

Regional Transport Committee
Wednesday 3 April 2019 at 10.00am

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the Council Chamber
36 Water Street, Whangārei
on Wednesday 3 April 2019, commencing at 10.00am

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

MEMBERSHIP OF THE REGIONAL TRANSPORT COMMITTEE

	Chairman, Councillor John Bain	
FNDC Councillor Ann Court	Deputy Chairman Paul Dimery	KDC Councillor Julie Geange
WDC Councillor Greg Martin	NZTA Representative Mr Steve Mutton	

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TITLE: Confirmation of Minutes, Regional Transport Committee - 13 February 2019



ID: A1174029

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

Recommendation

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

Attachments/Ngā tapirihanga

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

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 26 March 2019

Regional Transport Committee Minutes

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

Present:

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

In Attendance:

Full Meeting

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

Part Meeting

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

The Chair declared the meeting open at 10.00am

Apologies (Item 1.0)

Moved (Martin /Dimery)

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

Carried

Declarations of Conflicts of Interest (Item 2.0)

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

1. Confirmation of Minutes - Regional Transport Committee Meeting - 05 December 2018 (Item 3.1)

ID: A1154080

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

Moved (Martin/Dimery)

Recommendation

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

Carried

Secretarial note:

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

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

ID: A1156264

Report from Chris Powell, Transport Manager

Moved (Martin/Court)

Recommendation

1. That the report 'Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake' by Chris Powell, Transport Manager and dated 24 January 2019, be received.

Carried

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

ID: A1157877

Report from Chris Powell, Transport Manager

Moved (Dimery/Martin)

Recommendation

1. That the report 'New Zealand Transport Agency Report to Regional Transport Committee' by Chris Powell, Transport Manager and dated 31 January 2019, be received.

Carried

Secretarial note:

The chairman congratulated Cr. Ann Court for all her work and effort on the Waipapa system improvements project over the years. It's been a successful project and Ann has done a fantastic job for the people of the area.

The Committee requested that a workshop be organised with NZTA on the Road Safety Strategy. Cr Bain will circulate a series of dates around to see what suits the majority..

4. Northland Regional Road Safety Update (Item 5.2)

ID: A1158016

Report from Ian Crayton-Brown, Transport Projects Officer

Moved (Martin/ Dimery)

Recommendation

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

Carried

Secretarial note:

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

5. Waikato Regional Transport Committee and Regional Road Safety Forum - New National Road Safety Strategy 2020 - 2030. (Item 6.1)

ID: A1156613

Report from Chris Powell, Transport Manager

Moved (Dimery/Court)

Recommendation(s)

1. That the report 'Waikato Regional Transport Committee and Regional Road Safety Forum - New National Road Safety Strategy 2020 - 2030.' by Chris Powell, Transport Manager and dated 25 January 2019, be received.
2. That the Regional Transport Committee support the proposals as contained in the letter to the Road Controlling Authorities Forum (NZ) INC. by the Waikato Regional Transport Committee and Regional Road Safety Forum.
3. That the Chairman of the Regional Transport Committee write to the Waikato Regional Transport Committee and Regional Road Safety Forum advising them of this support.

Carried

6.

7. Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland (Item 6.2)

ID: A1157012

Report from Anita Child, Transport Project Officer

Moved (Court/Dimery)

Recommendation(s)

1. That the report 'Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland' by Anita Child, Transport Project Officer and dated 29 January 2019, be received.
2. That the Regional Transport Committee approve the investigation into what transport options are currently available to people who would be eligible for subsidised transport under the Total Mobility Scheme in the Far North and Kaipara.

Carried

It was further Moved (Court/Dimery)

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

Carried

8. Request to Vary the Regional Land Transport Plan 2015/21 - Northland Transport Alliance Provincial Growth Fund (PGF) Projects (Item 6.3)

ID: A1159362

Report from Neil Cook, Northland Transport Alliance - Acting Manager

Moved (Court/Martin)

Recommendation(s)

1. That the report 'Request to Vary the Regional Land Transport Plan 2015/21 - Northland Transport Alliance Provincial Growth Fund (PGF) Projects' by Evania Arani – Planning and Policy Team Admin/PA on behalf of Neil Cook – Acting Northland Transport Alliance Manager be received.
2. That the Regional Transport Committee approves the request to vary the Regional Land Transport Plan 2015/21 – Three Year Review to include the following projects:

Far North District Council

- Pou Herenga Tai (Twin Coast Cycle Trail) – Scenic Coastal Route from Taumarere to Opuia

Kaipara District Council

- Kaihu Valley Rail Trail
- Kick Start for Kaipara (Package of Numerous Roothing Upgrades)

Whangarei District Council

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

Carried

Conclusion

The meeting concluded at 11.25pm.

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

ID: A1156245

From: Chris Powell, Transport Manager

Executive summary

Reports on the Northland Regional Land Transport Plan – Funding Uptake are tabled at each Regional Transport Committee (RTC) meeting.

These reports serve to update the RTC on the progress of funding uptake by each of the regions four approved road-controlling authorities and the Northland Regional Council.

This report covers the first year of the 2018/2021 three-year funding period and details the funding uptake by each approved authority for the financial period 1 July 2018 to 28 February 2019.

Recommendation

That the report 'Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake' by Chris Powell, Transport Manager and dated 20 March 2019, be received.

Background

Reports on the Northland Regional Land Transport Plan – Funding Uptake are tabled at each Regional Transport Committee (RTC) meeting.

These reports serve to update the RTC on the progress of those Activities/Programmes approved for funding assistance in the National Land Transport Programme for each of the regions four approved road-controlling authorities and the Northland Regional Council.

Comparisons on Budgeted Expenditure against Actual Expenditure by Activity/Programme for both the full financial year and year to date for the relevant financial year are provided.

It is important to note that the Activities/Programmes reflected in the attached spreadsheet do not include non-subsidised projects or work categories.

The base information contained in the spreadsheets is sourced directly from the New Zealand Transport Agency's (NZTA's) '2018 – 21 National Land Transport Programme for Northland' and from the relevant subsidy claims as submitted to NZTA by the approved authorities.

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

Attachments

Attachment 1: Funding Uptake Report - April 2019  

Authorised by Group Manager

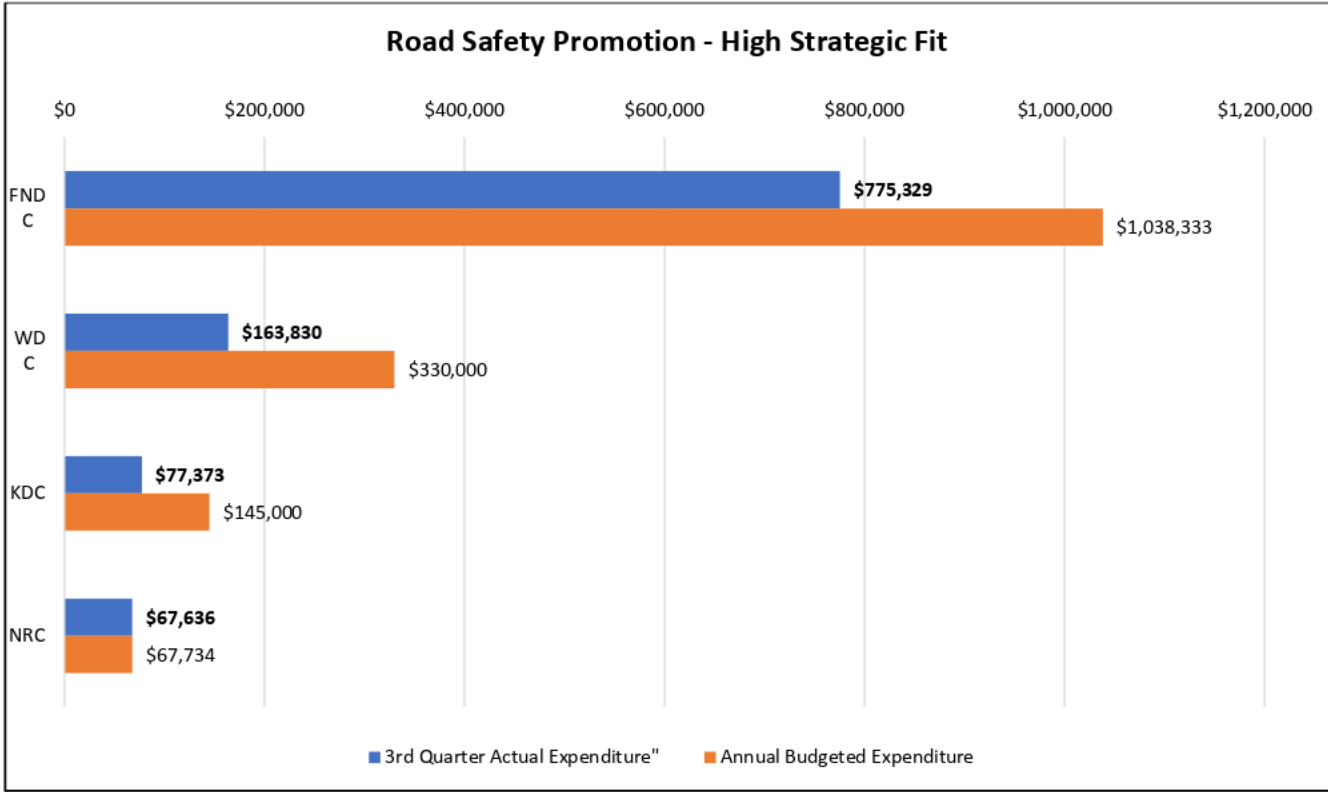
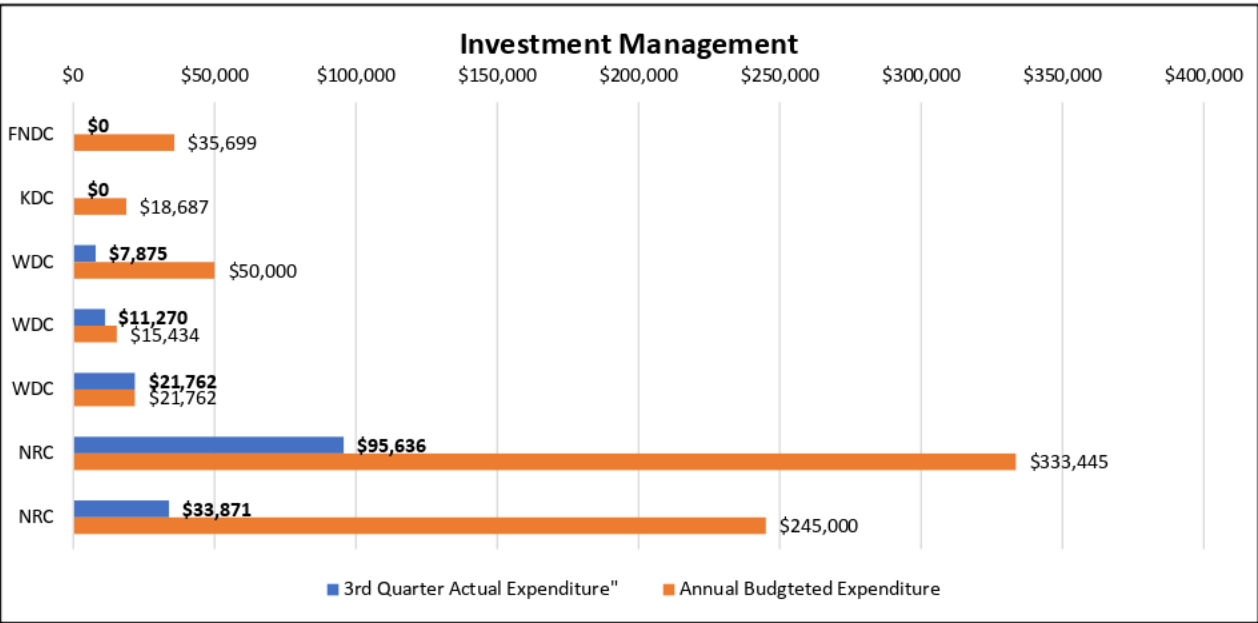
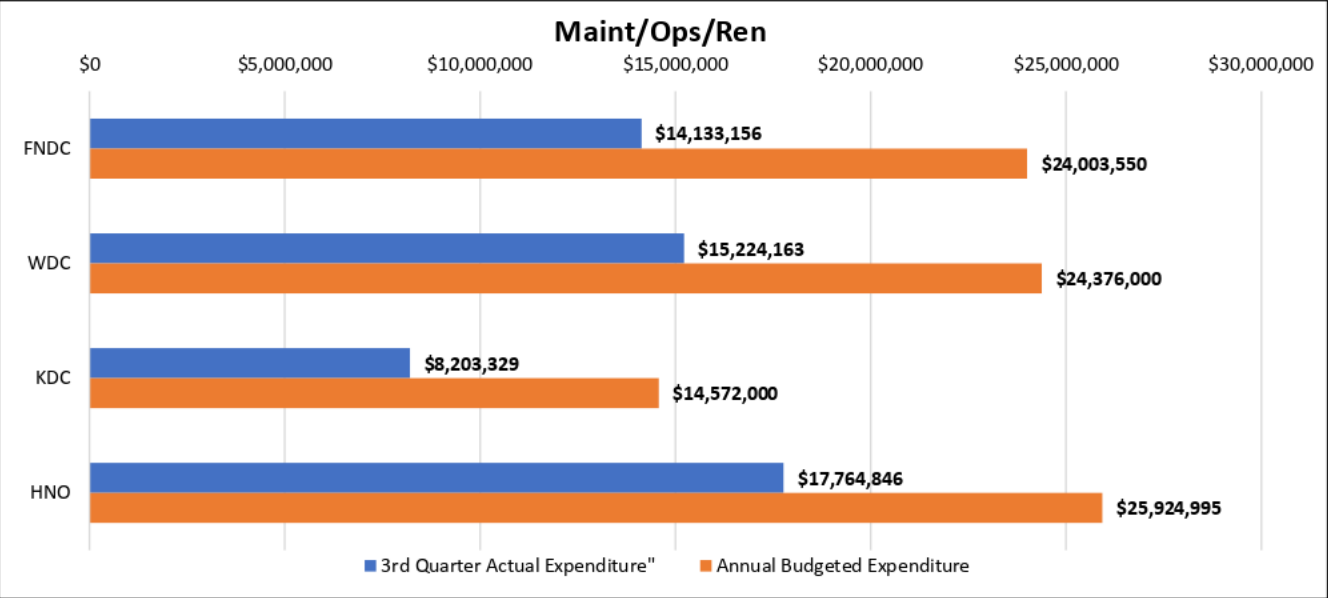
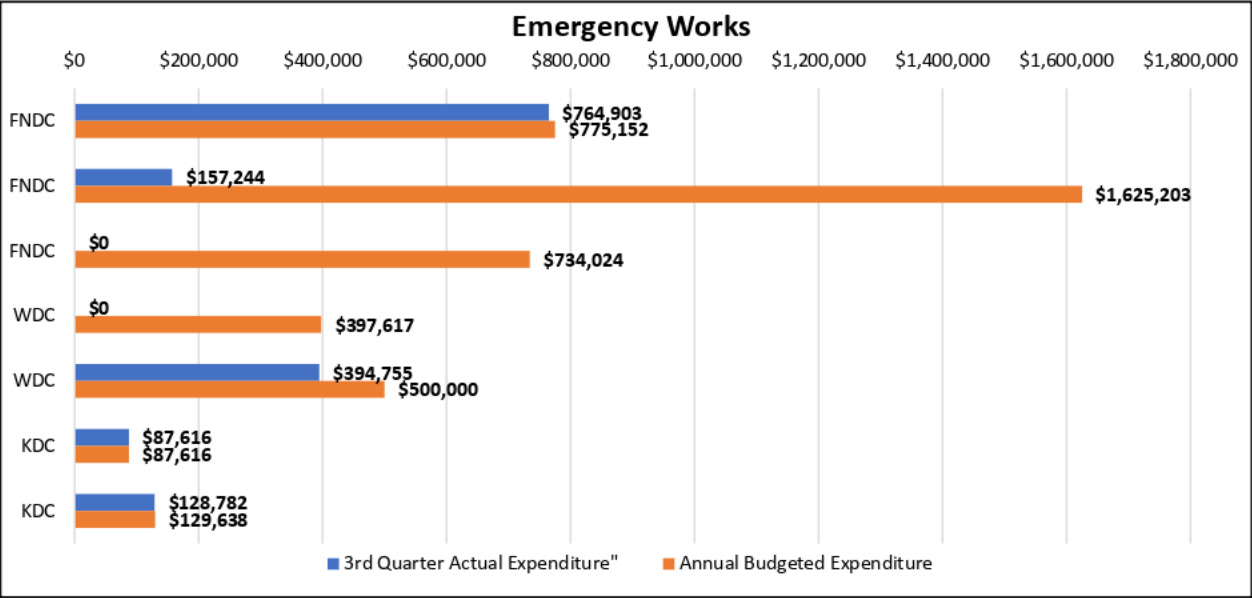
Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 26 March 2019

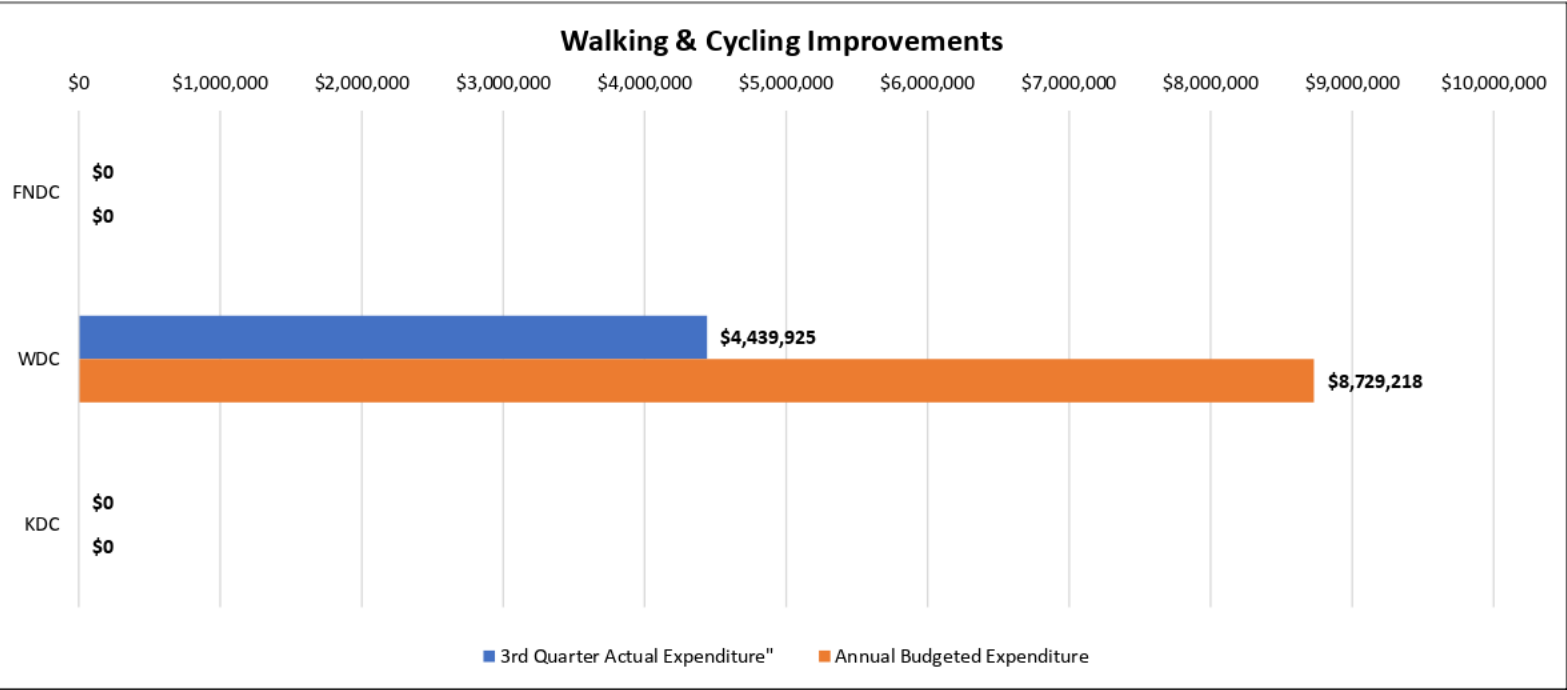
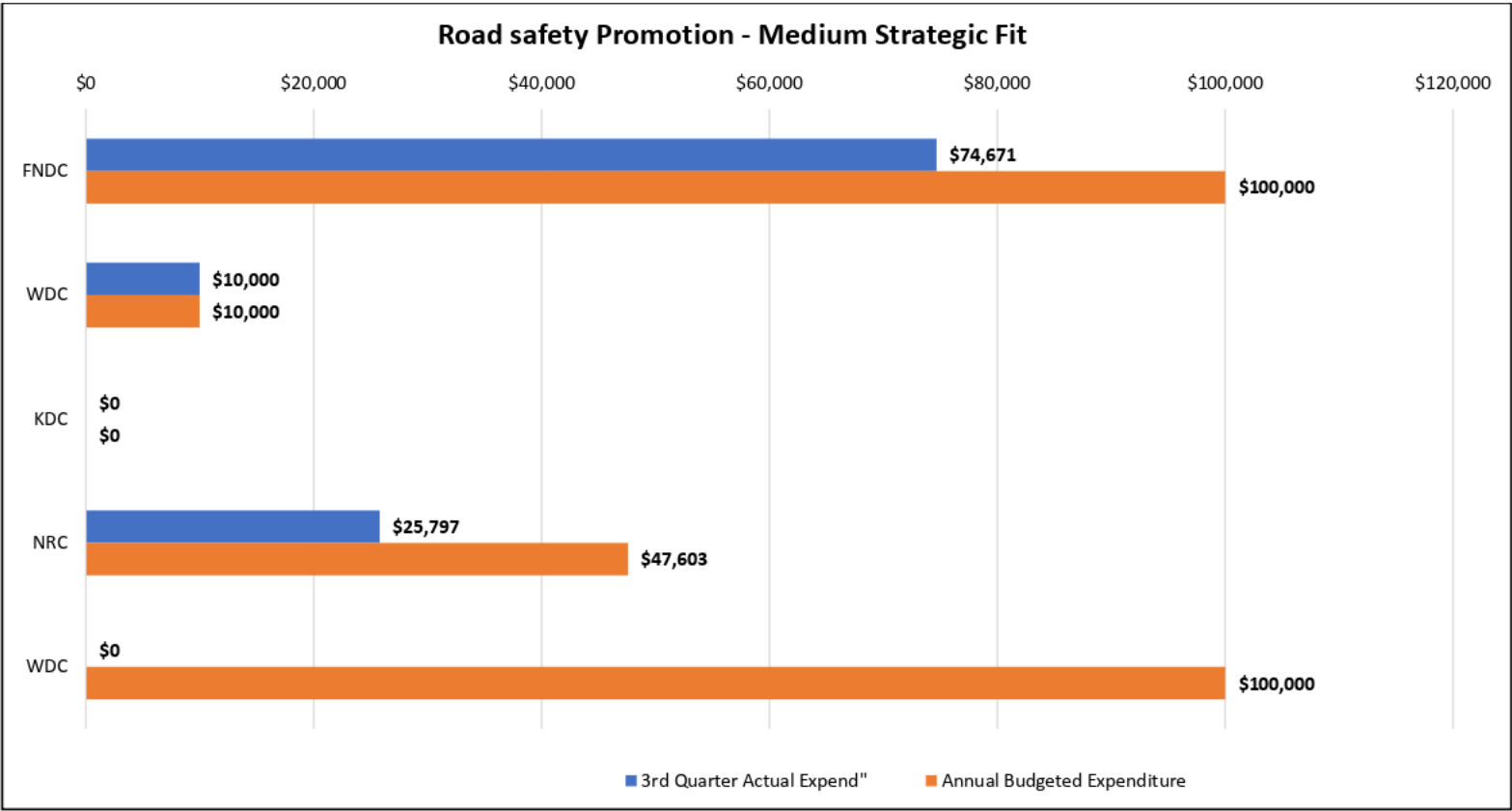
Regional Land Transport Plan 2015/2021 Three Year Review - Funding Uptake for the 2018/19 Financial Year

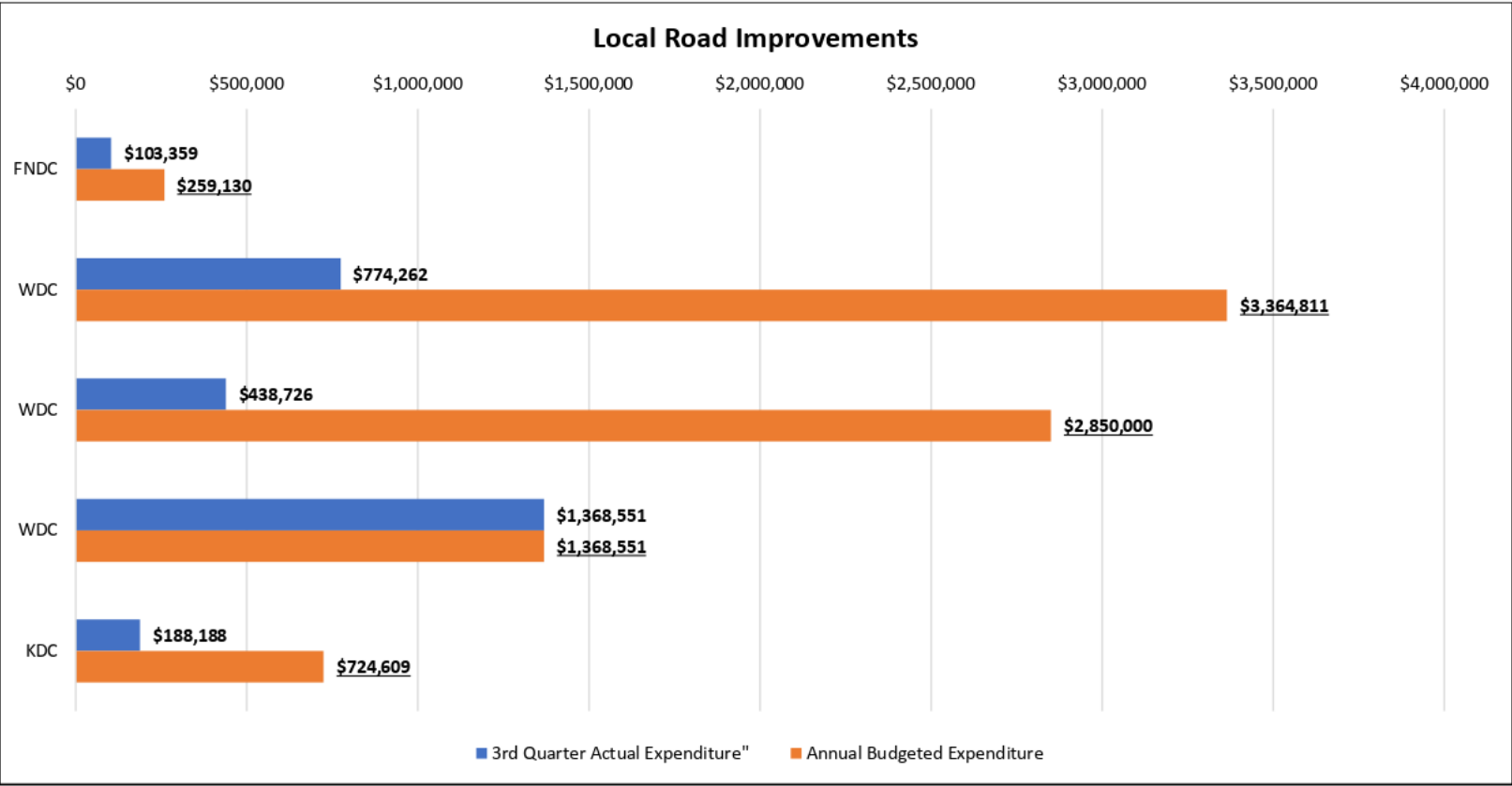
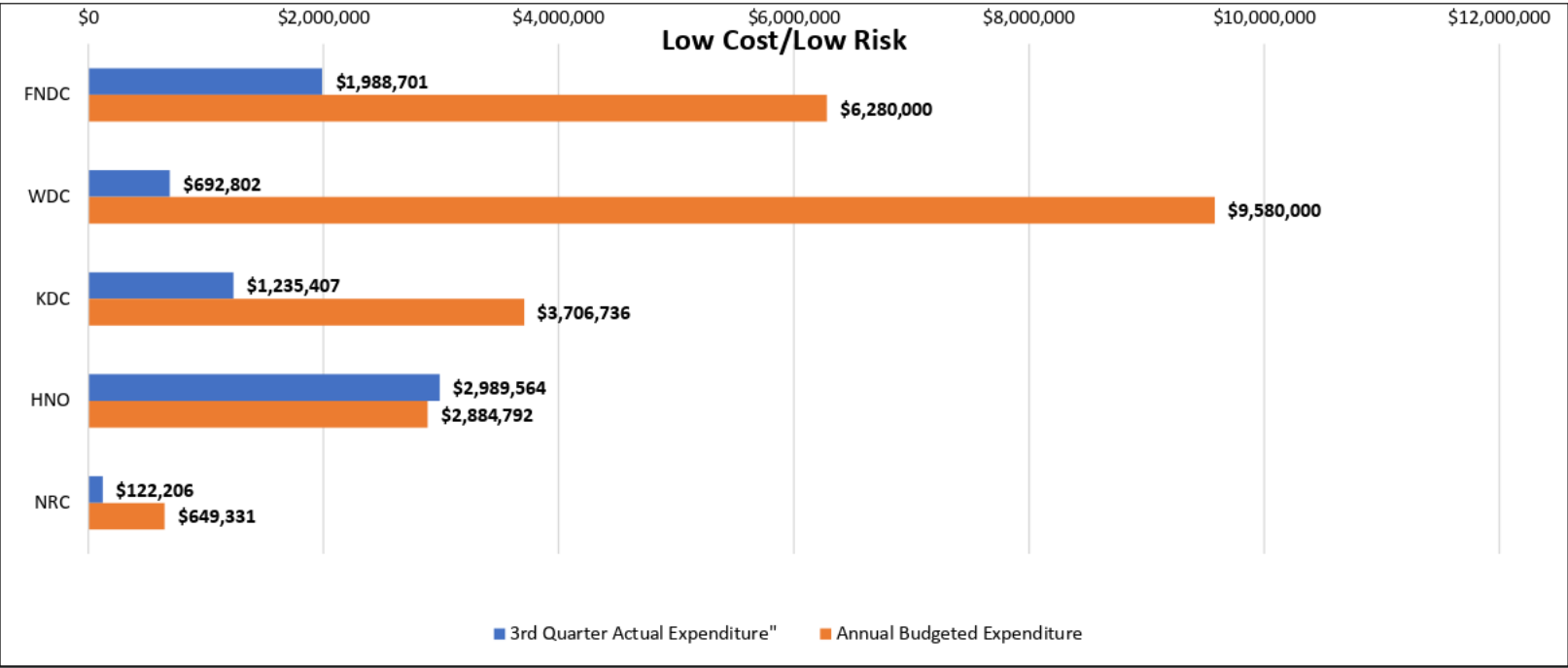
RLTP Funding 3rd Quarter =1 July 2018 to 28 February 2019

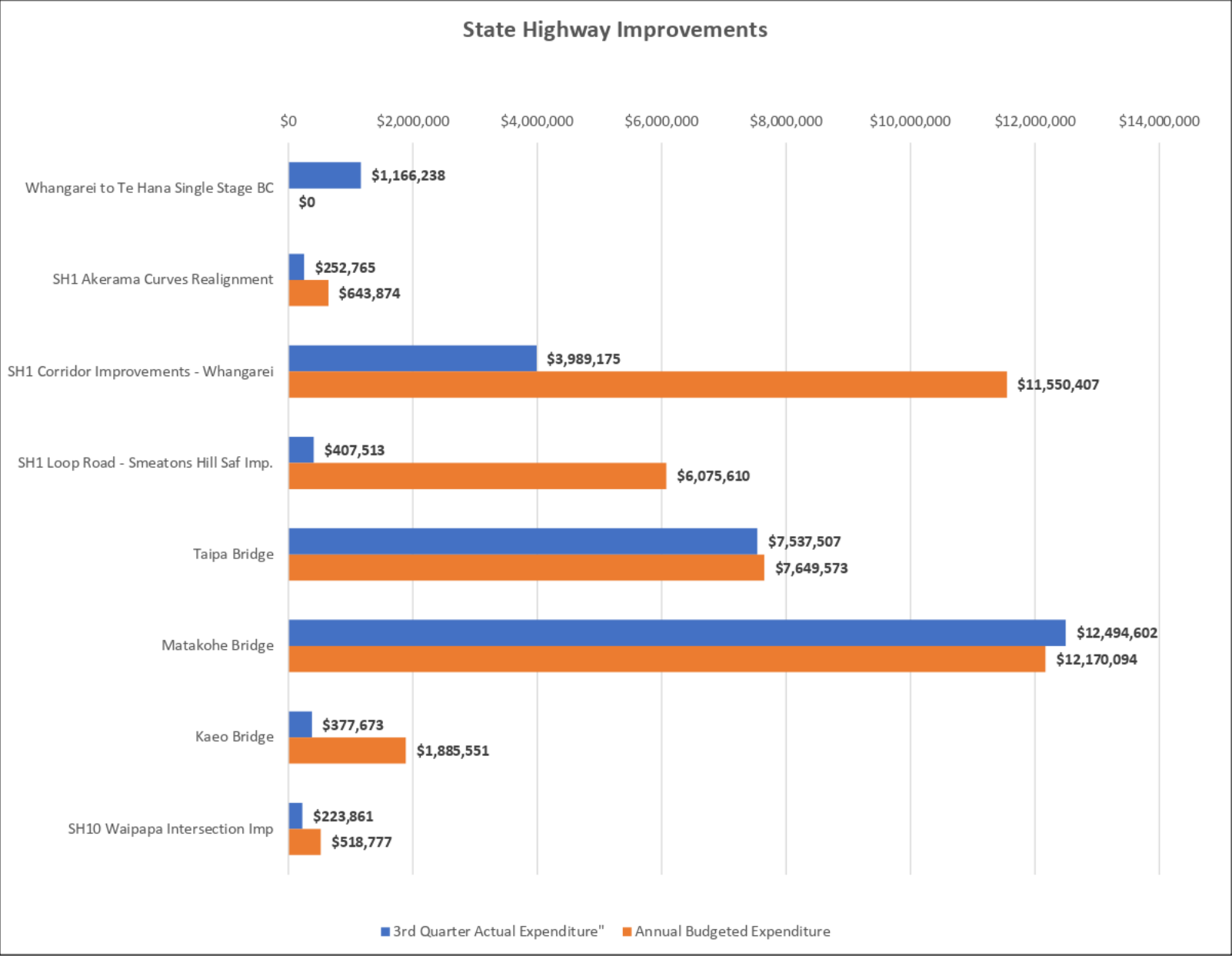
Activities/Programmes	W/C	App Auth	FAR	Status	2018/2019 Financial Year			Remaining Expenditure 2018/2019	1st Quarter			Cumulative 1st & 2nd Quarters			Cumulative 1st, 2nd & 3rd Quarters			Ability to uptake full national funding assistance allocation in 2018/19 financial period	Reasons for Variance and Remedial Action to be Taken
					Annual Budgeted Cost	Total Actual Expenditure to Date	Annual Progress %		Forecast Expenditure	Actual Expenditure	Progress for 1st Quarter	Forecast Expenditure	Actual Expenditure	Progress	Forecast Expenditure	Actual Expenditure	Progress		
Emergency Works																			
March 2017 Storm Event	141	FNDC	66%	App	\$775,152	\$764,903	99%	\$10,249	\$549,398	\$505,056	92%	\$624,649	\$721,002	115%	\$699,900	\$764,903	109%	High	Design, procurement and works ongoing. Will however need carry some work forward to 19/20 Fiancial Year Design, procurement and works ongoing. Will however need carry some work forward to 19/20 Fiancial Year Some projects require invetsigation and design. These will now be completed in 2019/20 and WDC have requested a carry over of funding. Programme on track for completion this financial year. Work Completed Work Completed
E/W June 2018	141	FNDC	66%	App	\$1,625,203	\$157,244	10%	\$1,467,959			#DIV/0!		\$89,209	#DIV/0!		\$157,244		Low	
E/W June 2018	141	FNDC	86%	App	\$734,024	\$0	0%	\$734,024		\$0	#DIV/0!		\$0	#DIV/0!		\$0	0%	Low	
E/W - 15 July 2018: Various Sites	141	WDC	53%	App	\$397,617	\$0	0%	\$397,617	\$100,000	\$0	0%	\$200,000	\$0	0%	\$300,000	\$0	0%	Low	
E/W - 20 June 2018: Various Sites	141	WDC	53%	App	\$500,000	\$394,755	79%	\$105,245	\$250,000	\$255,835	102%	\$500,000	\$357,750	72%	\$500,000	\$394,755	79%	High	
E/W KDC Cyclone Cook April 2017	141	KDC	61%	App	\$87,616	\$87,616	100%	\$0	\$60,000	\$72,150	120%	\$87,616	\$87,616	100%	\$87,616	\$87,616	100%	High	
E/W KDC Cyclone Debbie April 2017	141	KDC	61%	App	\$129,638	\$128,782	99%	\$856	\$100,000	\$76,236	76%	\$129,638	\$96,339	74%	\$129,638	\$128,782	99%	High	
Maintenance/Ops/Renewals																			
	111 - 222	FNDC	66%	App	\$24,003,550	\$14,133,156	59%	\$9,870,394	\$6,006,840	\$4,788,233	80%	\$12,001,775	\$11,643,263	97%	\$18,002,663	\$14,133,156	79%	High	All works will be completed by end of Financial Year. Tracking well ahead of projected cashflow. Programme on track for completion this financial year. Rehabilitation and Resurfacing Renewals programme is slightly behind programme, however the contractor has commenced with the physical works on 3 Rehabilitation sites. The resurfacing works inaccordance with the contractors revised programme is planned to complete by second week of April. Other MO & R programmed works are progressing well and on target for completion by end of June On Programme
	111 - 222	WDC	53%	App	\$24,376,000	\$15,224,163	62%	\$9,151,837	\$3,500,000	\$3,416,021	98%	\$10,000,000	\$9,733,297	97%	\$17,500,000	\$15,224,163	87%	High	
																		High	
	111 - 222	KDC	61%	App	\$14,572,000	\$8,203,329	56%	\$6,368,671	\$3,313,609	\$2,860,383	86%	\$6,609,742	\$5,477,752	83%	\$11,339,826	\$8,203,329	72%	High	
	111 - 222	HNO	100%	App	\$25,924,995	\$17,764,846	69%	\$8,160,150	N/A	\$3,106,268	N/A	N/A	\$12,309,602	N/A	N/A	\$17,764,846	N/A	N/A	High
Investment Management																			
Activity Management Improvement Plan 2018/21	3	FNDC	66%	App	\$35,699	\$0	0%	\$35,699	\$8,925	\$0	0%	\$17,850	\$0	0%	\$26,775	\$0	0%	Medium	Some reallocation of WC151 costs before end of financial year will be done. to be transferred to WC151 as work for this item has been charged to WC151, full utilisation of funding will be realised by June 30 Programme likely to be completed this financial year. Programme on track for completion this financial year. Study Completed. Funding assistance for this W/C approved in January 2019. All funding will be fully utilised by the end of the financial year. Still awaiting NZTA funding approval submitted in April 2018. Work under this category will be fully undertaken by the end of the financial year. Work on the review of the Regional Public Transport Plan has commenced. Some funding may need to carried over into the 2019/2020 funding year.
Activity Management Improvement Plan/ONRC Bus Case	3	KDC	61%	App	\$18,687	\$0	0%	\$18,687	\$0	\$0	0%	\$0	\$0	0%	\$9,343	\$0	0%	High	
Activity Management Improvement Plan 2018/21	3	WDC	53%	App	\$50,000	\$7,875	16%	\$42,125	\$0	\$0	0%	\$0	\$0	0%	\$0	\$7,875	#DIV/0!	Medium	
ONRC Transition Plan	3	WDC	53%	App	\$15,434	\$11,270	73%	\$4,164	\$5,000	\$3,253	65%	\$15,434	\$9,640	62%	\$15,434	\$11,270	73%	High	
Crash Reduction Study	4	WDC	53%	App	\$21,762	\$21,762	100%	\$0	\$21,762	\$21,762	100%	\$21,762	\$21,762	100%	\$21,762	\$21,762	100%	High	
Regional Land Transport Plan	1	NRC	54%	Sub.	\$333,445	\$95,636	29%	\$237,809	\$68,000	\$0	0%	\$136,000	\$41,316	30%	\$204,000	\$93,636	46%	High	
Regional Road Safety Action Plan	3	NRC	54%	Sub.	\$245,000	\$33,871	14%	\$211,129	\$61,250	\$0	0%	\$122,500	\$33,871	28%	\$183,750	\$0	0%	High	
Regional Public Transport Plan	3	NRC	54%	Sub.	\$10,800	\$0	0%	\$10,800	\$0	\$0	0%	\$5,400	\$0	0%	\$8,000	\$0	0%	High	
Road Safety Promotion																			
High Strategic Fit	432	FNDC	66%	App	\$1,038,333	\$775,329	75%	\$263,004	\$259,583	\$0	0%	\$519,166	\$775,329	149%	\$778,749	\$775,329	100%	High	Projects completed Programme on track for completion this financial year. 2 Drive Soba Programme completed with 16 offenders registered and 4 completing the programme. Young Driver Learner Licence Programmes completed in Dargaville with 10 participants registered with 8 passing. 139 Mentor hours have been completed in the Volunteer Mentor Driver Programme, with 5 licences being obtained. All road safety projects in Work Category 432 will be fully expended by financial year end. The road safety work and funding undertaken within 432 is interlinked. All road safety projects in Work Category 432 will be fully expended by financial year end. The road safety work and funding undertaken within 432 is interlinked.
	432	WDC	53%	App	\$330,000	\$163,830	50%	\$166,170	\$25,000	\$0	0%	\$100,000	\$125,132	125%	\$200,000	\$163,830	82%	High	
																		Medium	
	432	KDC	61%	App	\$145,000	\$77,373	53%	\$67,627	\$18,125	\$49,110	271%	\$54,375	\$65,943	121%	\$108,750	\$77,373	71%	High	
	432	NRC	54%	App	\$67,734	\$67,636	100%	\$98	\$16,933	\$0	0%	\$33,867	\$48,698	144%	\$50,800	\$67,636	133%	High	
Medium Strategic Fit	432	NRC	54%	App	\$40,881	\$22,473	55%	\$18,408	\$10,220	\$0	0%	\$20,440	\$15,522	76%	\$30,660	\$22,473	73%	High	All road safety projects in Work Category 432 will be fully expended by financial year end. The road safety work and funding undertaken within 432 is interlinked. Projects completed Programme on track for completion this financial year. No funding assistance applied for under this Work Category All road safety projects in Work Category 432 will be fully expended by financial year end. The road safety work and funding undertaken within 432 is interlinked. Late tendering of this work will result in a lower spend this financial year. This funding will be uptaken in 2019/20.
	432	FNDC	66%	App	\$100,000	\$74,671	75%	\$25,329	\$25,000	\$0	0%	\$50,000	\$74,671	149%	\$75,000	\$74,671	100%	High	
	432	WDC	53%	App	\$10,000	\$10,000	100%	\$0	\$10,000	\$0	0%	\$10,000	\$10,000	100%	\$10,000	\$10,000	100%	High	
	432	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	
	432	NRC	54%	App	\$47,603	\$25,797	54%	\$21,806	\$11,900	\$0	0%	\$23,801	\$20,728	87%	\$35,701	\$25,797	72%	High	
Road Safety Promotion 18/21 Bike Skills Training	432	WDC	53%	App	\$100,000	\$0	0%	\$100,000	\$0	\$0	0%	\$25,000	\$0	0%	\$50,000	\$0	0%	Low	

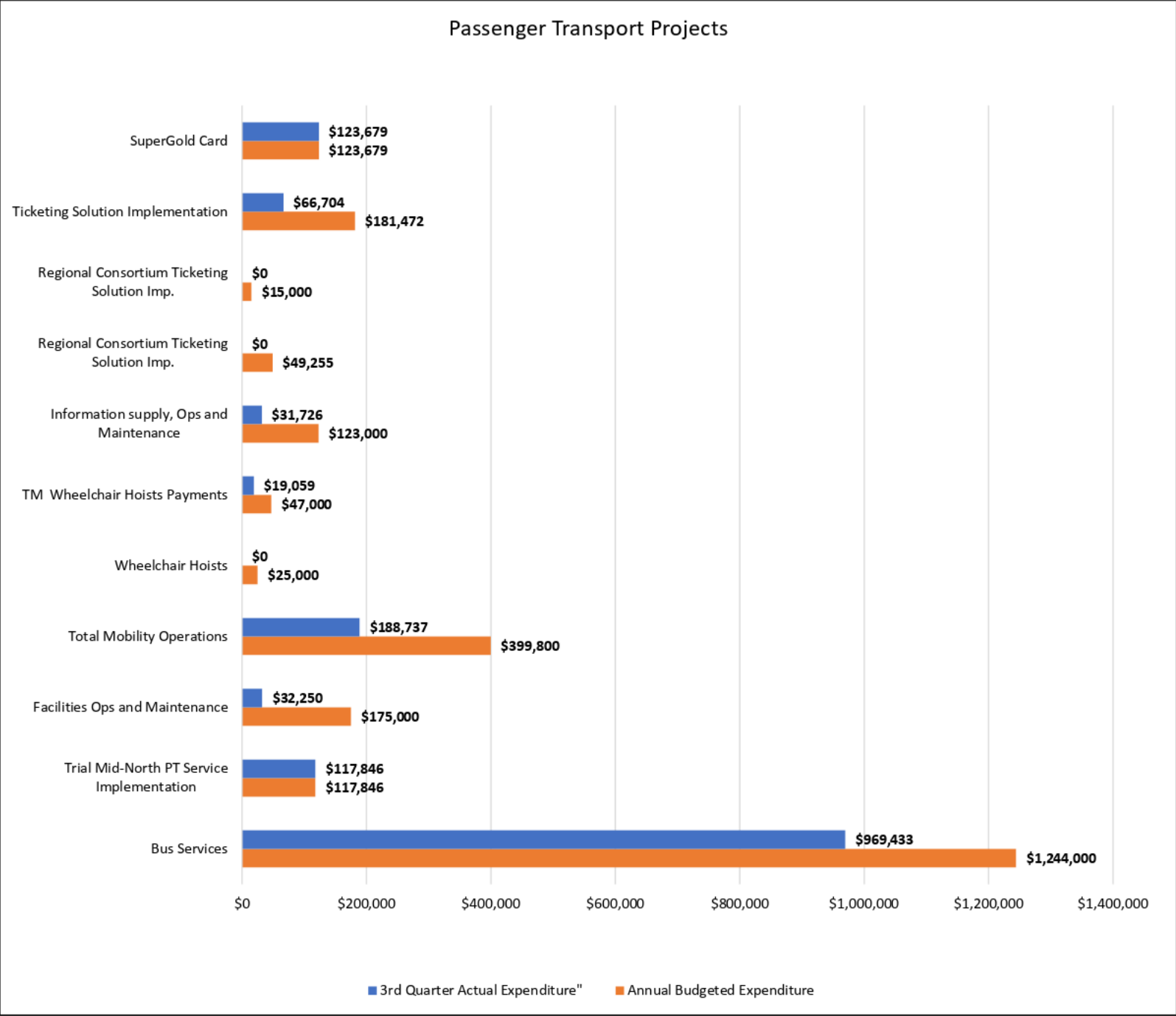
Walking & Cycling Improvements	452	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No funding assistance applied for under this Work Category
Cycleways Construction 2015/18-Construction	452	WDC	53%	App	\$8,729,218	\$4,439,925	51%	\$4,289,293	\$1,800,000	\$1,661,200	92%	\$3,500,000	\$3,967,309	113%	\$6,500,000	\$4,439,925	68%	Medium	Stages 1 and 2 (Rust Ave to Kamo Rd) are completed and open. Stage 3 (Kamo Rd to Fisher Tce) is currently under construction and is on track for completion by end of June 2019.
	452	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No funding assistance applied for under this Work Category
Low Cost Low Risk																			
Low cost / low risk improvements 2018-21-Local Roads	341	FNDC	66%	App	\$6,280,000	\$1,988,701	32%	\$4,291,299	\$1,570,000	\$917,228	58%	\$3,140,000	\$1,630,286	52%	\$4,710,000	\$1,988,702	42%	Low	Non expended Funding will be carried forward to 19/20 Financial Year.
Low cost / low risk improvements 2018-21-Local Roads	341	WDC	53%	App	\$9,580,000	\$692,802	7%	\$8,887,198	\$700,000	\$237,530	34%	\$2,500,000	\$513,105	21%	\$6,000,000	\$692,802	12%	Medium	Most of this programme is on track for completion this year. The Wright Rd Seal Extension has been completed through this programme. WDC likely to request a carry over of some of this funding into 2019/20.
Low cost / low risk improvements 2018-21-Local Roads	341	KDC	61%	App	\$3,706,736	\$1,235,407	33%	\$2,471,329	\$200,000	\$154,652	77%	\$990,000	\$711,505	72%	\$2,600,000	\$1,235,407	48%	High	\$3.3m of the overall budget has been committed with construction in progress . MCP stage 1 (shared path and intersection) is under detail design and expected to go out for Tender mid April. we are proposing to allocate incentive / Bonus payments to complete the physical works by end of June 2019.
Low cost/low risk improvments 2018-21 Northland	341	HNO	100%	App	\$2,884,792	\$2,989,564	104%	-\$104,772	N/A	\$1,128,873	N/A	N/A	\$3,257,551	N/A	N/A	\$2,989,564	N/A	High	On programme to spend funding allowed for safety, resilience and access
Low Cost Low Risk Improvements 18/21 - Public Transport	532	NRC	54%	App	\$649,331	\$122,206	19%	\$527,125	\$100,000	\$0	0%	\$200,000	\$88,677	44%	\$400,000	\$122,206	31%	High	Consists of funding for Mid North Link and Far North Link and the proposed upgrade/relocation of the CityLink Bus Terminus.
Local Road Improvements																			
LED StreetLight Upgrades	324	FNDC	85%	App	\$259,130	\$103,359	40%	\$155,771	\$64,782	\$10,695	17%	\$129,565	\$37,970	29%	\$194,347	\$103,359	53%	High	Year 1 of 3 year programme on track. High possibility of more funding required in year 2 or 3.
LED StreetLight Upgrades	324	WDC	85%	App	\$3,364,811	\$774,262	23%	\$2,590,549	\$300,000	\$329,443	110%	\$700,000	\$628,966	90%	\$2,000,000	\$774,262	39%	Medium	Late receipt of the arterial road designs has delayed the ordering of these luminaires. WDC have requested a carry over of funding into 2019/20.
Maunu Rd/Porowini Ave Int Improvements - Const.	324	WDC	53%	App	\$2,850,000	\$438,726	15%	\$2,411,274	\$0	\$0	0%		\$259,989	#DIV/0!		\$438,726	#DIV/0!	Medium	Design completed and construction tenders currently being sought. Project likely to start in May and be completed by December 2019.
Tarewa Rd/Porowini Ave Intersection Imp	324	WDC	53%	App	\$1,368,551	\$1,368,551	100%	\$0	\$300,000	\$453,902	151%	\$1,368,551	\$844,311	62%	\$1,368,551	\$1,368,551	100%	High	Project completed. WDC has requested an increase in the budget due to pavement issues encountered during construction.
LED StreetLight Upgrades	324	KDC	61%	App	\$724,609	\$188,188	26%	\$536,421	\$150,000	\$0	0%	\$174,609	\$0	0%	\$474,609	\$188,188	40%	Medium	The LED V- Cat supply contract has been confirmed and ETA for the lights is around late April. The installation of the lights is under discussion for a joint
State Highway Improvements																			
Whangarei to Te Hana Single Stage BC	324	HNO	100%	App	\$0	\$1,166,238	#DIV/0!	-\$1,166,238	N/A	N/A	N/A	N/A	\$957,721	N/A	N/A	\$1,166,238	N/A	Low	Funding and timing for Whangarei to Te Hana against funds available nationally. Update on next steps expected in the coming months
SH1 Akerama Curves Realignment	324	HNO	100%	App	\$643,874	\$252,765	39%	\$391,109	N/A	N/A	N/A	N/A	\$218,160	N/A	N/A	\$252,765	N/A	Medium	Pavement testing has been completed. Awaiting reports. Line marking and additional wetland works programmed
SH1 Corridor Improvements - Whangarei	324	HNO	100%	App	\$11,550,407	\$3,989,175	35%	\$7,561,232	N/A	N/A	N/A	N/A	\$2,190,254	N/A	N/A	\$3,989,175	N/A	Medium	TarewaRoad –bridge construction continues. Bylaw amendment submissions close Friday 26 April (stopping right turn out of Tarewa)
SH1 Loop Road - Smeatons Hill Saf Imp.	324	HNO	100%	App	\$6,075,610	\$407,513	7%	\$5,668,097	N/A	N/A	N/A	N/A	\$334,214	N/A	N/A	\$407,513	N/A	High	Enabling works underway. SH1 speed limit with first major traffic switch in 3-4 months
Taipa Bridge	324	HNO	100%	App	\$7,649,573	\$7,537,507	99%	\$112,066	N/A	N/A	N/A	N/A	\$5,951,895	N/A	N/A	\$7,537,507	N/A	High	Construction continues
Matakohe Bridge	323	HNO	100%	App	\$12,170,094	\$12,494,602	103%	-\$324,508	N/A	N/A	N/A	N/A	\$11,209,466	N/A	N/A	\$12,494,602	N/A	High	TePiringaTahiBridge (Hardies bridge replacement) is scheduled open to traffic late April. Project planned completion event in June
Kaero Bridge	324	HNO	100%	App	\$1,885,551	\$377,673	20%	\$1,507,878	N/A	N/A	N/A	N/A	\$295,579	N/A	N/A	\$377,673	N/A	Low	Consent applications under development. Lodgement expected mid year
SH10 Waipapa Intersection Imp	324	HNO	100%	App	\$518,777	\$223,861	43%	\$294,916	N/A	N/A	N/A	N/A	\$54,628	N/A	N/A	\$223,861	N/A	Medium	Lodgement of consent applications April. Detailed design completion in August
Passenger Transport																			
Bus Services	511	NRC	54%	App	\$1,244,000	\$969,433	78%	\$274,567	\$311,000	\$332,338	107%	\$622,000	\$978,169	157%	\$933,000	\$969,433	104%	High	Funding will be fully utilised
Trial Mid-North PT Service Implementation	511	NRC	54%	App	\$117,846	\$117,846	100%	\$0	\$60,000	\$67,694	113%	\$120,000	\$145,874	122%	\$180,000	\$117,846	65%	High	Funding will be fully utilised
Facilities Ops and Maintenance	514	NRC	54%	App	\$175,000	\$32,250	18%	\$142,750	\$40,000	\$0	0%	\$87,500	\$21,214	24%	\$131,250	\$32,520	25%	High	Funding to upgarde/replace/new bus stops around Whangarei and funding assistance for staff member to roll the the new ticketing system which has been delayed.
Total Mobility Operations	517	NRC	60%	App	\$399,800	\$188,737	47%	\$211,063	\$100,000	\$52,772	53%	\$200,000	\$136,536	68%	\$300,000	\$188,737	63%	Low	There has been an increase in client numbers and nd expenditure when compered to previous years. Marketing anf promotion of the TM Scheme continues.
Wheelchair Hoists	519	NRC	54%	App	\$25,000	\$0	0%	\$25,000	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	Low	No application for wheelchair hoist instalation received to date
TM Wheelchair Hoists Payments	521	NRC	100%	App	\$47,000	\$19,059	41%	\$27,941	\$11,750	\$8,070	69%	\$23,500	\$16,320	69%	\$32,250	\$19,059	59%	High	This funding will be fully expended by financial year end.
Information supply, Ops and Maintenance	524	NRC	54%	App	\$123,000	\$31,726	26%	\$91,274	\$30,875	\$0	0%	\$61,750	\$27,477	44%	\$62,625	\$31,726	51%	Medium	Funding for Real Time Information system linked to new ticketing system whiah has been delayed.
Regional Consortium Ticketing Solution Imp.	524	NRC	65%	App	\$49,255	\$0	0%	\$49,255	\$10,000	\$0	0%	\$24,627	\$0	0%	\$39,255	\$0	0%	Low	Funding for 9 region (Consortium) interim Regional Integrated electronic Ticking and Information System. Implementation delayed to August 2019.
Regional Consortium Ticketing Solution Imp.	524	NRC	54%	App	\$15,000	\$0	0%	\$15,000	\$0	\$0	0%	\$7,500	\$0	0%	\$11,250	\$0	0%	Low	Funding for 9 region (Consortium) interim Regional Integrated electronic Ticking and Information System. Implementation delayed to August 2019.
Ticketing Solution Implementation	531	NRC	65%	App	\$181,472	\$66,704	37%	\$114,768	\$45,368	\$0	0%	\$90,736	\$54,146	60%	\$136,104	\$66,704	49%	Medium	With the delay in the implementation of the proposed ticketing system, work under this funding category has slowed.
SuperGold Card	522	NRC	100%	App	\$123,679	\$123,679	100%	\$0	\$30,920	\$123,679	400%	\$61,840	\$46,142	75%	\$92,760	\$123,679	133%	High	Funding will be fully utilised. Annual allocation provided in one lump sum.











TITLE: Northland Transportation Alliance Manager - Introduction

ID: A1156600

From: Chris Powell, Transport Manager

Executive summary/Whakarāpopototanga

This report serves to introduce the new Northland Transportation Alliance Manager, Calvin Thomas.

Recommendation

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

Background/Tuhinga

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

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

Attachments/Ngā tapirihanga

Nil

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 26 March 2019

TITLE: New Zealand Transport Agency Update

ID: A1178217

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

Executive summary/Whakarāpopototanga

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

Key messages include:

- NZTA is committed to helping deliver the Government's vision for an integrated housing and transport system that opens up housing development and grows our regional economies.
- Governments focus is on a safer transport network free of death and injury, improved access, sustainability and the environment.
- There is increased funding for local roads, public transport, walking and cycling and transitional rail while less money is now being spent on new state highway projects. However, demand is also very high, and funding is limited.
- There has been a positive response to the challenge and opportunity to deliver on the GPS meaning funding approvals require careful management to fit within the funding ranges set for each activity class.
- We are working to provide clarity and transparency about the priorities of the current Government and how this translates into our funding programme. This clarity will include the projects we have underway so you know what is funded, what is likely to be funded and what has been deferred to a future fund.

Recommendation

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

Attachments/Ngā tapirihanga

Attachment 1: NZTA Presentation to RTC meeting - 3 April [!\[\]\(c444627dab9fee9a1550c053ffaaaae2_img.jpg\)](#) [!\[\]\(e4a71fb14267cbc3c68a54ad33289c8f_img.jpg\)](#)

Attachment 2: NLTP Regional and Activity 2018-21 [!\[\]\(0d7ca0919e6c47bbd874bfa0189fe22e_img.jpg\)](#) [!\[\]\(944c0c1892e68e313d5c134eab34d18f_img.jpg\)](#)

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 27 March 2019

Northland Regional Transport Committee update

April 2019



Key Messages

- The NZ Transport Agency is committed to helping deliver the Government's vision for an integrated housing and transport system that opens up housing development and grows our regional economies.
- Governments focus is on a safer transport network free of death and injury, improved access, sustainability and the environment
- There is increased funding for local roads, public transport, walking and cycling and transitional rail while less money is now being spent on new state highway projects. However, demand is also very high, and funding is limited
- There has been a positive response to the challenge and opportunity to deliver on the GPS meaning funding approvals require careful management to fit within the funding ranges set for each activity class
- We are working to provide clarity and transparency about the priorities of the current Government and how this translates into our funding programme. This clarity will include the projects we have underway so you know what is funded, what is likely to be funded and what has been deferred to a future fund

National System Update



Targeted enhanced funding assistance rates (TEFAR)

- We received a positive response to the opportunities to deliver on the Government Policy Statement (GPS) and the Targeted Enhanced Funding Assistance Rate (TEFAR) incentive.
- A large programme of projects has been put forward for each activity class and remaining unallocated funding is very limited.
- We are prioritising the remaining NLTP funding to projects that best align to the GPS outcomes of safety, access, environment and value for money.
- We'll advise councils which activities are eligible to receive TEFAR and work through the funding approval process together.
- The initial approved funding allocation for each local government's individual Low Cost Low Risk programme will not increase as a result of projects being eligible for TEFAR.

National Land Transport Plan (NLTP)

- Looking ahead to the next 2021-24 NLTP, we've begun discussing transport priorities with the Government. We're currently developing a plan and initial timeline for the next NLTP process.
- The plan takes into account recommendations from a review recently completed for the previous NLTP.



Areas of focus include:

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

Long term view (LTV)

- We have refined its approach to the previous version of the LTV to align with the significant shifts in the direction for planning and investment in land transport outlined in the 2018 GPS.
- The new Version 2.0 will address some of the shortcomings and feedback received from sharing Version 1.0 with various key stakeholders.
- From July 2019, we will engage with regions to build a shared understanding of each region's priority challenges and opportunities. These regional views will be included in the 2019 and 2020 versions of the LTV as content is developed.

Speed management update

- We are engaging with local councils to discuss speed management as part of a suite of safety interventions to be delivered as part of the Safe Network Programme.
- A complementary programme of speed reviews has been completed in some regions outside Auckland, Waikato and Canterbury in response to strong community requests or where we have long standing commitments for speed changes.
- We envision the planning of public and stakeholder engagement and consultation on the highest priority sites to start in the next few months.



New safety strategy 2020-2030

- This new strategy will outline how we approach the road safety challenges of the next decade and hold ourselves to account to save lives and reduce trauma. The draft strategy and action plan will be finalised later in the year.
- The new road safety strategy will consider the internationally-proven 'Vision Zero' approach: an ambition that nobody should be killed or seriously injured on our roads.
- Vision Zero is a shift in thinking that says road deaths are not inevitable, and we must continuously work to put safety at the centre of transport decisions. It is a long-term vision supported by evidence and clear success measures.



**The draft strategy and
action plan will be
finalised later in the year.**

Northland Region Updates

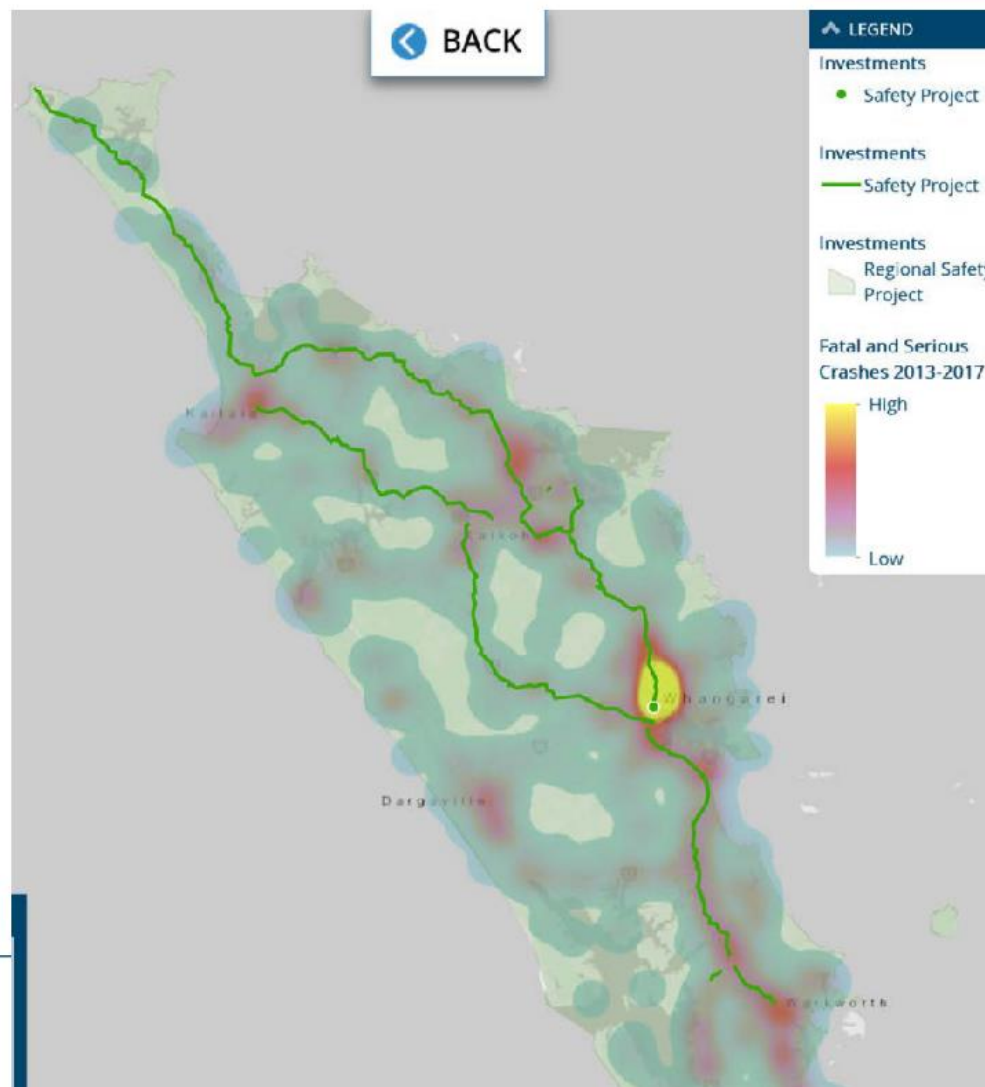
Topics to cover:

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









Safety Performance







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



NLTP Performance

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

NLTP Performance

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

Maintenance Performance

Activity	Completed	Progress	Status	Commentary
KRA performance			●	Fulton Hogan are performing well. Key result area's are measured quarterly with next measure due end of March
Programme	234km	90%	●	Biggest maintenance programme delivered in Northland
Rehabilitation	6.1km	64%	●	On target to complete
SCRIM – Safety sealing		100%	●	Safety sealing of pavements to address Loss Control on curves is complete

Upcoming Key Milestones and Events

Month	Activity
April	<ul style="list-style-type: none">• Kaeo Bridge - small site blessing to allow soil sample to be taken for the design phase• SH12 Opononi foreshore resilience - site blessing• Matakohe Bridge - Te Piringa Tahi bridge is scheduled open to traffic late April. Planned completion event in June• Twin Coast Discovery Business Cases (PGF funded) - engagement planned for April.
June	<ul style="list-style-type: none">• Kamo Shared Path (Whangarei Urban Cycleways Programme) – opening event• Matakohe Bridge - Te Piringa Tahi Bridge - planned completion event in June.

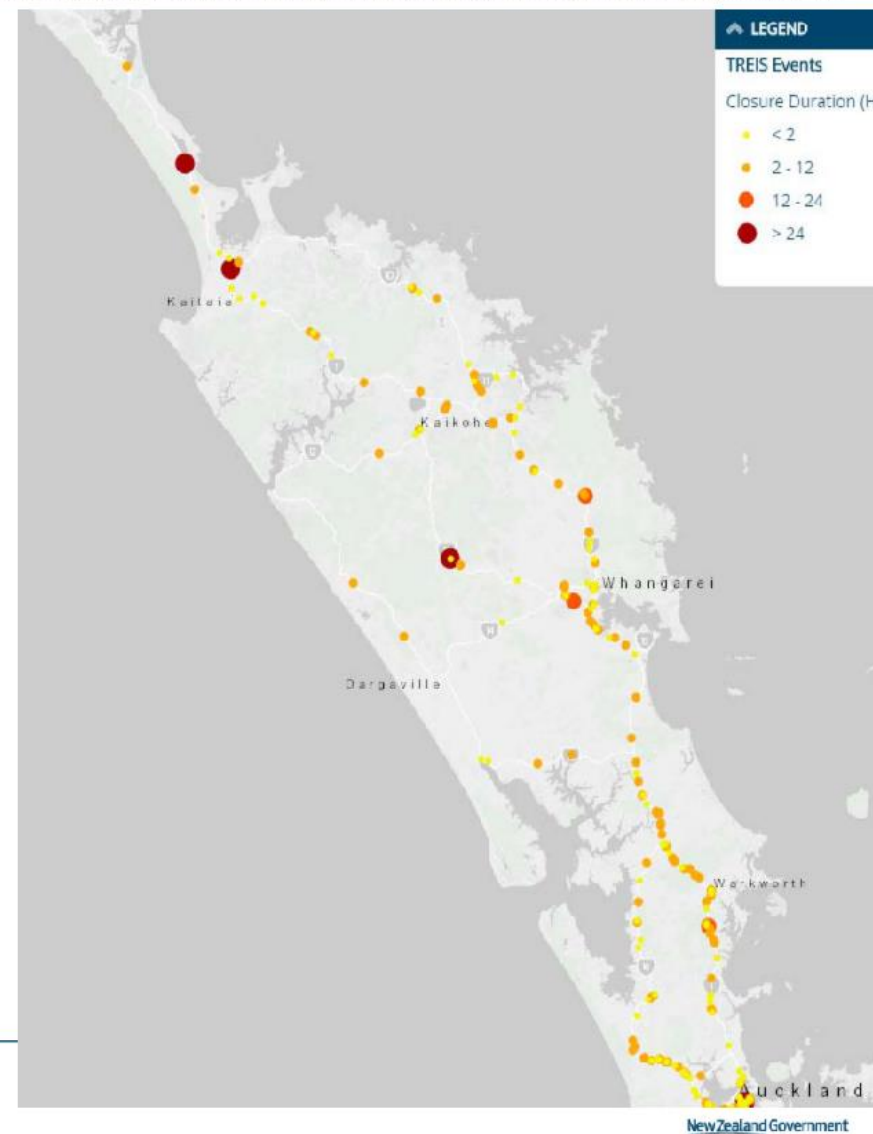
Key insight - Resilience

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

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

This information:

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



Project photos – Loop Road

Loop Road sod turning event



Project photos - Tarewa Road project

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



Project photos - Matakohē Bridges

Te Piringa Tahi – community event



30 tonne digger cutting
through the old road and its
founding limestone



Project photos - Matakoho Bridges



Project photos - Taipa Bridge



Stabilising is now complete!
Thanks to all our residents and
motorists for their patience





NLTP Regional and Activity 2018-21

Update: Mar 27 2019 2:03am

	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2018/19 TCFA (\$000)	2019/20 TCFA (\$000)	2020/21 TCFA (\$000)	Funding priority	Funding source
Regional Improvements › Northland › NZTA (Northland)											
SH1 Loop Road North to Smeatons Hill Safety Improvement	Implementation		HML	324	100	24,485.8	5,848.2	14,748.8	3,848.5	Committed	N
SH1 Loop Road North to Smeatons Hill Safety Improvement	Pre-implementation*		HML	324	100	1,261.2	385.4	0.0	0.0	Committed	N
SH10 Kaeo Bridge upgrade	Implementation		HM_	324	100	17,000.0	2.3	4,764.6	11,287.5	Committed	N
SH10 Kaeo Bridge upgrade	Detailed Business Case		HM_	324	100	2,930.0	169.2	0.0	0.0	Committed	N
SH10 Kaeo Bridge upgrade	Pre-implementation*		HM_	324	100	1,660.0	1,242.4	416.7	0.0	Committed	N
SH10 Kaeo Bridge upgrade	Property		HM_	331	100	360.0	292.8	0.0	0.0	Committed	N
SH10 Taipa Bridge (No 272) upgrade	Implementation		MHL	324	100	12,086.3	7,848.5	0.0	0.0	Committed	N
SH11 Airfield to Lily Pond (NRR60)	Construction		HML*	324	100	2,632.3	181.7	0.0	0.0	Committed	N
SH12 Matakohe Bridges	Construction	7	HML	324	100	23,482.2	12,449.6	0.0	2,000.7	Committed	N
Subtotal for Regional Improvements › Northland › NZTA (Northland) › Committed						85,897.8	28,420.1	19,930.1	17,136.7		
Total for Regional Improvements › Northland › NZTA (Northland)						85,897.8	28,420.1	19,930.1	17,136.7		
State highway improvements › Northland › NZTA (Northland)											
SH1 - Port Marsden Highway to Te Hana	Detailed Business Case		HHL*	324	100	3,275.9	500.0	0.0	0.0	Committed	N
SH1 - Whangarei to Port Marsden Highway	Detailed Business Case		HHL	324	100	5,045.9	500.0	0.0	0.0	Committed	N
RP* - Regional priority, WC* - Work category, FAR* - Funding Assistance Rate											

	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2018/19 TCFA (\$000)	2019/20 TCFA (\$000)	2020/21 TCFA (\$000)	Funding priority	Funding source
State highway improvements › Northland › NZTA (Northland)											
SH1 Akerama Curves Realign & PL	Implementation		MMM	324	100	5,724.9	483.1	0.0	0.0	Committed	N
SH1 Akerama Curves Realign & PL	Property		MMM	331	100	524.1	177.5	0.0	0.0	Committed	NR
SH1 Corridor Improvements - Whangarei	Construction		HMM	324	100	53,341.3	12,117.6	4,576.0	0.0	Committed	N
SH12 Dakers Culvert Flooding Mitigation	Implementation		HHH	357	100	437.5	60.3	0.0	0.0	Committed	N
SH12 Matakohē Bridges	Property		HML	324	100	2,696.5	21.6	15.4	0.0	Committed	N
SH12 Opononi Foreshore Resilience Improvement	Construction		HHH	357	100	3,286.4	3,282.6	0.0	0.0	Committed	N
SH12 Rotu Culvert Flooding Mitigation	Implementation		HHH	357	100	683.2	106.2	0.0	0.0	Committed	N
SH1N - Brynderwyn North Safe System Project	Construction	2	HMH	324	100	20,254.6	35.5	0.0	0.0	Committed	N
SH1N Callaghan Rd	Implementation		HHH	357	100	581.2	546.2	0.0	0.0	Committed	N
Subtotal for State highway improvements › Northland › NZTA (Northland) › Committed						95,851.5	17,830.6	4,591.4	0.0		
Low cost / low risk improvements 2018-21	State Highways	0	—	341	100	6,739.0	2,907.4	1,896.4	1,935.1	Approved	N
Subtotal for State highway improvements › Northland › NZTA (Northland) › Approved						6,739.0	2,907.4	1,896.4	1,935.1		
NTH LED Replacement Programme	Implementation	5	M_H	324	100	8,721.0	0.0	0.0	8,721.0	Probable	N
SH1N/Tauroa St I/S Improvement	Detailed Business Case		H_H	324	100	40.0	40.0	0.0	0.0	Probable	N
SH1N/Tauroa St I/S Improvement	Pre-implementation*		H_H	324	100	80.9	40.3	40.6	0.0	Probable	N
SH1N/Tauroa St I/S Improvement	Construction		H_H	324	100	1,388.2	0.0	0.0	1,388.2	Probable	N
Subtotal for State highway improvements › Northland › NZTA (Northland) › Probable						10,230.1	80.3	40.6	10,109.2		
Total for State highway improvements › Northland › NZTA (Northland)						112,820.6	20,818.3	6,528.4	12,044.3		
RP* - Regional priority, WC* - Work category, FAR* - Funding Assistance Rate											

	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2018/19 TCFA (\$000)	2019/20 TCFA (\$000)	2020/21 TCFA (\$000)	Funding priority	Funding source
Promotion of road safety and demand management › Northland › NZTA (Northland)											
Road Safety Promotion 2018-21	Implementation	3	HL	432	100	307.8	102.6	102.6	102.6	Approved	N
Subtotal for Promotion of road safety and demand management › Northland › NZTA (Northland) › Approved						307.8	102.6	102.6	102.6		
Total for Promotion of road safety and demand management › Northland › NZTA (Northland)						307.8	102.6	102.6	102.6		
State highway maintenance › Northland › NZTA (Northland)											
EW Additional slip at Twin Bridges SH15	Construction		___	141	100	295.7	295.7	0.0	0.0	Approved	N
EW Pakia Hill SH 12 Omapere	Construction		___	141	100	1,105.8	60.1	0.0	0.0	Approved	N
EW SH11 Lemons Hill Slip Repair	Construction		___	141	100	4,337.6	277.3	0.0	0.0	Approved	N
Maintenance Operations and Renewals Programme 2018-21	State Highways		MM	0	0	75,403.8	26,528.1	25,579.3	23,296.4	Approved	N
Subtotal for State highway maintenance › Northland › NZTA (Northland) › Approved						81,142.9	27,161.2	25,579.3	23,296.4		
Total for State highway maintenance › Northland › NZTA (Northland)						81,142.9	27,161.2	25,579.3	23,296.4		
External funding › Northland › NZTA (Northland)											
Integrated Northland Cycle Plan	Detailed Business Case		H_L	452	100	263.2	263.2	0.0	0.0	Approved	N
Northland Passing and Overtaking Opportunities	Detailed Business Case		H_M	324	100	631.6	631.6	0.0	0.0	Approved	N
Northland Rest Area Strategy	Detailed Business Case	1	M_L*	324	100	526.3	526.3	0.0	0.0	Approved	N
Northland Township Plans	Detailed Business Case		H_M	324	100	1,894.8	1,894.8	0.0	0.0	Approved	N
PGF Programme Office	Detailed Business Case		M_L	324	100	1,000.0	1,000.0	0.0	0.0	Approved	N
SH10 Waipapa Corridor Improvements	Pre-implementation*	0	MM*M	324	100	513.0	513.0	0.0	0.0	Approved	N
SH10 Waipapa Corridor Improvements	Implementation	0	MM*M	324	100	7,182.0	0.0	7,182.0	0.0	Approved	N
RP* - Regional priority, WC* - Work category, FAR* - Funding Assistance Rate											

	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2018/19 TCFA (\$000)	2019/20 TCFA (\$000)	2020/21 TCFA (\$000)	Funding priority	Funding source
External funding › Northland › NZTA (Northland)											
SH10 Waipapa Corridor Improvements	Property		MM*M	324	100	1,539.0	51.3	1,231.2	256.5	Approved	N
SH11 Kawakawa to SH10	Detailed Business Case		H_L	324	100	1,500.0	1,500.0	0.0	0.0	Approved	N
SH12 Rawene to Waipoua	Detailed Business Case		M_L*	324	100	400.0	400.0	0.0	0.0	Approved	N
Twin Coast Discovery Route Wayfinding si	Detailed Business Case	5	M_L*	324	100	105.3	105.3	0.0	0.0	Approved	N
Subtotal for External funding › Northland › NZTA (Northland) › Approved						15,555.2	6,885.5	8,413.2	256.5		
SH11 Kawakawa to SH10	Implementation	3	H_L	324	100	54,684.8	0.0	0.0	54,684.8	Probable	N
SH11 Kawakawa to SH10	Pre-implementation*	3	H_L	324	100	3,185.3	0.0	1,573.3	1,612.0	Probable	N
SH11 Kawakawa to SH10	Property	3	H_L	324	100	2,052.0	0.0	2,052.0	0.0	Probable	N
SH12 Rawene to Waipoua	Implementation		M_L*	324	100	3,871.6	0.0	0.0	3,871.6	Probable	N
SH12 Rawene to Waipoua	Pre-implementation*		M_L*	324	100	239.3	0.0	118.2	121.1	Probable	N
Subtotal for External funding › Northland › NZTA (Northland) › Probable						64,033.0	0.0	3,743.5	60,289.5		
Total for External funding › Northland › NZTA (Northland)						79,588.2	6,885.5	12,156.7	60,546.0		
RP* - Regional priority, WC* - Work category, FAR* - Funding Assistance Rate											

TITLE: Northland Regional Road Safety Update

ID: A1177175

From: Ian Crayton-Brown, Transport Projects Officer

Executive summary/Whakarāpopototanga

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

Recommendation

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

Background/Tuhinga

Regional road safety progress reports are tabled at each Regional Transport Committee (RTC) meeting. Previously, these shared reports; including input from the Northland Road Policing Manager, provided an overview of the progress made on both the strategic and programme outcomes for the Northland region.

Inspector Wayne Ewers will provide a PowerPoint presentation to the RTC detailing activity and Road Policing interventions including a joint Easter road safety campaign targeting a 'Crash Free Easter'.

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

This change included reporting on planning, engineering, infrastructure design and construction undertaken by the relevant road controlling authorities to address identified high-risk roads, safe roads and roadsides, safe speeds, safe vehicles, safe road use and high-risk intersections.

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

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

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


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

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

Northland Strategy will support the NZTA 'Safer Journeys for Motorcycling on New Zealand Roads' and the Motorcycle Safety Advisory Council (MSAC) 'Making Roads Motorcycle Friendly' advice document.

Attachments/Ngā tapirihanga

Attachment 1: Northland Region Road Safety Strategy 2018 [↓](#) 

Attachment 2: Progress Monitoring Northland Road Safety Action Plan 2018/19 [↓](#) 

Authorised by Group Manager

Name: Chris Powell
Title: Transport Manager
Date: 26 March 2019

Northland Region

Road Safety Strategy 2018



“A safe Northland road system increasingly free of death and serious injury”

The Stats ...

Northland Roads
2014 - 2018

143
DEATHS

739
SERIOUS CASUALTIES

3

TYPES OF HIGH RISK CRASHES ACCOUNT FOR
82%

OF ALL FATAL AND SERIOUS CASUALTIES

54% 11% 17%



RUN OFF INTERSECTION HEAD ON

VULNERABLE ROADS USERS ARE

26%

OF ALL DEATHS AND SERIOUS CASUALTIES

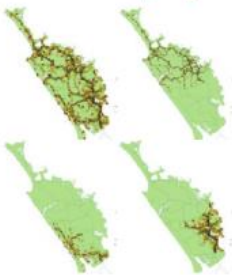
16% 2% 8%



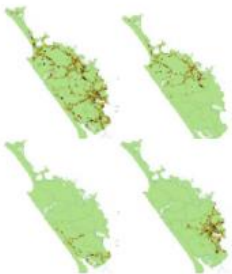
MOTORCYCLISTS CYCLIST PEDESTRIANS

Our Strategy ...

Reduce the risk and impact of
crashes on people



FOCUS ON HIGH RISK RURAL ROADS



FOCUS ON BEND LOSS OF CONTROL IN WET



FOCUS ON HIGH RISK RURAL INTERSECTIONS

Our Action Plan ...

Building and improving roads and roadsides
to reduce the risk and impact of crashes

- Ongoing monitoring of road surface and treatments e.g. Skid Resistance programme
- Ongoing review and improvements to road signage
- Asset maintenance and renewals
- Pavement markings, including Audio Tactile Profile Markings
- Safety to be a key focus in all Capital investment - new projects and minor efficiency, safety and resilience investment
- Investment in roadside protection/hazard removal
- Rural Intersection Activated Warning Signs (RIAWS) intersection technology



Setting the right speed for each part of
the Northland Roading Network

Inappropriate speed resulted in

30% of all reported and serious
crashes

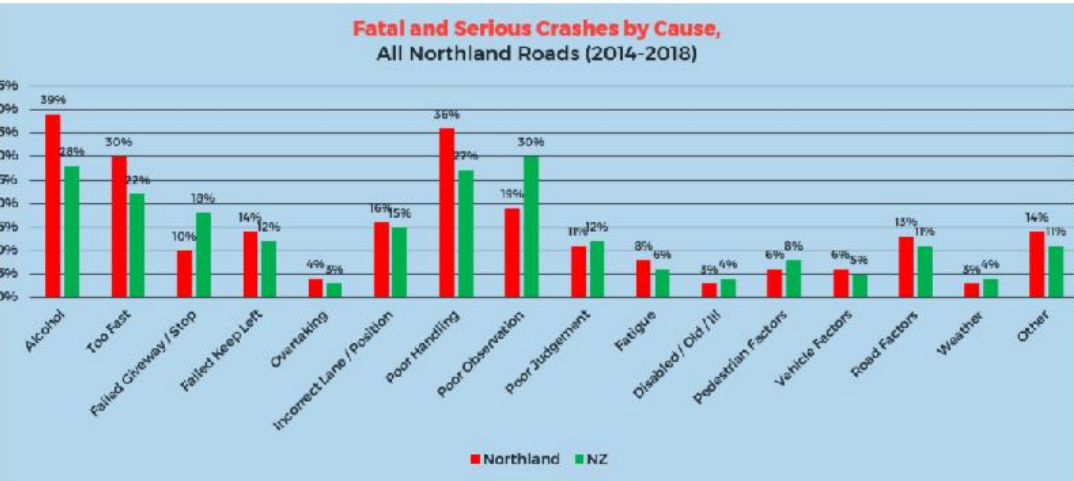
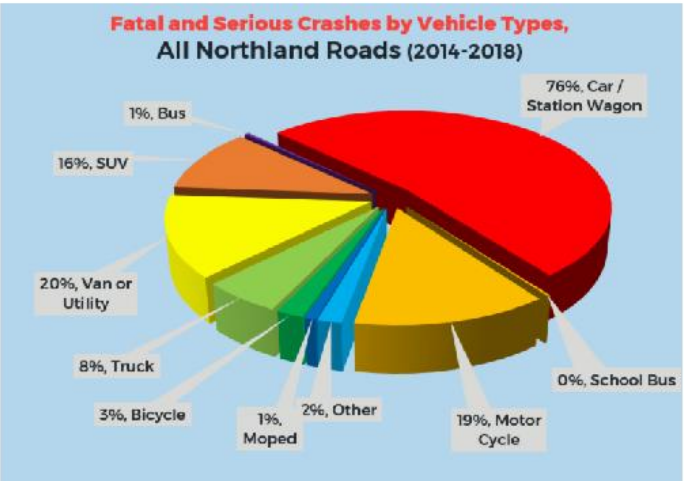
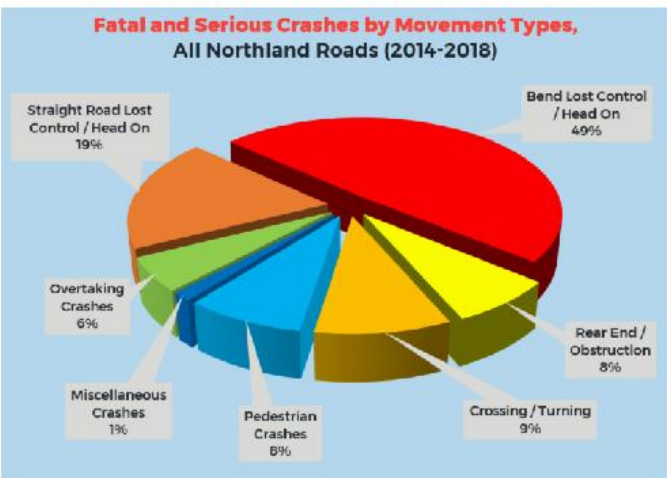
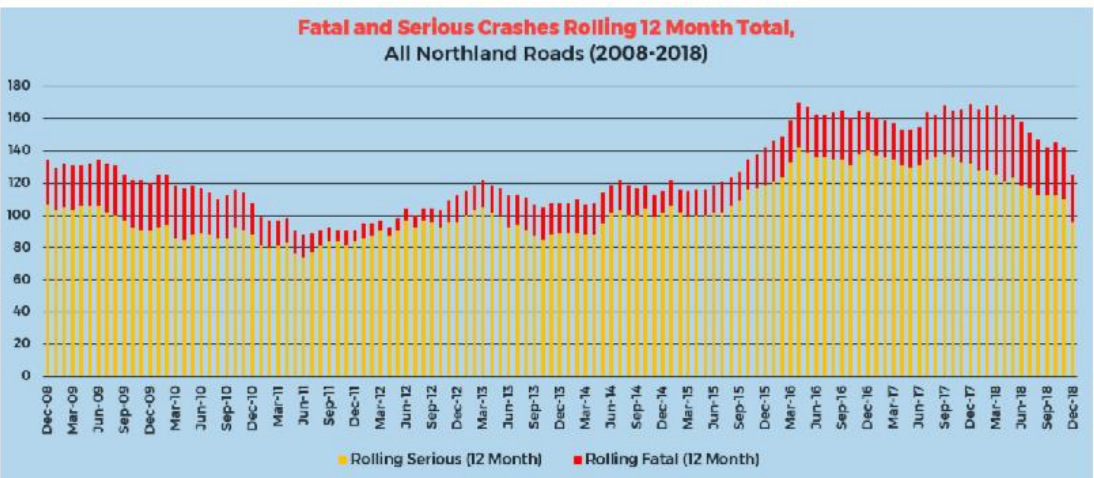
Speed is a contributor to crash severity



INVESTMENT IN ROADSIDE PROTECTION / HAZARD REMOVAL

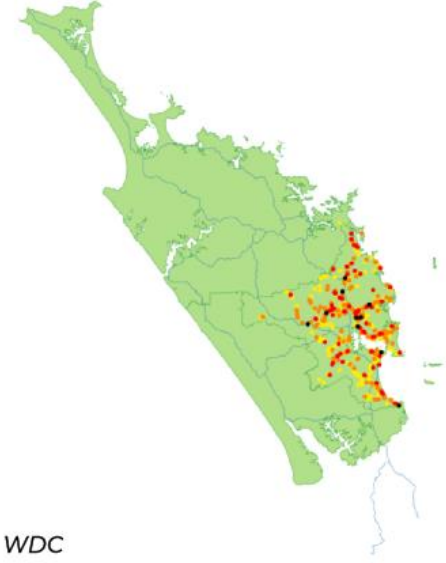
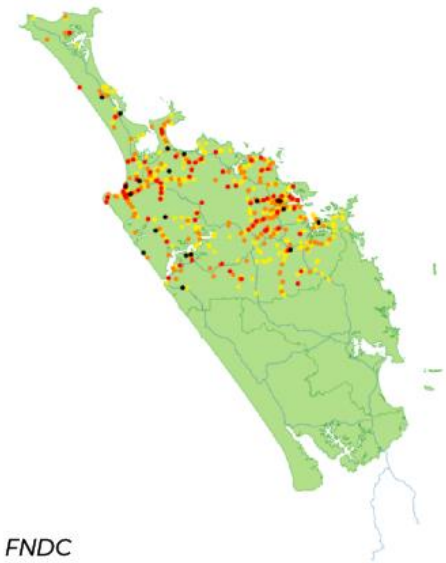
13% Resulted in the vehicle going
over a bank, cliff or into
water/river

16% Of run off road type fatal and serious
injury crashes resulted in hitting a
roadside hazard (tree, post/pole, sign)

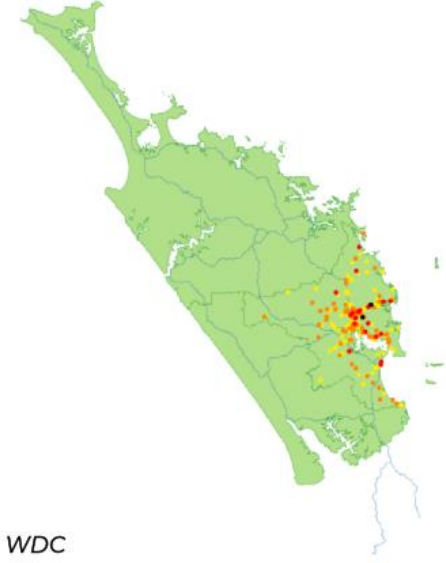
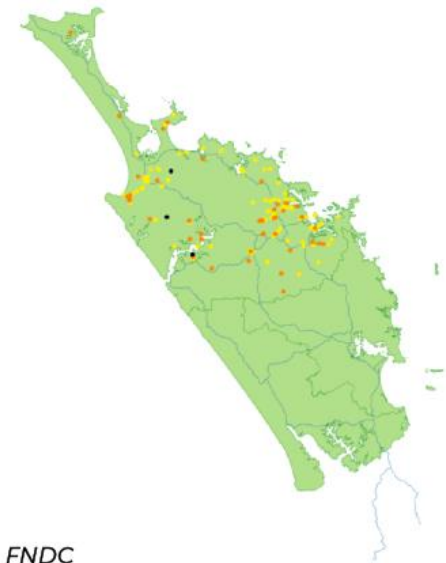


Northland Regional Summary over the last 5 years (2014 to 2018)	
143 Fatalities and 739 Serious Injuries Total	
28 Fatalities and 147 Serious Injuries on average per year	
\$231.112 Million in Social Costs Per Annum due to the Fatalities and Serious Injuries on Northland Roads (2017 Costs)	

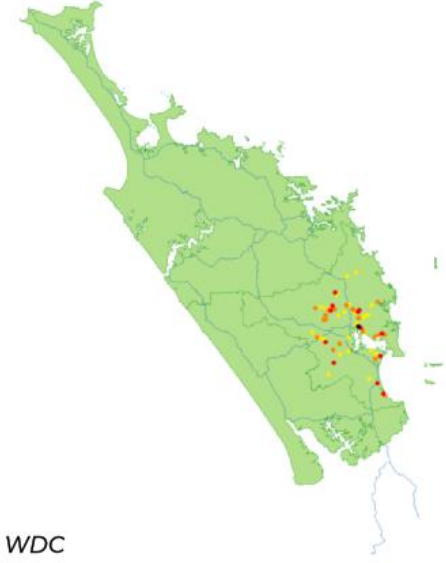
High Risk Rural Roads



Bend Loss of Control in Wet

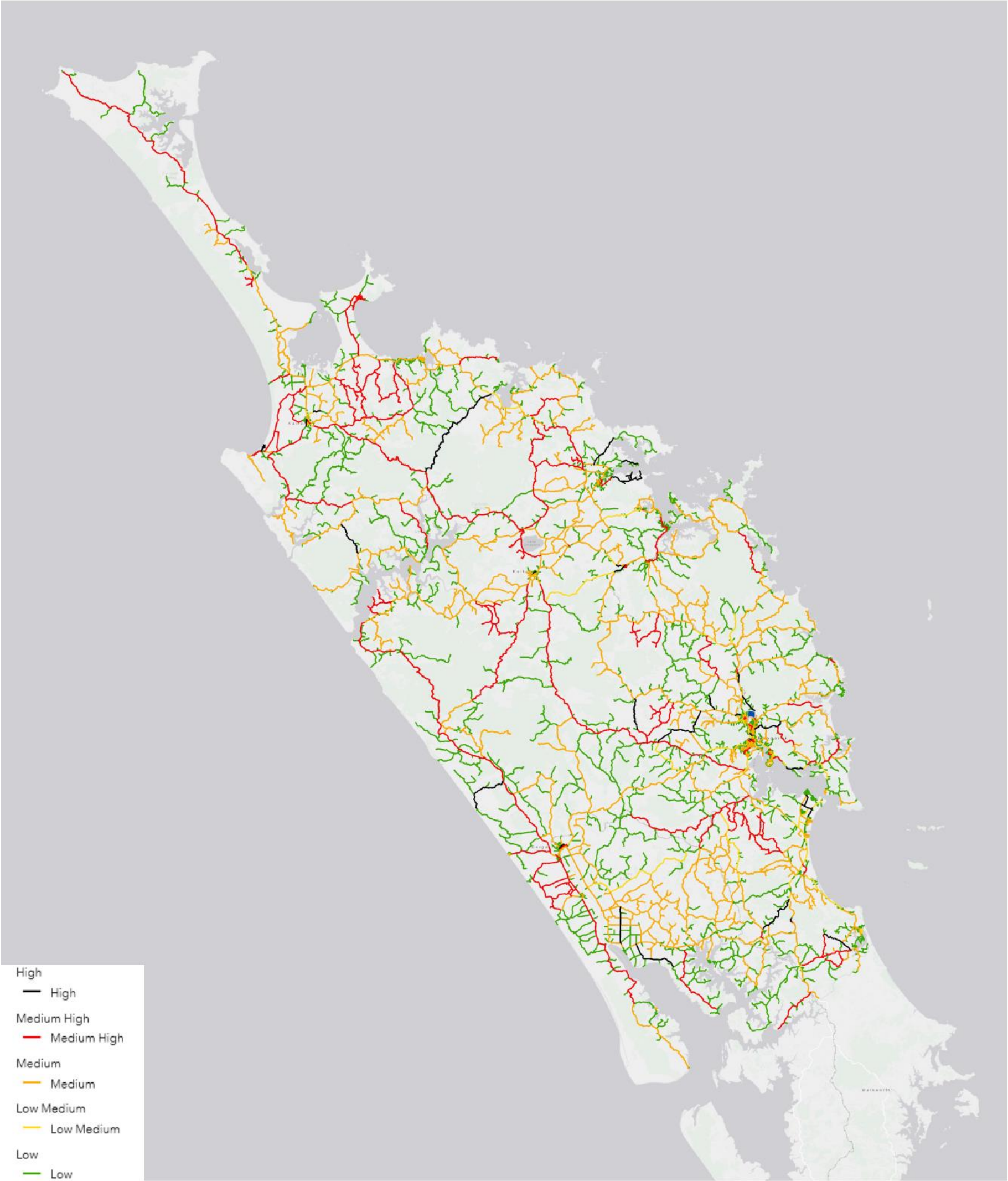


High Risk Rural Intersections



Personal Risk

Personal risk =
$$\frac{\text{Fatal crashes + serious crashes}}{(\text{length of road in km} \times \text{number of years of data} \times 365 \text{ days} \times \text{AADT}) / 10^5}$$



Source: Aggregated Corridors, Personal Risk, Northland Transport Alliance Risk Mapping (2018 data)

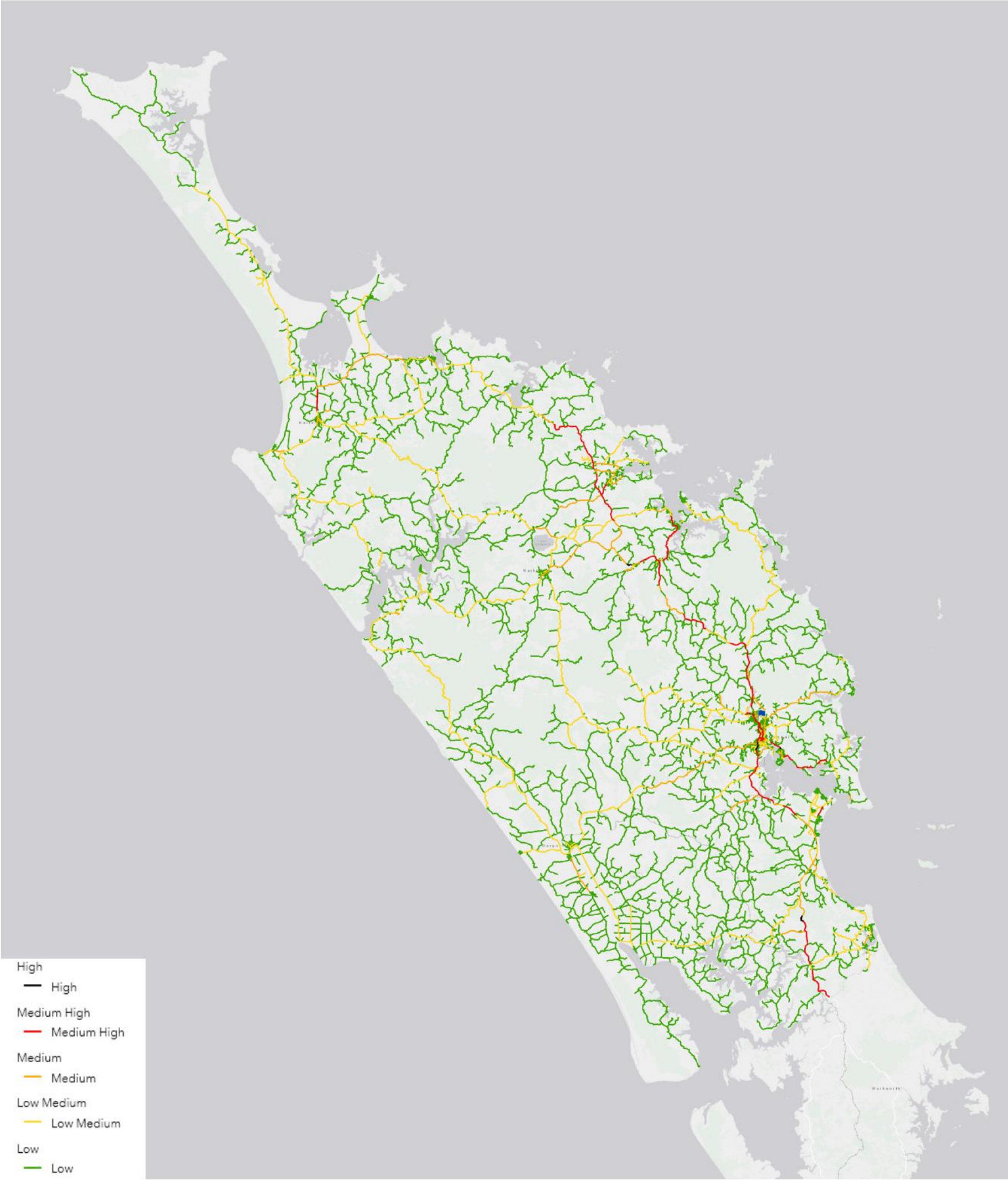
Personal Risk

$$\text{Personal risk} = \frac{\text{Fatal crashes} + \text{serious crashes}}{(\text{length of road in km} \times \text{number of years of data} \times 365 \text{ days} \times \text{AADT}) / 10^8}$$

High			Medium High		
• SH1N	Turntable Hill (Moerewa)	NZTA	• SH1N	Cape Reinga to Pukenui	NZTA
• SH1N	Brynderwyns South Side	NZTA	• SH1N	Kaitaia to Okaihau	NZTA
• Davis Strongman Place		FNDC	• SH1N	Brynderwyns South Side	NZTA
• De Merle Street	Hongi St to Park Rd	FNDC	• SH10	Waipapa to McGee Road	NZTA
• Iwitaia Road	SH1N to Otangaroa Rd	FNDC	• SH11	Kawakawa to Paihia	NZTA
• Kakapo Road		FNDC	• SH12	Opononi to Dargaville	NZTA
• Kerikeri Inlet Road	Reinga Rd to End	FNDC	• SH15	Kaikohe to Otaika	NZTA
• Opito Bay Road	Rangitane Rd to Pukewhau Rd	FNDC	• Awaroa Road	Haumanga Rd to Pawarenga Rd	FNDC
• Otangaroa Road	Iwitaia Rd to SH10	FNDC	• Bonnett Road	Kaitaia to Gill Rd	FNDC
• Otiria Road	Pembroke St to Ngapipito Rd	FNDC	• Commerce Street	South Rd to North Rd	FNDC
• Oturu Road	Donald Rd to Quarry Rd	FNDC	• Duncan Road	SH10 to Fairburn Rd	FNDC
• Pukepoto Road	Commerce St to Redan Rd	FNDC	• Fairburn Road	SH1N to Wells Rd	FNDC
• Purerua Road	Kapiro Rd to Hewitt Rd	FNDC	• Foreshore Road	Takahe Rd to Wharo Way	FNDC
• Runaruna Road	Pawarenga Rd to West Coast Rd	FNDC	• Inland Road	SH10 to Whatuwhiwhi	FNDC
• Takahe Road		FNDC	• Kaitaia-Awaroa Road	Kaitaia to Haumanga Rd	FNDC
• Dunn Road	Rehia Rd to SH12	KDC	• Kerikeri Inlet Road	Cobham Rd to Reinga Rd	FNDC
• Gorge Road	District Bdy to Golden Stairs Rd	KDC	• Koutu Loop Road	SH12 to SH12	FNDC
• Omamari Road	SH12 to Omamari Beach Road	KDC	• Mataraua Road	SH12 to Kaikohe Rd	FNDC
• Ranfurly Street	Hokianga Rd to end	KDC	• Ness Road	Waipapa West to end	FNDC
• Tara Road	Brown Rd to Moir St	KDC	• Oruru Road	SH10 to Honeymoon Valley Rd	FNDC
• Te Kowhai Road	SH12 to Summer Road	KDC	• Otua Road	SH12 to Wahrepunga Rd	FNDC
• George Street	King St to SH1N	WDC	• Paranui Road	Oruru Road to Taylor Rd	FNDC
• King Street	Valley Rd to George St	WDC	• Parapara Road	SH10 to Taumata Road	FNDC
• Kokopu Road	Pipiwai Rd to SH15	WDC	• Pungaere Road	SH10 to Waiare Road	FNDC
• Pipiwai Road	Rail O/Br to Dip Rd	WDC	• Peria Road	Wells Rd to Honeymoon Valley Rd	FNDC
• Matarau Road	Pipiwai to Rushbrook Rd	WDC	• Taupō Bay Road	SH10 to Taupō Bay	FNDC
• Manse Street	Mill Rd to SH1N	WDC	• Waiare Road	SH1N to SH10	FNDC
• McEwan Road	One Tree Point Rd to Marsden Point Rd	WDC	• West Coast Road	SH1N to Waipapakauri Ramp	FNDC
• Rust Avenue	Bank St to Selwyn Ave	WDC	• Whalers Road	SH1N to end	FNDC
• Saleyards Road (N)	SH1N to Vinegar Hill Rd	WDC	• Baylys Coast Road	SH12 to Baylys Beach	KDC
• Selwyn Avenue	Rust Ave to SH1N	WDC	• Brown Road	Tara Rd to Kai.-Mang. Rd	KDC
• Marsden Point Road	Sime Rd to SH15	WDC	• Gorge Road	Woodland Rd to SH12	KDC
• Vinegar Hill Road	Balmoral Rd to Saleyards Rd	WDC	• Kaiwaka-Mangawhai Rd	Kaiwaka to Mangawhai	KDC
• Waipu Gorge Road	SH1N to District Bdy	WDC	• Mount Wesley Coast Rd	Poutō Rd to Mahuta Rd	KDC
• Whangarei Heads Rd	Waikaraka to Parua Bay	WDC	• Notorious West Road	Poutō Rd to Mahuta Rd	KDC
• Whareora Road	Waiatawa Rd to Harris Rd	WDC	• Omana Road		KDC
• Wright Road	Pipiwai Rd to McCardle Rd	WDC	• Oruawharo Road	SH1N to end	KDC
			• Pouto Road	Dargaville to Kellys Bay Rd	KDC
			• Redhill Road	Stallworthy Rd to Mahuta Rd	KDC
			• Tinopai Road	Matakohe to Tinopai	KDC
			• Central Avenue		WDC
			• Corks Road	Paramount Pde to Kiripaka Rd	WDC
			• Hukerenui Road	SH1N to Jordan Valley Rd	WDC
			• Jack Street	Miro St to Cairnfield Rd	WDC
			• Jordan Valley Road	Hukerenui Rd to Rushbrook Rd	WDC
			• Keyte Street		WDC
			• Mangapai Road		WDC
			• Matapouri Road	Pullman Ln to Clements Rd	WDC
			• Mount Tiger Road		WDC
			• Nova Scotia Drive		WDC
			• Ngunguru Ford Road		WDC
			• Pataua South Road		WDC
			• Rathbone Street		WDC
			• Russell Road	Rawhiti Rd to Oakura Rd	WDC
			• Waiotira Road		WDC
			• Whangarei Heads Rd	Beach Rd to Waikaraka	WDC

Collective Risk

Collective risk =
$$\frac{(\text{fatal crashes} + \text{serious crashes}) / \text{number of years of data}}{\text{Length of road section}}$$



Source: Aggregated Corridors, Collective Risk; Northland Transport Alliance Risk Mapping (2018 data)

Collective Risk

Collective risk =
$$\frac{(\text{fatal crashes} + \text{serious crashes}) / \text{number of years of data}}{\text{Length of road section}}$$

High

• SH1N	Turntable Hill (Moerewa)	NZTA
• SH1N (Otaika Rd)	Maunu to Murdoch	NZTA
• SH1N	Brynderwyns South Side	NZTA
• Onerahi Road	Waimahanga to Montgomery	WDC

Medium High

• SH1N	Awanui to Kaitaia	NZTA
• SH1N	Moerewa to Waiomio	NZTA
• SH1N	Ruapekapeka to Rusk	NZTA
• SH1N	Waiotu Block to Springs Flat	NZTA
• SH1N	Puna Rere to Maunu Road	NZTA
• SH1N	Murdoch to Flyger Road	NZTA
• SH1N	Brynderwyn South to District Bdy	NZTA
• SH10	Puketona to McGee Road	NZTA
• SH11	Kawakawa to Paihia	NZTA
• Kerikeri Road	SH10 to Hall Road	FNDC
• Bank Street	Kamo Rd to Walton St	WDC
• Dent Street	Walton St to Bank St	WDC
• Kamo Road	Pipiwai Rd to Bank St	WDC
• Marsden Point Road	Sime Rd to SH15	WDC
• Pipiwai Road	Rail O/Br to Dip Rd	WDC
• Riverside Drive	Tanekaha Dr to Onerahi Rd	WDC
• Rust Avenue	Bank St to Selwyn Ave	WDC
• Selwyn Avenue	Rust Ave to SH1N	WDC
• Walton Street	Dent St to Water St	WDC
• Whangarei Heads Rd	Beach Rd to Waikaraka	WDC
• Whangarei Heads Rd	Waikaraka to Parua Bay	WDC
• Whangarei Heads Rd	Crisp Rd to Turiapua Ln	WDC

Progress Monitoring

NORTHLAND Road Safety Action Plan 2018/19



	Safe System Theme	Interventions by Response		Expected Outcomes	Measure of Success	Progress	Delivery	Outcome/ Achieved
		Action	Response					
Extra Focus	High Risk Rural Roads	Identify the 2 highest (high risk) rural road sections across each Northland district. Identify the 2 highest (high risk) rural intersections across each Northland district.	Investigate and deliver improved safety through infrastructure improvements targeting high risk. Develop and implement a programme of lower cost safety improvements such as rumble strips, wide centrelines and paint treatments on high risk local rural roads. Targeted Police deployment to high risk rural locations as identified.	Pro-active network route improvement programmes to achieve safer roads and roadsides.	Reduction of loss of control on bends crashes and open road crashes by 5% (from xx%), contributing to a reduction in overall DSI. Reducing the number of high risk intersections in Northland.		<ul style="list-style-type: none"> Targeted & evidence driven Improvement programmes Police tasking Intersection Campaign – urban and rural 	
	Alcohol	Identify high risk locations with alcohol/drug related crashes per Northland District.	Targeted CBT operations and drug impairment testing activities. Work with affected communities through community based programmes.	Community culture of reduced tolerance of driving while impaired. Reduced alcohol related crash results at identified high risk locations.	Reduction in alcohol related crashes by 5% (from xx%), contributing to a reduction in overall DSI.		<ul style="list-style-type: none"> Targeted & evidence driven Police tasking Targeted community interventions 	
	Motorcycles	Identification of high risk motorcycle routes. Improve availability of motorcycle training.	Apply proven countermeasures as recommended by "Safer Journeys for Motorcycling" (December 2016) guidance. Motorcyclists develop the necessary skills.	Treatments recommended in the Safer Journeys for Motorcycling guide are increasingly applied to high-risk motorcycling routes.	Reduced number of motorcyclist deaths and serious injuries. Reduced severity of injuries (as measured by ACC claims data). Increased uptake of training.		<ul style="list-style-type: none"> National focus opportunities(ACC) Spring Campaign and Gear competition to increase rider training uptake 	
	Speed	Introduce best-practice speed management across Northland based around the road and risk. Identify high risk locations of loss of control on bends crashes across the Northland region.	Apply Speed Management Guide principles that prioritise high benefit areas that improve both safety and economic productivity. Implement a programme of countermeasures for identified locations.	Consistent approach to speed management practice based on identified risk. Reduced loss of control on bends crashes at identified high risk locations.	Reduction of speed related crashes, contributing to a reduction in overall DSI.		<ul style="list-style-type: none"> Targeted & evidence driven Network approach Engagement profile Local speed programme trial 	
	Young Drivers	Increase young driver education opportunities and uptake through targeted engagement.	Work with identified communities through community-based programmes to progress through to attaining their full licence.	Young drivers are better equipped both in maturity and experience when driving.	Reduction of young driver related crashes contributing to a reduction in overall DSI. Reduce the road fatality rate of our young People. Increased number of young drivers progressing through to attaining a full licence.		<ul style="list-style-type: none"> Targeted & evidence driven Improvement programmes Targeted community interventions Optimised partnerships 	
	Restraints	Build on the NZTA research and campaign to develop messaging appropriate to a Northland audience.	Work with police to align operational focus.	Northland communities are more aware of the crash risk of not wearing a seatbelt.	Reduced number of DSI non-seatbelt wearing crashes. Increased wearing rate.		<ul style="list-style-type: none"> Increased awareness to risk Targeted and aligned response 	

TITLE: Ministry of Transport Update

ID: A1176750

From: Chris Powell, Transport Manager

Executive summary/Whakarāpopototanga

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


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

Recommendation

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

Background/Tuhinga

Attachments/Ngā tapirihanga

Attachment 1: MOT Presentation to the RTC meeting - 3 April [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 27 March 2019

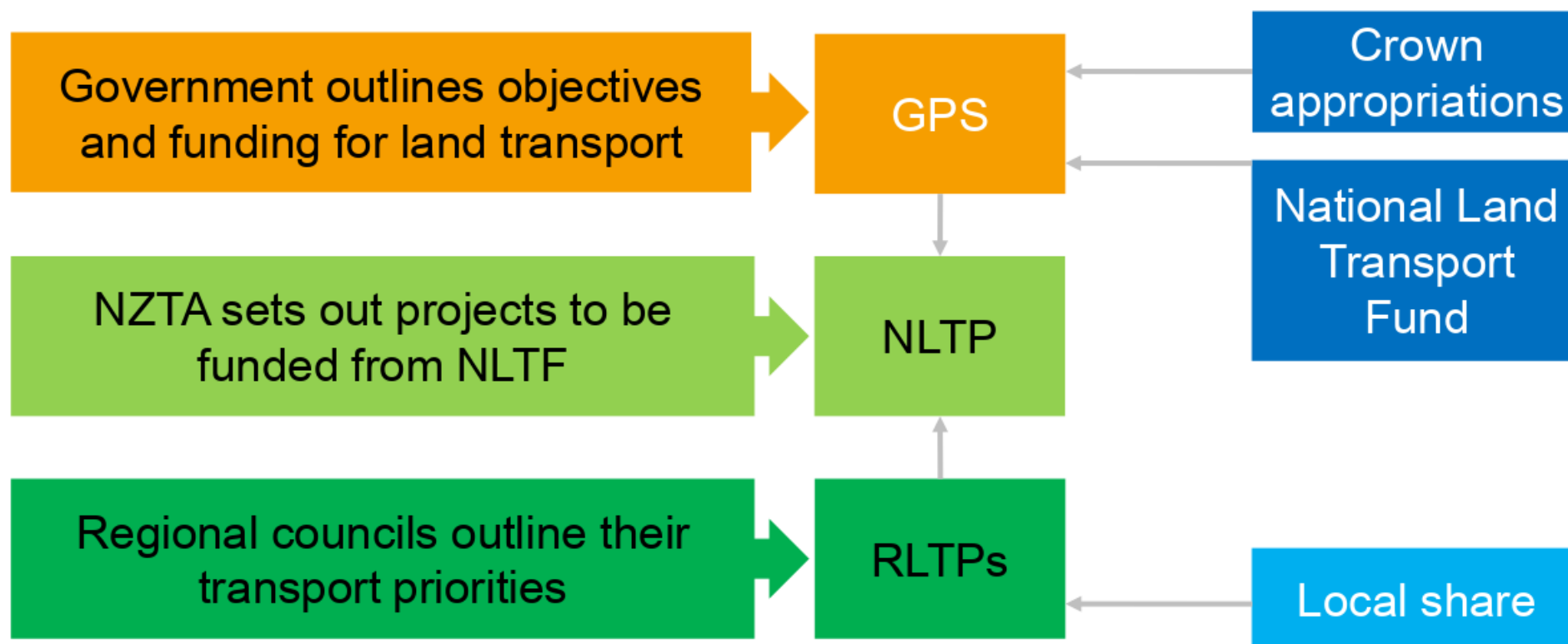


Presentation for Northland RTC

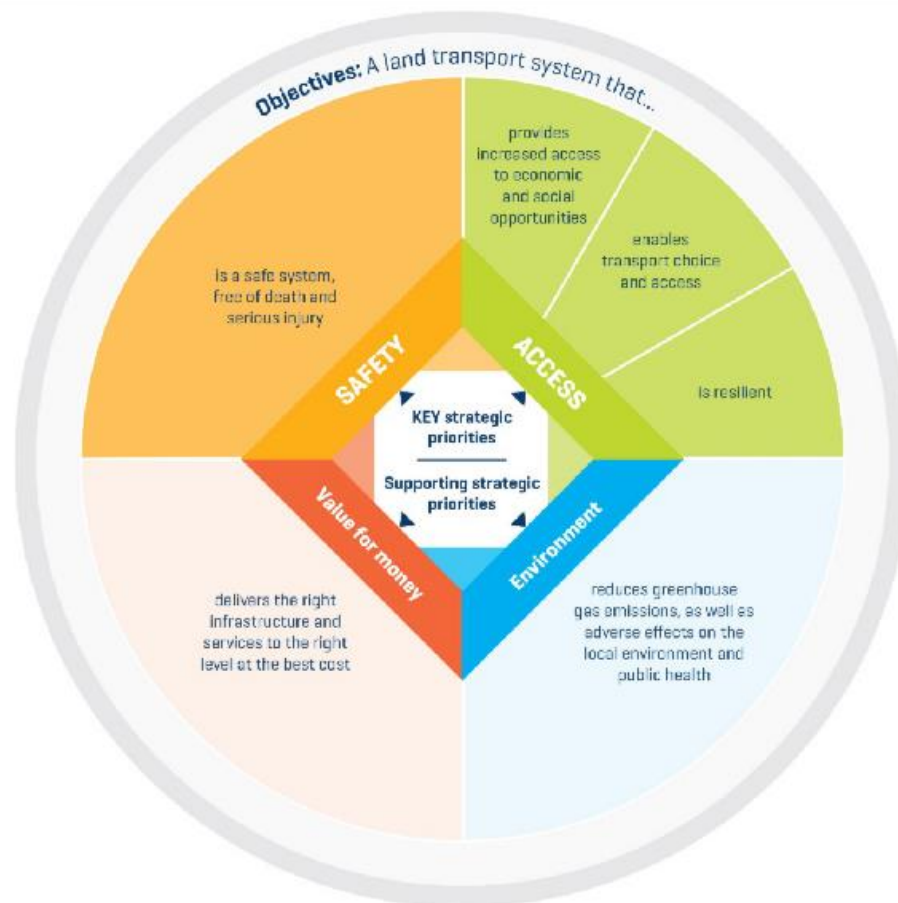
April 2019



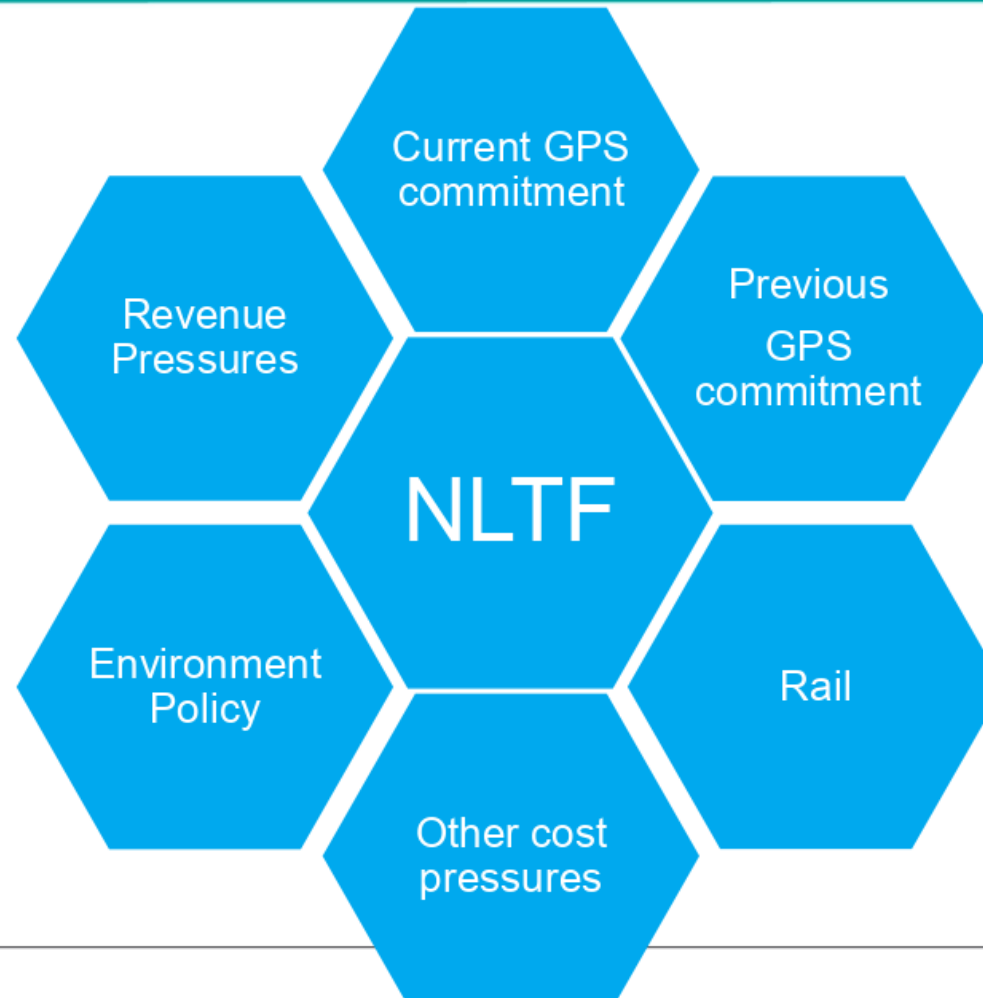
How the system works



GPS 2018 was ambitious



Greater ambition means greater calls on the NLTF

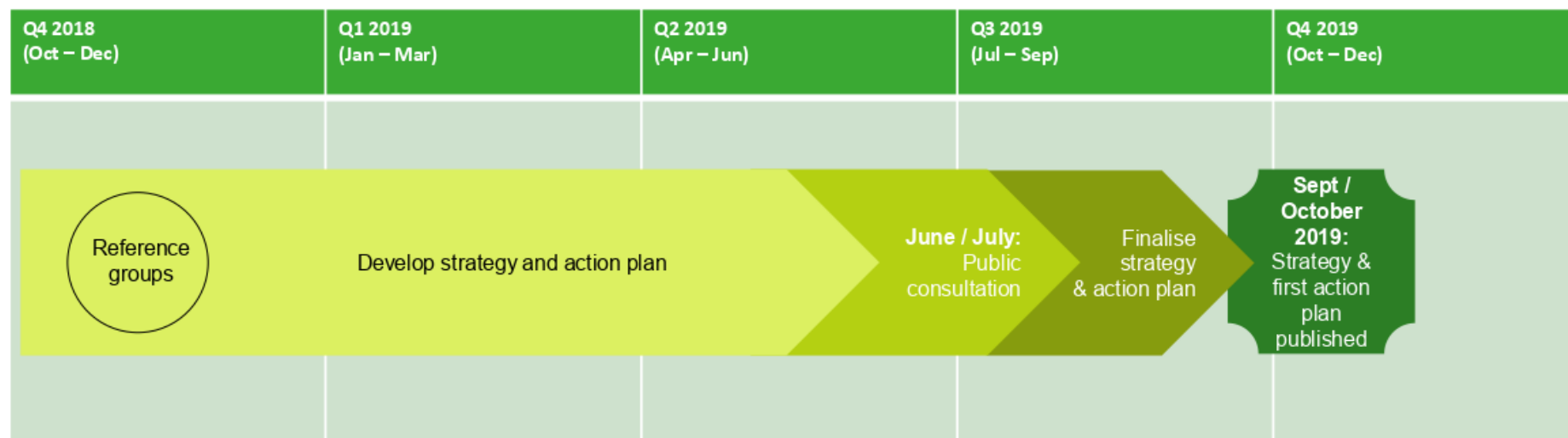


PGF is assisting investment in transport

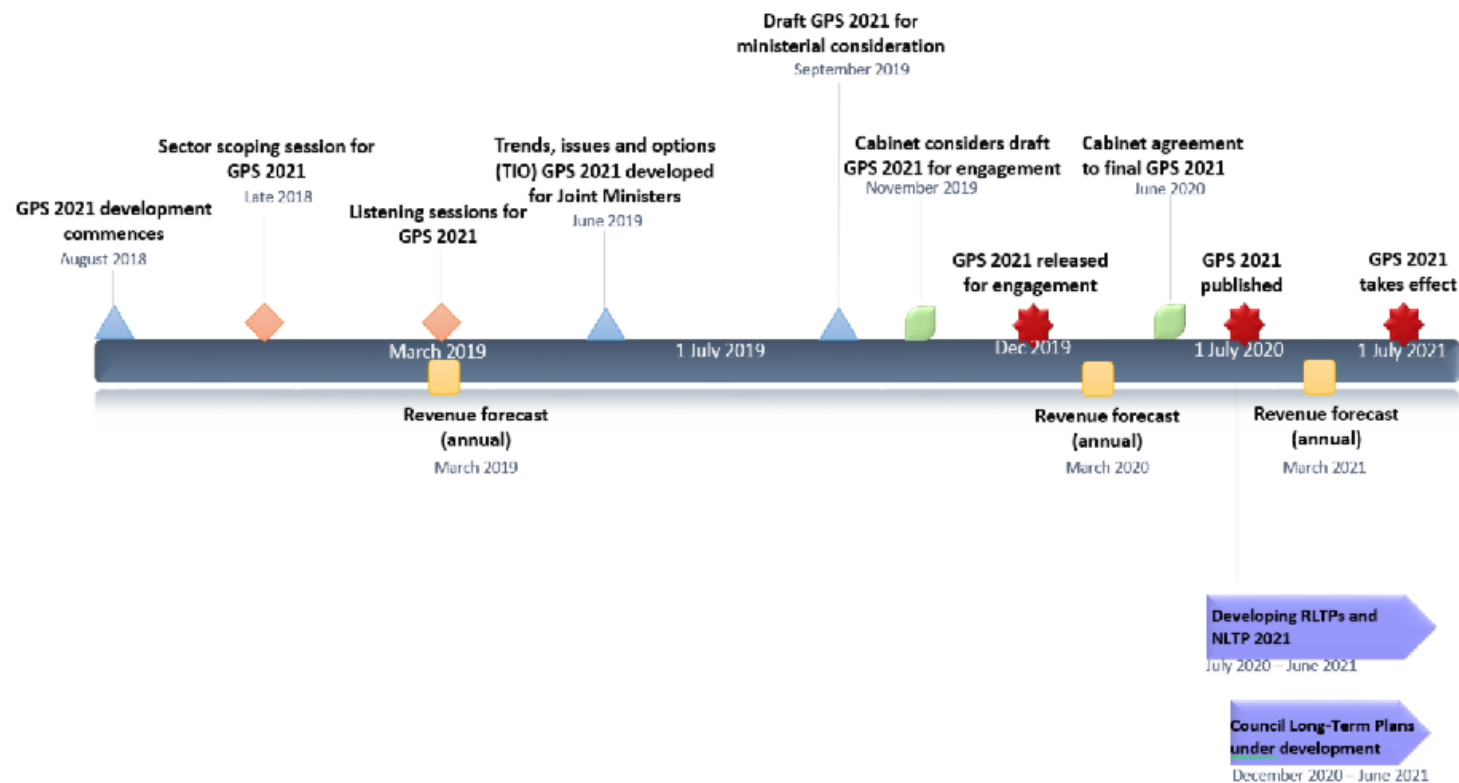




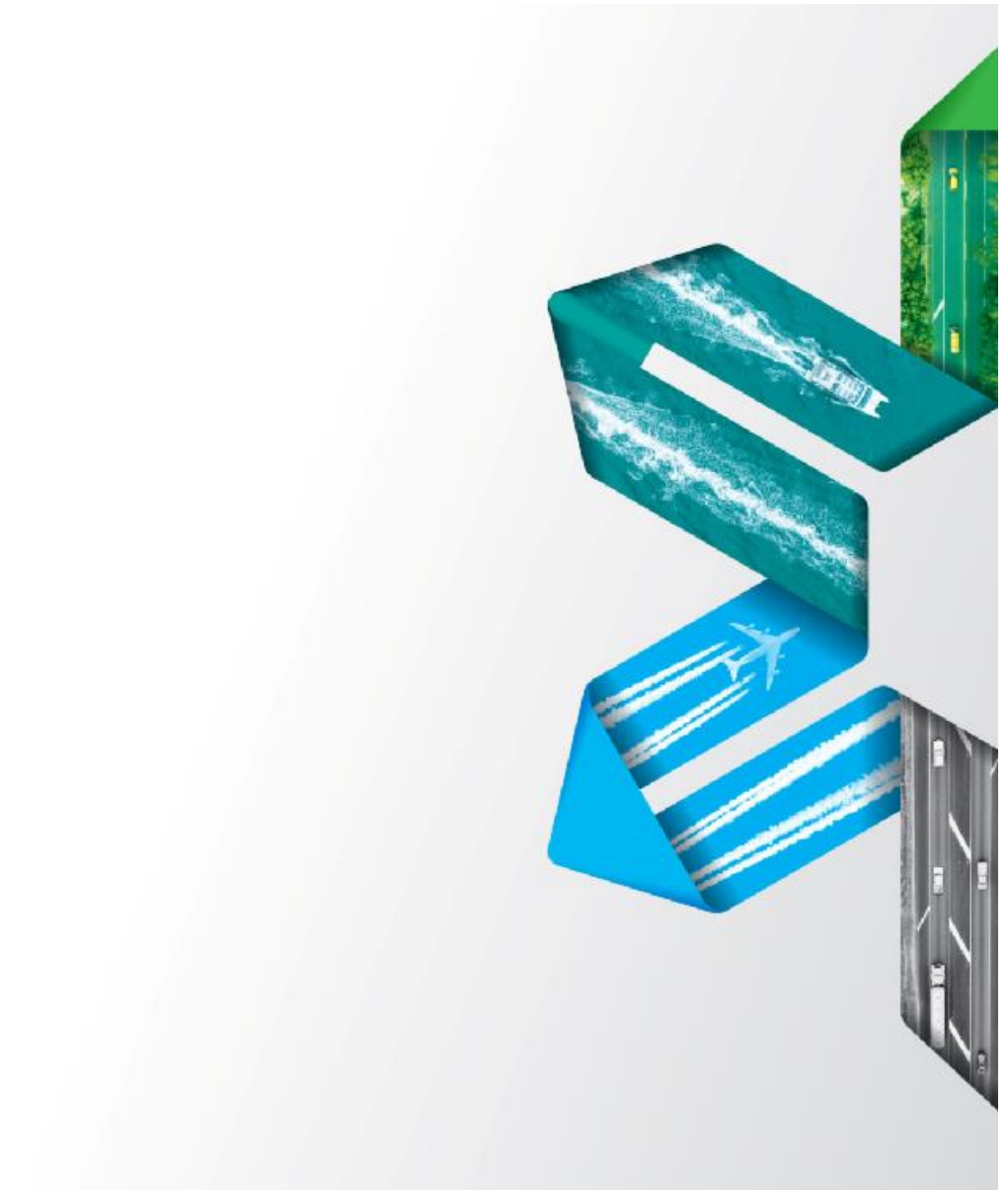
Development of the new safety strategy



GPS 2021 development timeline



Thank you



TITLE: Northland Regional Land Transport Plan 2015/21 - New Zealand Transport Agency - Northland SH Speed Management Guide Implementation

ID: A1177342

From: Chris Gasson, NZTA - System Design Manager (Inter-Regional Journeys)

Executive summary/Whakarāpopototanga

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

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

Recommendation

1. That the report 'Northland Regional Land Transport Plan 2015/21 - New Zealand Transport Agency - Northland SH Speed Management Guide Implementation' by Chris Gasson, NZTA - System Design Manager (Inter-Regional Journeys) and dated 25 March 2019, be received.
2. That the Regional Transport Committee notes the proposed change to the two existing activities in the RLTP to facilitate the SH1 Whangarei to Wellsford Safer Corridor Improvements.

Background/Tuhinga

1. Currently, there are two activities included in the RLTP, with a total estimated cost of \$13.88 million that incorporate part of the proposed SH1, Whangarei to Wellsford Safer Corridor Improvements. The two activities are:
 - a. SH1 – Brynderwyn to Te Hana (SRA), estimated cost \$3.08 million (current estimate in the RLTP); and
 - b. SH1 – Marsden to Waipu, estimated cost \$10.8 million (current estimate in the RLTP).
2. These two activities are broadly described as "Online safety improvements aimed at improving safety in the short term".
3. It is envisioned that the SH1 Whangarei to Wellsford Safer Corridor Improvements will incorporate the route between Whangarei (from Toetoe Road south of Whangarei to Wellsford). This is an extension to the previously mentioned two activities in the current RLTP.
4. The proposed improvements can be undertaken within the existing SH corridor. The improvements include:
 - Median barriers
 - Wide centreline
 - New edge barrier and maintaining all existing edge barriers

- Turn around facilities
- Widening of stock underpasses
- Minor retaining structures
- Incorporation of safety features (line marking, ATP, signage, lighting and the like)

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

Project	Phase	Anticipated Cost	Profile	Work Cat
SH1 Whangarei to Wellsford SNP	Pre-implementation	\$4 million	Very High,	324 (Road Improvements)
	Implementation	\$44 million	Low	
	Property	\$1 million	(Priority 1)	

6. This project is strongly aligned with the overarching safety objectives identified in the RLTP Regional Land Transport Strategy, Regional Priorities.
7. Previous RTC meetings (8 August 2018) received updates and an indication from the Transport Agency that progress was being made on the activity and subsequent discussion was likely.
8. The two existing activities in the RLTP (mentioned above), with a total estimated cost of \$13.88 million, will have their scope changed to facilitate this activity.
9. While there are increases in project length and estimated cost, the objectives and intention of the scope of work remains the same, to improve safety along the SH1 corridor through the implementation of online improvements.
10. While the cost change (from \$13.88 million to \$49 million) is substantial, the scope of the project is materially the same. Therefore, the Agency believes LTMA Section 18E applies in this case and RLTP variation is not required.

Attachments/Ngā tapirihanga

Nil

Authorised by Group Manager

Name: Chris Powell
Title: Transport Manager
Date: 27 March 2019

TITLE: Request to Vary the Northland Regional Land Transport Plan 2015/21 - New Zealand Transport Agency - Northland SH Speed Management Guide Implementation

ID: A1177732

From: Chris Gasson, NZTA - System Design Manager (Inter-Regional Journeys)

Executive summary/Whakarāpopototanga

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

The New Zealand Transport Agency (NZTA) have requested that the following project be included in the RLTP under the State Highway Improvements funding category: -

- Northland SH Speed Management Guide Implementation

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

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

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

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

Recommendation(s)

1. That the report 'Request to Vary the Northland Regional Land Transport Plan 2015/21 - New Zealand Transport Agency - Northland SH Speed Management Guide Implementation' by Chris Gasson, NZTA - System Design Manager (Inter-Regional Journeys) and dated 26 March 2019, be received.
2. That the Regional Transport Committee approves the request to vary the Regional Land Transport Plan 2015/21 as follows:
 - Include the Northland SH Speed Management Guide Implementation at an estimated cost of \$3,910,000.

Background/Tuhinga

Application to Vary the Northland Land Transport Plan 2015/21

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

This is a new project and therefore has not been included in the approved RLTP. NZTA has indicated that funding for this variation will be sought from Work Category 324 "Road Improvements" with

100% Funding Assistance Rate. Should this funding application be successful, it will have no financial impact on the RLTP at this time.

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

Activity	2018/19	2019/20	2020/21
Northland SH Speed Management Guide Implementation	\$1,060,026	\$1,508,538	\$1,341,436
Total of Request	\$1,060,026	\$1,508,538	\$1,341,436

Land Transport Management Act 2003

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

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

Section (3) relates to Auckland Transport only.

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

Significance Policy

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

- *Addition or removal of a prioritised activity with an approved allocation of more than \$7 million, irrespective of the source of funding;*
- *A scope change to a prioritised activity costing more than 10 percent of the approved allocation but not less than \$7 million, irrespective of the source of funding;*

- *A change in the priority of an activity with an approved allocation of more than \$7 million, irrespective of the source of funding; or*
 - *A change in the proportion of nationally distributed funding (N funding) allocated to a prioritised activity with an approved allocation of more than \$7 million.*
-

Considerations

1. Options

The variation to a Regional Land Transport Plan must be undertaken in accordance with the conditions of: -

- Section 18D of the Land Transport Management Act 2003;
- Section 106(2) of the Land Transport Management Amendments Act 2013; and
- Section 8.3 of the Northland Regional Land Transport Plan 2015/18.

The staff recommended option is as detailed above.

2. Significance and engagement

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

3. Policy, risk management and legislative compliance

The request to vary the RLTP is undertaken in accordance with the relevant requirements of the: -

- Land Transport Management Act 2003;
- Land Transport Management Amendments Act 2013; and
- Northland Regional Land Transport Plan 2015/18.

Further considerations

4. Community views

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

5. Māori impact statement

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



6. Financial implications

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

7. Implementation issues

There are no implementation issues recognised at this point.

Attachments/Ngā tapirihanga

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

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 27 March 2019



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25 March 2019

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

Dear Chris

VARIATION - NORTHLAND REGIONAL LAND TRANSPORT PLAN

The purpose of this letter is to seek a variation to the 2018 – 21 Auckland Regional Land Transport Plan (RLTP) under Section 18D (3) (a) of the Land Transport Management Act 2003.

The NZ Transport Agency requests that the Northland RLTP be varied to include the Northland SH Speed Management Guide Implementation activity.

BACKGROUND

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

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

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

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

The Speed Management Guide was not included in the Northland 2018–21 RLTP capital programme; it was initially designed to be part of a national safety programme "Safe Network Programme (SNP)". The SNP was endorsed by the NZTA Board at their November 2018 meeting. The December 2018 Board meeting reconfirmed the Board's commitment to the acceleration of the current speed management approach including the implementation of the Speed Management Guide. This endorsement from the

Board enables NZTA to now approach Regional Transport Committees (RTC) to seek inclusion of the implementation of the Speed Management Guide on the state highway in their RLTP.

Proposed Variation

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

Project	Phase	Anticipated Cost	Profile	Work Cat
Northland SH Speed Management Guide Implementation	Pre-implementation Implementation	\$3.91 million	Very High, Low (Priority 1)	324 (Road Improvements)

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

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

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

SH 1 Whangarei to Wellsford – Safer Corridor Improvements

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

- a. SH1 – Brynderwyn to Te Hana (SRA), estimated cost \$3.08 million (current estimate in the RLTP) and
- b. SH1 – Marsden to Waipu, estimated cost \$10.8 million (current estimate in the RLTP)

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

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

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

I trust this is sufficient information for you to progress the RLTP variation request for "Northland SH Speed Management Guide Implementation". We would appreciate you please placing the request in the RTC agenda for 3rd April meeting. However, if you do require any additional information, please don't hesitate to contact me at your earliest convenience.

Yours sincerely



Chris Gasson
System Design Manager – Inter-regional Journeys
System Design and Delivery

TITLE: Request to Endorse and Promote the Petition of Karen Dow

ID: A1176696

From: Chris Powell, Transport Manager

Executive summary/Whakarāpopototanga

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

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

Recommendation(s)

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

Background/Tuhinga

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

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

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

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

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

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

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

Considerations

1. Options

No.	Option	Advantages	Disadvantages
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1	Formally endorse the intent of the petition	Provide the police with the means to reduce the number of drug driving on the regions roads.	With no effective policing, the number of deaths and series injuries on the regions roads continues to rise.
2	Display the petition in council offices, libraries and other areas engaging with the public	Create awareness and encourage the public to support this initiative.	Low level of public awareness toward a serious and growing road safety problem.

The staff's recommended option is **Options 1 and 2**.

2. Significance and engagement

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

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

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

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

3. Policy, risk management and legislative compliance

None identified.

Further considerations

4. Community views

No community views are required.

5. Māori impact statement

There is no separate impact to Maori identified.

6. Financial implications

There are no financial implications identified.

7. Implementation issues

There are no implementation issues identified.

Attachments/Ngā tapirihanga

Attachment 1: Letter regarding the Petition of Karen Dow [!\[\]\(ccd39a0dc6d5afcc151e1371f9462f58_img.jpg\) !\[\]\(f49923b0c29f216bd29daa1e909082f0_img.jpg\)](#)

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 26 March 2019



Hon Dr Nick Smith
Member of Parliament for Nelson

28 FEB 2019

To Chairs of Regional Transport Committees

To Whom it May Concern

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

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

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

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

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

There are two ways your Council and/or Transport Committee could assist with this road safety petition. We would invite you to have the petition available for public signatures at your Council offices, libraries or other areas engaging with the public. We enclose a petition form that you could photocopy for this purpose. You could also draw public attention to the digital version of Matthew's petition at the following web address

https://www.parliament.nz/en/pb/petitions/document/PET_82698/petition-of-karen-dow-matthews-petition-seeking-urgent

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The other way your Council could assist would be to formally endorse the intent of the petition. The more Councils we have supporting this initiative, the more likely we will get Government and Parliament to address this increasing road safety risk.

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

Kind regards,



Hon Dr Nick Smith

MP Nelson



Karen Dow

Petition initiator and Matthew Dow's mother

Matthew's Petition

To the House of Representatives

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

Name	Signature

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