address the identified resilience and network condition issues.

Options

No.	Option	Advantages	Disadvantages
1	That the Regional Transport Committee does not progress the review of the RLTP 2021/2027 prior to the release of the draft GPS.	None	The Regional Transport Committee loses the opportunity to submit on the GPS. The review of the RLTP may not be completed in time and in turn could jeopardise receipt of national funding assistance
2	That the Regional Transport Committee adopt the	The Regional Transport Committee allow for an expediated process for the Completion of the Regional Land Transport	Additional workshop time may be required.

	recommendations made in this paper.	Plan 2021/2027 – Three Year Review and submit on the Draft Government Policy Statement on Land Transport 2024.	
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The staff's recommended option is **Option 2**

Considerations

1. Climate Impact

Unknown at this time.

The Regional Land Transport Plan provides policy direction and serves as a programme business case for land transport within Northland. Climate change, in particular the resilience of Northlands transport network in the face of climate change is a matter addressed in the RLTP. The nature and extent to which the RLTP will addresses climate change is, to a large degree, directed by the Government Policy Statement on Land Transport, which has not yet been released by the Minister of Transport.

2. Environmental Impact

Unknown at this time.

Direction will be provided in the Draft Government Policy Statement on Land Transport 2024 when released.

3. Community views

Community views will be sought through consultation on the Draft Regional Land Transport Plan 2021-2027 Three Year Review.

4. Māori impact statement

Unknown at this time.

Direct will be provided in the Draft Government Policy Statement on Land Transport 2024 when released.

5. Financial implications

Unknown at this time.

If the delay in the release of the Draft Government Policy Statement on Land Transport 2024 is delayed for too long, this could potentially adversely impact the ability of the relevant road controlling authorities to progress their roading plans and Long Term Plans.

6. Implementation issues

Unknown at this time.

The full impact will depend on the release date of the Draft Government Policy Statement on Land Transport 2024.

At this time, there is concern that, unless additional time is provided, the continued delays being experienced could potentially lead to the Draft Regional Land Transport Plan 2021-2027 Three Year Review having to be rushed in order to meet an increasing tight deadline.

7. Significance and engagement

Unknown at this time.

The time frame provided for the compilation, consultation, approval and release of the Draft Regional Land Transport Plan 2021-2027 Three Year Review is uncertain whilst the RTC awaits the release of Draft Government Policy Statement on Land Transport 2024.

The delay of the Draft Government Policy Statement on Land Transport 2024 may impact the time available to engage with the community.

8. Policy, risk management and legislative compliance

The compilation, consultation, approval and implementation of the Draft Government Policy Statement on Land Transport 2024 lies in the hands of the Minister of Transport and the Ministry of Transport.

Policy, risk management and legislative compliance is directed through the Land Transport Management Act 2003. These will need to be managed within the tight timeframes.

Background/Tuhinga

Background Information.

To date reports providing detail on the required process to be followed for the compilation of the Regional Land Transport Plan 2021/2027 Three Year Review (RLTP) which includes overage of the Draft Government Policy Statement for Land Transport 2024 (Draft GPS) tabled at the February 2023 and April 2023 Regional Transport Committee (RTC) meetings.

The Government Policy Statement on Land Transport

A GPS sets out how money from the National Land Transport Fund (NLTF) is allocated towards achieving the Government's transport priorities.

The GPS sets out ranges for funding for activities classes such as public transport, state highway improvements, local and regional roads and road safety.

The relevant GPS will guide what must be included in a regional land transport plan, if funding assistance is required.

Each GPS sets out the priorities for the following 10-year period and is reviewed and updated every 3 years.

Timing Process

The Draft GPS was originally scheduled for release for consultation in March 2023 with the final released in November 2023 and taking effect on 1 July 2024.

These times allowed for regional transport committee's and Waka Kotahi NZ Transport Agency (Waka Kotahi) to consider if they wanted to rewrite or review their 2021/2027 regional land transport plans. It would also provide sufficient time for compilation, consultation, approval and release of the amended plans by 30 April 2024, being the cut-off date to have the documents

downloaded into Waka Kotahi's Transport Investment Online (TIO) for consideration for funding assistance in the National Land Transport Programme.

The Draft GPS was not released in March 2023.

Due to the impact of Cyclone Gabrielle the release was again delayed to the end of May 2023. This date again moved to mid/late June 2023.

At the time of compiling this report, no formal date on the release of the Draft GPS for consultation had been given.

Potential Implications of Delay in Release of Draft GPS

It is important to reiterate the importance of the GPS in the process, as a RLTP **must be consistent with the relevant GPS** and that Waka Kotahi must give effect to it with regards to land transport planning and funding. Therefore, any delay in the release of a GPS will hinder the progress of the RLTP process.

In order to fully comply with all the criteria for the compilation, consultation, approval and release of a RLTP, a time period of approximately 18 months must be provided from the release of the relevant GPS.

Should, as is in the case of the Northland RLTP 2021/2027, the RTC approve a review of the document and not a complete rewrite, this time period can be reduced to approximately 12 months.

Should the original date for submission of the completed RLTP remain as 30 April 2024, this will effectively reduce the time period to 9 months from the date of this meeting.

This scenario has eventuated once in the past, with Waka Kotahi providing an additional 2 months for completion and submission.

Regional Transport Committee Submission on Draft Government Policy Statement.

It is recommended that the RTC make a submission on the Draft GPS following its release.

Draft Regional Land Transport Plan 2021/2027 – Three Year Review

Based on the above report, no further progress has been made on the compilation of the draft RLTP Three Year Review.

It is therefore recommended that the RTC consider and approve the following steps in order to expedite the process and try and ensure timelines are met.

Based on the RTC's priorities of a Resilient, Sustainable, Secure and Safe regional land transport system, and on the early GPS signals released to date, staff amend the "Strategic Front End" section of the existing RLTP to better reflect these. It is proposed that this be undertaken in from 7 – 18 August 2023.

That a copy of the "Strategic Front End", with staff's recommended changes highlighted, be forwarded to the RTC members to include their recommended changes. These changes to be done through "Track Changes". It is proposed that this be undertaken between 21 August 2023 and 1 September 2023.

A copy of the Draft "Strategic Front End" showing all recommended changes be sent to the RTC members and relevant staff for their information.

Should the Draft GPS be released in time, the “Strategic Front End” will reflect the updated governments priorities.

A workshop be held on 12 September 2023 where the RTC members and staff recommendations on amendments to “Strategic Front End” be discussed and the agreed amendments be made the draft RLTP at the workshop. Should an additional workshop be required to complete this exercise, this be held on 7 October 2023.

In the light of the compounding effects of multiple extreme weather events contributing to deteriorating road conditions in Northland, the members of the RTC support the RTC Chair compiling and sending a letter to each of the three Northland District Councils on behalf of the committee, confirming that a major focus of the next RLTP must be re-establishing a fit for purpose road network and, notwithstanding the finalised GPS priorities, requesting for appropriate District Council budgets be allocated within respective Council Long Term Plans to address the identified resilience and network condition issues.

Attachments/Ngā tapirihanga

Nil

Regional Transport Committee

Waka Kotahi update for Te Tai Tokerau
August 2023



Today's kōrero

- Following the immediate response to cyclones Hale and Gabrielle, we have been working with Northland councils, Treaty partners and key stakeholders to identify and prioritise a potential programme of works to support the resilience of the critical State Highway 1 corridor between Whangārei to Dome Valley. The recommended programme of short, medium and long-term options to improve resilience will be presented to Cabinet, along with four other regions
- Infrastructure delivery is progressing well in Te Tai Tokerau with no significant issues
- \$270M of New Zealand Upgrade Programme funding has been approved for safety improvements between Whangārei and Port Marsden Highway. This recent funding confirmation means we can move beyond the completed business case into detailed design and implementation
- The first variable speed limits has been unveiled outside Northland marae, ensuring the safe entry and exit of vehicles, making the road safer for all road users
- The routine maintenance programme has been impacted by adverse weather being experienced in Northland and the network remains very fragile, especially pavements. During the winter season we will prioritise holding repairs and heavy maintenance to ensure the pavement condition is kept up until the new 2023/24 renewals season commences
- The Driver Licensing Improvement Programme trial in Te Tai Tokerau has been extended until June 2024 to enable to extension of evidence gathering. Two additional Community Driver Testing officers will be trained to support the positive outcomes being delivered by Far North REAP as trial partners in July/August.

Te Tai Tokerau focus

SH10 Kāeo Bridge upgrade

August update

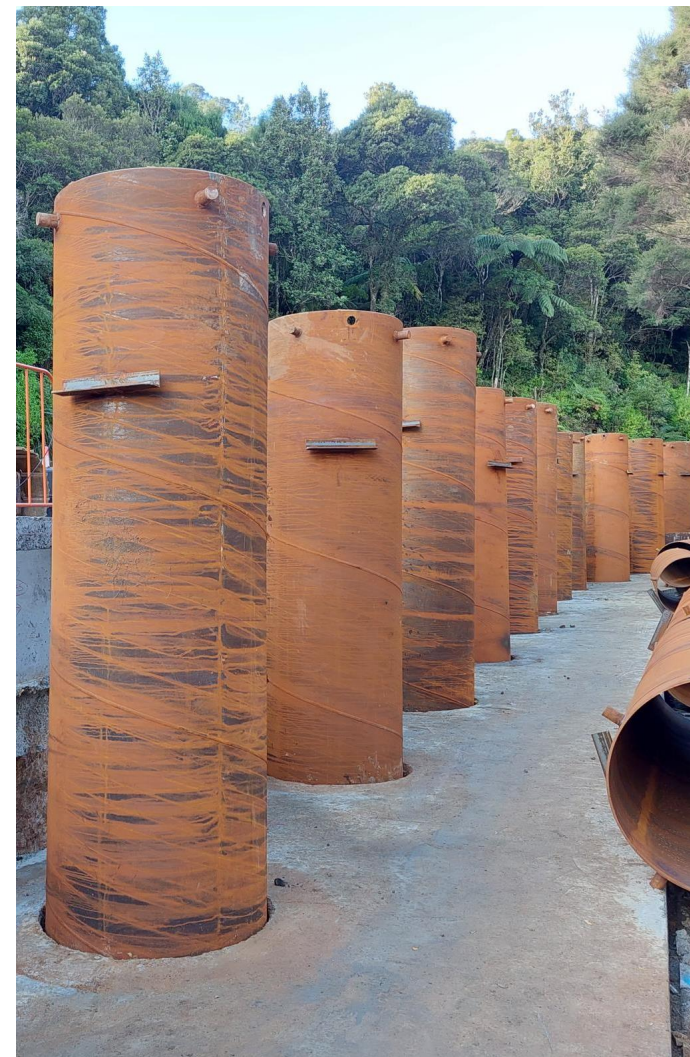
- All 24 beams have now been placed and preparation is underway to pour the concrete deck, while the crane pad on the north side of the bridge is also being removed.
- We're expecting to have the structure of the bridge finished by the end of the year, while also getting the road and roundabout ready for opening in early 2024.



SH1 Mangamuka Gorge Slip Repairs

August update

- Enabling works are progressing well with almost all of the temporary piles installed. The team are progressing ahead of schedule with capping beams and ground anchors.
- The ongoing wet weather has proved challenging over the last period with 2 new slips. They are currently being investigated and planned to be completed within the current programme.
- Permanent works have commenced on the northernmost slips (A1/A2). These are 2 of the most complex slips to repair with 40 piles, each over 1m wide, forming 1 large worksite.
- Permanent works for the southernmost slips (A12/A13) are preparing to mobilise with the drill rig arriving onsite in the next 2 weeks.
- Programme completion – the team remains confident that the programme remains on track currently for **May 2024**, opening the road.



SH1 Loop Road Safety Improvements

August update

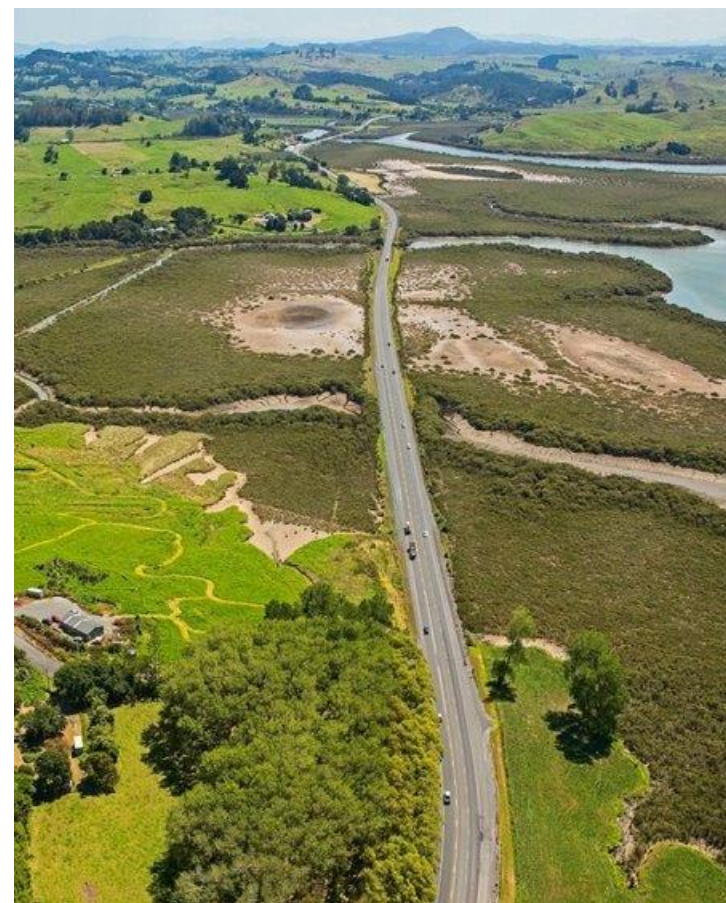
- Temporary Oaks Road has been built and traffic diverted onto this new alignment mid-May.
- The team have installed 35,000Lm of vertical wick drains across the project area. Wick drains provide drainage paths to remove water out of soft compressible soil to strengthen it much more quickly than it otherwise would.
- Construction has started for the piling platforms of the north and south abutments for the drilled displacement piles (DDP) operation, at the Otaika Creek bridge.
- In late September they will establish traffic management for the southern taper lane tie-in towards Portland Road and start excavation for the northern tie-in to the roundabout.
- The new bridge over Otaika Stream will also begin construction in September this year.
- Project is on programme to be completed by late-2024.



NZUP – Northland Package

August update

- Between 2015 and 2020, 44 people were seriously hurt and 18 people were killed in car crashes on this stretch of SH1.
- 75% of these deaths or serious injuries were from head on crashes.
- \$270M New Zealand Upgrade Programme funding approved for safety improvements between Whangārei and Port Marsden Highway.
- This project is part of the NZUP – Northland Package which has been in a planning phase for a number of years.
- This recent funding confirmation means we can move beyond the completed business case into detailed design and implementation.
- Engagement with partners, key stakeholders and communities begins this month. We are seeking feedback to help us confirm the detailed design.



NZUP NP - Project scope – preferred technical option

Urban area (2.8km section from Tarewa Road to Toetoe Road)

- New shared user path for walking and cycling (widening to the west of SH1)
- Link to low speed street Smeaton Drive
- Raised safety platforms on side roads and intersections
- Signalisation and raised safety platform at high-risk intersection at Tauroa Street
- Signalisation of pedestrian crossing and raised safety platform at Otaika Shops
- Pedestrian crossings and intersection raised safety platform at Rewa Rewa Road



NZUP NP - Project scope – preferred technical option

Rural area (22.5km section from Toetoe Road to Port Marsden Highway)

- Wire-rope median barrier from Toetoe Road to Port Marsden Highway (tying into Loop Road improvements)
- Widening of the carriageway where required to provide a median barrier and/or shoulders
- Turnaround areas at sideroad locations
- New/improved right-turn bays at sideroads
- Left in/left out restrictions at select sideroads
- Safety improvements to existing passing lane facilities
- No widening of existing bridge structures.



Whangārei to Dome Valley Resilience

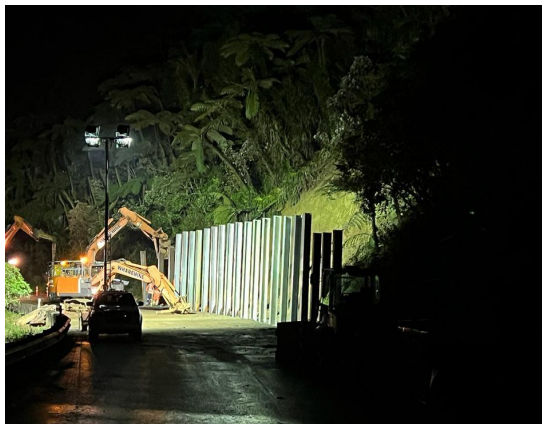
August update

- Following the immediate response to cyclones Hale and Gabrielle, we have been working with Northland councils, Treaty partners and key stakeholders to identify and prioritise a potential programme of works to support the resilience of the State Highway 1 (SH1) corridor between Whangārei to Dome Valley.
- Stakeholder and partner engagement on the development of the Resilience Strategic Response (RSR) has now concluded
- We are putting forward a programme for consideration. This includes upgrades to the two approved detour routes, enhanced underslip and overslip management on SH1 and local detour routes, preventative flooding management (eg culvert management), non-infrastructure solutions (such as better signage), short/medium enhancements to Brynderwyn Hills and confirming long-term infrastructure solution for the corridor through completing the Whangārei to Te Hana SSBC
- Possible funding scenarios are being developed for consideration
- The recommended programme of short, medium and long-term options to improve resilience will be presented to Cabinet, along with four other regions, this month
- Pending Cabinet feedback, the RSR will then be considered by the Waka Kotahi Board in September



SH1 Dome Valley





SH1 Brynderwyn Hills



Wellsford to Whangārei safety

August update

Northern

- Flexible safety posts to be installed as an interim measure

Central

- Completed – flexible median barrier from Port Marsden Road (SH15) roundabout to Sandford Rd. Wide centre lines and flexible safety posts from Sandford Rd to Lagoon Bridge.
- Extension of wide centre line from Lagoon Bridge to Mountfield Rd underway.
- Planning for next stage ongoing.

Southern

- Stage one works planned for late 2023 include widened centre line at Ross Road and median barrier at Topuni Corner.
- Planning for next stage ongoing.

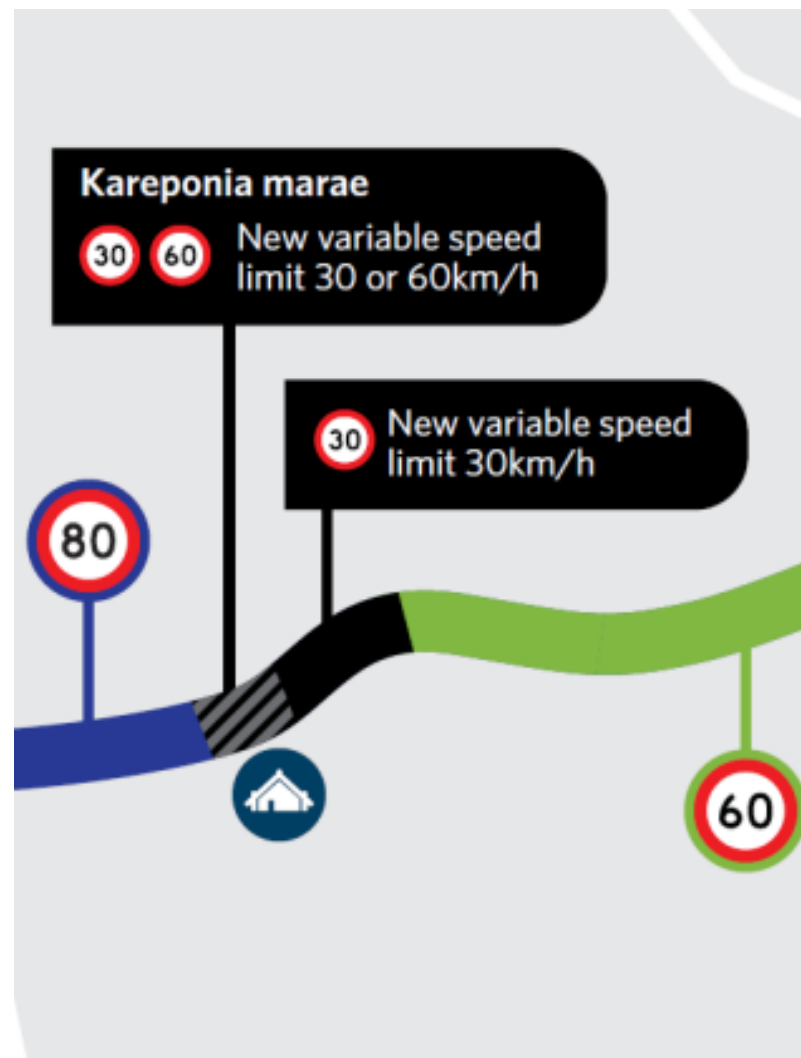


Te Tai Tokerau Speed Reviews

August update

First variable speed limits unveiled outside Northland marae, ensuring the safe entry and exit of vehicles, making the road safer for all road users

- Mahimaru marae to have a 60km/h variable speed limit
- Kareponia marae will have a 60km/h variable speed limit as well as a 30km/h variable speed limit area encompassing both Kareponia marae and the urupā
- Developed a Mana Enhancing Agreement with Kareponia marae
- The new speed limits will come into effect from Monday 31 July 2023



Maintenance and Operations

August update

- The routine maintenance programme has been compounded by adverse weather being experienced in Northland and the network remains very fragile, especially pavements.
- The Northland summer renewals program has been locked in and we expect to deliver 168 lane kilometres of rehabs, asphalt and reseals by the end of the NLTP programme in 2024
- During the winter season we will prioritise holding repairs and heavy maintenance to ensure the pavement condition is kept up until the new 2023/24 renewals season commences
- Emergency work repairs are progressing well throughout the Brynderwyns, Dome Valley, SH10 and various other areas throughout the State highway network.



National Focus

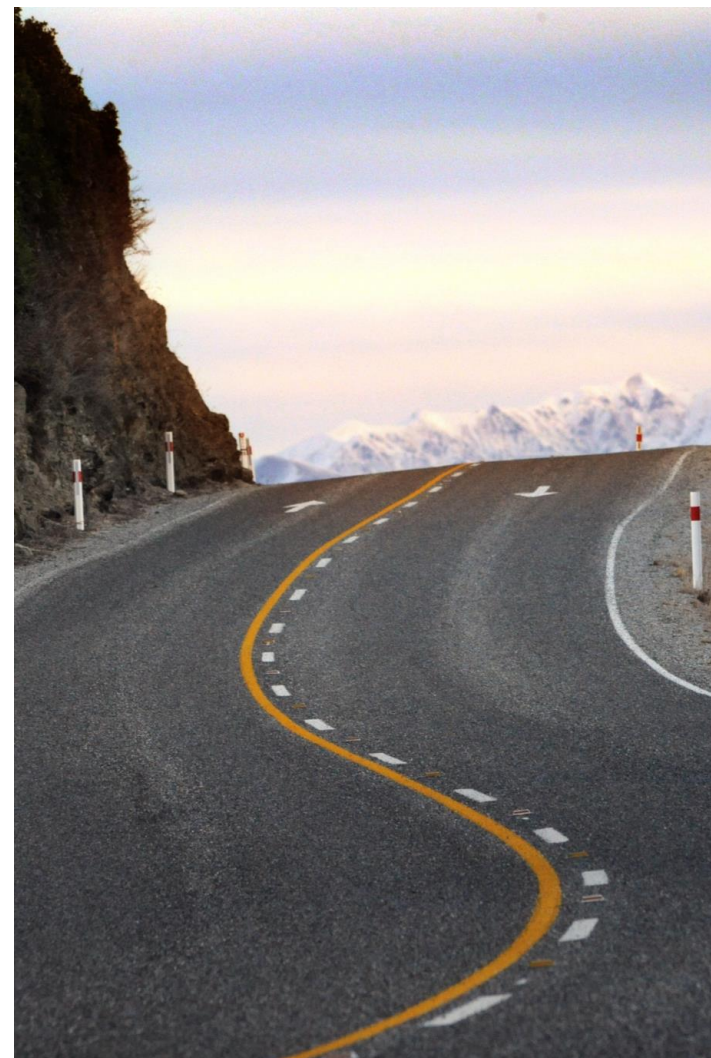
2021-24 NLTP delivery

- It is important to review current funding forecasts
- It's critical that the activities that we are not going to be able to complete this financial year are highlighted
- We need to release these funds to help manage available funding and minimise carry forward into the 2024-27 NLTP
- This will enable us more headroom for new activities



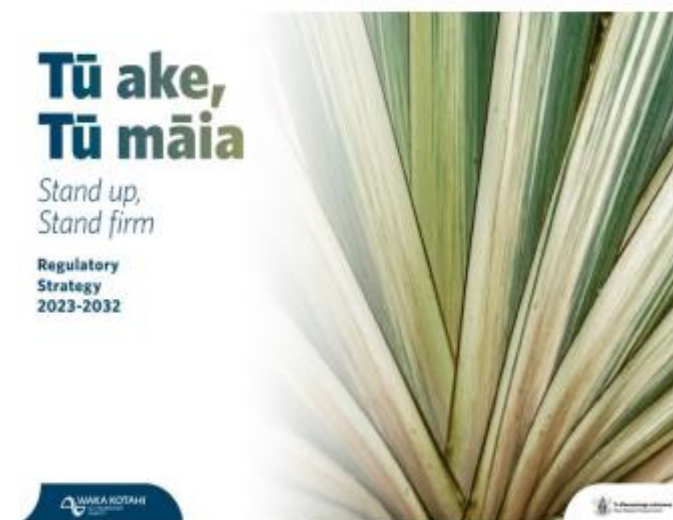
2024-27 NLTP Update

- We're awaiting the Minister's release of the draft Government Policy Statement on land transport 2024
- We're continuing to develop the 2024-27 National Land Transport Programme to our published timeline – this may change with uncertainties relating to the release of the draft GPS
- We're making good progress developing the State Highway Investment Proposal (SHIP)
- You're encouraged to continue to develop your RLTPs based on the Transport Outcomes Framework and strategic priorities released earlier this year



Tū ake, Tū māia, our regulatory strategy

- We have recently released our refreshed regulatory strategy for 2023-2032
- Tū ake, Tū māia sets out how we and our partners regulate the land transport system to keep Aotearoa safe
- The refreshed Tū ake, Tū māia builds on its strong foundation and achievements and reflects recent changes in legislation, funding and broader government strategy and outcomes, ensuring we continue to improve as a firm and fair regulator
- Underpinned by good practice, it's grounded in te ao Māori principles, introduces a longer-term view of the land transport system, and shows the harm reduction programmes, focus areas and key risks we will work on



Hei konā mai



Te Kāwanatanga o Aotearoa
New Zealand Government



Waka Kotahi NZ Transport Agency – Northland Programme Activity Update

August 2023

Activity	2021 - 24 NLTP	Current Stage	Progress	Commentary (Potential issues / concerns / actions underway)
Maintenance and operations	\$180.2M (NLTP funding)	July 2023	Amber	<p>The routine maintenance programme has been compounded by adverse weather being experienced in Northland and the network remains very fragile, especially pavements.</p> <p>The Northland summer renewals program has been locked in and we expect to deliver 168 lane kilometres of rehabs, asphalt and reseals by the end of the NLTP programme in 2024</p> <p>During the winter season we will prioritise holding repairs and heavy maintenance to ensure the pavement condition is kept up until the new 2023/24 renewals season commences</p> <p>Emergency work repairs are progressing well throughout the Brynderwyns, Dome Valley, SH10 and various other areas throughout the State highway network.</p>

SH1 Far North Resilience Programme (Mangamuka Gorge)	\$100M (NLTP funding)	Underway		<p>Construction began in February with enabling work to ensure the road is safe and stable enough to accommodate the large machinery needed to carry out slip repairs.</p> <p>Enabling works are progressing well with almost all of the temporary piles (over 700 across the site) installed. The team are progressing ahead of schedule with capping beams and ground anchors.</p> <p>The ongoing wet weather has proved challenging over the last period with 2 new slips. They are currently being investigated and planned to be completed within the current programme.</p> <p>Permanent works have commenced on the northernmost slips (A1/A2). These are 2 of the most complex slips to repair with 40 piles, each over 1m wide, forming 1 large worksite.</p> <p>Permanent works for the southernmost slips (A12/A13) are preparing to mobilise with the drill rig arriving onsite in the next 2 weeks.</p> <p>The team remains confident that the programme remains on track currently for May 2024, opening the road.</p> <p>The longer term resilience business case will go to the Waka Kotahi Board this month along with other cyclone recovery projects from across the motū as part of the government's cyclone recovery response programme, and we will have confirmation on a way forward in due course.</p> <p>https://www.nzta.govt.nz/projects/far-north-state-highway-resilience-programme/</p>
SH10 Kaeo bridge	\$40M	Early 2024	Green	<p>All 24 beams have now been placed and preparation is underway to pour the concrete deck, while the crane pad on the north side of the bridge is also being removed.</p> <p>We're expecting to have the structure of the bridge finished by the end of the year, while also getting the road and roundabout ready for opening in early 2024.</p> <p>https://www.nzta.govt.nz/projects/connecting-northland/twin-coast-discovery-route/sh10-kaeo-bridge-upgrade</p>

SH1 Loop Road Safety improvements	\$49.65M	Stage 1 - complete Stage 2 – Underway	Green	<p>Construction for Stage 2 commenced in early-March and will include construction of a southbound taper lane and new bridge over Otaika Stream to accommodate a safe merging distance from the newly completed dual lane roundabout.</p> <p>Over the next few months work will continue into winter where the new bridge over Otaika Creek will be built. The team will complete the 'riprap' erosion scour protection for Stage 1 of the northern bridge abutment.</p> <p>'Riprap' is a permanent layer of large angular rock material used to prevent erosion in areas with concentrated water flow (Otaika Creek in this instance).</p> <p>The large piles that will be installed at the approaches of the bridge will soon be made. Over 460 of these piles are needed to make up the north and south approaches.</p> <p>The new bridge over Otaika Stream will begin construction in September this year and will likely go through to March 2024. This will include retaining walls.</p> <p>The project will be completed by late-2024.</p> <p>SH1 Loop Road safety improvements NZ Transport Agency</p>
NZ Upgrade Programme - Northland package (SH1 Whangārei to Port Marsden Highway)	\$700M (NZUP funded)	TBC		<p>Recently \$270M funding was approved for safety improvements between Whangārei and Port Marsden Highway as part of the New Zealand Upgrade Programme (NZUP).</p> <p>We can now move beyond the business case into detailed design which includes planning where and how the safety measures will be implemented, where the turnaround bays will be, what the shared path will look will and considering other measures such as raised speed platforms and traffic lights.</p> <p>Part of this includes engaging with communities to help inform and refine the detailed design, understand property impacts as well as the consenting and procurement processes for the project.</p> <p>We'll soon be in touch residents, communities, and key stakeholders in the coming months with opportunities to engage with the project team and provide feedback. We are continuously engaging with our hapū partners as part of the project.</p>

				<p>We expect to contact landowners with potential property impacts by late-2023. Construction for the project is expected to begin in late-2025 subject to all necessary approvals.</p> <p>SH1 Whangārei to Port Marsden Highway Safety Improvements Waka Kotahi</p>
SH1 Whangārei to Wellsford Safety Improvements (Road to Zero)	\$4M	TBC – sections will be staged	Green	<p>Northern - Flexible safety posts to be installed as an interim measure</p> <p>Central - Completed – flexible median barrier from Port Marsden Road (SH15) roundabout to Sandford Rd. Wide centre lines and flexible safety posts have been installed from Sandford Rd to Lagoon Bridge. An extension of these works will see the wide centre lines continue to Mountfield Rd. Planning for next stage ongoing.</p> <p>Southern - Stage one works planned for late 2023 include widened centre line at Ross Road and median barrier at Topuni Corner. Planning for next stage ongoing.</p> <p>SH1 Whangārei to Wellsford NZ Transport Agency</p>

Whangārei to Dome Valley Resilience Strategic Response (RSR)	\$587,275 (NLTP funding)	Underway, due for completion July 2023		<p>Engagement with councils, Treaty partners and key stakeholders on the RSR has now concluded.</p> <p>The recommended programme of short, medium and long-term options to improve resilience will be presented to Cabinet, along with four other regions, this month.</p> <p>The programme we are putting forward for consideration includes upgrades to the two approved detour routes, enhanced underslip and overslip management on SH1 and local detour routes, preventative flooding management (eg culvert management), non-infrastructure solutions (such as better signage), short/medium enhancements to Brynderwyn Hills and confirming long-term infrastructure solution for the corridor through completing the Whangārei to Te Hana SSBC.</p> <p>Possible funding scenarios are being developed for consideration.</p> <p>Pending Cabinet feedback, the RSR will then be considered by the Waka Kotahi Board in September.</p> <p>We appreciate the efforts and involvement of iwi/hāpu partners, elected members, key stakeholders and Northland council teams at short notice to support the development of the RSR.</p>
Speed Reviews		First variable speed limit unveiled outside Northland marae	Green	<p>In 2020, we reviewed speed limits on Northland's SH10 between Awanui and Kaingaroa to make the road safer for all road users.</p> <p>This is the first time safety improvements have been developed with iwi, hapū partners and the local community to implement lower speed limits outside the Mahimaru and Kareponia marae on State Highway 10.</p> <p>As well as the 60km/h variable speed limit being introduced at both marae a 30km/h variable speed limit encompassing both the Kareponia marae and the urupā to keep iwi safe as they walk along the State Highway during tangi.</p> <p>Multi-speed variable speed limit signage will be used to achieve this.</p>

				<p>We've partnered with mana whenua to ensure that Māori cultural values and perspectives are recognised and integrated into the project. This partnership will continue throughout the project's development and delivery.</p> <p>We have developed a Mana Enhancing Agreement with Kareponia marae to support Trustees with the operation of the 30km/h variable speed limit. The Agreement places the principle of mana at the centre of the relationship and enables both organisations to work in partnership to enhance the safety of the community.</p>
Driver Licensing Improvement Programme		Ongoing	Green	<p>The Driver Licensing Improvement Programme is progressing well with excellent results. By 30 June 192 practical driving tests were completed as part of the Te Tai Tokerau Driver Licensing Trial using Community Driver Testing Officers (CDTOs). Over 78% of participants identified as Māori with approximately half of the participants aged 16-24. In July/August 2 more CDTOs will be trained to help service the region. A business case is being prepared seeking funding for 2024 and beyond to focus on reducing barriers and creating a more equitable and accessible driver licensing system.</p> <p>https://www.nzta.govt.nz/driver-licences/improving-the-driver-licensing-system/</p>

TITLE: **Receipt of Action Sheet**

From: Erica Wade, Personal Assistant - General Manager Community Resilience

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 21 July 2023
Group Manager/s:

Whakarāpopototanga / Executive summary

The purpose of this report is to enable the meeting to receive the current action sheet.

Nga mahi tutohutia / Recommendation

That the action sheet be received.

Attachments/Ngā tapirihanga

Attachment 1: Action Sheet [!\[\]\(62812fd69e0a8c8b1f0a6ed8f6945ed9_img.jpg\) !\[\]\(e7f6dab67083ebde9e31283853980719_img.jpg\)](#)

Regional Transport Committee Action Sheet 2023						
Item #	Meeting date	Agenda Item	Action	Person(s) responsible	Status	Notes
1	13/06/2023	Draft Regional Land Transport Plan 2021-2027 Three Year Review - Progress Report (Item 6.4)	Chris will resend the draft RLTP document to the committee members for any final suggested amendments. As of today there has been no suggestions of change.	Chris Powell	In Progress	
2	13/06/2023	Draft Regional Land Transport Plan 2021-2027 Three Year Review - Progress Report (Item 6.4)	Chris and Calvin will set up a timeline and workshops to keep this piece of work progressing	Chris Powell / Calvin Thomas	In Progress	To be included as agenda item for discussion at August 2023 Meeting
3	13/06/2023	Waka Kotahi Activity Update (Item 6.5)	Due to the links not working in the report, Steve Mutton will resend the video clips to the committee.	Steve Mutton	TBC	
4	13/06/2023	2023 Budget - Transportation announcements (Item 6.7)	At the adjourned meeting on Monday 19 June, discuss what is needed to complete a submission to floodproof Northlands roading network.	Committee	Completed	
5	19/06/2023	Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report (Item 4.1)	RTC members to lobby local ministers and ensure GPS funding is focusing on Northland's priorities which include drainage and water tabling highways and rural roads.	RTC members	In Progress	
6	19/06/2023	Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report (Item 4.1)	Waka Kotahi to present to the next RTC meeting on the costings they have on priority areas and to provide information on the resilience weak points on State Highways.	Steve Mutton	Completed	Waka Kotahi NZ Transport Agency – Northland Programme Activity Update included in the agenda for 1 August meeting
7	19/06/2023	Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report (Item 4.1)	Louisa, Calvin and Jono will discuss ways to pull information regarding identified areas where the need for strengthening resilience is identified.	Louisa Gritt, Calvin Thomas, Jonathan Gibbard	In Progress	<ul style="list-style-type: none">•The NTA in collaboration with WSP are developing a database for identification of known land instability slips on our local northland roads and risk rating them.- To date 1126 potential land slip sites have been identified over 2/5th of our roading network (commencing with our most critical road network)-We have engaged WSP to continue investigation of a further 1/5th of our roading network – this has been on hold over the last year due to emergency works.•The NTA and Waka Kotahi in collaboration with WSP are developing a joint Northland database for identification of known land instability slips on both State highways and local roads in Northland-The creation of a new dashboard was delayed by a couple of month but I now underway with the data available.•The NTA are reviewing the draft Damage and Resilience Assessment plan drafted by Waka Kotahi, which is due to be used as justification for the Government's \$419M resilience funding package for NZ.•The NTA has been requested to discuss and review Waka Kotahi's Northland Subsidence Strategy, when it is drafted (pending)
8	19/06/2023	Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report (Item 4.1)	Calvin to circulate the draft pitch to ministers outlining Northlands priorities this week and will circulate to members for feedback.	Calvin Thomas	Completed	26/06/2023 - Advocacy document sent to Northland CE's and subsequently circulated to their respective Elected Members
9	19/06/2023	Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report (Item 4.1)	Calvin to circulate to the RTC the collective feedback from the regional workshops	Calvin Thomas	In Progress	Initial workshops held with the three District Councils - these will continue over coming months
10	19/06/2023	Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report (Item 4.1)	Jono will seek legal advice on the roll and function of NRC and RTC and will feedback to the RTC.	Jonathan Gibbard	In Progress	Action to be progressed on Jonathan's return from leave