

Regional Transport Committee
Monday 16 December 2019 at 9.30am

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the Council Chamber
36 Water Street, Whangārei
on Monday 16 December 2019, commencing at 9.30am

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

MEMBERSHIP OF THE REGIONAL TRANSPORT COMMITTEE

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

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TITLE: Minutes from previous Meeting - 07 August 2019 (for info only)


ID: A1266153

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

Recommendation

That the minutes of the Regional transport Committee meeting held on 07 August 2019, be received as information only.

Attachments/Ngā tapirihanga

Attachment 1: For Info Only - Regional Transport Committee Meeting - 07 August [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 09 December 2019

Regional Transport Committee Minutes

Meeting held in the Council Chamber
36 Water Street, Whangārei
on Wednesday 7 August 2019, commencing at 10.00am

Present:

Chairman, Councillor John Bain
Deputy Chairman, Councillor Paul Dimery
FNDC Councillor Ann Court
KDC Councillor Victoria Del La Varis-Woodcock
WDC Councillor Greg Martin
NZTA Representative, Jacqui Hori-Hoult

In Attendance:

Full Meeting

NRC Chairman – Bill Shepherd
GM - Customer Service - Community Resilience – Tony Phipps
Meeting Secretary – Evania Arani
NTA – Calvin Thomas
NRC – Michael Payne
NTA/NRC – Chris Powell
NTA/NRC – Sharlene Selkirk
NTA/NRC – Anita Child
Police – Senior Sergeant Ian Row
Police - Inspector Wayne Ewers
FNDC – Andy Finch
WDC – Jeff Devine
KDC – Jim Sephton
NZTA – Martin Taylor
Northland Road Safety Trust - Gillian Archer

Members of the public

The Chair declared the meeting open at 10.00am.

Apologies (Ngā whakapahā) (Item 1.0)

Moved (Martin/Dimery)

That the apologies from NZTA Representative Mr Steve Mutton and Councillor Julie Geange for non-attendance be received.

Carried

Secretarial note: Jacqui Hori -Hoult and Victoria La Varis Woodcock were welcomed as attendees.

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

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

1. Confirmation of Minutes - 05 June 2019 (Item 3.1)

ID: A1220256

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

Moved (Bain/Court)

That the minutes of the Regional Transport Committee meeting held on 05 June 2019, be confirmed as a true and correct record.

Carried

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

ID: A1212659

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Dimery/Bain)

That the report 'Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 11 July 2019, be received.

Carried

3. Improving the Value of the Regional Land Transport Plan (Item 5.1)

ID: A1216169

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Court/Dimery)

That the report 'Improving the Value of the Regional Land Transport Plan' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 17 July 2019, be received.

Carried

4. Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland - Update (Item 5.2)

ID: A1217331

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Bain/Dimery)

That the report 'Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland - Update' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 18 July 2019, be received.

Carried

5. New Zealand Transport Agency Report to Regional Transport Committee (Item 5.3)

ID: A1221466

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

Recommendation(s)

1. That the report 'New Zealand Transport Agency Report to Regional Transport Committee' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 30 July 2019, be received.

6. Northland Regional Road Safety Update (Item 5.4)

ID: A1213119

Report from Ian Crayton-Brown, Transport Projects Officer

Moved (Dimery/Bain)

1. That the report 'Northland Regional Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer and dated 12 July 2019, be received.

Carried

Secretarial note: It was to be noted that Senior Sergeant Ian Row will no longer be in attendance at the Regional Transport Committee meetings. Inspector Wayne Ewers will now be supported at the Transport meetings by Senior Sergeant Steve Dickson.

Inspector Wayne Ewers, the committee and staff expressed their many thanks to Senior Sergeant Ian Row for all his work including all the extras that was done behind the scenes as well as his contribution to the committee.

7. Regional Road Safety Action Plan Workshop and "Road to Zero" (Item 6.1)

ID: A1221566

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Court/Del La Varis-Woodcock))

1. That the report 'Regional Road Safety Action Plan Workshop and "Road to Zero"' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 30 July 2019, be received.
2. That the Regional Transport Committee approve staff complete the on-line submission on the draft "Road to Zero - 2020/2030 Road Safety Strategy" based on the feedback received from the Regional Road Safety Action Plan Workshop.
3. That the Regional Transport Committee delegate authority to Tony Phipps, Group Manager Customer Services – Community Resilience to undertake any grammatical and formatting that may be required to be made to the submission.
4. That the Regional Transport Committee delegate authority to the RTC Chairman, Councillor John Bain, to approve release of the completed submission.

Carried

Secretarial note: The committee had discussion around prescribed medicines that can cause impairment and the lack of warnings on medication boxes/bottles. The committee would like to see more visible warnings on prescribed medications that clearly states that they cause impairment and

that you shouldn't drive if you are taking them. It was agreed that this is to be added to the Road to Zero submission.

Changes to the RTC's submission on "Road to Zero" – Barriers to prevent head on crashes on state highway. To be reworded to four laning with appropriate separation/barriers. Divided carriage ways.

Centre driving lines/Barriers – This will assist with the tourist that are unfamiliar with the Northland roads and to help them stay in the correct lane.

The committee wished to thank NZTA for facilitating the Road to Zero workshop. This was well attended and very well facilitated.

Conclusion

The meeting concluded at 11.50am

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

ID: A1255243

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary

This report covers the subsidy claims submitted to the New Zealand Transport Agency (NZTA) for the second year of the 2018/2021 three-year funding period and details the funding uptake by each approved authority for the financial period 1 July 2019 to 31 October 2019.

Recommendation

That the report 'Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 31 October 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.

It is important to note that the financial information provided in this report is for a new financial year – 1 July 2019 to 30 July 2020, being the second year of the 2018/2021 Regional Land Transport Plan. The budgeted amounts shown may include carry overs from the 2018/2019 financial period.

It is also important to note that with there being no RTC meeting in October 2019 due to the local government elections, the figures reflected in the funding uptake spreadsheets cover the **4 month period** 1 July 2019 to 31 October 2019.

Please note that the attached spreadsheets include a new section titled "Provincial Growth Fund" that provides updates on the progress of projects that have their funding approved under this category.


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

Attachments

Attachment 1: RTC Uptake Report for December RTC Meeting [↓](#) 

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 09 December 2019

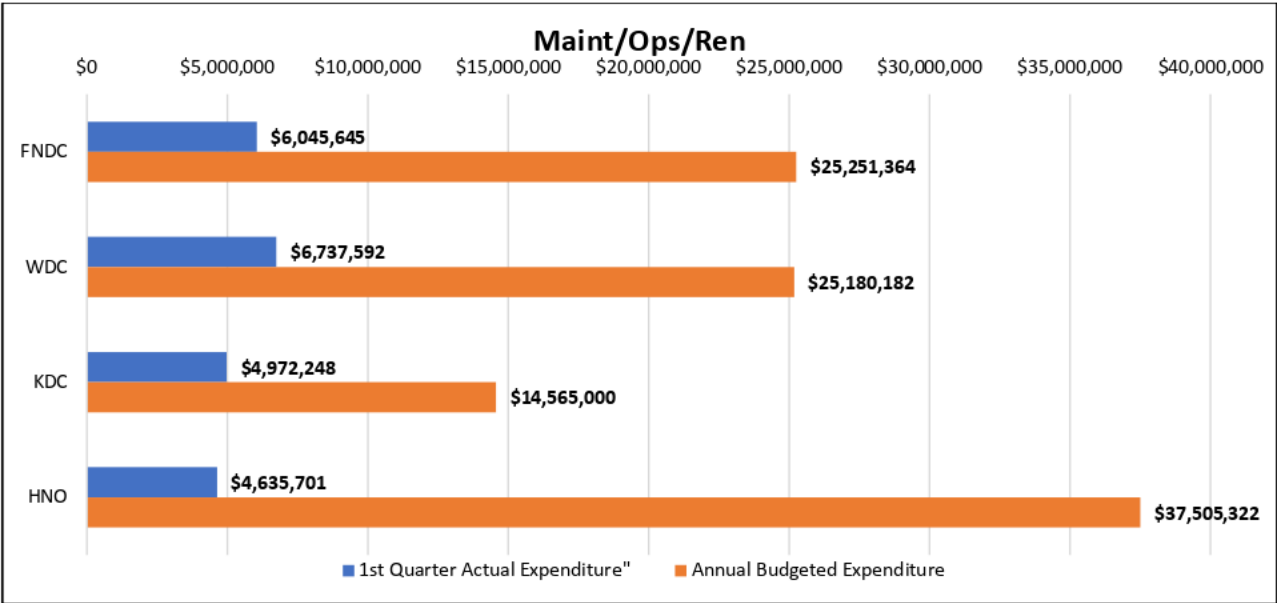
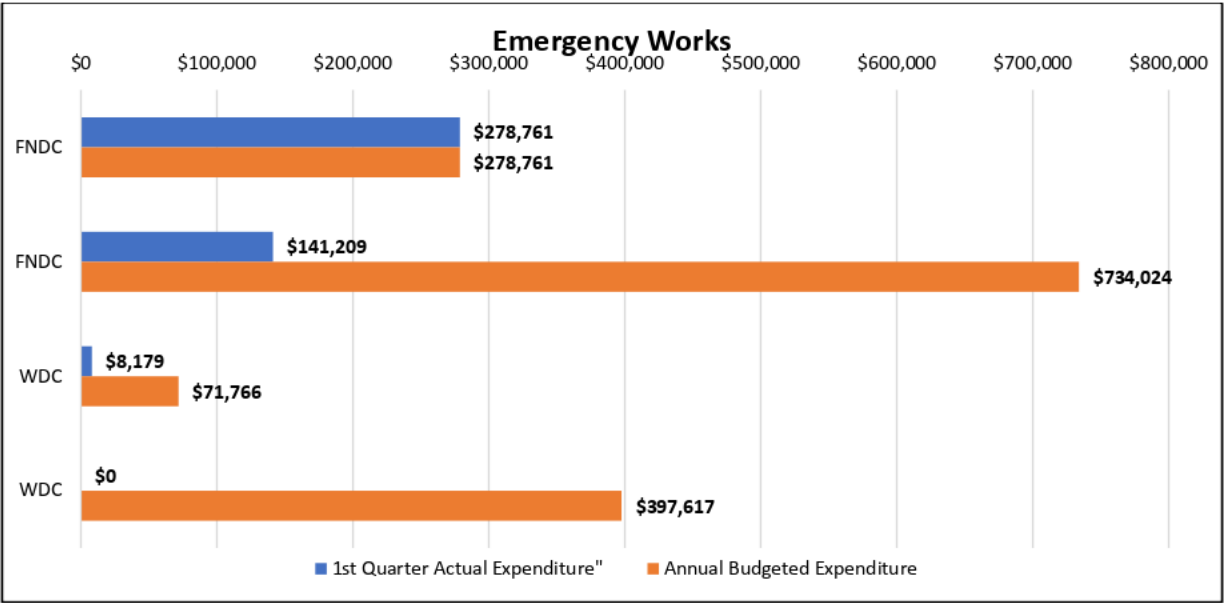
Regional Land Transport Plan 2015/2021 Three Year Review - Funding Uptake for the 2019/20 Financial Year
RLTP Funding 1st Quarter = 1 July 2019 - 31 October 2019

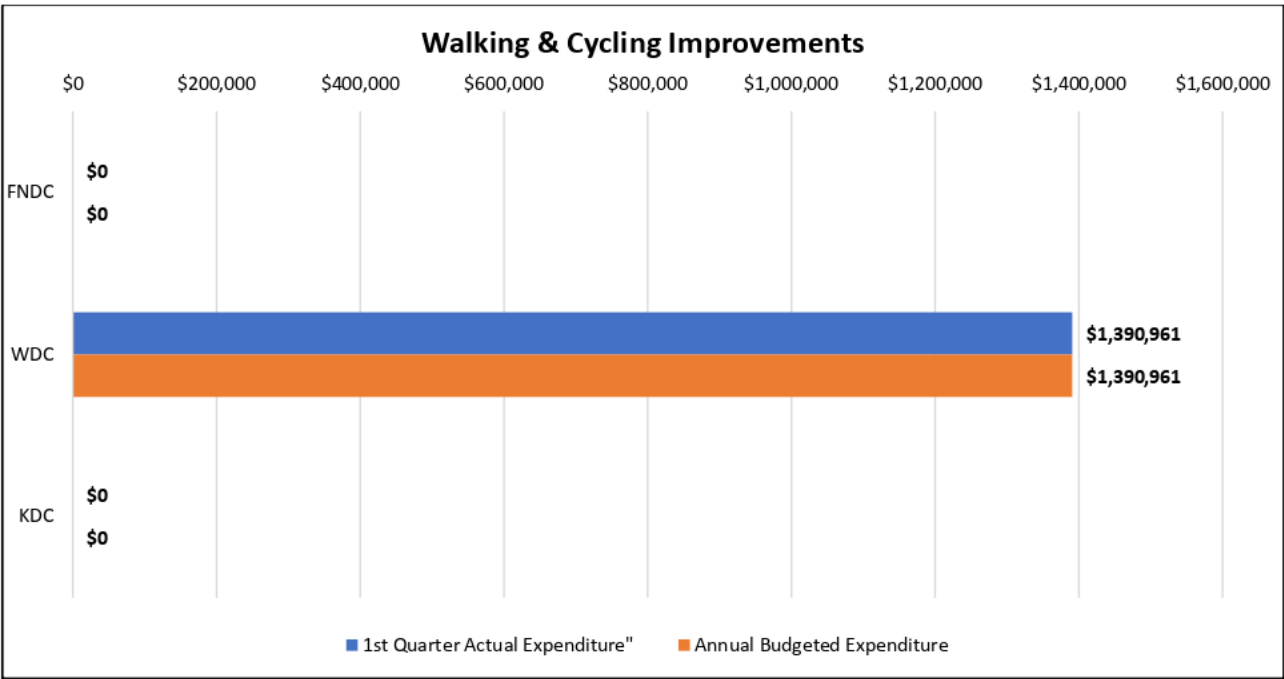
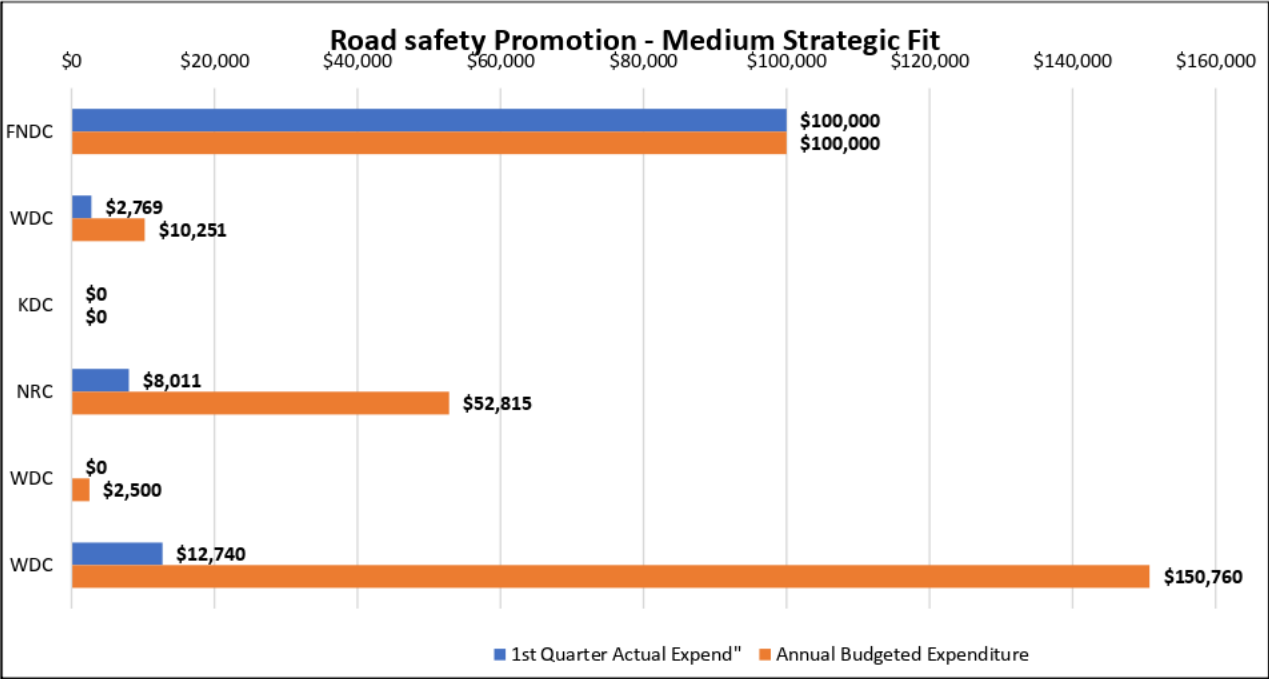
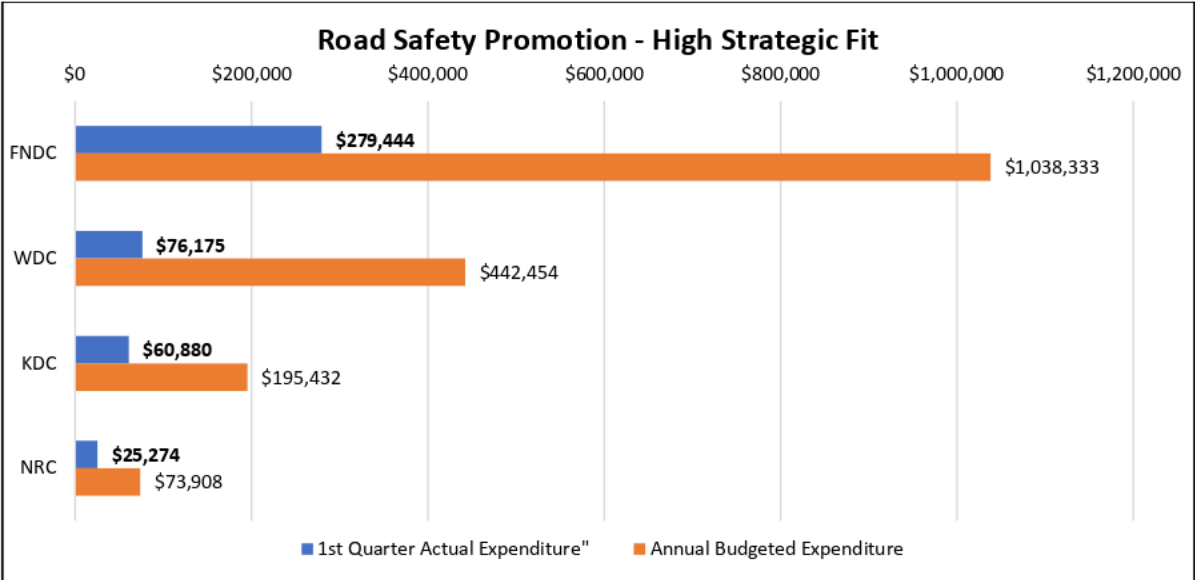
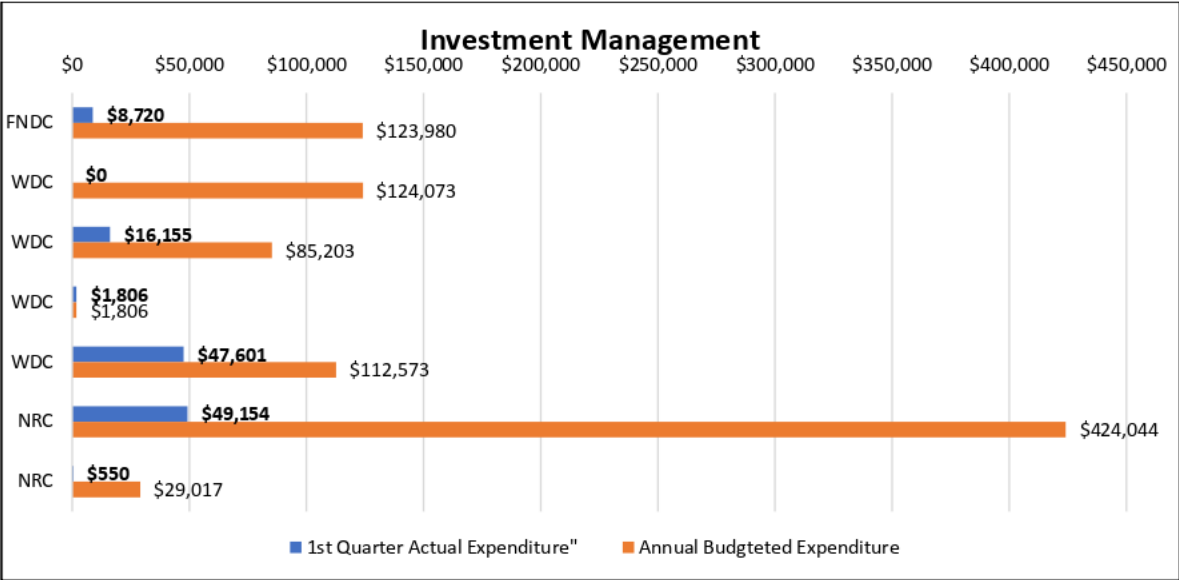
					2019/2020 Financial Year				1st Quarter			Cumulative 1st & 2nd Quarters				
Activities/Programmes	W/C	App Auth	FAR	Status	Annual Budgeted Cost	Total Actual Expenditure to Date	Annual Progress %	Remaining Expenditure 2019/2020	Forecast Expenditure	Actual Expenditure	Progress for 1st Quarter	Forecast Expenditure	Actual Expenditure	Progress	Ability to uptake full national funding assistance allocation in 2019/20 financial period	Reasons for Variance and Remedial Action to be Taken
<u>Emergency Works</u>																
Weather Event - June 2018	141	FNDC	66%	App	\$278,761	\$278,761	100%	\$0	\$278,761	\$278,761	100%	\$278,761		0%	N/A	Completed.
Weather Event - June 2018	141	FNDC	66%	App	\$734,024	\$141,209	19%	\$592,815	\$446,780	\$141,209	32%	\$734,024		0%	Medium	Programme well on track for completion.
Weather Event - June 2018	141	WDC	53%	App	\$71,766	\$8,179	11%	\$63,587	\$5,000	\$8,179	164%	\$50,000		0%	High	Programme on track for completion on time
Weather Event - July 2018	141	WDC	53%	App	\$397,617	\$0	0%	\$397,617	\$0	\$0	0%	\$100,000		0%	Medium	Project scheduled for commencement in 2nd quarter of financial year.
Brynderwyn Slip	141	HNO	100%	App	\$1,659,632	\$616,953	37%	\$1,042,679	\$600,000	\$616,953	103%	\$1,659,632		0%	High	Project on track for completion on time
SH12	141	HNO	100%	App	\$308,000	\$0	0%	\$308,000	\$0	\$0	0%	\$308,000		0%	High	Project scheduled for commencement in 2nd quarter of financial year.
<u>Maintenance/Ops/Renewals</u>																
	111 - 222	FNDC	66%	App	\$25,251,364	\$6,045,645	24%	\$19,205,719	\$4,178,968	\$6,045,645	145%	\$10,399,204		0%	High	Programme running to budget
	111 - 222	WDC	53%	App	\$25,180,182	\$6,737,592	27%	\$18,442,590	\$4,300,000	\$6,737,592	157%	\$11,300,000		0%	High	Spend slightly ahead of programme due to early commencement of reseals
	111 - 222	KDC	61%	App	\$14,565,000	\$4,972,248	34%	\$9,592,752	\$2,820,809	\$4,972,248	176%	\$8,868,540		0%	High	Overspend will occur due to Tomorata Bridge project costs being \$1.7m more than initial estimates, this will require movements from WC215 yr3 to Yr2 and WC211 from Yr3 to Yr2 WC215 to cover project. This will leave a significant Gap in WC211 heavy metalling in Yr3 and no budget for WC215 structural component renewals, KDC has available local share to provide should NZTA have available maintenance funding subsidy so these programs can be reinstated to AMP approved funding levels to mitigate network deterioration if no program of work is undertaken due to the budget shifts
	111 - 222	HNO	100%	App	\$37,505,322	\$4,635,701	12%	\$32,869,621	\$5,000,000	\$4,635,701	93%	\$19,242,611		0%	High	Programme running to budget and on time.
<u>Investment Management</u>																
Kerikeri/Waipapa Proramme Business Case	2	FNDC	66%	App	\$123,980	\$8,720	7%	\$115,260	\$6,250	\$8,720	140%	\$13,600		0%	Low	Project on track for completion 30 June 2020.

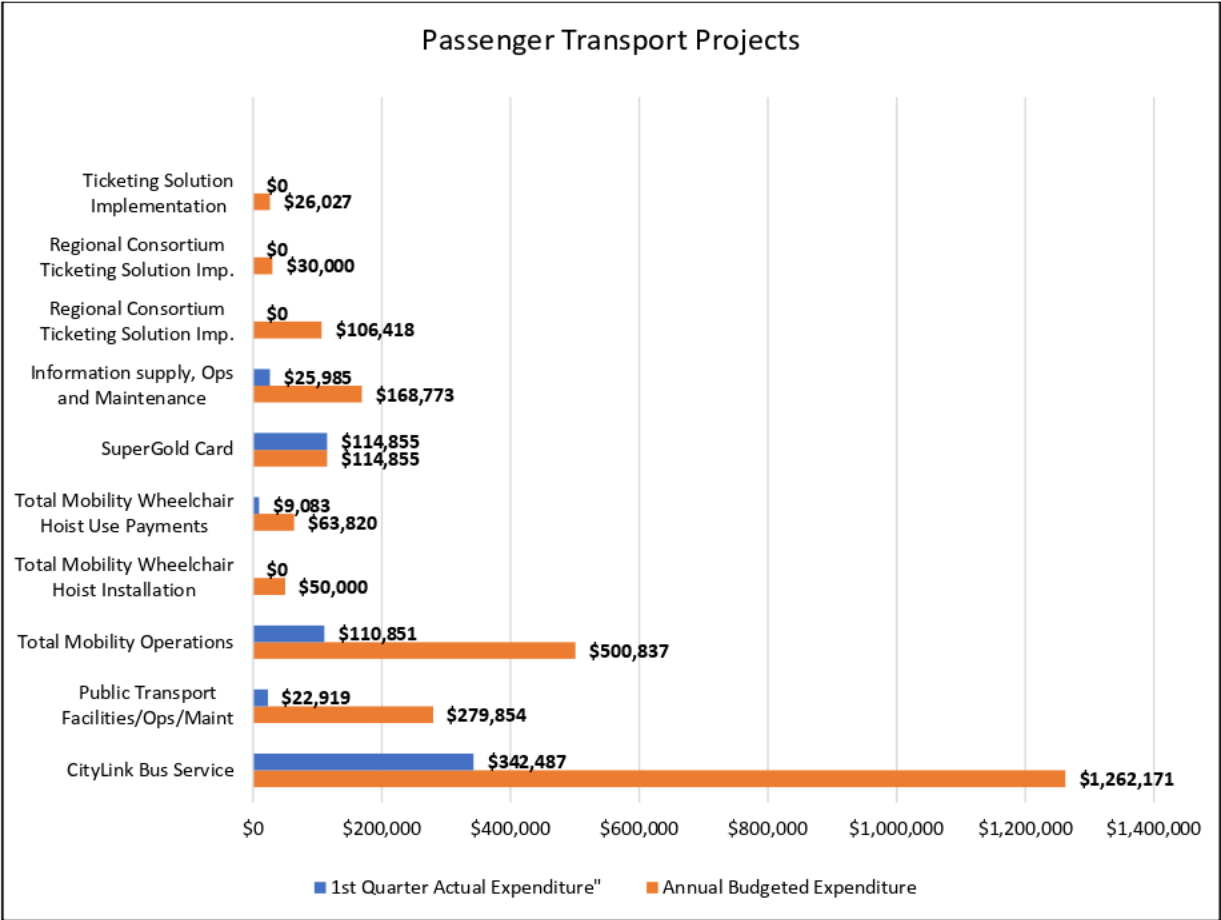
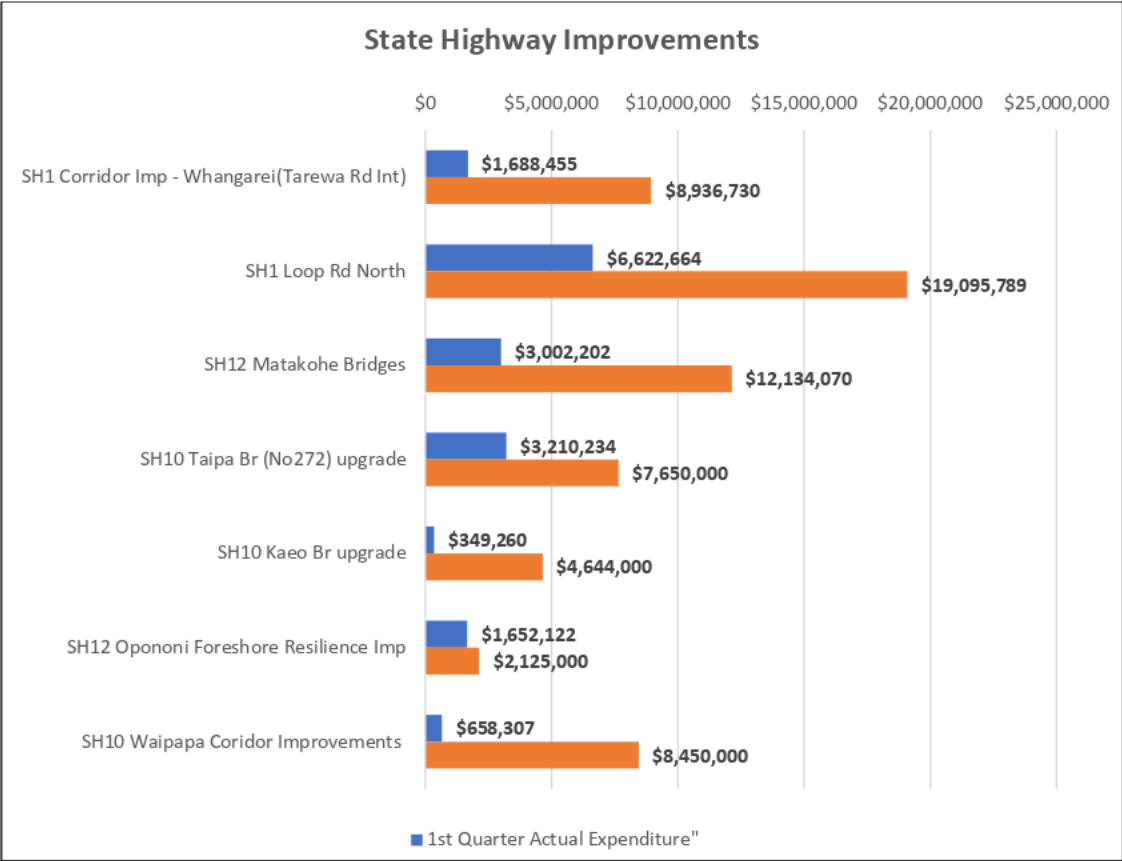
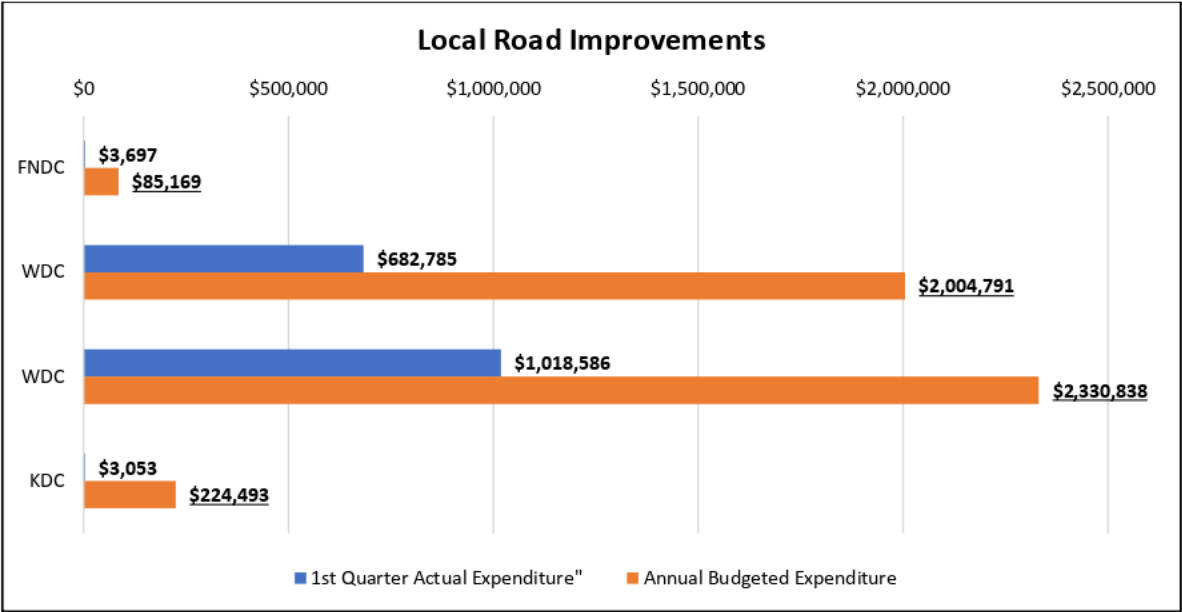
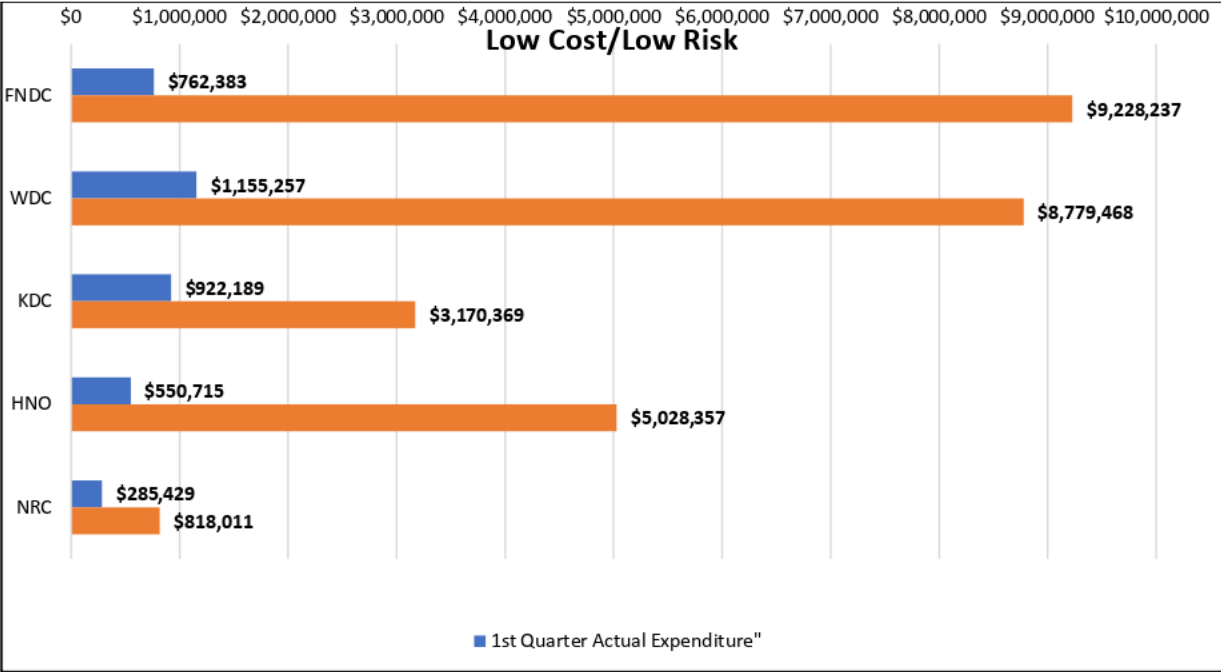
Activity Management Improvement Plan 18/21	3	WDC	53%	App	\$124,073	\$0	0%	\$124,073	\$10,000	\$0	0%	\$40,000		0%	High	Programme commencing.
ONRC Transition Plan	3	WDC	53%	App	\$85,203	\$16,155	19%	\$69,048	\$10,000	\$16,155	162%	\$30,000		0%	High	Programme well underway.
ONRC Transition Plan	3	WDC	53%	App	\$1,806	\$1,806	100%	\$0	\$1,806	\$1,806	100%	\$1,806		0%	N/A	Completed.
Whangarei Transportation Model	2	WDC	53%	App	\$112,573	\$47,601	42%	\$64,972	\$30,000	\$47,601	159%	\$60,000		0%	High	Project on track for completion.
Regional Land Transport Plan	1	NRC	54%	App	\$424,044	\$49,154	12%	\$374,890	\$100,000	\$49,154	49%	\$212,012		0%	High	These costs will escalate as work on the RLTP increases from Dec 2019
Regional Public Transport Plan	3	NRC	54%	Sub.	\$29,017	\$550	2%	\$28,467	\$5,000	\$550	11%	\$15,000		0%	High	Work on the RTP has only just commenced. Will be fully spent by year end
Regional Road Safety Action Plan	3	NRC	54%	Sub.	\$191,249	\$17,000	9%	\$174,249	\$50,000	\$17,000	34%	\$100,000		0%	High	This funding will be fully utilised by the end of the 19/20 financial year
Road Safety Promotion																
High Strategic Fit	432	FNDC	66%	App	\$1,038,333	\$279,444	27%	\$758,889	\$279,444	\$279,444	100%	\$469,166		0%	High	Programme well on track for completion.
	432	WDC	53%	App	\$442,454	\$76,175	17%	\$366,279	\$10,000	\$76,175	762%	\$100,000		0%	Medium	Programme well on track for completion.
	432	KDC	61%	App	\$195,432	\$60,880	31%	\$134,552	\$17,335	\$60,880	351%	\$66,191		0%	High	Full program expenditure by end of year
	432	NRC	54%	App	\$73,908	\$25,274	34%	\$48,634	\$10,000	\$25,274	253%	\$30,000		0%	High	Ahead of budget at this point. Funding will be fully utilised for 2019/20.
	432	NRC	54%	App	\$50,896	\$8,779	17%	\$42,117	\$5,000	\$8,779	176%	\$20,000		0%	High	Ahead of budget at this point. Funding will be fully utilised for 2019/20.
Medium Strategic Fit	432	FNDC	66%	App	\$100,000	\$100,000	100%	\$0	\$100,000	\$100,000	100%	\$100,000		0%	High	Programme well on track for completion.
	432	WDC	53%	App	\$10,251	\$2,769	27%	\$7,482	\$0	\$2,769	2768%	\$0		0%	High	Programme well on track for completion.
	432	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	No subsidy was applied for under this cost centre
	432	NRC	54%	App	\$52,815	\$8,011	15%	\$44,804	\$5,000	\$8,011	160%	\$25,000		0%	High	Ahead of budget at this point. Funding will be fully utilised for 2019/20.
ACC Funded Cycling Education	432	WDC	100%	App	\$2,500	\$0	0%	\$2,500	\$0	\$0	0%	\$2,500		0%	High	Programme well on track for completion.
Bike Skills Training	432	WDC	53%	App	\$150,760	\$12,740	8%	\$138,020	\$0	\$12,740	0%	\$50,000		0%	High	Programme well on track for completion.
Walking & Cycling Improvements																
	452	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	No subsidy was applied for under this cost centre
Cycleways Construction 2015/18-Construction	452	WDC	53%	App	\$1,390,961	\$1,390,961	100%	\$0	\$900,000	\$1,390,961	155%	\$1,390,961		0%	High	Project completed - Official opening of Stages 3 and 4 of the Kamo Shared Path on 23rd November.
	452	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	No subsidy was applied for under this cost centre
Low Cost Low Risk																
Low cost / low risk improvements 2018-21-Local Roads	341	FNDC	66%	App	\$9,228,237	\$762,383	8%	\$8,465,854	\$310,000	\$762,383	246%	\$2,110,000		0%	Medium/High	Programme well on track for completion.

Low cost / low risk improvements 2018-21-Local Roads	341	WDC	53%	App	\$8,779,468	\$1,155,257	13%	\$7,624,211	\$860,000	\$1,155,257	134%	\$3,360,000		0%	Medium/High	Programme well on track for completion.
Low cost / low risk improvements 2018-21-Local Roads	341	KDC	61%	App	\$3,170,369	\$922,189	29%	\$2,248,180	\$1,272,000	\$922,189	72%	\$2,221,000		0%	High	Full program expenditure by end of year
Low cost/low risk improvments 2018-21 Northland	341	HNO	100%	App	\$5,028,357	\$550,715	11%	\$4,477,642	\$500,000	\$550,715	110%	\$1,464,507		0%	High	Programme running to budget and on time.
Low Cost Low Risk Improvements 18/21 - Public Transport	532	NRC	54%	App	\$818,011	\$285,429	35%	\$532,582	\$204,000	\$285,429	140%	\$409,005		0%	High	Funding will be fully uplifted under this cost centre.
Local Road Improvements																
LED Streetlight Upgrades	324	FNDC	85%	App	\$85,169	\$3,697	4%	\$81,472	\$8,276	\$3,697	45%	\$8,276		0%	High	Programme progressing well.
LED Streetlight Upgrades	324	WDC	85%	App	\$2,004,791	\$682,785	34%	\$1,322,006	\$700,000	\$682,785	98%	\$1,200,000		0%	High	Programme progressing well. Arterial road lights currently being installed.
Maunu/Porowini Intersection Improvements	324	WDC	53%	App	\$2,330,838	\$1,018,586	44%	\$1,312,252	\$700,000	\$1,018,586	146%	\$2,000,000		0%	High	Construction of Porowini bridge widening well underway. On target for end of February 2020 completion.
LED Streetlight Upgrades	324	KDC	85%	App	\$224,493	\$3,053	1%	\$221,440	\$859	\$3,053	355%	\$75,690		0%	High	Full program expenditure by end of year, contract is about to begin for completion of upgrades
Provincial Growth Fund																
Far North District Council	PGF	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0		0%	\$0		0%	N/A	No projects approved under the Provincial Growth Fund
Whangarei District Council	PGF	WDC	N/A	N/A	\$0	\$0	0%	\$0	\$0		0%	\$0		0%	N/A	No projects approved under the Provincial Growth Fund
Kaipara District Council	PGF	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0		0%	\$0		0%	N/A	No projects approved under the Provincial Growth Fund
New Zealand Transport Agency	PGF	NZTA	N/A	N/A	\$0	\$0	0%	\$0	\$0		0%	\$0		0%	N/A	No projects approved under the Provincial Growth Fund
Northland Regional Council	PGF	NRC	N/A	N/A	\$0	\$0	0%	\$0	\$0		0%	\$0		0%	N/A	No projects approved under the Provincial Growth Fund
State Highway Improvements																
SH1 Corridor Imp - Whangarei(Tarewa Rd Int)	324	HNO	100%	App	\$8,936,730	\$1,688,455	19%	\$7,248,275	\$1,688,455	\$1,688,455	100%	\$4,915,455		0%	High	Programme running to budget and on time.
SH1 Loop Rd North	324	HNO	100%	App	\$19,095,789	\$6,622,664	35%	\$12,473,125	\$3,581,627	\$6,622,664	185%	\$9,935,206		0%	High	Programme running ahead of budget. No problems envisaged at this time
SH12 Matakoho Bridges	324	HNO	100%	App	\$12,134,070	\$3,002,202	25%	\$9,131,868	\$2,897,976	\$3,002,202	104%	\$2,345,874		0%	High	Programme running to budget and on time.
SH10 Taipa Br (No272) upgrade	324	HNO	100%	App	\$7,650,000	\$3,210,234	42%	\$4,439,766	\$2,987,998	\$3,210,234	107%	\$3,935,632		0%	High	Programme running to budget and on time.
SH10 Kaeo Br upgrade	324	HNO	100%	App	\$4,644,000	\$349,260	8%	\$4,294,740	\$349,260	\$349,260	100%	\$826,616		0%	High	Programme running to budget and on time.
SH12 Opononi Foreshore Resilience Imp	324	HNO	100%	App	\$2,125,000	\$1,652,122	78%	\$472,878	\$1,149,868	\$1,652,122	144%	\$2,244,677		0%	High	Programme running ahead of budget. No problems envisaged at this time

SH10 Waipapa Corridor Improvements	323	HNO	100%	App	\$8,450,000	\$658,307	8%	\$7,791,693	\$465,327	\$658,307	141%	\$1,880,155		0%	High	Programme running ahead of budget. No problems envisaged at this time
Passenger Transport																
CityLink Bus Service	511	NRC	54%	App	\$1,262,171	\$342,487	27%	\$919,684	\$315,750	\$342,487	108%	\$631,500		0%	High	This funding will be fully utilised by the end of the 19/20 financial year
Public Transport Facilities/Ops/Maint	514	NRC	54%	App	\$279,854	\$22,919	8%	\$256,935	\$50,000	\$22,919	46%	\$100,000		0%	Low	\$100.000 carried over from 18/19 for Rose Street Terminus.
Total Mobility Operations	517	NRC	60%	App	\$500,837	\$110,851	22%	\$389,986	\$125,209	\$110,851	89%	\$250,419		0%	Medium	Contains carry forwards from 18/19.
Total Mobility Wheelchair Hoist Installation	519	NRC	60%	App	\$50,000	\$0	0%	\$50,000	\$0	\$0	0%	\$0		0%	Low	Provision for the instalation of wheelchair hoists into Total Mobility vans
Total Mobility Wheelchair Hoist Use Payments	521	NRC	100%	App	\$63,820	\$9,083	14%	\$54,737	\$10,000	\$9,083	91%	\$20,000		0%	High	This funding will be fully utilised by the end of the 19/20 financial year
SuperGold Card	522	NRC	100%	App	\$114,855	\$114,855	100%	\$0	\$114,855	\$114,855	100%	\$114,855		0%	High	This funding will be fully utilised by the end of the 19/20 financial year
Information supply, Ops and Maintenance	524	NRC	54%	App	\$168,773	\$25,985	15%	\$142,788	\$30,000	\$25,985	87%	\$75,000		0%	High	Expenditure on budget to date.
Regional Consortium Ticketing Solution Imp.	524	NRC	65%	App	\$106,418	\$0	0%	\$106,418	\$40,000	\$0	0%	\$80,000		0%	High	Trial of the new electronic ticketing system is now fully underway
Regional Consortium Ticketing Solution Imp.	524	NRC	54%	App	\$30,000	\$0	0%	\$30,000	\$15,000	\$0	0%	\$30,000		0%	High	Trial of the new electronic ticketing system is now fully underway
Ticketing Solution Implementation	531	NRC	65%	App	\$26,027	\$0	0%	\$26,027	\$10,000	\$0	0%	\$10,000		0%	High	Trial of the new electronic ticketing system is now fully underway







TITLE: Regional Road Safety Report

ID: A1266012

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

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

Recommendation

That the report 'Regional Road Safety Report' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 4 December 2019, be received.

Background/Tuhinga

Regional road safety progress reports are tabled at each Regional Transport Committee (RTC) meeting. These shared reports with input from the NZ Transport Agency (NZTA) and the Northland Road Policing Manager, provide an update on crash events, road safety promotion and an overview of the progress made on both the strategic and programme outcomes for the Northland region.

The Fire Emergency Area Manager, Wi Henwood and the Northland Road Police will talk to a presentation detailing their attendance at crashes and the impacts these demands have on their services.

A representative from the Northland Transportation Alliance (NTA) will talk to a presentation in regard to the physical and strategic work being undertaken on the regional roads.

Statistical Data

Attachment 1 is a copy of the [Road Safety Outcomes Q1 2019/20](#) (outcomes) which provides graphical and pictorial representations of key crash and risk data which supports the evidence-based approach for Northland Road Safety Action planning. This document provides both national, regional and Police District comparative data.

Please note that as the Northland Police district boundaries differ to the Northland regional and district boundaries, there are minor statistical discrepancies when comparing the two as recorded on page 16 of the attached document.

The 'Outcomes' document reinforces the priority areas that Northland road safety partners are continuing to focus on. Alcohol, motorcycles, young drivers, speed, high-risk drivers, light vehicles, restraints continue to be priorities across Northland. In an effort to address the aforementioned factors, Police continue their Restraints – Impairment – Distractions – Speed (RIDS) programme.

This information is further supported by Northland District Health Board hospitalisation, ACC claims, [Road Policing driver offence](#) & Intel data gathered from various other sources.

The WSP Opus assisted 'Northland Road Safety Issues 2014-2018' document is nearly finalised and will assist in bringing together the wide range of crash related data. On completion, this document will be presented to the Regional Transport Committee.

NZTA has just released the '[Communities At Risk Register 2019](#)'. This provides a ranking based on 'Personal risk' using fatal and serious injury crash data from the Transport Agency's Crash Analysis System (CAS). It has been developed by the Transport Agency to identify communities of road users

that are over-represented in terms of road safety risk. The 'Register' highlights personal risk to road users by ranking communities by local authority area based on the Safer Journeys areas of concern.

There are a number of road safety partners and support groups driving road safety interventions across the region. A number of the key, road safety partners work across a number of these work groups.

Road Safety Delivery

The **Northland Road Safety Forum** focuses on working collaboratively to improve road safety objectives and outcomes for the Northland community. It brings together a broad range of government agencies, local and regional government, road safety institutions and community representatives. The Forum provides for a broad strategic focus through interaction with key stakeholders regarding current regional and national matters.

The Forum caters for a wide audience allowing for a greater diversity of ideas and opinions. It encourages the attendance of specialists in various road safety areas in order to gather as much information pertaining to national and international road safety related projects being undertaken, new ideas being tested and studies in progress. This information is passed through to the Regional Road Safety Action Group for consideration and analysis.

It also provides a regional voice when making submissions on national road safety proposals, plans or strategies.

The **Regional Road Safety Action Group** meets regularly to plan and manage evidence based regional road safety operational activities. Based on the statistical data available, representatives from across the region's road controlling authorities, NZTA, NTA, Police and ACC centre their efforts around national, regional and district related road safety initiatives. These include:-

- National – Complying with the Objectives detailed in: -
 - The Road Safety Objectives reflected in the Government Policy Statement;
 - The "safer Journeys" requirements. To be updated by "Road to Zero" and related action plan; and
 - Regional Land Transport Plans.
- Regional – Education, advertising and enforcement is guided by the Regional Road Safety Action Plan which in turn is supported by data from the evidence based Northland Road Safety Issues annual report. The main issues currently being addressed in Northland are:
 - Drink/Drug Driving;
 - Speed;
 - Restraints;
 - Distractions;
 - Fatigue;
 - Motorcycle safety;
 - Young and high risk drivers; and
 - Road conditions.
- District – With the current restriction of funding and the limited resources available, more streamlined and costs efficient outcomes must be sought. One of these is to share resources and knowledge across the region by addressing similar road safety issues. Therefore, those issues listed regional may apply locally.

The **Northland Freight Group** comprises of representatives from across the heavy vehicle sector, heavy vehicle training bodies, WorkSafe NZ, NZTA, Police, Ministry for Social Development and ACC.

This group concentrate more toward driver health, safer driving behavior, safer vehicles, industry training and liaison with the various road controlling authorities/contractors around existing and proposed road works which can adversely impact on freight and traffic movements.

Annual [Truck Education & Health Stops](#) are carried out at both NorthPort and on SH1 at Uretiti. The recent Uretiti stop saw approx. 180 trucks stopping. Over 80 drivers had health checks carried out by Bream Bay St Johns Ambulance staff. Through interaction with the drivers, agency partners also learn some of the knowledge gaps that some drivers have, and follow-ups are carried out at trucking firm tool box meetings if appropriate.

Road Safety Education

The Ministry of Transport are still working on the new road safety strategy and its associated action plan to be released before the end of 2019. More information on this strategy can be obtained through the following link: - www.transport.govt.nz/zero

A new radio, television and digital 'That's a fail' drink driving campaign has been released by NZTA. This campaign predominantly focuses on males over the age of 25 years who continue to drive after more than a few drinks.

Below is a copy of the latest quarterly traffic related 'Length of Stay' Hospitalisation's in Northland from 2007 through to end of September (Q1) 2019. As can be seen in the graph below there has been a gradual increase in the <1 day visits but the 1-3 day & >3 day stays have been reasonably steady.

Road Safety Infrastructure Projects

The Northland Transportation Alliance (NTA) on behalf of the three districts of Northland is focussed on reducing the number of Death and Serious Injury crashes (DSI's) through the following three main intervention strategies.

1. **Speed Management** – a rolling review of all the districts local roads, with an aim to match the speed limit to the safe and appropriate speed for the environment. This is focusing on the identified highest risk, or greatest benefit corridors. This will outline any required engineering up.
2. **High Risk Rural Road (HRRR) Standard Safety Interventions (SSI)** – the NTA working with NZTA has identified our highest risk rural road corridors, where SSI would have the greatest safety impact. The NTA is: -
 - a. Developing 14 SSI funding applications to NZTA – potentially increased FAR;
 - b. Single Stage Business Case (SSBC) – Ngunguru Rd (Murphys Bend) realignment;
 - c. HRRR reports on each route – outlining what specific SSI to utilise;
 - d. Detailed designs; and
 - e. Implementing through LCLR
 - i. Vinegar Hill Rd Realignment
 - ii. Whangarei Heads guardrail (Pepi Rd Intersection)
 - iii. Kaitaia-Awaroa Rd guardrail sites
 - iv. Baylys Coast Rd – markings and signage improvements.
3. **Active Transport / vulnerable road users (Urban focus)**
 - a. School Zones
 - b. Shared Paths
 - c. New footpaths
 - d. Traffic calming
 - e. Improved pedestrian facilities
 - f. Bikes in Schools
 - g. Bike Skills Training

National and Regional Crash Statistics

At the time of compiling this report, the following crash deaths were available.

National – 312. This is 33 fatalities below the figure for the same period in 2018.

Regional – 28. This is 4 fatalities below the same period in 2018.

Please note, that with the transfer of the work related to the gathering, analysing and presentation of the regions crash related statistics, these are not available for this meeting but will be presented at the February 2020 RTC meeting.

Attachments/Ngā tapirihanga

Attachment 1: Road Safety Outcomes Report [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

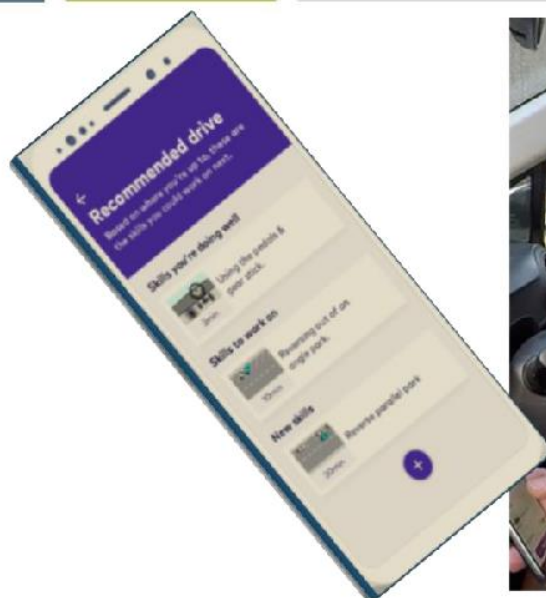
Date: 09 December 2019

ROAD SAFETY OUTCOMES

Supplement to the NZ Transport Agency's
Quarterly results and insights

1 July to 30 September 2019

Q1 2019/20



New Zealand Government

This quarterly summary of road safety outcomes shows:

- an overall picture of fatal and serious casualties in road crashes over the past five years
- a set of intermediate outcome measures for each of the *Safer Journeys* areas of concern, **by calendar year**
- the trend in a representative headline measure over the past five years for each of the *Safer Journeys* areas of concern
- trends in eight of the *Safer Journeys* areas of concern over the past five years in the four NZ Transport Agency regional groupings
- Local Government Region and Police District comparisons against a representative headline outcome measure for each of the *Safer Journeys* areas of concern.

The outcome indicator for **light vehicle safety** has changed in this report to show the more useful *percentage of new light vehicles with an ANCAP 5-star rating*. Previous figures showed the percentage of ANCAP rated vehicles which had a 5-star rating, but around a quarter of new light vehicles sold in NZ do not have ANCAP ratings.

Outcome measures are provided for the most recently available quarter, to September 2019 in some cases but usually to June 2019. Some measures are only available on an annual basis.

In some cases, the national outcome measures are not available at Regional or Police District level, so alternative headline measures are presented in the relevant charts. In the Regional and Police District charts, some measures are shown on an averaged three-yearly basis where the numbers are too small to give meaningful single year comparisons.

Cover picture: **Safe Users**. The Drive Go app has been developed to help learner drivers progress through the licensing system and develop safe driving skills. Young drivers are most at risk of death and serious injury, and the first 6-12 months of driving solo is the riskiest period. Therefore, a customer design approach has focused on the target audience of risk-taking males, aged 16-20, on learner licences. It's been developed as part of the Drive programme to extend the existing product family which is fronted by drive.govt.nz. Drive Go encourages young drivers to develop and practice driving skills in a range of conditions, tracks and rewards driving progress and experience, and helps young drivers prepare for the practical driving test, while their coach is on-hand to guide their learning.

Key results for the quarter

- 63 people were killed in road crashes in the quarter, resulting in a total of 356 killed in the last 12 months, still more than 100 higher than at the end of 2013
- leading injury indicators continue to increase, with nearly **3400 people hospitalised** each year and over 6600 ACC claims resulting from road crashes
- the number of vehicle occupants **killed while not using restraints** has fallen to around 80 per year since 2017, most notably in the South Island
- casualties from **alcohol and drug-related crashes** have been increasing in the Central North Island regions, but falling elsewhere.

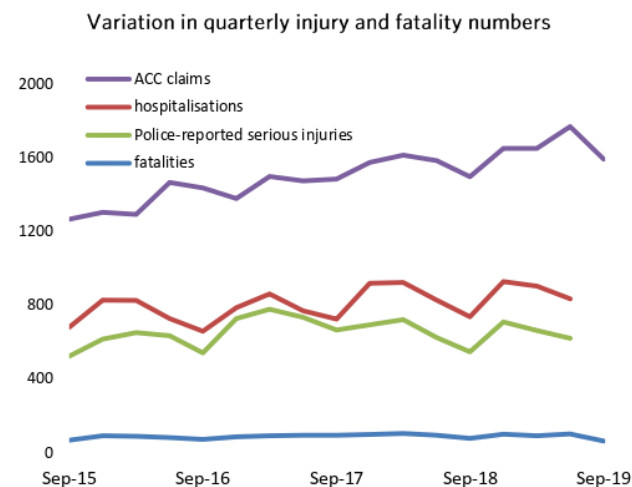
Injury vs fatality trends

In general, the key road safety indicator in New Zealand has been the number of deaths and seriously injured road casualties, or “DSIs”. This indicator reflects the principle that in a safe system, no-one should be killed or seriously injured as a result of road crashes.

The components of this indicator, fatalities and serious injuries, have different properties. While tragic, road fatalities constitute a relatively small number which can fluctuate quite widely, around 90 each quarter or 360 each year. Quarterly totals of 80 or 105 are essentially the same and not too much should be read into the difference. A rolling 12 month total reduces this variability, and shows a fairly static trend.

Injury numbers are much larger, still with monthly or quarterly variation, but with more certainty about the trends. Serious injuries as reported in the Crash Analysis System are those from Police-attended crashes and so represent only part of the picture. These are decreasing. A more complete, and increasing, picture is obtained from hospital or ACC claims data, where **all admissions** or **all claims** have to be counted. Health data are better to show trends, but lack the detail of a Police crash report.

The chart compares injury and fatality numbers each quarter over the past four years.



More information ...

Published 31 October 2019

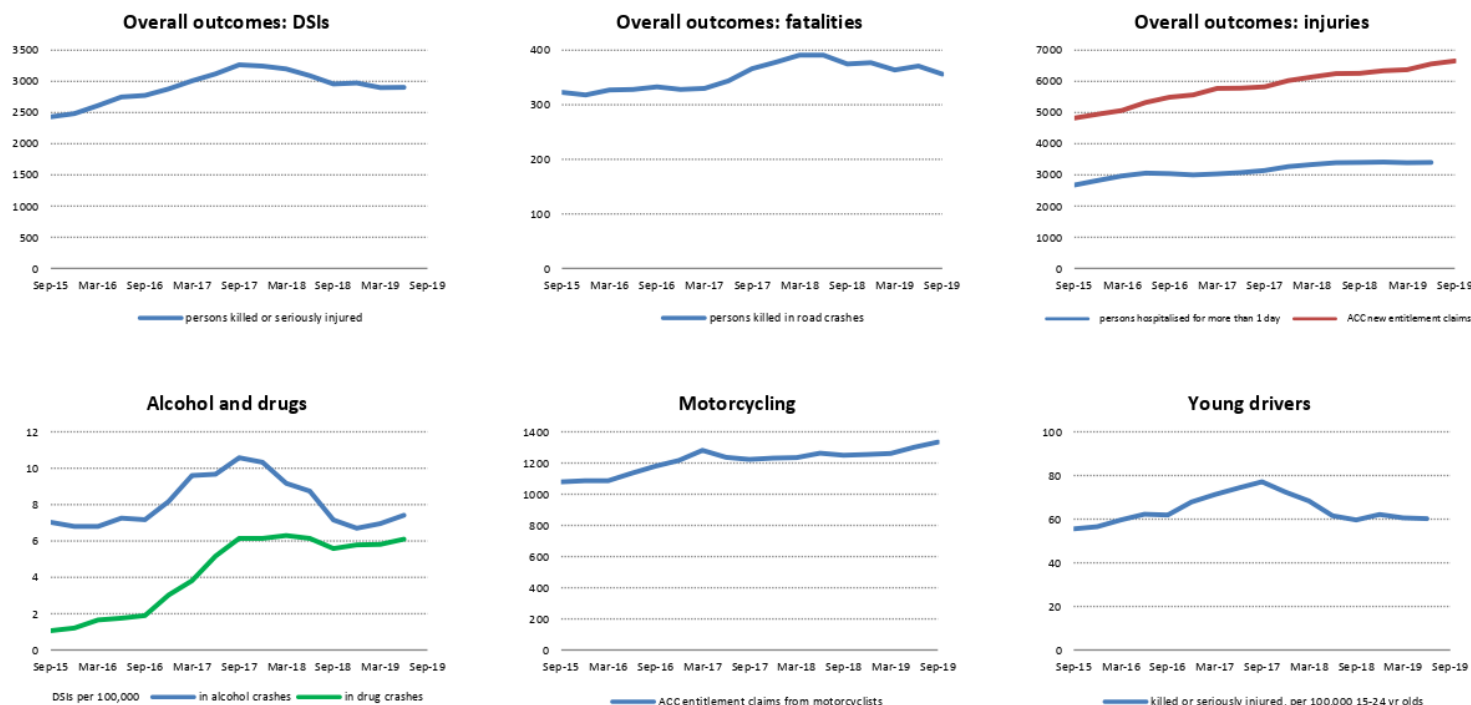
NZ Transport Agency
Private Bag 6995
Wellington 6141

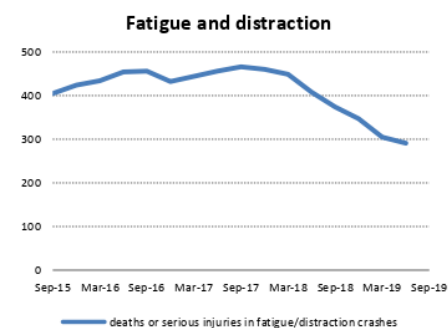
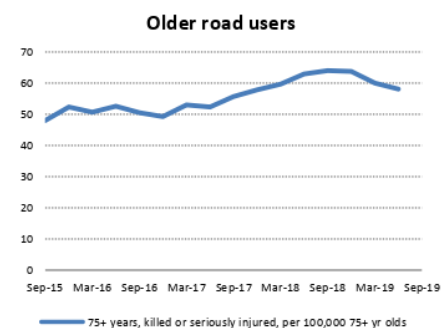
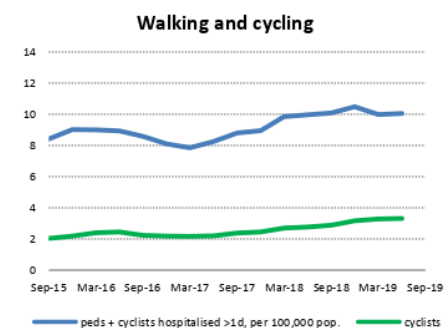
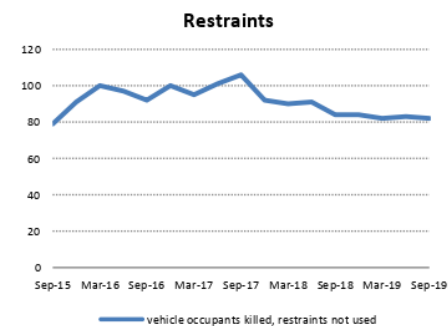
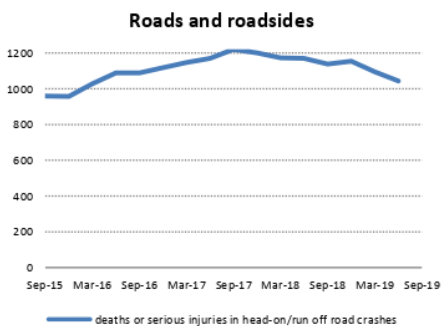
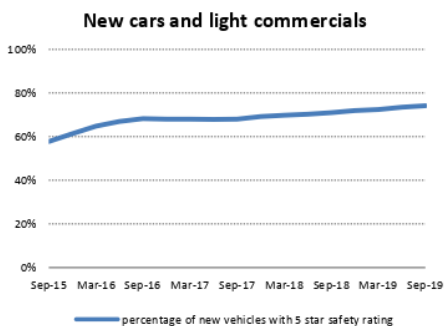
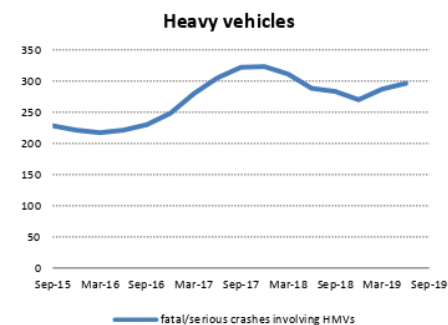
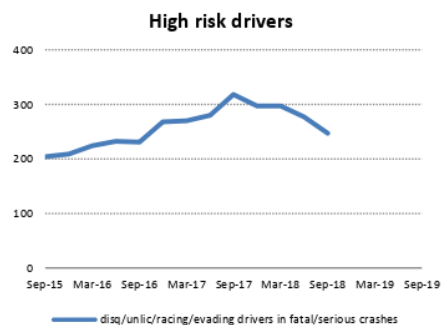
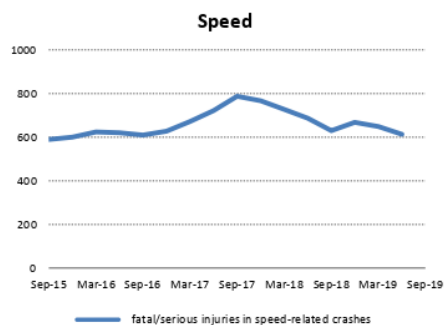
This document and its time series data are available on the NZ Transport Agency's website at <http://www.nzta.govt.nz/resources/road-safety-outcomes/>.

ROAD SAFETY OUTCOME TRENDS 2015–2019 (12 month rolling figures)

Road safety outcome measures in the following charts and tables are provided for the last five years, up to the most recently available quarter. The measures are obtained from the Transport Agency's Crash Analysis System*, ACC entitlement claims, Ministry of Health hospital discharge data*, Ministry of Transport speed, restraint and public attitude surveys, Statistics NZ population data, Police enforcement data, and new vehicle registration figures.

(* Injury data from the Crash Analysis System and from hospital discharge data are incomplete for the most recent quarter and should be treated as provisional.)





NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2014	2015	2016	2017	2018
Overall outcomes								
persons killed or seriously injured in road crashes	722	2906	Jun 2019	2369	2483	2880	3244	2975
fatal or serious injury crashes	606	2432	Jun 2019	2003	2124	2401	2755	2457
persons killed in road crashes	63	356	Sep 2019	294	318	328	378	377
persons killed in road crashes, per 100,000 population, per year	5.1	7.2	Sep 2019	6.5	6.9	6.9	7.9	7.7
persons killed in road crashes, per billion vehicle km travelled	5.3	7.4	Sep 2019	6.9	7.5	7.5	8.3	8.0
persons killed or seriously injured, per 100,000 population, per year	59	59	Jun 2019	52	53	61	68	61
persons hospitalised for more than 1 day (>1d), non-fatal	833	3399	Jun 2019	2626	2822	2996	3269	3412
ACC new entitlement claims	1591	6655	Jun 2019	4618	4953	5567	6024	6339
Alcohol and drugs								
fatal or serious injuries in alcohol (+ve test), per 100,000 population, per year	8.6	7.4	Jun 2019	6.5	6.8	8.2	10.3	6.7
drivers killed with excess alcohol, per 100,000 population	0.9	1.0	Sep 2018	0.7	1.1	1.1	1.0	
fatal or serious injuries in drug-related crashes (suspected/confirmed), per 100,000	7.7	6.1	Jun 2019	0.5	1.2	3.0	6.1	5.8
% think high probability being stopped at CBT checkpoint	-	50%	2016	50%	49%	50%	-	-
% admit driven while affected by prescription or other drugs	-	9%	2016	10%	8%	9%	-	-
Young drivers								
young drivers killed or seriously injured, per 100,000 15-24 year olds, per year	48	60	Jun 2019	54	56	68	72	62
young drivers (15-24 years) hospitalised >1d, per 100,000 15-24 year olds, per year	43	52	Jun 2019	46	45	46	55	50
young drivers (15-24 years) killed, per 100,000 15-24 year olds, per year	3.1	6.4	Sep 2019	4.6	8.1	6.9	7.0	8.4
young drivers (15-24 years) killed with excess alcohol, per 100,000 15-24 yr olds, per year	1.8	1.9	Sep 2018	2.0	2.9	3.3	2.5	
% youth believe will be stopped for non-alcohol/speed traffic offences	-	39%	2016	49%	45%	39%	-	-
drivers on GDL primary contributor in fatal/serious crashes	75	289	Sep 2018	245	289	308	371	
fatal and serious crashes involving 15-19 year old drivers	60	283	Dec 2018	233	278	341	328	283
Speed								
deaths or serious injuries in speed-related crashes	116	613	Jun 2019	553	599	627	766	668
% vehicles exceeding 100 km/h limits	-	23%	2015	22%	23%			
deaths or serious injuries in open road (80-100km/h) crashes	380	1572	Jun 2019	1331	1336	1599	1727	1659
fatal/serious speed-related crashes	100	489	Jun 2019	447	502	492	617	508
% disagree probability being detected speeding is small	-	55%	2016	57%	57%	55%	-	-
mean rural speed (km/h)	-	95.7	2015	95.3	95.7			
mean urban speed (km/h)	-	50.4	2015	51.1	50.4			
Motorcycling								
ACC entitlement claims from motorcyclists	287	1334	Jun 2019	1058	1087	1217	1232	1255
motorcycle and moped riders killed, per 100,000 population, per year	0.4	1.0	Sep 2019	0.9	1.1	1.1	0.9	1.1
% of motorcycles in crashes with non-current WoFs	21%	19%	Jun 2019	25%	25%	20%	16%	19%
motorcyclists hospitalised >1d, per 100,000 population, per year ⁽¹⁾	15.9	15.3	Jun 2019	12.4	13.2	13.9	15.2	14.6
Roads and roadsides								
fatal or serious injuries in head-on* and run off road crashes, 80-100 km/h roads	243	1043	Jun 2019	956	957	1118	1200	1154
fatal or serious injuries in head-on (*not overtaking) crashes, 80-100 km/h roads	83	378	Jun 2019	322	323	316	419	435
fatal or serious injuries in run off road crashes, 80-100 km/h roads	160	665	Jun 2019	634	634	802	781	719
fatal or serious injuries in intersection crashes	252	883	Dec 2018	712	718	819	932	883
fatal or serious injuries in pedestrian/cyclist crashes	124	494	Sep 2018	434	449	470	542	
fatal or serious injuries in all crashes on SH network	239	1032	Jun 2019	937	931	1057	1200	1145

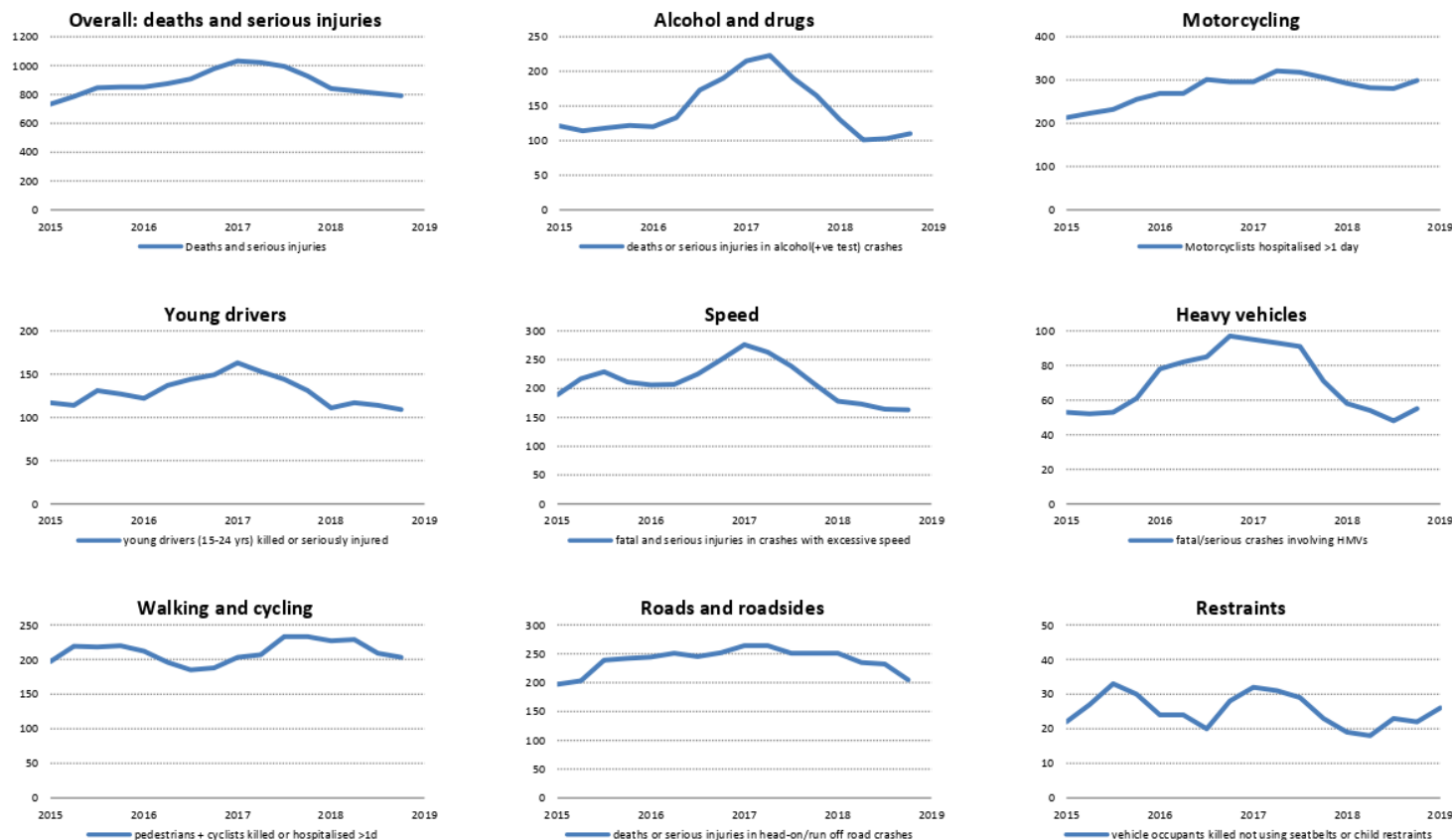
NATIONAL ROAD SAFETY OUTCOMES IN DETAIL	LATEST FIGURES			LAST FIVE CALENDAR YEARS				
	latest quarter	latest 12 months	as at	2014	2015	2016	2017	2018
High risk drivers								
high risk drivers⁽¹⁾ in fatal or serious injury crashes	57	247	Sep 2018	183	209	268	296	
disqualified drivers detected driving	1735	7406	Jun 2019	7860	7368	7938	7878	7777
notices issued for 3 rd or subsequent drunk/drugged driving offences	998	4396	Jun 2019	4974	4281	4242	4355	4482
disqualified or unlicensed drivers involved in fatal/serious crash	53	214	Sep 2018	167	185	241	244	
Light vehicles								
% of new vehicles with 5-star safety rating	75%	74%	Sep 2019	49%	61%	68%	69%	72%
% of vehicles in fatal/serious crashes with non-current WOFs ⁽²⁾	20%	18%	Jun 2019	9%	11%	15%	18%	17%
% of fatal/serious injuries in crashes with contributing vehicle faults	3%	4%	Mar 2019	3%	3%	5%	6%	5%
average (median) age of light vehicle fleet (years)	-	14.2	Mar 2019	14.0	14.0	14.1	14.0	14.2
Fatigue and distraction								
fatal or serious injuries in fatigue/distraction crashes	75	291	Jun 2019	411	424	432	460	347
fatal/serious injuries in crashes with contributing driver fatigue	34	140	Jun 2019	196	214	206	180	165
fatal/serious injuries in crashes with contributing driver distraction	41	155	Jun 2019	225	220	245	284	184
Heavy vehicles								
fatal/serious crashes involving HMVs	68	296	Jun 2019	222	221	248	324	270
fatal/serious injuries in HMV crashes	80	351	Jun 2019	277	259	321	404	333
% of fatal/serious HMV crashes where HMV was primary contributor	76%	59%	Jun 2019	47%	53%	44%	47%	53%
% of HMV drivers exceeding 90 km/h speed limit	-	31%	2015	31%	31%	-	-	-
Walking and cycling								
pedestrians and cyclists hospitalised >1d, per 100,000 population, per year	10.9	10.0	Jun 2019	8.7	9.0	8.1	8.9	10.5
pedestrians hospitalised >1 day, per 100,000 population, per year	7.8	6.7	Jun 2019	6.1	6.8	5.9	6.5	7.3
pedestrians and cyclists killed, per 100,000 population, per year	0.8	0.8	Sep 2019	1.2	0.7	0.7	1.2	0.9
fatal or serious injuries to school age (5-17) cyclists and pedestrians	17	65	Jun 2019	78	67	65	68	73
cyclists killed or hospitalised >1 day	43	173	Jun 2019	127	107	108	136	160
% cyclists wearing helmets	-	94%	2015	-	94%	-	-	-
Older road users								
persons 75+ yrs killed or seriously injured in crashes, per 100,000 75+ yr olds, per year	56	58	Jun 2019	50	52	49	58	64
persons 75+ years killed in road crashes	9	33	Sep 2019	36	30	27	37	42
persons 75+ years hospitalised >1d	115	408	Jun 2019	317	335	377	381	386
persons 75+ years, ACC claims, per 100,000 75+ year olds, per year	103	93	Jun 2019	75	80	80	81	84
Restraints								
vehicle occupant deaths where restraints not worn	18	82	Sep 2019	56	91	100	92	84
% of children (5-9 years) in booster seats or child restraints	-	26%	2015	-	26%	-	-	-
% front seat adult vehicle occupants restrained	-	97%	2016	97%	-	97%	-	-
% child (0-4 years) vehicle occupants restrained	-	93%	2016	93%	-	93%	-	-
% drivers think highly likely to be stopped for non-compliance	-	40%	2016	43%	41%	40%	-	-
Overseas-licensed drivers involved in fatal/serious crash	18	96	Sep 2019	126	127	142	151	121

(1) High risk driver = disqualified, unlicensed, illegal street racing, evading enforcement

(2) The national headline measure is not available at regional/district level; this measure is used instead for local government region and police district charts

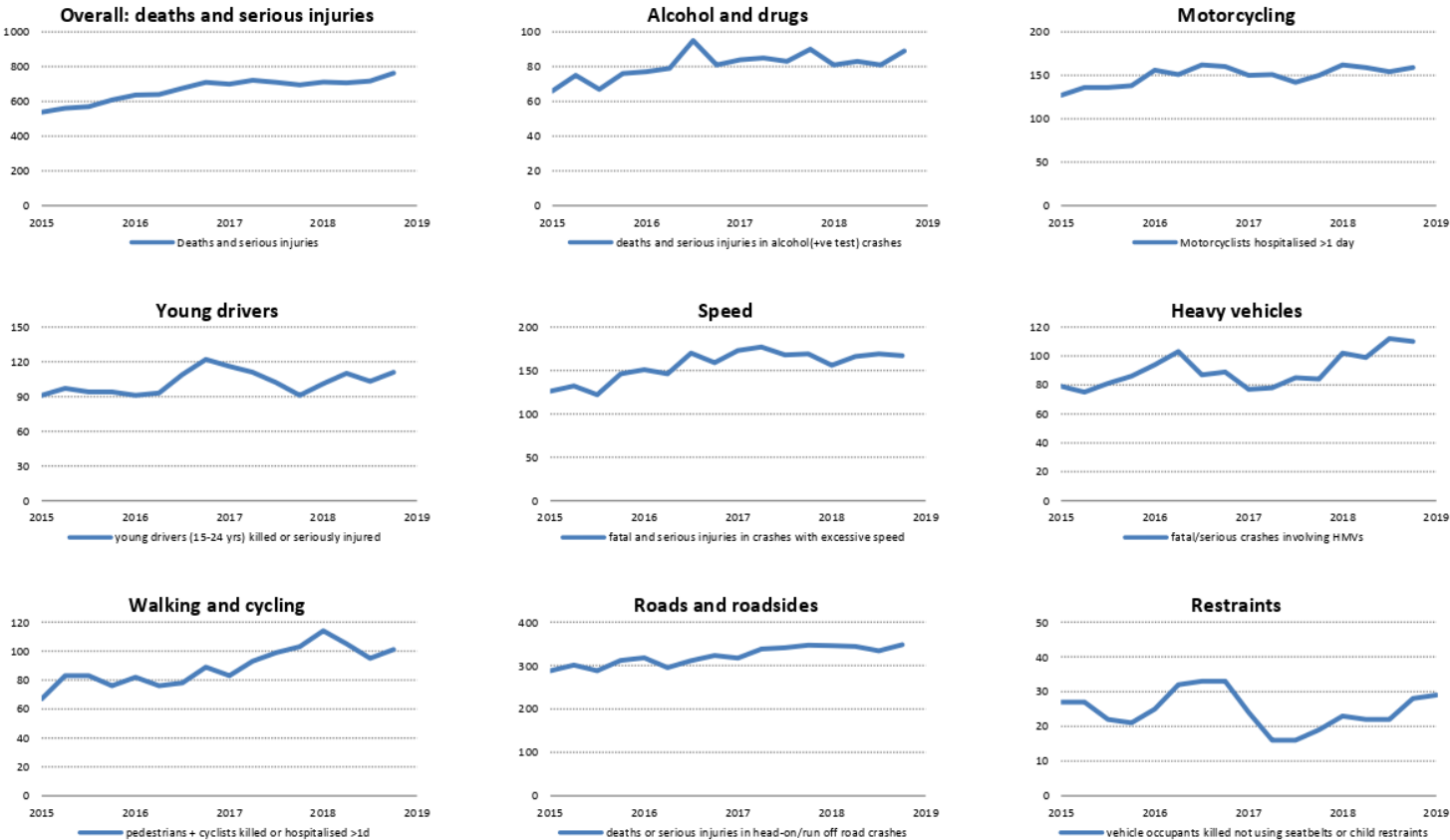
REGIONAL OUTCOME TRENDS, UPPER NORTH ISLAND (12 month rolling figures)

Road safety outcome measures for the four Transport Agency regional groupings are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented earlier in this report (pages 4 – 7). Data for the other areas of concern are available in the [regional time series spreadsheet](#) accompanying this report.



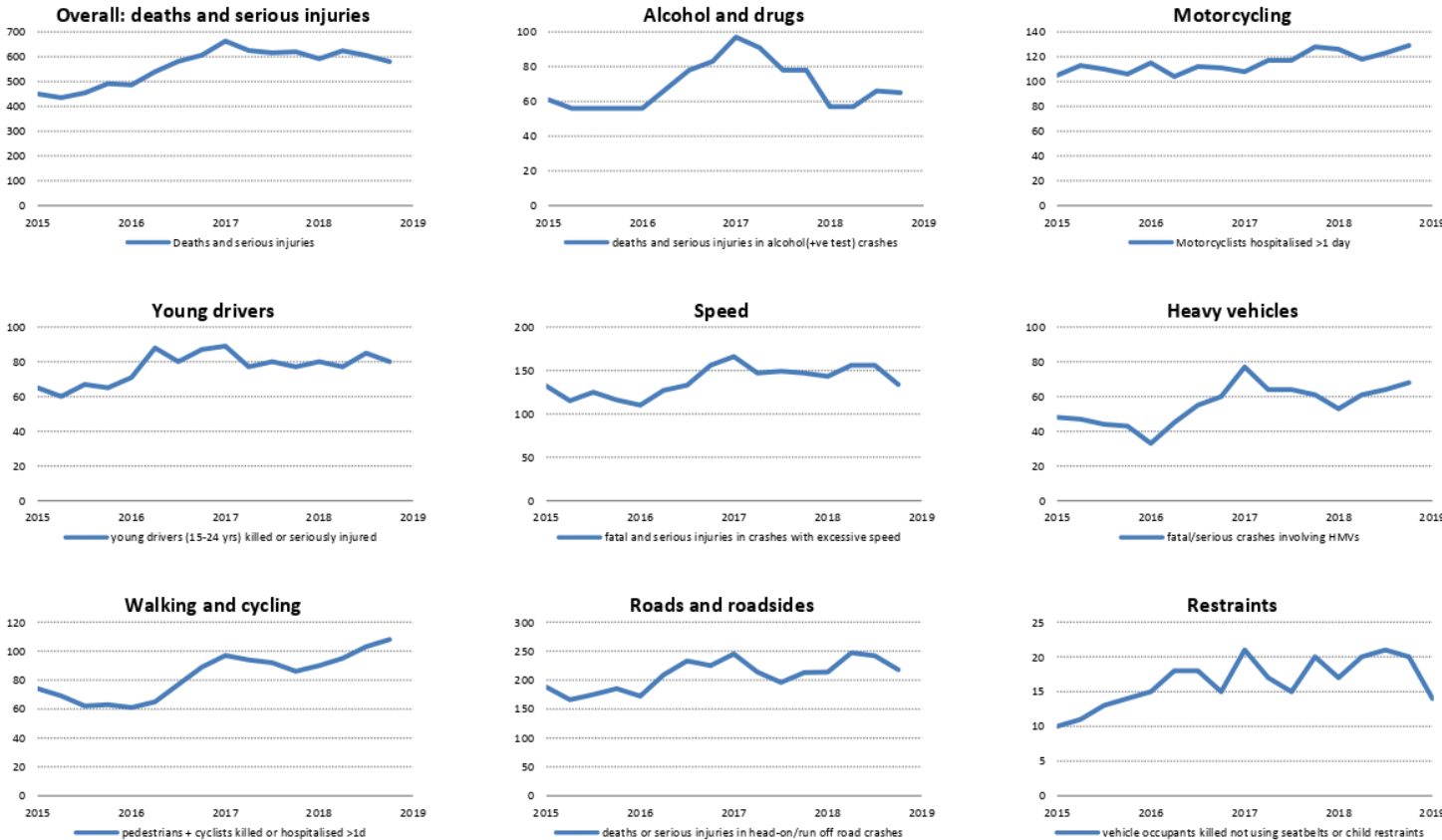
REGIONAL OUTCOME TRENDS, CENTRAL NORTH ISLAND (12 month rolling figures)

Road safety outcome measures for the four Transport Agency regional groupings are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented earlier in this report (pages 4 – 7). Data for the other areas of concern are available in the [regional time series spreadsheet](#) accompanying this report.



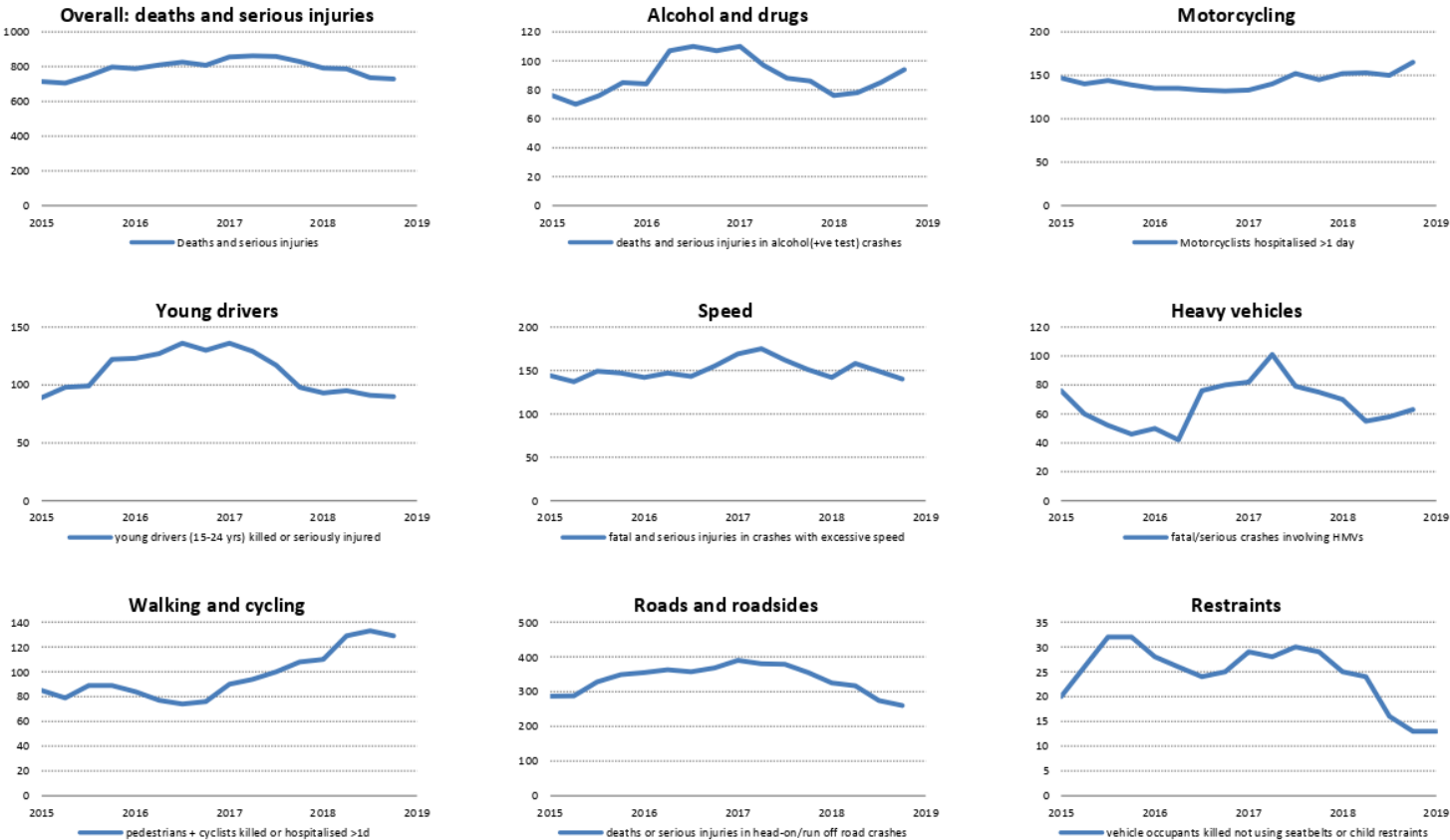
REGIONAL OUTCOME TRENDS, LOWER NORTH ISLAND (12 month rolling figures)

Road safety outcome measures for the four Transport Agency regional groupings are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented earlier in this report (pages 4 – 7). Data for the other areas of concern are available in the [regional time series spreadsheet](#) accompanying this report.



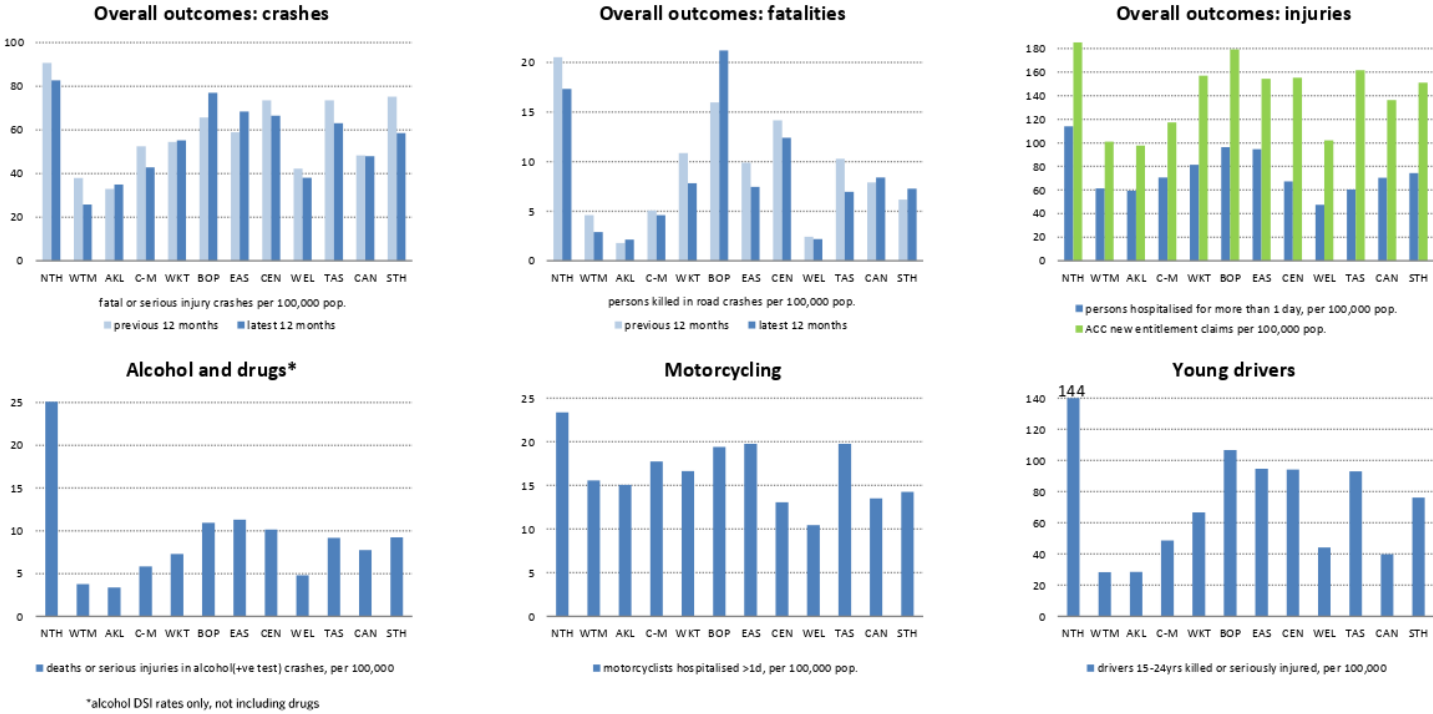
REGIONAL OUTCOME TRENDS, SOUTH ISLAND (12 month rolling figures)

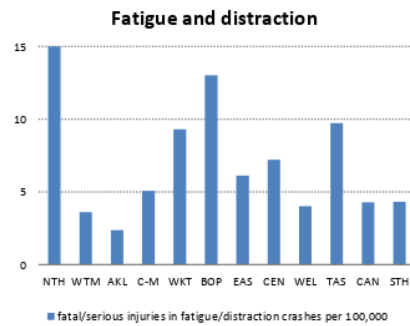
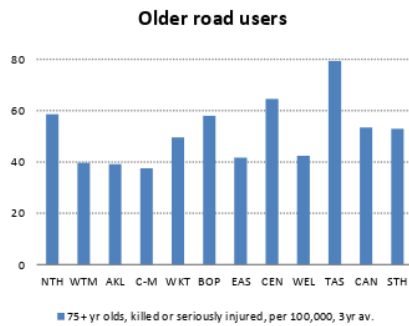
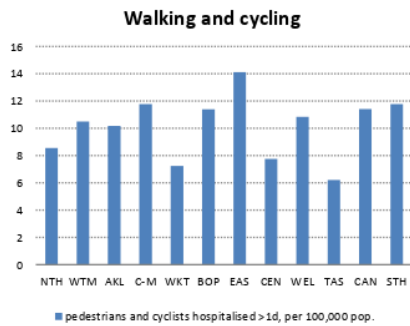
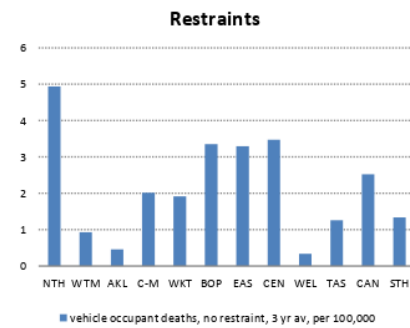
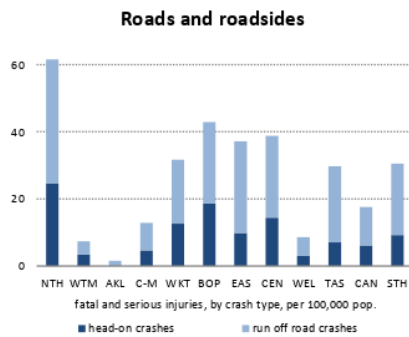
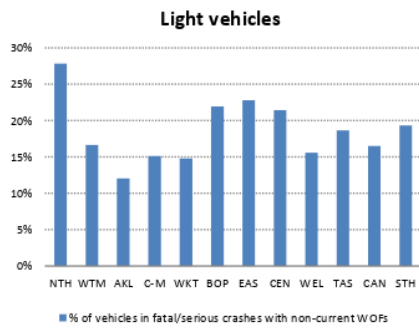
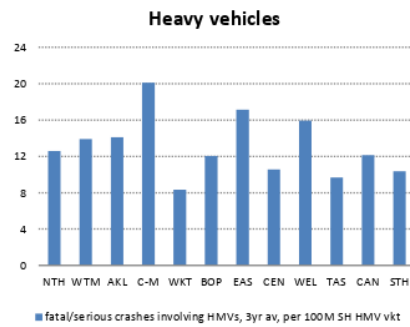
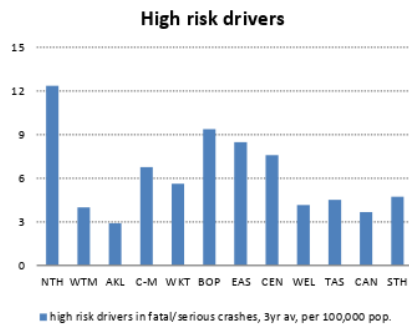
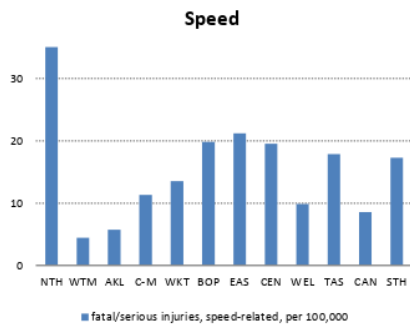
Road safety outcome measures for the four Transport Agency regional groupings are provided for the last five years in the following charts, up to the most recently available quarter, for eight of the *Safer Journeys* high and medium areas of concern. The measures are a subset of the national outcome measures presented earlier in this report (pages 4 – 7). Data for the other areas of concern are available in the [regional time series spreadsheet](#) accompanying this report.



COMPARISON OF ROAD SAFETY OUTCOMES BY POLICE DISTRICT

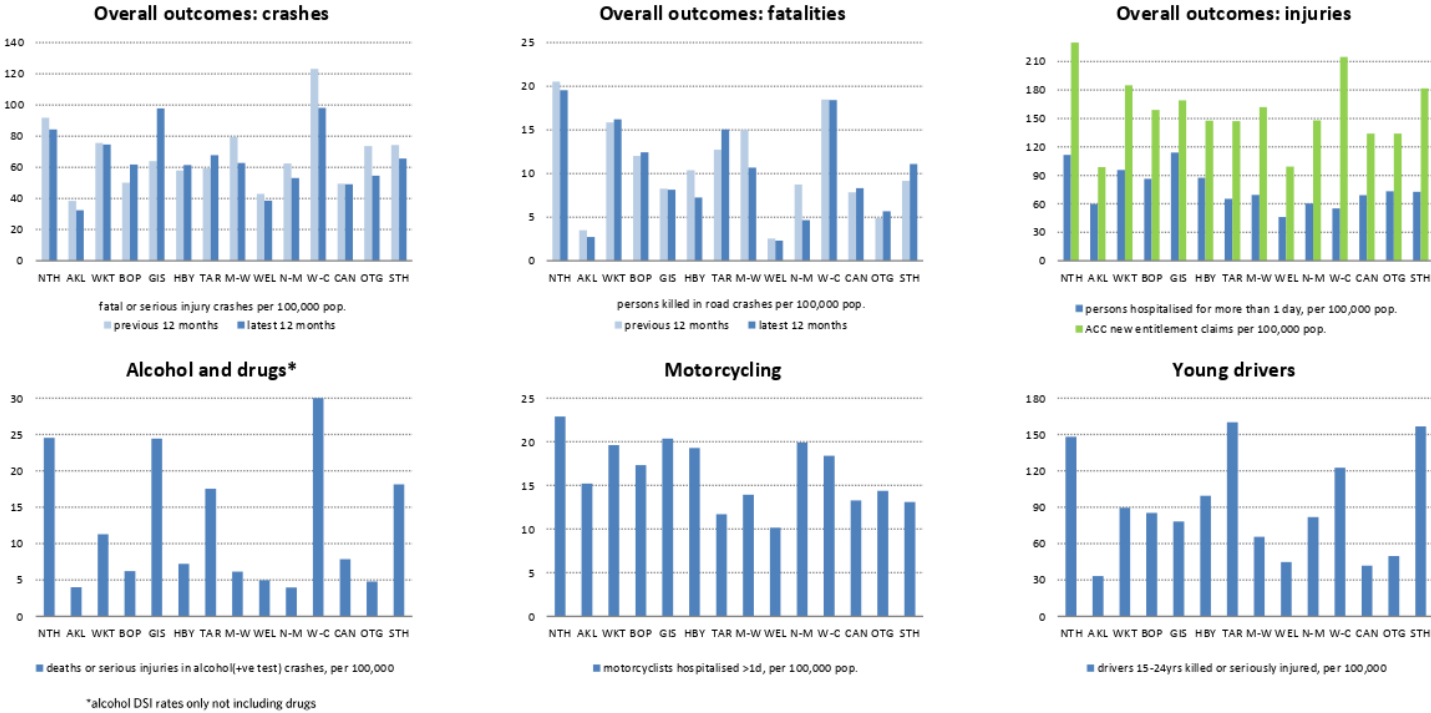
The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Alternative measures are shown if the national measure is not available at a regional or Police district level. In cases where the numbers involved are too small to give meaningful single year comparisons, some measures are shown on an averaged three-yearly basis.

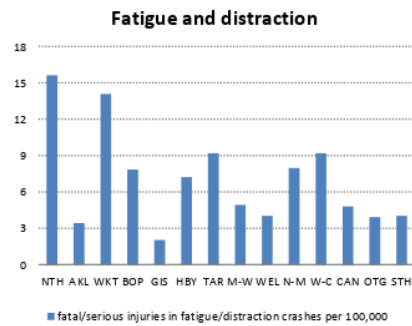
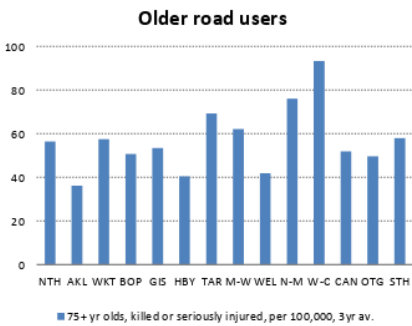
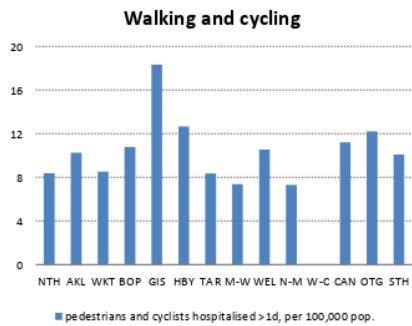
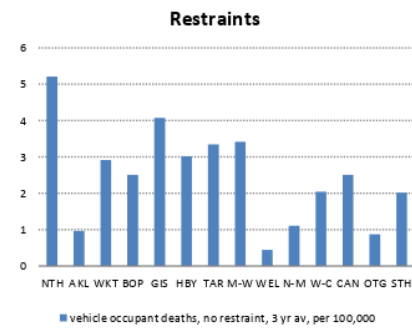
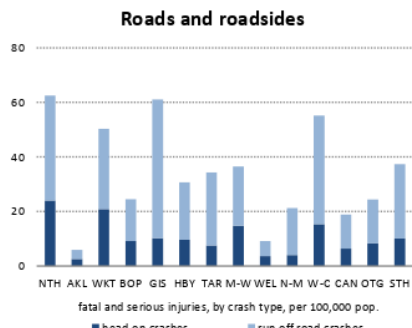
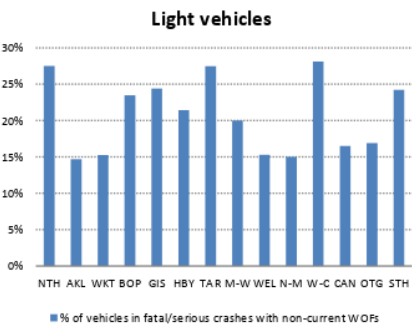
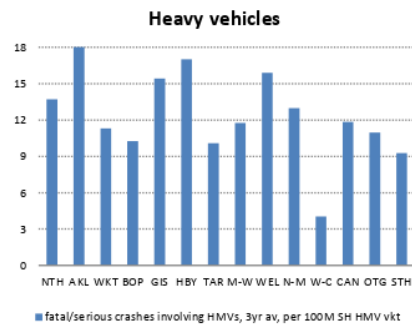
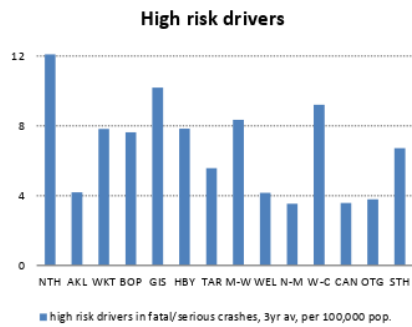
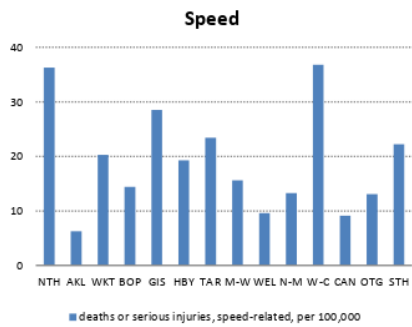




COMPARISON OF ROAD SAFETY OUTCOMES BY LOCAL GOVERNMENT REGION

The following charts and tables show headline outcome measures for the 12 months to the end of the latest available quarter. Some alternative measures are shown if the national measure is not available at a regional or police district level. In cases where the numbers involved are too small to give meaningful single year comparisons, some measures are shown on an averaged three-yearly basis.





POLICE DISTRICT ROAD SAFETY OUTCOMES		NTH	WTM	AKL	C-M	Total Auckland	WKT	BOP	EAS	CEN	WEL	TAS	CAN	STH	NZ
Overall	fatal or serious injury crashes per 100,000 popn.	83	26	36	38	33	66	72	68	68	37	63	48	58	50
	persons killed in road crashes, per 100,000 popn.	18	3	2	5	3	8	22	8	13	2	7	9	7	7.4
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	114	61	59	71	64	81	96	95	67	48	61	70	74	71
	ACC new entitlement claims, per 100,000 popn.	235	101	98	117	105	157	179	154	155	102	162	136	151	138
Alcohol*	deaths or serious injuries in alcohol(+ve test) crashes, per 100,000	25	4	3	6	4	7	11	11	10	5	9	8	9	8
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	144	28	28	49	35	67	107	95	94	44	93	40	76	59
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	36	4	6	11	7	14	20	21	20	10	18	9	17	13
High risk	high risk drivers in fatal/serious crash, 3-year average per 100,000 popn.	12	4	3	7	5	6	9	8	8	4	5	4	5	6
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	25	3	0	5	3	13	19	10	14	3	7	6	9	8
	deaths + serious injuries, run off road crashes, per 100,000 popn.	37	4	2	8	5	19	24	27	24	6	23	12	21	14
	deaths + serious injuries, intersection crashes, per 100,000 popn.	10	10	12	18	13	21	15	14	20	12	14	25	25	17
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	10	7	12	10	10	10	9	10	8	13	15	9	14	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	23	16	15	18	16	17	19	20	13	10	20	14	14	16
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	28%	17%	12%	15%	14%	15%	22%	23%	21%	16%	19%	17%	19%	18%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	15	4	2	5	4	9	13	6	7	4	10	4	4	6
Heavy vehicles	fatal/serious crashes involving HMTVs, 3yr avg, per 100m SH HMTV vkt	13	14	14	20	16	8	12	17	11	16	10	12	10	12
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	9	11	10	12	11	7	11	14	8	11	6	11	12	10
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	59	40	39	38	39	50	58	42	65	42	79	53	53	51
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	4.9	0.9	0.5	2.0	1.1	1.9	3.4	3.3	3.5	0.3	1.3	2.5	1.3	1.9

REGIONAL ROAD SAFETY OUTCOMES		NTH	AKL	WKT	BOP	GIS	HBV	TAR	M-W	WEL	N-M	W-C	CAN	OTG	STH
Overall	fatal or serious injury crashes per 100,000 popn.	84	32	75	62	98	61	68	63	39	53	98	49	55	66
	persons killed in road crashes, per 100,000 popn.	16	3	16	14	12	8	15	14	3	5	18	8	4	13
	persons hospitalised more than 1 day (>1d) , per 100,000 popn.	112	60	96	86	114	87	65	69	46	60	55	69	73	73
	ACC new entitlement claims, per 100,000 popn.	230	99	185	159	169	148	147	162	99	148	215	134	134	182
Alcohol*	deaths or serious injuries in alcohol(+ve test) crashes, per 100,000	25	4	11	6	24	7	18	6	5	4	31	8	5	18
Youth	young driver fatal/serious injuries, per 100,000 15-24 year olds	148	33	90	85	78	99	160	66	45	82	123	42	50	157
Speed	deaths + serious injuries in speed related crashes, per 100,000 popn.	36	6	20	14	29	19	23	16	10	13	37	9	13	22
High risk	high risk drivers in fatal/serious crash, 3yr avg, per 100,000 popn.	12	4	8	8	10	8	6	8	4	4	9	4	4	7
Roads and roadsides	deaths + serious injuries in head-on crashes, per 100,000 popn.	24	3	21	9	10	10	8	15	4	4	15	6	8	10
	deaths + serious injuries, run off road crashes, per 100,000 popn.	39	3	29	15	51	21	27	22	6	17	40	12	16	27
	deaths + serious injuries, intersection crashes, per 100,000 popn.	9	12	26	11	16	13	18	20	13	15	12	24	24	26
	deaths + serious injuries in ped/cyclist crashes, per 100,000 popn.	9	9	11	8	18	8	10	7	13	16	9	9	15	10
Motorcycles	motorcyclists hospitalised >1d, per 100,000 popn.	23	15	20	17	20	19	12	14	10	20	18	13	14	13
Light vehicles	% of vehicles in fatal/serious crashes without current WoFs	28%	15%	15%	23%	24%	21%	27%	20%	15%	15%	28%	17%	17%	24%
Fatigue	fatal/serious injuries in fatigue/distraction crashes, per 100,000 popn.	16	3	14	8	2	7	9	5	4	8	9	5	4	4
Heavy vehicles	fatal/serious crashes involving HMTVs, 3yr avg, per 100m SH HMTV vkt	14	18	11	10	15	17	10	12	16	13	4	12	11	9
Walk/cycle	pedestrians and cyclists hospitalised >1d, per 100,000 popn.	8	10	9	11	18	13	8	7	11	7	0	11	12	10
Older users	persons 75+ years killed or seriously injured, per 100,000, 3yr avg.	56	36	58	51	53	40	69	62	42	76	93	52	50	58
Restraints	occupant deaths, restraints not worn, last 3 yrs, per 100,000 popn.	5.2	1.0	2.9	2.5	4.1	3.0	3.3	3.4	0.4	1.1	2.0	2.5	0.9	2.0

*alcohol DSI rates only, not including drug

TITLE: New Zealand Transport Agency Update

ID: A1267258

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

Executive summary/Whakarāpopototanga

Steve Mutton – NZTA, Director Regional Relationships, Upper North Island will be speaking to this will provide a verbal update report to the Regional Transport Committee.

Key messages include:

- We have been re-branded to “Waka Kotahi NZ Transport Agency” celebrating our heritage.
- We want to support your better and a Northland Regional Relationship team has been set up to support and work closer with our partners
- Arataki is Waka Kotahi NZ Transport Agency’s 10-year plan for improving the performance of the land transport system. Arataki identifies the most significant changes that will impact the land transport system and the Step Change responses Waka Kotahi could take over the next decade.
- Speed reviews consultation has been extended to 10 December 2019 due to the overwhelming response.

Recommendation

That the report ‘New Zealand Transport Agency Update ’ by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 9 December 2019, be received.

Attachments/Ngā tapirihanga

Nil

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 09 December 2019

TITLE: Regional Transport Committee Representatives and Regional Transport Committee Alternate Representatives

ID: A1255183

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

The purpose of this report is to introduce the formally nominated representatives to the Regional Transport Committee (RTC) and to provide the names of the formally nominated Alternate Representatives. It concludes with the recommendation that the report be received.

Recommendation(s)

1. That the report 'Regional Transport Committee Representatives and Regional Transport Committee Alternate Representatives' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 31 October 2019, be received.
2. That the formally elected Regional Transport Committee Representatives and Regional Transport Committee Alternate Representatives be duly noted.

Background/Tuhinga

Legislative Compliance – Land Transport Management Act 2003

Subpart 2, Section 105, subsections 1; 2; 4; of the Land Transport Management Act 2003 (Act) stipulates that: -

- 1) *As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.*
- 2) *Each regional council must appoint to its regional transport committee: -*
 - a) *2 persons to represent the regional council; and*
 - b) *1 person from each territorial authority in the region to represent that territorial authority; and*
 - c) *1 person to represent the agency.*
- 4) *A person specified in subsection (2)(a) to (c) and (3)(a) and (b) may only be appointed on the nomination of the relevant entity.*
- 6) *Each regional council must appoint from its representatives the chair and deputy chair of the committee.*
- 7) *At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting:-*
 - a) *has a deliberative vote; and*
 - b) *in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).*

2019 Local Body Election

Prior to the 2019 local body triennium election, letters were sent to the NZ Transport Agency and to the Far North, Whangarei and Kaipara District Councils Chief Executive Officers requesting the

names and contact details for both the Representative and Alternate Representative appointed to the Northland Regional Transport Committee.

Northland Regional Transport Committee Representatives.

Formal written confirmation has been received from the Northland Regional Council, each approved territorial authority and the NZ Transport Agency confirming the appointment of the following Representatives: -

Councillor John Bain (Chair) – Northland Regional Council;
Councillor Rick Stolwerk (Deputy Chair) – Northland Regional Council;
Councillor Ann Court – Far North District Council;
Councillor Greg Martin – Whangarei District Council;
Councillor David Wills – Kaipara District Council; and
Steve Mutton – Director Regional Relationships (Upper North Island), NZ Transport Agency

Please see **Attachment 1** for the Terms of Reference for the Regional Transport Committee for the 2019/2021 triennium.

Northland Regional Transport Committee Alternate Representatives

Formal written confirmation has been received from the Northland Regional Council, each approved territorial authority and the NZ Transport Agency confirming the appointment of the following Alternate Representatives: -

Councillor Justin Blaikie – Northland Regional Council
No alternative appointed - Far North District Council
Councillor Phil Halse – Whangarei District Council;
Councillor Peter Wethey – Kaipara District Council; and
Jacqui Hori-Hoult – Manager, Systems Management, Northland, NZ Transport Agency.

Please see **Attachment 1** detailing the functions of an Alternative Member.

Considerations

1. Options

No.	Option	Advantages	Disadvantages
1	<p>Appoint a Chair Person, Deputy Chair Person and Alternate from the Northland Regional Council.</p> <p>Appoint duly elected representatives and alternate representatives from:</p> <ul style="list-style-type: none">• Far North District Council;• Whangarei District Council	<p>Legislative compliance with Sections 105; 106 and 107 of the Land Transport Management Act 2003.</p> <p>Ability of Northland to apply for funding assistance for transportation related activities through the National Land Transport Programme.</p>	<p>Failure to meet legislative compliance.</p> <p>Northland will be unable to compile a Regional Land Transport Plan.</p> <p>Northland will ineligible to apply for funding assistance for transportation related activities through the National Land Transport Programme.</p>

	<ul style="list-style-type: none">• Kaipara District Council; and• New Zealand Transport Agency		
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The staff's recommended option is **Option 1**

2. Significance and engagement

This is a statutory obligation under the Land Transport Management Act 2003

3. Policy, risk management and legislative compliance

This is a legislative requirement under Sections 105; 106 and 107 of the Land Transport Management Act 2003.

Further considerations

4. Community views

The Land Transport Management Act 2003 does not require community views regarding appointees to a Regional Transport Committee.

5. Financial implications

Failure to appoint a Regional Transport Committee will result in adverse financial implications with regards the application of national funding assistance for transportation related activities.

6. Implementation issues

No implementation issues are foreseen at this time.

Attachments/Ngā tapirihanga

Attachment 1: Regional Transport Committee Terms of Reference as at Dec 2019 [!\[\]\(06a315363e7801bba8c7489a6694af19_img.jpg\)](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 09 December 2019

1 Document Approval

Date	Amendment	Sign
28 May 2018	Updated for new representatives from NZTA (correspondence received same day)	Chris Taylor
11 July 2018	Updated to include alignment with the council's vision, mission and areas of focus as specified in the Long Term Plan 2018 – 2028	Jonathan Gibbard

Terms of Reference for the 2019 – 2021 Triennium

Regional Transport Committee

Membership

Section 105 of the Land Transport management Act 2003 stipulates that:-

1) As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.

(2) Each regional council must appoint to its regional transport committee—

(a) 2 persons to represent the regional council; and

(b) 1 person from each territorial authority in the region to represent that territorial authority; and

(c) 1 person to represent the Agency.

(4) A person specified in subsection (2)(a) to (c) and (3)(a) and (b) may only be appointed on the nomination of the relevant entity.

(6) Each regional council must appoint from its representatives the chair and deputy chair of the committee.

In addition to the above, Section 12 of the Interpretation Act 1999 No 85 12 titled “Powers to Appoint to an Office” allows for the nomination of and “Alternate Representative”-

The power to appoint a person to an office includes the power to-

(c) Appoint another person in place of a person who-

i) has vacated the office; or

ii) has died; or

iii) is absent; or

iv) is incapacitated in a way that affects the performance of that persons duty.

In accordance with the above, the Northland Regional Transport Committee (the committee) comprises

I. Two (2) councillors (as Chairperson and Deputy Chairperson);

II. One (1) representative from each of the three district councils; and

III.—One (1) representative from the New Zealand Transport Agency.

The duly elected representatives and their alternate representatives for the period October 2019 to October 2022 are detailed below.

Chairperson - Cr John Bain Northland Regional Council

Deputy Chairperson - Cr Rick Stolwerk Northland Regional Council

Alternate - Cr Justin Blaikie Northland Regional Council

Cr Ann Court representing the Far North District Council (FNDC) (alternate not appointed)

Cr Greg Martin representing Whangarei District Council (WDC) (alternate Cr Phil Halse)

Cr David Wills representing the Kaipara District Council (KDC) (alternate Cr Peter Wethey)

Steve Mutton representing the NZ Transport Agency (NZTA) (alternate Jacqui Hori-Hoult)

Quorum

The quorum for meetings of the committee shall be three members, being half of the members (including vacancies).

Terms of Membership

Should any member appointed to represent an outside organisation be absent without prior leave from two consecutive meetings of the committee, that person's appointment is automatically terminated.

Should a vacancy occur in the membership of the committee, the Committee Secretary (or person fulfilling that role) shall report this to the next meeting of the council and the nominating organisation will be invited to nominate a replacement.

Members of the committee representing outside organisations are expected to regularly report back to their nominating organisation on matters discussed at committee meetings.

Voting Rights

At any meeting of the committee, the Chair, or any other person presiding at the meeting,

- (a) has a deliberate vote, and
- (b) in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated, and the status quo is preserved).

This is a requirement of the Land Transport Management Act 2003 (the Act) and therefore takes precedence over council's standing orders.

In the event a duly elected representative has provided advanced notice of non-availability at a meeting, the duly elected alternate representative shall be afforded the opportunity to vote on behalf of the organisation they represent.

Vision, mission and areas of focus (Long Term Plan 2018-2028)

Our Northland – together we thrive. Working together to create a healthy environment, strong economy and resilient communities.

This committee will contribute directly to the following areas of focus:

- Safe and resilient communities
- Efficient and effective land transport policies and public transport

Functions

- 1) To prepare for approval by the Northland Regional Council:
 - (a) a Regional Land Transport Plan for the Northland region, or any variations to the plan, for the approval of the Northland Regional Council;
 - (b) to provide the Northland Regional Council any advice and assistance the regional council may request in relation to its transport responsibilities.
- 2) To adopt a policy that determines significance in respect of variations made to the Regional Land Transport Plan.
- 3) To regularly monitor and review progress towards the adoption and implementation of the Regional Land Transport Plan.
- 4) To approve procedures and requirements for implementing the council's public passenger transport service registration functions under the Act

- 5) To advise the council on any significant legislative changes, programmes, plans or reports relating to the region's land transport system.
- 6) To liaise with Ministry of Transport, New Zealand Transport Agency, the Commissioner of Police, district councils, Northland's Road Safety Forum and other interests on land transport matters, and advise the council on appropriate new initiatives.
- 7) To regularly monitor and review progress towards the performance targets and outcomes relative to land transport contained in the current Long Term Plan and Annual Plan.

Delegated Authority – Power to Act

- 1) Does not have the powers of council to act in the following instances as specified by Clause 32 (1) of Schedule 7 of the Local Government Act 2002:
 - a) make a rate;
 - b) make a bylaw;
 - c) borrow money, or purchase or dispose of assets, other than that in accordance with the current Long Term Plan or Annual Plan;
 - d) adopt a Long Term Plan, or Annual Plan, or Annual Report;
 - e) appoint a Chief Executive; or
 - f) adopt policies required to be adopted and consulted on under this Act in association with a Long Term Plan or developed for the purpose of the Local Governance Statement.
- 2) Does have the ability to appoint subcommittees to deal with any matters of responsibility within the committee's Terms of Reference and areas of responsibility, and to make recommendations to the committee on such matters. (Any subcommittee shall not have power to act other than by a resolution of the committee with specific limitations where there is urgency or special circumstance.)
- 3) Does have the ability to make decisions in accordance with the Terms of Reference.

Power to Act (for the information of council)

- 1) To prepare an annual report on the Regional Land Transport Plan.
- 2) To co-ordinate regional road safety activities.
- 3) To monitor transport activities of the regional council, territorial authorities and New Zealand Transport Agency in order to report on progress of the Regional Land Transport Plan.

Power to Recommend to Council

- 1) To prepare and recommend the Regional Land Transport Plan and Regional Public Transport Plan. To consider and recommend transportation planning studies and associated outcomes.
- 2) To provide recommendations to relevant government agencies on transport priorities and the allocation of national regional transport funds.

TITLE: Regional Land Transport Plan 2021-2027
ID: A1258437
From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

This report serves to advise and update the Regional Transport Committee on: -

- The statutory requirements relating to the compilation of a Regional Land Transport Plan as detailed in the Land Transport Management Act 2003;
- The work undertaken to date both regionally and nationally on the Regional Land Transport Plan 2021-2027; and
- The proposed Project Plan outlining the way forward.

The detailed nature of this report is to assist the new Regional Transport Committee members that have had no prior involvement in Regional Land Transport Plans.

Recommendation(s)

1. That the report 'Regional Land Transport Plan 2021-2027' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 11 November 2019, be received.
2. That the Regional Transport Committee approve the proposed Future Actions for the compilation of the Regional Land Transport Plan 2021-27;
3. That progress reports be tabled at each Regional Transport Committee until the conclusion of the process.

Background/Tuhinga

Land Transport Management Act 2003

The Land Transport Management Act 2003 (Act) details the statutory requirements for the compilation of Regional Land Transport Plans (RLTP). In regard to the role of the Regional Transport Committee (RTC), the following should be noted: -

Section 13 - Responsibility for preparing and approving regional land transport plans

(1) Every 6 financial years, each regional council, in the case of every region except Auckland, must—

- (a) ensure that the relevant regional transport committee prepares, on the regional council's behalf, a regional land transport plan; and*
- (b) approve the regional land transport plan by a date appointed by the Agency.*

Section 14 - Core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must—

- (a) be satisfied that the regional land transport plan—*
(i) contributes to the purpose of this Act; and
(ii) is consistent with the GPS on land transport; and
(b) have considered—
(i) alternative regional land transport objectives that would contribute to the purpose of this Act; and
(ii) the feasibility and affordability of those alternative objectives; and
(c) have taken into account any—
(i) national energy efficiency and conservation strategy; and
(ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the [Resource Management Act 1991](#); and
(iii) likely funding from any source.

Section 18CA - Review of regional land transport plans

- (1) A regional transport committee must complete a review of the regional land transport plan during the 6-month period immediately before the expiry of the third year of the plan.*
(2) In carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.

With regards to the compilation, content and consultation of a RLTP, the Land Transport Management Act 2003 (Act) provides direction on: --

- Form and content;
- Consultation requirements;
- Process of approval;
- Variations to the RLTP;
- Separate consultation with Maori on particular activities;
- Maori contribution on decision making.

For a more detailed analysis of the Acts requirements please refer to Part 2, Subpart 1, Sections 13 to 18M of the Act. These can be accessed through the following link.

<http://www.legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html>

Government Policy Statement on Land Transport

The Government Policy Statement on Land Transport (GPS) outlines the Government's strategy to guide land transport investment over a 10-year period. The GPS operates under the Act, which sets out the scope and requirements for the GPS.

The GPS influences decisions on how money from the National Land Transport Fund (the NLTF) will be invested across activity classes. It also guides the NZ Transport Agency (NZTA) and local government on the type of activities that should be included in RLTP's and the National Land Transport Programme (NLTP).

The hypothecated NLTF funding is predominantly sourced from fuel excise tax, road user charges and Crown funds.

The GPS details the: -

- Role of the GPS and Government policies relevant to transport;
- Strategic Direction;
- Investment in land transport; and

- Funding sources and management of expenditure;

Whilst the GPS guides land transport investment for a 10-year period, it is compiled every three years.

The draft 2021/27 GPS was scheduled for release in December 2019 to allow councils to have an early start on their RLTP's. Verbal feedback has indicated that this release may be delayed to April /May 2020,

Further information pertaining to the GPS can be sourced from: -

<https://www.transport.govt.nz/multi-modal/keystrategiesandplans/gpsonlandtransportfunding/>

Northland Regional Land Transport Plan 2021-2027

A RLTP is the regions application for national funding assistance from the NLTF. It is important to note that the RLTP is **“an application for funding assistance and in no way guarantees funding approval for any project or programme”**.

To assist the RTC in the compilation of the RLTP 2021/2027, the Northland Transportation Alliance (NTA) has set up a RLTP Project Team (team). This team meets every two months with a focus on ensuring that the RTC is provided with the necessary information to make informed decisions

The team will table progress reports at each RTC meeting until the conclusion of the RLTP 2021/27 process.

Please note that until such time as the draft GPS is released, the draft Project Plan for the RLTP cannot be finalised.

National Review of RLTP Process

At the RTC meeting of 7 August 2019, a paper titled “Improving the Value of the Regional Land Transport Plan” was tabled, along with a PowerPoint presentation

This report detailed the work being undertaken nationally by regional councils, Auckland Transport, unitary authorities, the NZTA and the Ministry of Transport (MoT) in an effort to improve the value of the RLTP, improve efficiency and reduce churn and improve communication and consultation.

Whilst Section 14 of the Act - Core Requirements of Regional Land Transport Plans states that the RLTP is *“consistent with the GPS on land transport”*, this national review is striving to promote the importance of RLTP's in delivering the regions priorities and that these be reflected in the relevant NLTP's.

This work will continue throughout the duration of the compilation and consultation of RLTP 2021/2027 process.

See **Attachment 1** for a copy of the “Improving the Value of the Regional Land Transport Plan” paper and related presentation.

Future Actions

Following the release of the draft GPS, the RTC will have a better indication of where the government is wanting to direct RLTF funding. Early indications are that there will be no major changes to the existing GPS.

At the first RTC meeting following the release of the draft GPS, a report will be tabled outlining the content and implications for the region.

This report will also include a recommendation that an independent facilitator be appointed to undertake an “Investment Logic Mapping” workshop to gain agreement on the region's transportation “Problems” and “Benefits” to be gained by addressing these Problems.

The report will further recommend that on completion of the Investment Logic Mapping exercise, staff commence work on the Strategic Context “(Front End) of the draft RLTP. This work will include the: -

1. Strategic Framework detailing the desired future state of the region with a 30 Year Vision and will include the desired: -
 - Objectives;
 - Targets;
 - Policies;
 - Implementation Measures; and
 - Long Term Results
2. Transport Investment Priorities to identify the regions 10 Year Transport Policies and will cover: -
 - The most urgent and critical problems/barriers to achieving the region’s long-term vision and objectives;
 - The region’s short –medium term priorities; and
 - Identify specific transport priority investment areas that should be reflected in AO programmes of activities and other priority Implementation areas.

The RTC will be requested to consider the possibility of undertaking a separate public consultation process on the high level strategic component (Front End) of the draft RLTP. This will allow for the second phase of the RLTP, being the detailing of the projects and programmes to be included and the prioritisation of projects where required, to be compiled and consulted on separately.

Considerations

1. Options

No.	Option	Advantages	Disadvantages
1	Do Nothing	None	Failure to apply for national funding assistance through the National Land Transport Fund for regional transportation related activities.
2	Complete and submit the Regional Land Transport Plan 2021-2027 in accordance with the requirements of the Land Transport Management Act 2003.	Ability to apply for national funding assistance through the National Land Transport Fund for regional transportation related activities.	Failure to apply for much needed regional funding through the National Land Transport Fund for transportation related activities to the detriment of the region

The staff’s recommended option is **Option 2.**

2. Significance and engagement

The issues pertaining to significance and engagement relating to the compilation of a Regional Land Transport Plan is detailed in the Land Transport Management Act 2003.3. Policy, risk management and legislative compliance

The required policy and legislative compliance relating to the compilation of a Regional Land Transport Plan is detailed in the Land Transport Management Act 2003.**Further considerations**

4. Community views

As the compilation of a Regional Land Transport Plan is a statutory function, the process for consultation is detailed under Section 18 of the Land Transport Management Act 2003.

5. Māori impact statement

As the compilation of a Regional Land Transport Plan is a statutory function, the process for addressing Maori impacts is detailed under Sections 18G and 18H of the Land Transport Management Act 2003.


6. Financial implications

As this is a subsidised activity, no financial implications have been identified.

7. Implementation issues

At this early stage of the project, no implementation issues have been identified.

Attachments/Ngā tapirihanga

Attachment 1: Improving the Value of the Regional Land Transport Plan [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 09 December 2019

Regional Transport Committee
7 August 2019

ITEM: 5.1

TITLE: Improving the Value of the Regional Land Transport Plan

ID: A1216169

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

This paper serves to report to the Regional Transport Committee (RTC) the work being undertaken by the Transport Special Interest Group in regards to the increasing number of challenges having to be overcome in the compilation of Regional Land Transport Plans.

A PowerPoint presentation will be presented in support of this paper at the meeting.

Recommendation

That the report 'Improving the Value of the Regional Land Transport Plan' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 17 July 2019, be received.

Background/Tuhinga

The Regional Land Transport Plan (RLTP) is extremely important because it identifies the long-term vision and outcomes for transport in the region along with the key regional priorities. It provides for the local voice in transport investment decisions and can provide opportunities to improve transport and land use integration. However, a number of challenges have been identified which can result in suboptimal outcomes for regions.

The significant effort to develop RLTP's is not reflected in the preparation of the National Land Transport Plan (NLTP) and subsequent funding decisions. The current processes make engagement with the public and stakeholders challenging, there is a disconnect between strategy and programme development, and the isolated development of the state highway programme limits opportunities for the RTC and the public to influence key projects.

Other regions are all facing similar issues with Regional Land Transport Plans (RLTP). The regional sector has identified opportunities as well as challenges by working together to agree more consistent RLTP development, processes, and format. Regions can improve efficiency, reduce churn and duplicated effort, and more effectively engage with NZTA and central government on regional transport priorities. Work on the 2021 RLTP is about to begin.

In 2009, annual funding applications for national funding assistance was amended to a three-year Regional Land Transport Plan and in 2015 a six-year Regional Land Transport Plan with a three-year review. Since the introduction of these changes, the process to be followed in the compilation of the RLTP and the related application criteria required to be undertaken for national funding assistance through the National Land Transport Fund has become progressively more difficult, disjointed, resource and time consuming and unnecessary churn challenging stakeholder and public engagement.

The presentation that is attached to this report will provide greater detail on the challenges being faced and the proposed opportunities available.

ID: A1216169

1

Regional Transport Committee
7 August 2019

ITEM: 5.1

Proposed Approach for the RLTP 2021

The Northland Regional Council (NRC) has been working together with regional councils, Auckland Transport and unitary councils to investigate ways to improve the value that RLTPs add to transport planning and investment decision making. As part of this work, it is proposed to improve the process for developing RLTPs. An important aspect of this is building a stronger link between the strategic component, investment priorities and the programme of activities.

Through this work, it is hoped to improve efficiency, reduce churn, provide a better product and improve engagement with NZTA and other national stakeholders. Key aspects of this are:

- Stronger links with land use planning;
- Improved consistency of RLTPs across the country, while retaining flexibility to recognise regional differences;
- A consistent structure and framework for presenting the strategic direction comprising a 30-year strategic outlook, 10-year investment priorities and a 3-6 year programme;
- A simpler prioritisation approach for major projects.

Other work is underway in collaboration with NZTA and the Ministry of Transport to explore options to give greater weight to RLTPs in NZTA's investment decision-making processes, to improve the transparency of the development of NZTA's investment proposal for state highways and other activities, and to improve the tools available for RLTP development.

Attachments/Ngā tapirihanga

Attachment 1: Improving the Value of Regional Land Transport Plans

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 31 July 2019



Improving the Value of Regional Land Transport Plans

Chris Powell
7 August 2019

Context

- Northland Regional Land Transport Plan – Three-Year Review completed in June 2018
- Lessons learnt exercise identified a number of challenges and opportunities to improve RLTP processes
- We are scoping RLTP 2021/2027 and looking to make improvements

Why the RLTP is Important

- Identifies long term vision and outcomes for transport in the region
- Identifies key regional priorities
- Provides for local voice in transport investment decisions
- Can provide opportunities to improve transport and land use integration

Challenges

- Significant effort to develop RLTPs, but priorities not reflected in NLTP – inclusion in the RLTP doesn't mean projects are funded
- Timing misalignment between RLTPs and LTPs creates confusion and churn
- Disconnect between strategy section and the regional programme limits effectiveness of strategy

Challenges (cont.)

- Current processes make engagement with the public and stakeholders challenging
- Isolated development of the State Highway programme limits opportunities for RTC and the public to influence key projects
- There is significant churn and wasted use of constrained resources

Opportunities

- Other regions are all facing similar issues with RLTPs
- By working together to agree more consistent RLTP development processes, format, and content we can:
 - Improve efficiency
 - Reduce churn and duplicated effort
 - Provide a better product
 - More effectively engage with NZTA and MoT about RLTPs

Opportunities (cont.)

- Work with MoT on GPS and potential legislative changes
- Work with NZTA on:
 - Improving tools for RLTP development
 - Giving more weight to RLTPs in NZTA's investment decision making
 - Clarifying RLTPs role in business case approach
 - Improving integration of State Highway Programme development
 - Clarifying relationship with Long Term View

Approach for RLTP 2021/2027

Recommendation is for:

- Shorter, more succinct strategy;
- Greater collaboration;
- Investment Logic Mapping exercise to include:-
 - 30 year strategic outlook/framework;
 - 10 year investment priorities.
- Simpler prioritisation of major projects
- Stronger linking of land use and transport issues

Approach for RLTP 2021/2027 (cont.)

- NTA Project Team formed;
- RLTP Project Plan being compiled. Will be presented to December 2019;
- Ministry of Transport looking to release Draft GPS 2021 in December 2019;
- Recommendation to commence compilation of Draft "Strategy" (front end) section first for RTC approval;
- RTC to consider release of draft front end in mid 2020 for comment so it can inform council programmes as part of LTP development.

What's Next?

April – May:

- Further scoping work for RLTP 2021
- Commence review of strategic framework and monitoring framework
- Develop pressures and issues paper

18 June RTC meeting/workshop:

- further detail on the scope
- strategic framework workshop

Questions?



TITLE: Regional Public Transport Plan 2021 - 2031

ID: A1265529

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

The purpose of this report is to detail the process to be followed in regards to the compilation of the Regional Public Transport Plan 2021-2031.

Any approved authority that operates contracted passenger services and receives funding assistance through the Regional Land Transport Fund, must have an approved Regional Passenger Transport Plan in place. This Plan must detail services in operation, identified problem areas and how these problems will be addressed.

The report details the regulatory requirements to be followed and recommends that in an effort to both streamline and be more cost efficient, the Regional Transport Committee approve that the compilation of the Regional Public Transport Plan 2021-2031 run in parallel to compilation of the Regional Land Transport Plan 2021-2027.

Recommendation(s)

1. That the report 'Regional Public Transport Plan 2021 - 2031' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 3 December 2019, be received.
2. In an effort to streamline the process and reduce costs it is recommended that the Regional Passenger Transport Plan 2021-2031 and the Regional Land Transport Plan 2021-2027 be compiled and run in parallel.
3. That the Northland Transportation Alliance Regional Land Transport Project Team in conjunction with Northland Regional Council staff compile the Draft Regional Public Transport Plan 2021-2031 for approval by the Regional Transport Committee.
4. That update reports be tabled at all Regional Transport Committee meetings till the completion of the process.

Background/Tuhinga

Land Transport Management Act 2003 (LTMA).

Section 126 of the Land Transport Management Act 2003 stipulates that a "Regional Public Transport Plan must be current for a period of not less than 3 years in advance and not more than 10 years in advance".

The present Regional Passenger Transport Plan (RPTP) was compiled in 2015 and updates in 2018.

Section 117 to 129 of the LTMA details the statutory requirements a regional council must comply with in the compilation of a Regional Public Transport Plan (RPTP).

These cover the compilation, content, consultation, implementation and variations to a RPTP.

For a more detailed explanation of the legal requirements, please refer to Sections 117 to 129 of the Land Transport Management Act 2003 on the link below.

<http://www.legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html>

Funding Assistance Requirements

In order for regional council passenger transport services to be eligible for funding assistance through the National Land Transport Fund, they must have an approved RTP in place.

During the compilation phase of the Regional Land Transport Plan 2018-2021, the NZ Transport Agency (NZTA) approved that RTP's that included both strategic objectives, identified problem areas and operational requirements, could be used as a Business Case in support of funding applications. This would assist in reducing the amount of work required in a funding application.

The present RTP has been written to comply with the above requirement and it is recommended that this practice continue

Regional Public Transport Plan 2015-2021

The last RTP was compiled released in 2015. This document was reviewed with minor changes made to align with the governments public transport objectives as reflected in the Government Policy Statement in 2018.

For a copy of the Regional Public Passenger Transport Plan 2015-2025, please click on the link below.

<https://www.nrc.govt.nz/resource-library-summary/transport-publications/regional-public-transport-plan-2015-2025/>

As the application for funding assistance for passenger transport services is undertaken through a Regional Land Transport Plan (RLTP), and in an effort to streamline the process and reduce costs it is recommended that the RLTP 2021-2027 and the RTP 2021-2031 be compiled and run in parallel.

It is further recommended that the Northland Transportation Alliance RLTP Project Team in conjunction with Northland Regional Council staff compile the Draft RTP for approval by the Regional Transport Committee.

Considerations

1. Options

No.	Option	Advantages	Disadvantages
1	Do Nothing	None	Failure to apply for national funding assistance through the National Land Transport Fund for public passenger transport services.
2	Complete and submit the Regional Land Transport Plan 2021-2027 in accordance with the requirements of the Land Transport Management Act 2003.	Ability to apply for national funding assistance through the National Land Transport Fund for regional transportation related activities.	Failure to apply for much needed regional funding through the National Land Transport Fund for transportation related activities to the detriment of the region

The staff's recommended option is **Option 2**

2. Significance and engagement

The issues pertaining to significance and engagement relating to the compilation of a Regional Passenger Transport Plan is detailed in the Land Transport Management Act 2003.

3. Policy, risk management and legislative compliance

The required policy and legislative compliance relating to the compilation of a Regional Land Transport Plan is detailed in the Land Transport Management Act 2003.

Further considerations

4. Community views

As the compilation of a Regional Passenger Transport Plan is a statutory function, the process for consultation is detailed under Section 18 of the Land Transport Management Act 2003.

5. Māori impact statement

As the compilation of a Regional Public Transport Plan is a statutory function, the process for addressing Māori impacts is detailed under Section 82 of the Local Government Act 2002.

6. Financial implications

As this is a subsidised activity, no financial implications have been identified.

7. Implementation issues

At this early stage of the project, no implementation issues have been identified

Attachments/Ngā tapirihanga

Nil

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 09 December 2019