

Regional Transport Committee
Wednesday 12 February 2020 at 9.30am

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the Council Chamber
36 Water Street, Whangārei
on Wednesday 12 February 2020, commencing at 9.30am

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

MEMBERSHIP OF THE REGIONAL TRANSPORT COMMITTEE

Chairman, Councillor John Bain

NRC Councillor Rick Stolwerk

FNDC Councillor Ann Court

WDC Councillor Greg Martin

KDC Councillor David Wills

NZTA Representative Mr Steve
Mutton

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TITLE: Confirmation of Minutes - 16 December 2019


ID: A1278681

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

Recommendation

That the minutes of the Regional Transport Committee meeting held on 16 December 2019, be confirmed as a true and correct record.

Attachments/Ngā tapirihanga

Attachment 1: Unconfirmed minutes of the Regional Transport Committee meeting - 16 December 2019 [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 30 January 2020

Regional Transport Committee
16 December 2019

Regional Transport Committee Minutes

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

Present:

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

In Attendance:

Full Meeting

Tony Phipps - GM - Customer Service - Community Resilience
Evania Arani - Committee Secretary
NZTA Representative Jacqui Hori-Hoult
Councillor Kelly Stratford – FNDC
Chris Powell – NTA
Brad Mosby – Fire and Emergency New Zealand
Steve Dickson – New Zealand Police
Ian Crayton-Brown – NTA
Sharlene Selkirk - NTA
Nick Marshall - NTA
Glenn Rainham - FNDC
Calvin Thomas - NTA
Jeff Devine - NTA
Jim Shepton - KDC
Media
Members of the public

Part Meeting

NRC Councillor Jack Craw – arrived at 10.35am

The Chair declared the meeting open at 9.28am

Apologies (Ngā whakapahā) (Item 1.0)

There were no apologies.

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

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

Regional Transport Committee
16 December 2019

Minutes from previous Meeting - 07 August 2019 (for info only) (Item 3.1)

ID: A1266153

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

Moved (Martin/Court)

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

Carried

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

ID: A1255243

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Bain/Martin)

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.

Carried

Regional Road Safety Report (Item 5.1)

ID: A1266012

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Stolwerk/Martin)

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

Carried

Secretarial Note – As noted in item 5.1 presentations were provided to the group from the following organisations on the below mentioned topics:

- *Police (Steve Dickson) – Update from Police;*
- *FENZ (Brad Mosby) FENZ attendances at crashes and the impacts of the demands have on their services as well as an k overview on the NEW Local Advisory Committee; and*
- *WDC/NTA.(Nick Marshall) – Physical and strategic work being undertaken on Regional roads.*

New Zealand Transport Agency Update (Item 5.2)

ID: A1267258

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

Moved (Stolwerk/Bain)

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.

Carried

ID: A1269254

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Regional Transport Committee
16 December 2019

Regional Transport Committee Representatives and Regional Transport Committee Alternate Representatives (Item 6.1)

ID: A1255183

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Bain/Martin)

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.

Carried

Secretarial Note: FNDC are yet to appoint an alternate to the committee. FNDC will be in contact after their councils formal appointments are made on Thursday, 19 December 2019.

Regional Land Transport Plan 2021-2027 (Item 6.2)

ID: A1258437

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Court/Stolwerk)

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.

Carried

Regional Public Transport Plan 2021 - 2031 (Item 6.3)

ID: A1265529

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Court/Stolwerk)

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.

Carried

ID: A1269254

3

Regional Transport Committee
16 December 2019

Conclusion

The meeting concluded at 11.09am.

UNCONFIRMED

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

ID: A1277672

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 December 2019.

Recommendation

That the report 'Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 15 January 2020, be received.

Background

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

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

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

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

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

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

Attachments

Attachment 1: Funding Uptake Report [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

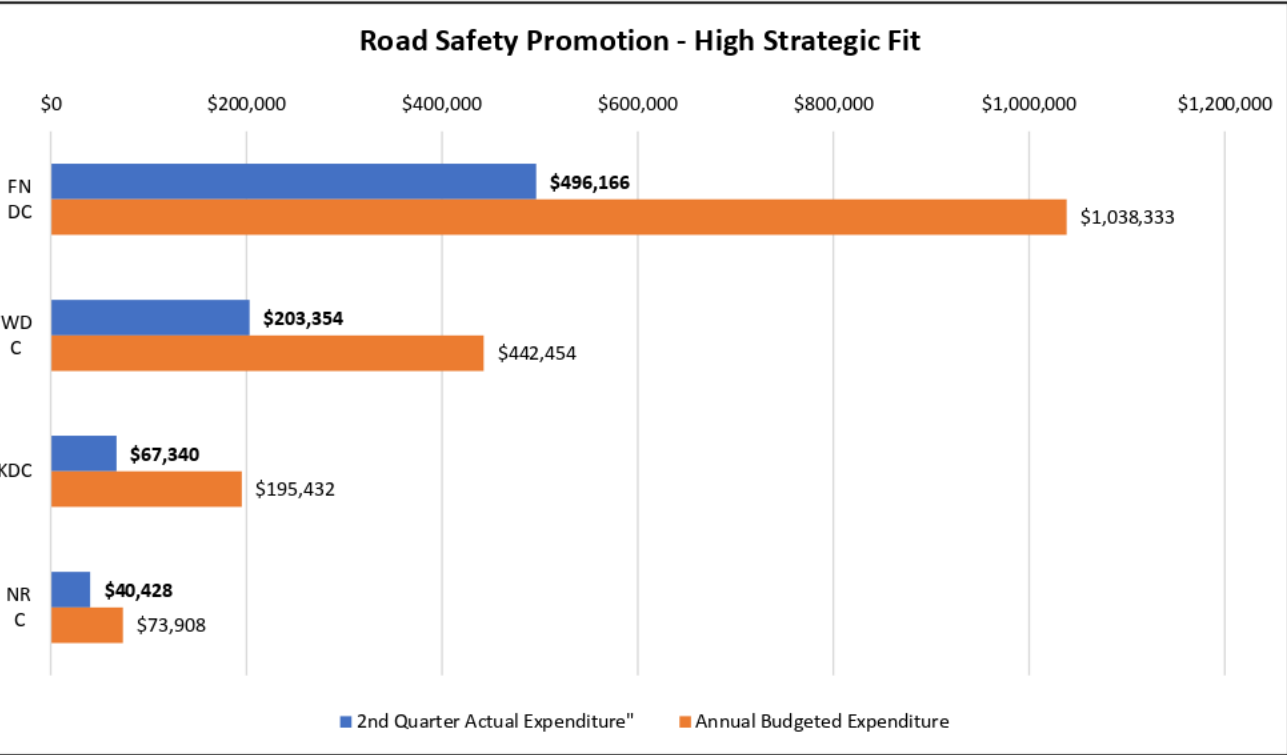
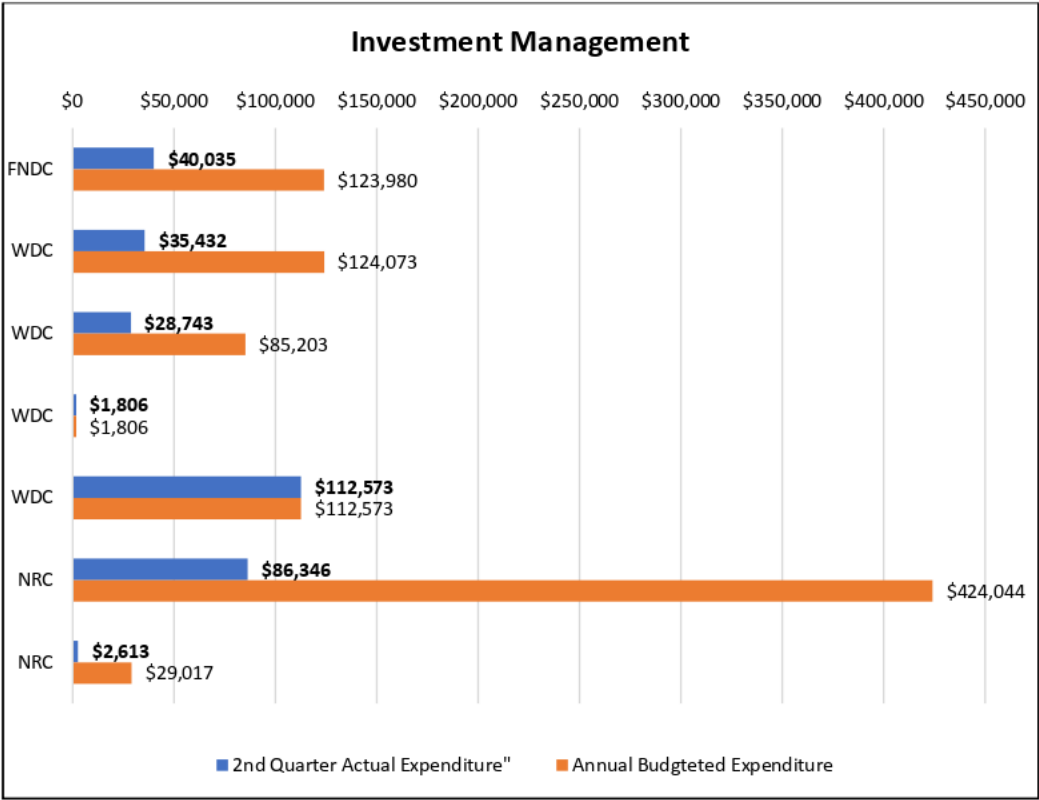
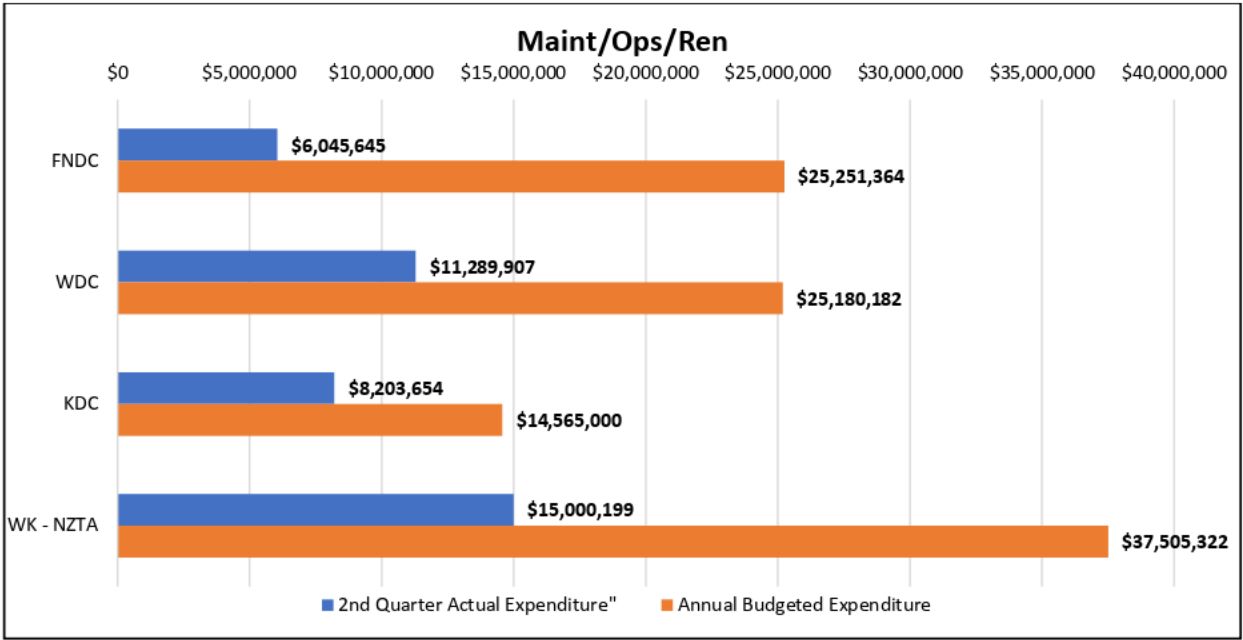
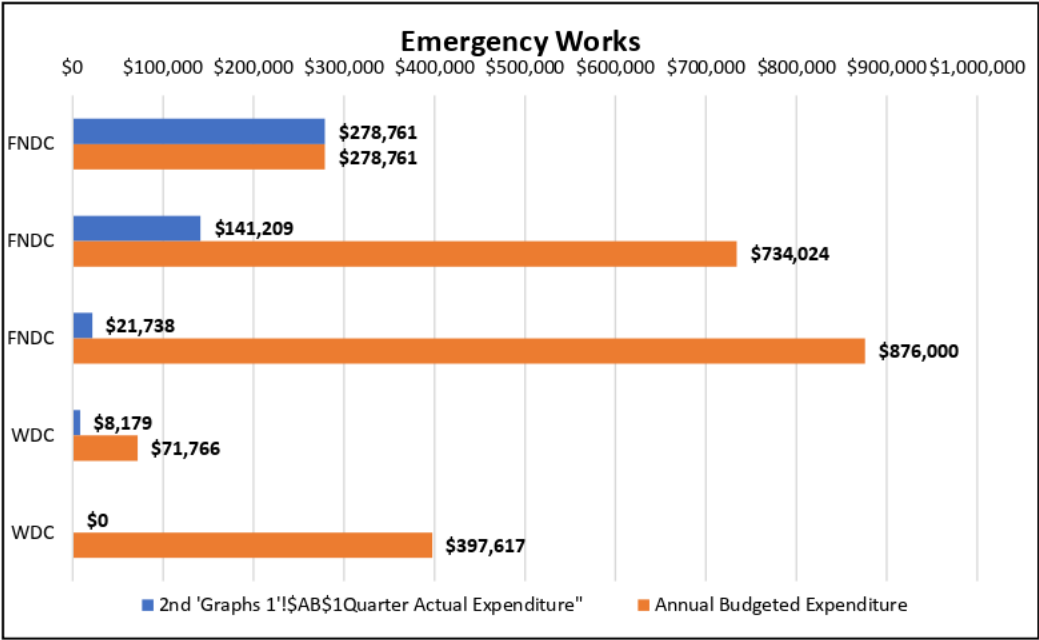
Title: Group Manager - Customer Services - Community Resilience

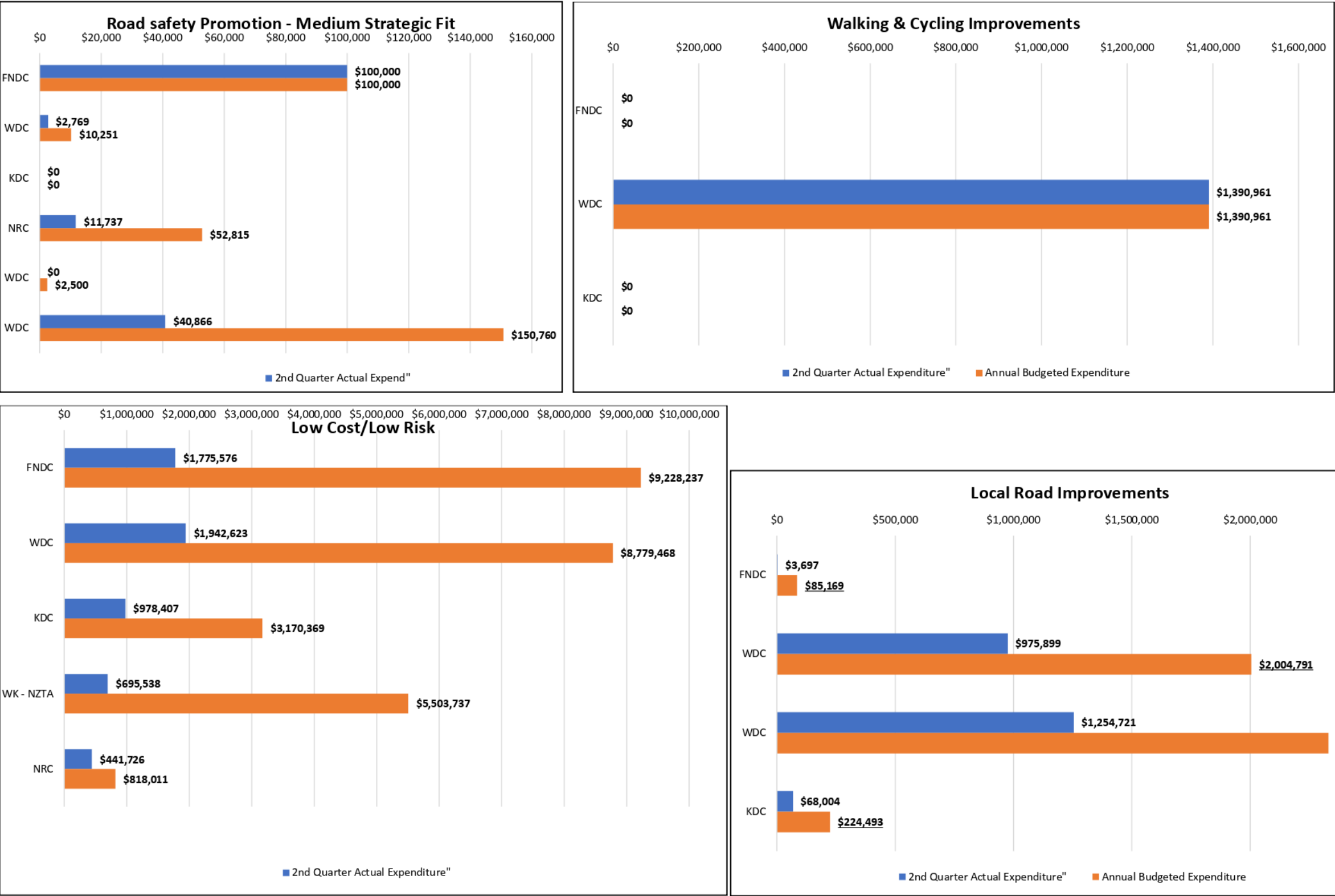
Date: 03 February 2020

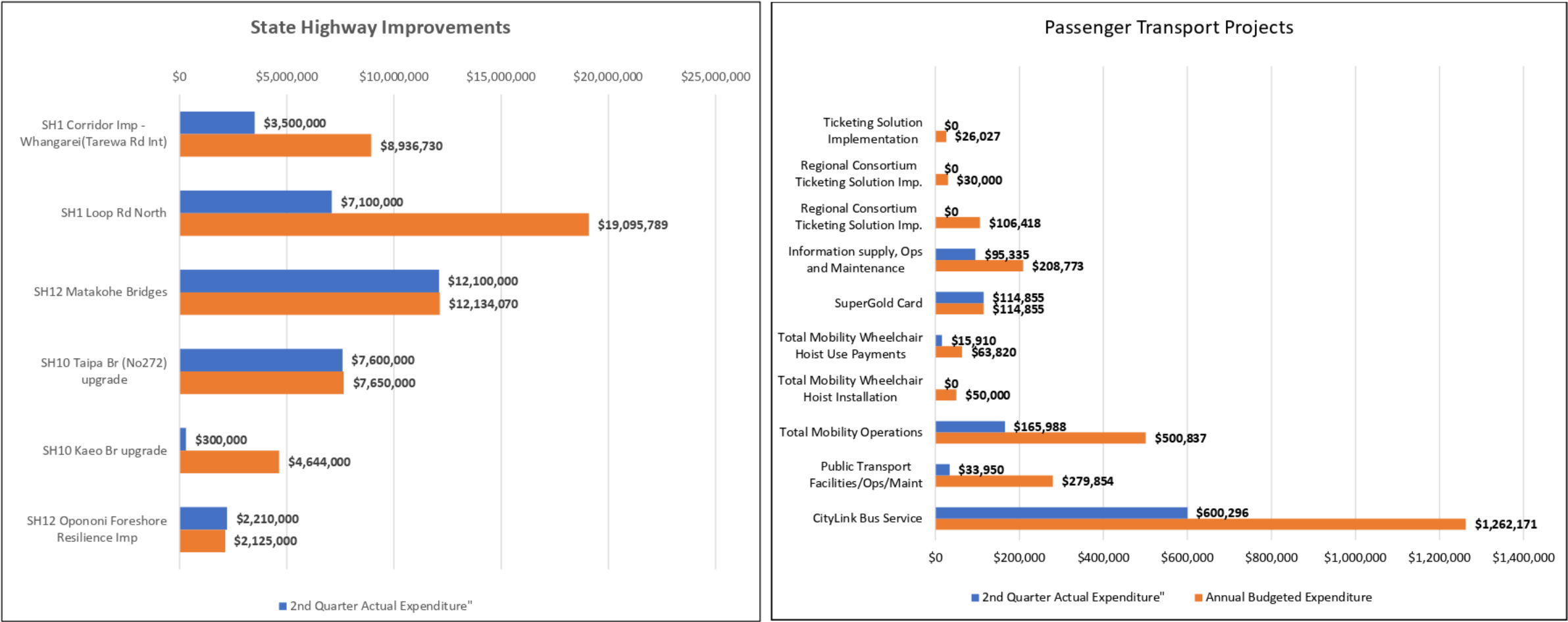
Regional Land Transport Plan 2015/2021 Three Year Review - Funding Uptake for the 2019/20 Financial Year
RLTP Funding 2nd Quarter = 1 July 2019 - 31 December 2019

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
Emergency Works																
Weather Event - June 2018	141	FNDC	66%	App	\$278,761	\$278,761	100%	\$0	\$278,761	\$278,761	100%	\$278,761	\$278,761	100%	High	Work Completed.
Weather Event - June 2018	141	FNDC	66%	App	\$734,024	\$141,209	19%	\$592,815	\$446,780	\$141,209	32%	\$734,024	\$256,890	35%	Low	Programme well on track for completion and within budget.
Weather Event - August 2019	141	FNDC	66%	App	\$876,000	\$21,738	2%	\$854,262	\$31,000	\$0	0%	\$400,500	\$21,738	5%	Medium	Programme underway and 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	\$8,179	16%	High	Programme on track for completion within 2019/2020 the financial year.
Weather Event - July 2018	141	WDC	53%	App	\$397,617	\$0	0%	\$397,617	\$0	\$0	0%	\$100,000	\$0	0%	Medium	Programme yet to be commenced.
Brynderwyn Slip	141	WK - NZTA	100%	App	\$1,659,632	\$1,372,191	83%	\$287,441	\$600,000	\$616,953	103%	\$1,659,632	\$1,372,191	83%	High	Funding for a second retaining wall to be applied for.
SH12	141	WK - NZTA	100%	App	\$308,000	\$456,281	148%	-\$148,281	\$0	\$0	0%	\$308,000	\$456,281	148%	High	Additional slip works completed as part of initial slip
Maintenance/Ops/Renewals																
	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	\$6,045,645	58%	High	Programme running to budget.
	111 - 222	WDC	53%	App	\$25,180,182	\$11,289,907	45%	\$13,890,275	\$4,300,000	\$6,737,592	157%	\$11,300,000	\$11,289,907	100%	High	Ongoing 3 year programme. On track to spend 2019/20 budget.
	111 - 222	KDC	61%	App	\$14,565,000	\$8,203,654	56%	\$6,361,346	\$2,820,809	\$536,257	19%	\$8,868,540	\$8,203,654	93%	High	Currently ahead on delivery.
	111 - 222	WK - NZTA	100%	App	\$37,505,322	\$15,000,199	40%	\$22,505,123	\$5,000,000	\$4,635,701	93%	\$19,242,611	\$15,000,199	78%	High	Late start to construction due to weather on track with Jan start
Investment Management																
Kerikeri/Waipapa Proramme Business Case	2	FNDC	66%	App	\$123,980	\$40,035	32%	\$83,945	\$6,250	\$8,720	140%	\$13,600	\$40,035	294%	High	Project on track for completion by 30 June 2020.
Activity Management Improvement Plan 18/21	3	WDC	53%	App	\$124,073	\$35,432	29%	\$88,641	\$10,000	\$0	0%	\$40,000	\$35,432	89%	High	Programme underway and running to budget.
ONRC Transition Plan	3	WDC	53%	App	\$85,203	\$28,743	34%	\$56,460	\$10,000	\$16,155	162%	\$30,000	\$28,743	96%	High	Programme well underway and running to budget.
ONRC Transition Plan	3	WDC	53%	App	\$1,806	\$1,806	100%	\$0	\$1,806	\$1,806	100%	\$1,806	\$1,806	100%	High	Completed completed.
Whangarei Transportation Model	2	WDC	53%	App	\$112,573	\$112,573	100%	\$0	\$30,000	\$47,601	159%	\$60,000	\$112,573	188%	High	Completed completed.
Regional Land Transport Plan	1	NRC	54%	App	\$424,044	\$86,346	20%	\$337,698	\$100,000	\$49,154	49%	\$212,012	\$86,346	41%	High	These costs will escalate as work on the RLTP increases from Dec 2019
Regional Public Transport Plan	3	NRC	54%	Sub.	\$29,017	\$2,613	9%	\$26,404	\$5,000	\$550	11%	\$15,000	\$1,613	11%	High	Work on the RPTP has only just commenced. Will be fully spent by year end
Regional Road Safety Action Plan	3	NRC	54%	Sub.	\$191,249	\$24,972	13%	\$166,277	\$50,000	\$17,000	34%	\$100,000	\$24,972	25%	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	\$496,166	48%	\$542,167	\$279,444	\$279,444	100%	\$496,166	\$496,166	100%	High	Programme well on track for completion by 30 June 2020.
	432	WDC	53%	App	\$442,454	\$203,354	46%	\$239,100	\$10,000	\$76,175	762%	\$100,000	\$203,354	203%	High	Programme well on track for completion by 30 June 2020.
	432	KDC	61%	App	\$195,432	\$67,340	34%	\$128,092	\$17,335	\$60,880	351%	\$66,191	\$67,340	102%	High	On target for financial year end delivery.
	432	NRC	54%	App	\$73,908	\$40,428	55%	\$33,480	\$10,000	\$25,274	253%	\$30,000	\$40,428	135%	High	Programme on budget. NRC High and Medium Strategic Fit work categories expenditure are interlinked.
	432	NRC	54%	App	\$50,896	\$14,620	29%	\$36,276	\$5,000	\$8,779	176%	\$20,000	\$14,620	73%	High	Programme on budget. NRC High and Medium Strategic Fit work categories expenditure are interlinked.
Medium Strategic Fit	432	FNDC	66%	App	\$100,000	\$100,000	100%	\$0	\$100,000	\$100,000	100%	\$100,000	\$100,000	100%	High	Programme well on track for completion by 30 June 2020.
	432	WDC	53%	App	\$10,251	\$2,769	27%	\$7,482	\$0	\$2,769	2768%	\$0	\$2,769	0%	High	Programme well on track for completion by 30 June 2020.
	432	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	No subsidy applied for under this work category.
	432	NRC	54%	App	\$52,815	\$11,737	22%	\$41,078	\$5,000	\$8,011	160%	\$25,000	\$11,737	47%	High	Programme on budget. NRC High and Medium Strategic Fit work categories expenditure are interlinked.
ACC Funded Cycling Education	432	WDC	100%	App	\$2,500	\$0	0%	\$2,500	\$0	\$0	0%	\$2,500	\$0	0%	High	Programme well on track for completion.
Bike Skills Training	432	WDC	53%	App	\$150,760	\$40,866	27%	\$109,894	\$0	\$12,740	0%	\$50,000	\$40,866	82%	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	\$1,390,961	100%	High	Project completed. Kamo Shared Path officially opened on the 23/10/ 2019.
	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	\$1,775,576	19%	\$7,452,661	\$310,000	\$762,383	246%	\$2,110,000	\$1,775,576	84%	High	Programme progressing well and on track for completion.
															Medium	Programme on track for completion. A funding request is being prepared to cashflow part of the 2019/20 funding into 2020/21 to better balance the programme.
Low cost / low risk improvements 2018-21-Local Roads	341	WDC	53%	App	\$8,779,468	\$1,942,623	22%	\$6,836,845	\$860,000	\$1,155,257	134%	\$3,360,000	\$1,942,623	58%		
Low cost / low risk improvements 2018-21-Local Roads	341	KDC	61%	App	\$3,170,369	\$978,407	31%	\$2,191,962	\$1,272,000	\$922,189	72%	\$2,221,000	\$978,407	44%	High	On target for financial year end delivery.
Low cost/low risk improvments 2018-21 Northland	341	WK - NZTA	100%	App	\$5,503,737	\$695,538	13%	\$4,808,199	\$500,000	\$469,325	94%	\$1,464,507	\$695,538	47%	High	Funding will be fully uplifted by end of financial year.
Low Cost Low Risk Improvements 18/21 - Public Transport	532	NRC	54%	App	\$818,011	\$441,726	54%	\$376,285	\$204,000	\$285,429	140%	\$409,005	\$441,726	108%	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	\$3,697	45%	High	Programme progressing well.
LED Streetlight Upgrades	324	WDC	85%	App	\$2,004,791	\$975,899	49%	\$1,028,892	\$700,000	\$682,785	98%	\$1,200,000	\$975,899	81%	High	Programme progressing well. Arterial road lights currently being installed.
															High	Construction of Porowini bridge widening well underway. On target for end of February 2020 completion.
Maunu/Porowini Intersection Improvements	324	WDC	53%	App	\$2,330,838	\$1,254,721	54%	\$1,076,117	\$700,000	\$1,018,586	146%	\$2,000,000	\$1,254,721	63%		
LED Streetlight Upgrades	324	KDC	85%	App	\$224,493	\$68,004	30%	\$156,489	\$859	\$3,053	355%	\$75,690	\$68,004	90%	High	On track for completion by financial year end.
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 Programme Support - Detailed Business Case	PGF	KDC	100%	App	\$650,000	\$368,277	57%	\$281,723		\$368,277			\$368,277	#DIV/0!	High	On track for completion by financial year end.
New Zealand Transport Agency																No projects approved under the Provincial Growth Fund
Waka Kotahi - Waipapa	PGF	WK - NZTA	100%	App	\$8,450,000	\$500,000	6%	\$7,950,000	\$465,327	\$465,327	100%	\$1,880,155	\$500,000	27%	Low	Programme for March 2021 construction completion
Northland Regional Council	PGF	NRC	N/A	N/A	\$0	\$0	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	WK - NZTA	100%	App	\$8,936,730	\$3,500,000	39%	\$5,436,730	\$1,688,455	\$1,688,455	100%	\$4,915,455	\$3,500,000	71%	Med	Programmed for August 2020 completion
SH1 Loop Rd North	324	WK - NZTA	100%	App	\$19,095,789	\$7,100,000	37%	\$11,995,789	\$3,581,627	\$6,622,664	185%	\$9,935,206	\$7,100,000	71%	High	Programme extended due to redesign
SH12 Matakoho Bridges	324	WK - NZTA	100%	App	\$12,134,070	\$12,100,000	100%	\$34,070	\$2,897,976	\$3,002,202	104%	\$2,345,874	\$12,100,000	516%	High	Project substantially complete
SH10 Taipa Br (No272) upgrade	324	WK - NZTA	100%	App	\$7,650,000	\$7,600,000	99%	\$50,000	\$2,987,998	\$3,210,234	107%	\$3,935,632	\$7,600,000	193%	High	Project substantially complete
SH10 Kaeo Br upgrade	324	WK - NZTA	100%	App	\$4,644,000	\$300,000	6%	\$4,344,000	\$349,260	\$349,260	100%	\$826,616	\$300,000	36%	Low	Construction phase 2020/21
SH12 Opononi Foreshore Resilience Imp	324	WK - NZTA	100%	App	\$2,125,000	\$2,210,000	104%	-\$85,000	\$1,149,868	\$1,652,122	144%	\$2,244,677	\$2,210,000	98%	High	Project substantially complete
Passenger Transport																
CityLink Bus Service	511	NRC	54%	App	\$1,262,171	\$600,296	48%	\$661,875	\$315,750	\$342,487	108%	\$631,500	\$600,296	95%	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	\$33,950	12%	\$245,904	\$50,000	\$22,919	46%	\$100,000	\$33,950	34%	Low	\$100,000 carried over from 18/19 for Rose Street Terminus.
Total Mobility Operations	517	NRC	60%	App	\$500,837	\$165,988	33%	\$334,849	\$125,209	\$110,851	89%	\$250,419	\$165,988	66%	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	0%	Low	Provision for the instalation of wheelchair hoists into Total Mobility vans
																Running to budget. Additional wheelchair accessible service provider being considered
Total Mobility Wheelchair Hoist Use Payments	521	NRC	100%	App	\$63,820	\$15,910	25%	\$47,910	\$10,000	\$9,083	91%	\$20,000	\$15,910	80%	High	
SuperGold Card	522	NRC	100%	App	\$114,855	\$114,855	100%	\$0	\$114,855	\$114,855	100%	\$114,855	\$114,855	100%	High	Full funding assistance provided at start of financial year.
Information supply, Ops and Maintenance	524	NRC	54%	App	\$208,773	\$95,335	46%	\$113,438	\$30,000	\$25,985	87%	\$75,000	\$95,335	127%	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	0%	High	Awaiting invoices for payment. Will be fullu utilised by financial year end
Regional Consortium Ticketing Solution Imp.	524	NRC	54%	App	\$30,000	\$0	0%	\$30,000	\$15,000	\$0	0%	\$30,000	\$0	0%	High	Awaiting invoices for payment. Will be fullu utilised by financial year end
Ticketing Solution Implementation	531	NRC	65%	App	\$26,027	\$0	0%	\$26,027	\$10,000	\$0	0%	\$10,000	\$0	0%	High	Awaiting invoices for payment. Will be fullu utilised by financial year end







TITLE: New Zealand Transport Agency Update

ID: A1283370

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

Executive summary/Whakarāpopototanga

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

Key messages include:


- We are leading consultation for NLPT, Arataki, TAIP and IDMF.
- Arataki – 10 year View Update.
- Road to Zero Action plan has been released with fifteen actions for focus (2020 – 2022).
- Whangārei to Port Marsden Highway Update.

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

Recommendation

That the report 'New Zealand Transport Agency Update ' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 3 February 2020, be received.

Attachments/Ngā tapirihanga

Attachment 1: NZTA presentation to RTC meeting 12 Feb 2020 [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 05 February 2020

Northland Regional Transport Committee

February 2020



New Zealand Government

Key Messages

- We are leading consultation for NLPT, Arataki, TAIP and IDMF
- Arataki – 10 year view update
- Road to Zero Action plan has been released with 15 actions for focus (2020 – 2022)
- Whangārei to Port Marsden Highway Update

Information sessions

- We're holding NLTP information sessions with local government in February to discuss:
 - the proposed changes to the Investment Decision-Making Framework (IDMF)
 - Arataki, our 10-year plan of what's needed to deliver the Government's objectives for the land transport system
 - what's needed for the Transport Agency Investment Proposal (TAIP) and
 - how we're working with you to support your RLTP development



Arataki

Arataki version 1 was released for feedback in December 2019



It takes a broad and strategic view of the land transport system



An update will be provided in April and version two is due in August



Investment Decision-Making Framework (IDMF)

- The IDMF Review involves three stages - investigation, design, and implementation.
- In October 2019 we released the investigation stage report, detailing our findings and highlighting areas of focus for the design stage.
- In December 2019 we released a draft design report and consultation document, focusing on assessment and developing business cases.
- Consultation closes Friday, 21 February 2020.
- We'll consult separately on prioritisation once the draft GPS is released.



Regional Land Transport Plans (RLTPs)

- We worked with the Transport Special Interest Group (TSIG) to develop RLTP guidance
- This guidance will help RLTPs to be more consistent across the country and it can be used alongside the RLTP templates
- The guidance and templates are available here:
<https://nzta.govt.nz/planning-and-investment/national-land-transport-programme/2021-24-nltp/>
- Our RLTP coordination team will work closely with our regional relationship teams to support local government RLTP development.



Mode Shift

Plans to grow the share of people walking, cycling and using public transport

**We launched
'Keeping cities moving',
a plan for mode shift**



**We're working with
councils in major urban
centres to develop
mode shift plans**



**These mode shift plans
will inform the
development of RLTPs
in the relevant areas**



Urban mobility

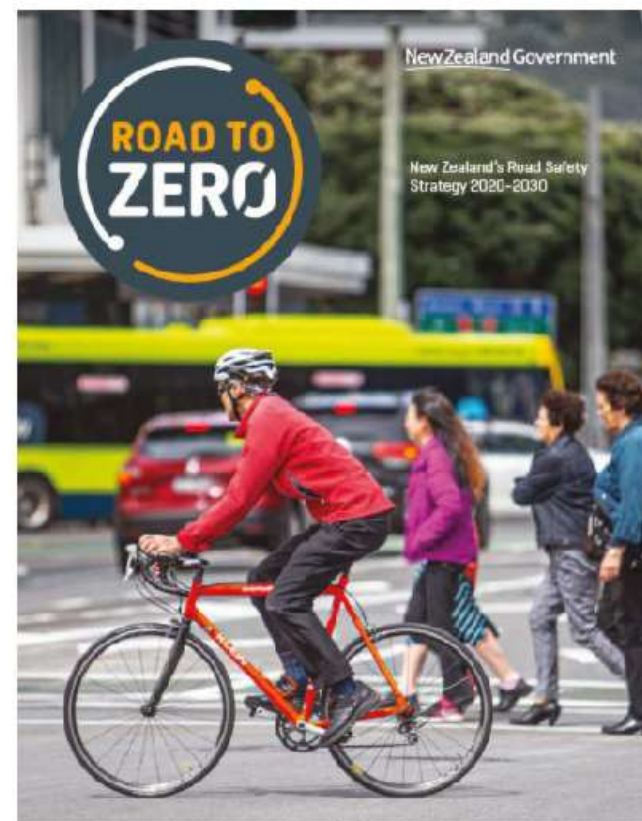
Using systems thinking

- We want to work with councils as you plan for growth and land use change
- By working together, we can make the best use of existing infrastructure and support access to public transport
- Our 'Liveable towns and cities' video outlines how land use planning, transport planning and urban design work together to create vibrant and accessible towns and cities



Road to Zero

- Road to Zero is the Government's new road safety strategy for 2020-2030
- The plan focuses on reducing deaths and serious injuries by 40% on roads, cycleways and footpaths over the next 10 years
- It adopts a Vision Zero approach – no one killed or seriously injured in road crashes and no death or serious injury on our roads is acceptable





Road to Zero Action Plan (2020-2022)

Infrastructure and speed	Vehicle safety	Work-related road safety	Road user choices	System management
<ul style="list-style-type: none">✓ Increase investment in safety treatments and infrastructure improvements – Safe Network Programme✓ Review, update and develop standards and guidelines✓ A new approach to tackling unsafe speeds✓ Renewing Safe System capability	<ul style="list-style-type: none">✓ Raise safety standards for vehicles entering the fleet✓ Increase understanding of vehicle safety✓ Mandate ABS for motorcycles	<ul style="list-style-type: none">✓ Support best practice for work-related road safety✓ Strengthen commercial transport regulation	<ul style="list-style-type: none">✓ Prioritise road policing✓ Enhance drug driver testing✓ Access to driver licensing and training✓ Support motorcycle safety – including roads and roadsides package✓ Review road safety penalties	<ul style="list-style-type: none">✓ Strengthen system leadership, support and co-ordination

Tackling Unsafe Speeds package

- The Government's changes to speed management include:
 - introducing safer speeds around schools
 - changes to how speed limits are set
 - an increase to the number of safety cameras on the network;
 - and transfer of ownership and operation of speed cameras from NZ Police to the Transport Agency
- Speed limits will no longer be done by a bylaw process
- The Ministry of Transport are consulting with the sector and rule changes are expected to be finalised by the end of 2020



Northland state highway speed reviews

- We've completed formal consultation for speed limit changes in Northland:
 - SH10 Awanui to Kaingaroa
 - SH1 Moerewa to Kawakawa
 - SH11 Puketona to Paihia
- We're currently finalising analysis of the submissions.
- We'll provide an update when we have reached an outcome with these speed reviews.
- Find out more at www.nzta.govt.nz/speedreviews



Safe Vehicles Programme

- The Safe Vehicles Programme is launched in mid-February
- It aims to raise awareness of vehicle star safety ratings and the role a vehicle plays in keeping occupants safe in a crash
- The Rightcar website will be updated and have the best source of vehicle safety information

<https://rightcar.govt.nz/>



Northland Regional Updates

- Whangārei to Port Marsden Highway – 4-laning
- Warkworth to Wellsford
- PGF
- Project Updates
- Photos



Whangārei to Port Marsden Highway – 4-laning

NZ Upgrade Programme

- The NZ Upgrade Programme will see \$692 million spent on a new 22km four-lane corridor from Whangārei to Port Marsden, with a separated shared walking and cycling path
- The route of the new corridor will be identified through the development of the Detailed Business Case
- Construction is programmed to commence in 2023/24
- Safety improvements planned for this section of SH1 under the Safe Network Programme will still be required, with the existing corridor continuing to be an integral part of Northland's transport system.



Warkworth to Wellsford

Stage two - Ara Tūhono – Pūhoi to Wellsford

- Waka Kotahi NZ Transport Agency has completed the work necessary for a proposed designation of land to be put in place for a new transport corridor between Warkworth and Te Hana, to be constructed at some time in the future
- A Notice of Requirement and resource consent applications are scheduled to be lodged with Auckland Council in **March**
- The Warkworth to Wellsford application is the culmination of three years of project development which has included preliminary engineering design, site investigations, transport planning, technical assessments and stakeholder engagement
- The Detailed Business Case for the project is available online <https://www.nzta.govt.nz/assets/projects/ara-tuhono-warkworth-to-wellsford/detailed-business-case-oct-2019.pdf>



Provincial Growth Fund – Northland Transport Investment

PROJECT	SH, LOCAL ROAD, OR RAIL	DELIVERABLE	RECENT PROGRESS	EXPECTED COMPLETION DATE	UPCOMING MILESTONES
SH11 Kawakawa to SH10 Puketona (TCDR)	SH	Business case with recommended investment programme.	Business cases are complete and available on the Transport Agency's website.	December 2019	Complete.
SH12 Rawene to Waipoua (TCDR)	SH	Business case with recommended investment programme.		December 2019	
Integrated Cycle Plan (TCDR)	SH	Cycle plan for Northland with five cycleways designed and ready for investment.		June 2019	
Twin Coast Discovery Route Wayfinding Signage (TCDR)	SH	Business case with recommended investment programme.		June 2019	
Township Plans (up to 12 plans) (TCDR)	SH	Urban design plans for selected Northland townships.	Township Plans are complete and with Councils.	December 2019	Publish the documents on the Transport Agency's website in early 2020.
Rest Area Strategy and Implementation Plan (TCDR)	SH	Strategy and implementation plan for rest areas.	Final reviews are underway.	December 2019	
Passing and Overtaking Opportunities (TCDR)	SH	Business case with recommended investment programme.		December 2019	
SH10 Waipapa Intersection Improvement	SH	Physical works to construct a roundabout at the intersection of State Highway 10 and Waipapa Road.	The project continues to work closely with affected land owners.	Construction complete December 2020	Begin major works.

Provincial Growth Fund – Northland Transport Investment

PROJECT	SH, LOCAL ROAD, OR RAIL	DELIVERABLE	RECENT PROGRESS	EXPECTED COMPLETION DATE	UPCOMING MILESTONES
50MAX High Productivity Motor Vehicle (Kaipara Kickstart)	LR	Upgrading structures to be 50MAX/HPMV capable.	Contracts signed with KDC.	TBC	KDC to progress works.
Pouto Road Phase 1 (Kaipara Kickstart)	LR	Design then physical works to seal 10km.			
Pouto Road Phase 2 BC (Kaipara Kickstart)	LR	Business case to extend the seal in Phase 1 to Pouto Point.			
Pouto Road Phase 2 (Kaipara Kickstart)	LR	Physical works to extend the seal in Phase 1 to Pouto Point.			
Road remetalling (Kaipara Kickstart)	LR	Improving the quality of existing road surfaces.			
Waipoua River Road (Kaipara Kickstart)	LR	Physical works to widen and seal 1.5km from SH12 to the Waipoua Visitor Information Centre.			

Northland Project Updates

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
State highway maintenance, operations and renewals	\$75.40M	Ongoing	Green	The Transport Agency has put together another big programme for our maintenance and operations with a plan to deliver over 200 lane km of works. Completed to date is 116.363 with additional resources bought in to capitalise on the late start to summer weather
Low Cost / Low Risk	\$5.3M	On-going	Amber	Far North District Council Projects- Resilience projects SH1 Otiria Flood Mitigation; SH10 Powell's Road, Greens Hill, Bush Point and Spickmans Grave; Detailed design SH11 Kawakawa Roundabout Detailed Design Whangārei District Council Projects - SH14 Te-hape Right Turn Bay; SH1 Springs Flat Parking Kaipara District Council Projects- Emergency Works SH12 west of Matakōhe Slip; Resilience works SH14 Wheki Hill Shoulder
SH1 Brynderwyn Hills Slip Repair Emergency Work	\$1.7 M	Mid-Dec	Amber	The emergency repair works to reinstate the retaining wall are now complete, with final pavement works and surfacing required to reinstate the passing lane. However, during the repair work the team concluded a second retaining wall (50m south) is at imminent risk of failure and works has commenced for this repair this wall to be completed in March. The northbound passing lane will remain closed until all work is completed on both retaining walls. Pavement construction and surfacing will occur once the second wall is completed.
Northland speed review	Feb-March 2020		Green	There are 3 speed reviews in Northland – these finished consultation on 10 December 2019. (SH 10 Awanui to Kaingaroa, SH11 Puketona to Paihia and SH1 Moerewa to Kawakawa). We are now analysing all the feedback received and then a decision will be made.

Northland Project Updates

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH1: Dome Valley Safety Improvements	\$31.7M	Late-2021	Green	<p>Traffic 'switch' to enable work on southbound side of SH1 (between Sheepworld and Christine Place) will occur this month. Works include southbound widening and installation of two turnaround bays. Safety treatments (centre barriers and widened centrelines) will be installed and the southern section will be completed by August.</p> <p>At the northern end, work continues between Hoteo bridge south to northbound passing lane. Shoulder widening between Wayby Valley Road and Hoteo Bridge is underway and team is collaborating with Vector to trench cables at the same time.</p>
SH1 Whangārei to Te Hana SSBC	\$0M		Green	<p>Govt. NZ Upgrade Programme announcement on 29 Jan: \$692 million for a new 22km four-lane corridor from Whangārei to Port Marsden Highway, with a separated shared walking and cycling path. Construction to commence in 2023/24, opening in stages from 2025/26.</p> <p>The next steps include completing the detailed business case. We are continuing with safety improvements on the existing highway, as described below Whangārei to Wellsford (Northern), as part of the Safe Network Programme.</p>
SH1 Whangārei to Wellsford (Northern) Standard Safety Intervention	\$4M	Underway	Green	<p>Pre-implementation is underway for Whangārei to Port Marsden Highway (Northern) section. Subject to funding and approvals, implementation is programmed to commence mid-2020 and will coordinate construction (at the northern extent) with the Loop Road project.</p>
SH1 corridor improvements – Whangārei (Tarewa Road)	\$53.34M	Early-2020	Green	<p>The traffic switch was successfully completed on Monday 16 December as planned. The team are now completing the southbound lanes and the eastern side of the new Otaika Bridge.</p>
SH10 Kaeo bridge	\$21.95M	Late 2021	Green	<p>This project is in the design and consent phase with the start of construction planned for October 2020.</p>

Northland Project Updates

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH1 Loop Road Safety improvements	\$25.76M + \$23M additional scope	2022	Green	<p>Second major traffic switch programmed for week commencing 9 Feb where SH1 traffic lanes will shift westwards so work can get underway on southbound side.</p> <p>Loop Road (south) closed to all vehicles from mid-Feb to allow intersection widening works at Portland Road. Access is provided for pedestrian and cyclists (as an alternate route to SH1).</p> <p>Pre-liminary design underway on additional scope which includes dual-laning of roundabout, new two lane bridge for southbound traffic and additional southbound lane, to tie back in before Portland Road.</p>
SH10 Waipapa corridor improvements	\$9.23M	2021	Green	<p>Work has commenced on Maritime Lane but will not commence on SH10 until after the week of Waitangi Weekend as agreed in our engagement with businesses on Skippers Lane and SH10.</p>
Twin Coast Discovery Business Cases (PGF funded)	\$6.25M	Complete Published early-2020	Green	<p>All business cases have been completed. The Northland Integrated Cycle Plan, Wayfinding Implementation Plan, SH11 Business Case and SH12 Business Case have all been published on the Transport Agency's website. The Township Improvement Plans have been circulated to activity owners; the Transport Agency will not be publishing the Plans as we recognise that they belong to the councils involved in their development.</p> <p>The final business cases - Passing Opportunities and Rest Area Implementation Strategy – will be circulated to key stakeholders before being published online in early-2020.</p>
Kaipara package (PGF funded)	\$20M		Green	<p>The PGF funding agreements (between MBIE and Kaipara District Council) have been executed. As the Package concerns local roads, KDC are responsible for delivery.</p>

SH10 Waipapa Corridor Improvements



SH1/Tarewa Road Intersection Improvements



Hei konā mai

TITLE: Regional Road Safety Report

ID: A1280164

From: Ian Crayton-Brown, Transport Projects Officer

Executive summary/Whakarāpopototanga

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

Recommendation

That the report 'Regional Road Safety Report' by Ian Crayton-Brown, Transport Projects Officer and dated 23 January 2020, 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.

A representative from the Northland Roding Police will talk to a presentation in regard to an overview along with the Christmas/New Year road safety campaign period carried out by Police.

Road to Zero - New Zealand's Road Safety Strategy 2020-2030

The new Strategy was released on 19 December 2019 by the Associate Minister of Transport Hon. Julie Anne Genter. The Vision is – *'a New Zealand where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable'*.

There are seven guiding principles relating to the Vision –

- We promote good choices but plan for mistakes.
- We design for human vulnerability.
- We strengthen all parts of the road transport system.
- We have a shared responsibility for improving road safety.
- Our actions are grounded in evidence and evaluated.
- Our road safety actions support health, wellbeing and liveable places.
- We make safety a critical decision-making priority.

As a step towards achieving this vision, the Government has set a target of a 40 percent reduction in deaths and serious injuries by 2030.

This will be achieved through action in five key areas:

- Infrastructure improvements and speed management.
- Vehicle safety.
- Work-related road safety.
- Road user choices.
- System management.

The strategy will be supported by a series of action plans over the next 10 years that will outline priority actions to deliver on the vision. The Road to Zero Strategy can be accessed from the following

link - https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/Road-to-Zero-strategy_final.pdf

Road to Zero Action Plan 2020-2022

The immediate set of actions for 2020-2022 are:

- Invest in safety treatments and infrastructure improvements.
- Introduce a new approach to tackling unsafe speeds.
- Review infrastructure standards and guidelines.
- Enhance safety and accessibility of footpaths, bike lanes and cycleways.
- Raise safety standards for vehicles entering the fleet.
- Increase understanding of vehicle safety.
- Implement mandatory anti-lock braking systems (ABS) for motorcycles.
- Support best practice for work-related travel.
- Strengthen the regulation of commercial transport services.
- Prioritise road policing.
- Enhance drug driver testing.
- Increase access to driver licensing and training.
- Support motorcycle safety.
- Review road safety penalties.
- Strengthen system leadership, support and coordination.

At the next Northland road safety action planning meeting the regional road safety partners will discuss and review the two new Road to Zero documents in conjunction with the Northland Road Safety Issues 2014-2018 which was released in late December 2019.

A copy of the Road To Zero Action Plan can be accessed from the following link -

https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/Road-to-Zero-Action-Plan_Final.pdf

Northland Road Safety Issues 2014-2018 Crash Data Document.

A copy of the very detailed & comprehensive 'Northland Road Safety Issues 2014-2018 Crash Data' document produced by WSP Opus is currently being printed and will be distributed at the meeting.

This key document provides a regional reference for an evidence based approach to better understand the key issues and factors involved in crashes in Northland across both the State Highway and local road networks. It supports and complements the other datasets accessed and references Northland's road safety planning partners. It places the region in a stronger position to prioritise and respond to targets and goals that are released by the Government/and or Agencies.

Ride Forever (R4E) Rider Training Update:

There have been 143 motorcycle riders trained through the ACC initiated R4E training courses held in Northland. 32 riders have successfully completed the Bronze course, 82 the Silver course and 29 the Gold course.

For the first time Northland is being added to the 'Shiny Side Up Talk Series' which includes national and international experts discussing motorcycle safety related issues.



The first four fatalities in 2019 were motorcycle crashes with a fifth fatality occurring later in the year. The RIDS factors – Impairment, Distraction and Speed were influencing factors in all of the fatal crashes.

Road Trauma Update:

2019 Provisional Overview:

At the time of compiling this report, the following data relating to crash deaths were available: -

National – 353. This is 24 fatalities below the figure for the same period in 2018 and 25 less than in 2017.

Northland – 29. This is 6 fatalities below (18%) the same period in 2018 and 12 less (30%) than in 2017.

Christmas/New Year holiday period road deaths: 4pm 24 December 2019 to 6am 3rd January 2020

National – 6 deaths – 3 x drivers, 2 x passengers, 1 x pedestrian (9 deaths in 2018/2019 holiday period)

Northland – 0 deaths (1 death in 2018/2019 holiday period)

2020 Year to date road death statistics

National – 17 deaths (26% less) compared to 23 in 2019.

Northland – 2 deaths (1/3 less) compared to 3 in 2019.

Road Safety Delivery:

Due to the holiday period experienced since the December 2019 Regional Transport Committee meeting, there have been no meetings as yet for the following: -

- Northland Road Safety Forum,
- Regional Road Safety Action Group; and
- Northland Freight Group.

Road safety delivery concentrated more toward Driver Reviver/Fatigue Stops held on: -

- 20 December 2019 – Northbound SH1, Uretiti.
 - Approximately 85 cars and 212 people stopped.
- 24 January 2020 – Northbound SH1, Uretiti.
 - Approximately 66 cars and 148 people stopped.

Road safety promotion work centred around supporting Police with road safety promotional items for motorists recognising safe driving practices and promoting seatbelt wearing.

There was an increased level of regional road safety messaging across both the Northland MediaWorks and NZME radio networks including print and digital platforms. Restraint use, Impairment, Distractions, Speed, Fatigue and planning journeys. This regional messaging was also further supported by NZTA national road safety campaign messaging.

Road Safety Infrastructure Projects

Due to staff being on leave over the December/January period there is no information available at this time. An update will be provided at the 08 April 2020 Regional Transport Committee meeting.

Attachments/Ngā tapirihanga

Nil

Authorised by Group Manager

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

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

ID: A1277708

From: Anita Child, Transport Project Officer

Executive summary/Whakarāpopototanga

At the December 2018 Regional Transport Committee (RTC) meeting, the following action point was included: -

“Chris Powell will provide a report to the next Regional Transport Committee Meeting that outlines the planned survey of total mobility/disability transportation service in the region.”

At the February 2019 RTC meeting: -

“Northland Regional Council (NRC) staff advised that they were planning to undertake a region wide investigation into the needs and availability of Total Mobility and Disability services. This investigation to commence in the 2019/2020 financial year.”

This paper serves to update the Regional Transport Committee on the progress made to date on this matter.

Recommendation

That the report ‘Investigation into the Needs and Availability of Total Mobility, Disability Transport and Services in Northland’ by Anita Child, Transport Project Officer and dated 15 January 2020, be received.

Background/Tuhinga

Since the February 2019 Regional Transport Committee (RTC) meeting, the following progress has been made with regards to the Investigation: -

- The various Disability Advisory Groups, Total Mobility Agencies and Total Mobility Service providers in Whangarei have been briefed on the investigation and their assistance was requested.
- Northland Transportation Alliance (NTA) staff have attended a number of meetings of the Far North District Council Disability Advisory Group who have been advised of the impending investigation with a request to assist.
- A workshop has been held Kaipara where those in attendance were advised of the upcoming investigation and their help was requested.
- A consultant, who has previous experience in the field and is presently working on the Ministry of Transport/Waka Kotahi NZ Transport Agency Renewal of the National Disability Action Plan, has been appointed to undertake the study.

The Dargaville workshop, attended by staff from the NTA, Northland Regional Council planning team (NRC), Kaipara District Council (KDC), local various agency representatives, and the local transport operators was held on 5 November 2019 and centred on identifying the transport needs of the elderly and persons with disabilities in the Kaipara District.

The workshop focused around four key questions:

1. How do the elderly and persons with disabilities currently travel within the Kaipara district?

2. What are the transport challenges for these people?
3. The reason for travel and the destination;
4. What transport solutions does the community think would work for the elderly and people with disabilities?

There was positive input by the attendees which resulted in staff gaining a better understanding of the needs and availability of transport services for Total Mobility and disabled members of the community in Kaipara.

The NRC planning team and the KDC planning team explained to the group the council's submission process for the different council plans and urged the participants to make use of these process to apply for services they considered necessary to meet the transport needs of the elderly disabled.

Discussions are presently being held with KDC staff with a request that they take the lead in setting up a Disability Advisory Group (DAG Group) which are working successful in the Far North/Mid North, and Whangarei districts.

The completed "Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland" will be presented to the Regional Transport Committee for comment and will be used as support for any district/national funding applications.

Attachments/Ngā tapirihanga

Nil

Authorised by Group Manager

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

TITLE: Request to Vary the Northland Regional Land Transport Plan 2015-2021 - Far North Integrated Transport Plan

ID: A1280278

From: Andy Finch, General Manager - Infrastructure and Asset Management at Far North District Council

Executive summary/Whakarāpopototanga

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

The Far North District Council have requested that the activities detailed below be varied in the RLTP:

- New entry in Table 5.19 (Investment Management – Prioritised) “Integrated Transport Plan” - Programme Business Case
- Rename entry in Table 5.19 (Investment Management – Prioritised) entitled “Kerikeri/Waipapa Transportation Strategy” to “Kerikeri / Waipapa Transport Model” - Model
- Rename entry in Table 5.6 (Local Road Improvements -Prioritised) entitled “Kerikeri/Waipapa PBC 18/21” to “Kerikeri / Waipapa Transport Plan” – Detailed Business Case

These projects do not require any additional funding because they are being offset by either reductions in other programmes or deferral of other works. This is described in more detail in the body of the agenda.

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

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

Recommendation(s)

1. That the report ‘Request to Vary the Northland Regional Land Transport Plan 2015-2021 - Far North Integrated Transport Plan’ by Andy Finch, General Manager - Infrastructure and Asset Management at Far North District Council and dated 24 January 2020, be received.
2. That That the Regional Transport Committee approves the request to vary the Regional Land Transport Plan 2015/21 to make the following changes:

Far North District Council

- New entry in Table 5.19 (Investment Management – Prioritised) “Integrated Transport Plan” - Programme Business Case
- Rename entry in Table 5.19 (Investment Management – Prioritised) entitled “Kerikeri/Waipapa Transportation Strategy” to “Kerikeri / Waipapa Transport Model” - Model

- Rename entry in Table 5.6 (Local Road Improvements -Prioritised) entitled “Kerikeri/Waipapa PBC 18/21” to “Kerikeri / Waipapa Transport Plan” – Detailed Business Case.

Background/Tuhinga

Application to Vary the Northland Land Transport Plan 2015/21

The Far North District Council have requested that the Regional Transport Committee approve a variation to the Northland Land Transport Plan 2015/21 (RLTP).

The purpose of this application is to make changes to the RLTP to support the following changes:

- Add new entry, to enable continuance of Transport Planning activities.
- Rename two entries to aid clarity when referenced back from RLTP 21/27.

The impact of these changes is detailed below.

1. New entry in Table 5.19 (Investment Management – Prioritised) “**Integrated Transport Plan**” – Programme Business Case
 - A draft Integrated Transport Strategy / Strategic Business Case is under development. Point of Entry has been approved offline by NZTA’s SBC manager. A significant portion of the work undertaken for the SBC covers activities which could be considered within the scope of a PBC. Activities such as stakeholder workshops to develop ILM Benefits Maps, KPI’s etc. \$62,900 out of the \$95,425 cost is therefore to be transferred to the Programme Business Case.
 - In order to meet delivery timeframes for the next RLTP 21/27, preliminary work has commenced on the draft Integrated Transport Plan / Programme Business Case. Cost \$87,100 + \$62,900 = \$150,000
2. Rename entry in Table 5.19 (Investment Management – Prioritised) entitled “Kerikeri/Waipapa Transportation Strategy” to “**Kerikeri / Waipapa Transport Model**” – Model
 - The current project name erroneously implies that a strategy will be prepared when in fact the aim is to produce a detailed business case to fulfil the requirement imposed by the Integrated Transport Plan in item 2 above. The rename to transport model is more in keeping with the other entries in this table. Work on the transport model is underway. Costs should be adjusted to match TIO entries (\$26k in 18/19, \$123k in 19/20)
3. Rename entry in Table 5.6 (Local Road Improvements -Prioritised) entitled “Kerikeri/Waipapa PBC 18/21” to “**Kerikeri / Waipapa Transport Plan**” – Detailed Business Case
 - The current project name erroneously implies that a programme business case will be prepared when in fact the aim is to produce a detailed business case as detailed in item 3 above. Costs will be \$150k in 20/21. This will be reallocated from the surplus amounts from item 3 above

The benefit of all these changes is that the RLTP 15/21 will better represent FNDC’s transport activities and this will aid clarity when propagated through into the next RLTP 21/27

Land Transport Management Act 2003

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

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

Section (3) relates to Auckland Transport only.

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

Significance Policy

This application does not invoke the Significance Policy contained under Section 8.3 of the RLTP. This is because they either do not involve projects that are more than \$7 million in value or involve projects that have already been consulted upon through Council Planning processes.

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

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

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

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

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

Considerations

Options

No.	Option	Advantages	Disadvantages
1	That the variation to the RLTP 2015-2021 be approved	The undertaking of this Plan allows the Far North District Council to progress much need projects and can be used as a business case in funding assistance applications.	That potential delays occur to this project that may adversely affect future funding applications.
2	That the Variation to the RLTP 2015-2021 not be approved	There are no advantages to this option.	Future funding assistance applications could be jeopardised and/or delayed for the compilation of a Business Plan which incorporate similar information as to the proposed Far North Integrated Transport Study.

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

2. Significance and engagement

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

3. Policy, risk management and legislative compliance

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

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

Further considerations

4. Community views

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

5. Māori impact statement

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


6. Financial implications

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

7. Implementation issues

There are no implementation issues recognised at this point.

Attachments/Ngā tapirihanga

Attachment 1: Variation to the 2015/2021 Regional Land Transport Plan - Far North Integrated
Transport Plan [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 05 February 2020



24th January 2020

Northland Regional Council
Private Bag 9021
Whangarei Mail Centre
Whangarei 0148

Attn: Chris Powell

Dear Chris,

**Variation to the 2015/2025 Regional Land Transport Programme -
Far North Integrated Transport Plan**

The purpose of this letter is to seek a variation to the Northland Regional Land Transport Programme 2015/2021 (RLTP) for the inclusion of the Far North Integrated Transport Plan – Programme Business Case.

The purpose of this variation is to make changes to the RLTP 15/21 so it will better represent FNDC's transport activities and aid clarity when propagated through into the next RLTP 21/27. The following changes are proposed:

- Add new entry to enable continuance of Transport Planning activities in connection with the development of the Integrated Transport Plan - Programme Business Case
- Rename two entries to aid clarity when referenced back from RLTP 21/27

These changes do not require any additional funding because they are being offset by either reductions in other programmes or deferral of other activities. This is described in more detail in the body of the agenda.

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

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

We trust that the information in the enclosed draft agenda is sufficient for the Far North Transport Plan – Programme Business Case to be included in the RLTP

Please contact our Transport Planner, Keith Kent if you wish to discuss this further

Regards

A handwritten signature in blue ink, appearing to read 'A Finch', written over a white background.

Andy Finch
General Manager
Infrastructure & Asset Management

Enc: Draft agenda item

Private Bag 752, Memorial Ave
Kaitake 0440, New Zealand
Freephone: 0800 920 029
Phone: (09) 401 5200
Fax: (09) 401 2137
Email: ask.us@fndc.govt.nz
Website: www.fndc.govt.nz

Te Kaunihara o Tai Tokerau Ki Te Raki

*Hei te hui tūhono kōwhiri
hōu mā te kōwhiri tūhono*

TITLE: Regional Land Transport Plan 2021-2027 - Progress Report

ID: A1277689

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

This report serves to provide the Regional Transport Committee (RTC) with an update on the Regional Land Transport Plan 2021-2027 process since the 16 December 2019 RTC meeting.

It details the potential negative impacts that could occur with the delay in the release of the Draft Government Policy Statement on Transport and provides a recommendation on a way forward to assist the Regional Transport Committee in meeting the stipulated timelines pertaining to the completion of the Regional Land Transport Plan 2021-2027.

Prior to discussion on this report and in support of the information provided at the 16 December 2019 meeting, staff will provide a high-level synopsis on the compilation, content, consultation and approval of the Regional Land Transport Plan. This synopsis will be provided through a PowerPoint presentation.

Recommendation(s) / Tūtohutia

1. That the report 'Regional Land Transport Plan 2021-2027 - Progress Report' and related PowerPoint presentation by Chris Powell, Transport Manager - Northland Transport Alliance and dated 15 January 2020, be received.
2. That the Regional Transport Committee approve that an Investment Logic Mapping workshops be held in March 2020.
3. That the Regional Transport Committee approve the appointment of an independent facilitator to undertake the proposed Investment Logic Mapping process and workshops.
4. That the Regional Transport Committee approve that staff compare the regions priorities against the draft Government Policy Statement on Land Transport and report to the April 2020 Regional Transport Committee meeting.
5. That the Regional Transport Committee approve that Regional Transport Committee hold a further workshop to agree on how best to align the outcomes of the Investment Logic Mapping process and the government transportation objectives.

Background/Tuhinga

At the 16 December 2019 Regional Transport Committee (RTC) meeting, a report was tabled detailing: -

- The statutory requirements relating to the compilation of a Regional Land Transport Plan as detailed in the Land Transport Management Act 2003; and
- 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.

At the meeting, the recommendation that *"the Regional Transport Committee approve the proposed Future Actions for the compilation of the Regional Land Transport Plan 2021-27"* was approved.

Draft Government Policy Statement

The timings around the *future actions and projects plan relating to the Regional Land Transport Plan 2021 -27 (RLTP)* were set around the scheduled release of the Government Policy Statement 2021/2031 (GPS).

The 16 December 2019 report detailed the role of the GPS and its influence on the Regional Plan Transport Plan. In summary:

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).

Whilst taking into consideration the above and Section 14(a)(ii) of Land Transport Management Act 2003 which stipulates that the RLTP “*is consistent with the GPS on land transport*”, it is extremely important that the RTC provides government with Northlands land transportation requirements.

The draft GPS was scheduled for release toward the end of December 2019. The early release by the Ministry of Transport, was intended to allow the regions to begin working on their Regional Land Transport Plans (RLTP) ahead of the release of the finalised government approved GPS. It was envisaged that this would also assist in avoiding the issues that arose as a result of the delayed release of the 2018/2019 GPS.

At the time of compiling this report, the draft GPS has not been released and there is no certainty as to when this will occur.

It is important to note that all Regional Land Transport Plans must be submitted to Waka Kotahi NZ Transport Agency (NZTA) before 30 April 2021 to be eligible for funding. With the delayed release of the draft GPS, there is the real possibility that in order to meet the NZTA deadlines, the compilation, consultation and approval of the RLTP will be condensed and the process rushed.

Investment Logic Mapping

One of the most important steps of the RLTP compilation process, is the “Investment Logic Mapping” (ILM) workshop to gain agreement and prioritisation of the region’s transportation “Objectives”, “Problems” and “Benefits”.

The RILM process helps facilitate the conversations regarding high value and high-risk investments. The process is broken down into three main parts being:

1. Determining the current state - looking into the cause and effect; and
2. Determining the future state – the benefits we want to deliver for NZ, the big picture; and
3. Determining Options - the outcomes the Region need to deliver in order to ensure the RLTP is consistent with the GPS.

Whilst the Section 14(a)(ii) of Land Transport Management Act 2003 stipulates that the RLTP “*is consistent with the GPS on land transport*”, it is extremely important that whilst complying with this requirement, the RTC provides government with the regions land transport requirements.

Based on the December 2019 release of the draft GPS, the ILM workshop had been scheduled for March 2020. Part of the workshop would compare the regions priorities against the draft GPS and agree on how best to align the two.

See Attachment for a visual representation of the ILM process utilised for the 2015/2018 Regional Land Transport Plan 2015/2021 – Three Year Review. It is proposed that the same process be used for the ILM for the Regional Land Transport Plan 2021-2027.

Proposed Way Forward

In an effort to circumvent this potential delay and recognising the importance of the ILM process, it is recommended that the RTC approve:

- The ILM workshops be held in March 2020.
- The appointment of an independent facilitator.
- Staff provide a comparison of the region's priorities against the draft GPS and report to the April 2020 RTC meeting.
- That the RTC hold a further workshop to agree on how best to align the outcomes of the ILM process and the government transportation objectives.

Considerations

1. Options

No.	Option	Advantages	Disadvantages
1	Irrespective of date of release of the draft GPS, appoint an independent facilitator and hold ILM workshop in March 2020. Compare outcome of ILM and draft GPS and where possible align	Allows RTC members sufficient time to make informed decisions.	Additional workshop to align outcome of ILM and draft GPS.
2	Delay appointment of an independent facilitator and hold ILM workshop following release of draft GPS.	Removal of additional workshop to align outcome of ILM and draft GPS.	Potential condensed time line for RLTP process resulting in rushed decision making and compilation process.

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

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 time, there could potentially be delays in the Regional Land Transport Plan 2021/2027 compilation process due to the late release of the draft Government Policy Statement 2021/2031

Attachments/Ngā tapirihanga

Attachment 1: Investment Logic Mapping 1 [↓](#) 

Attachment 2: Investment Logic Mapping 2 [↓](#) 

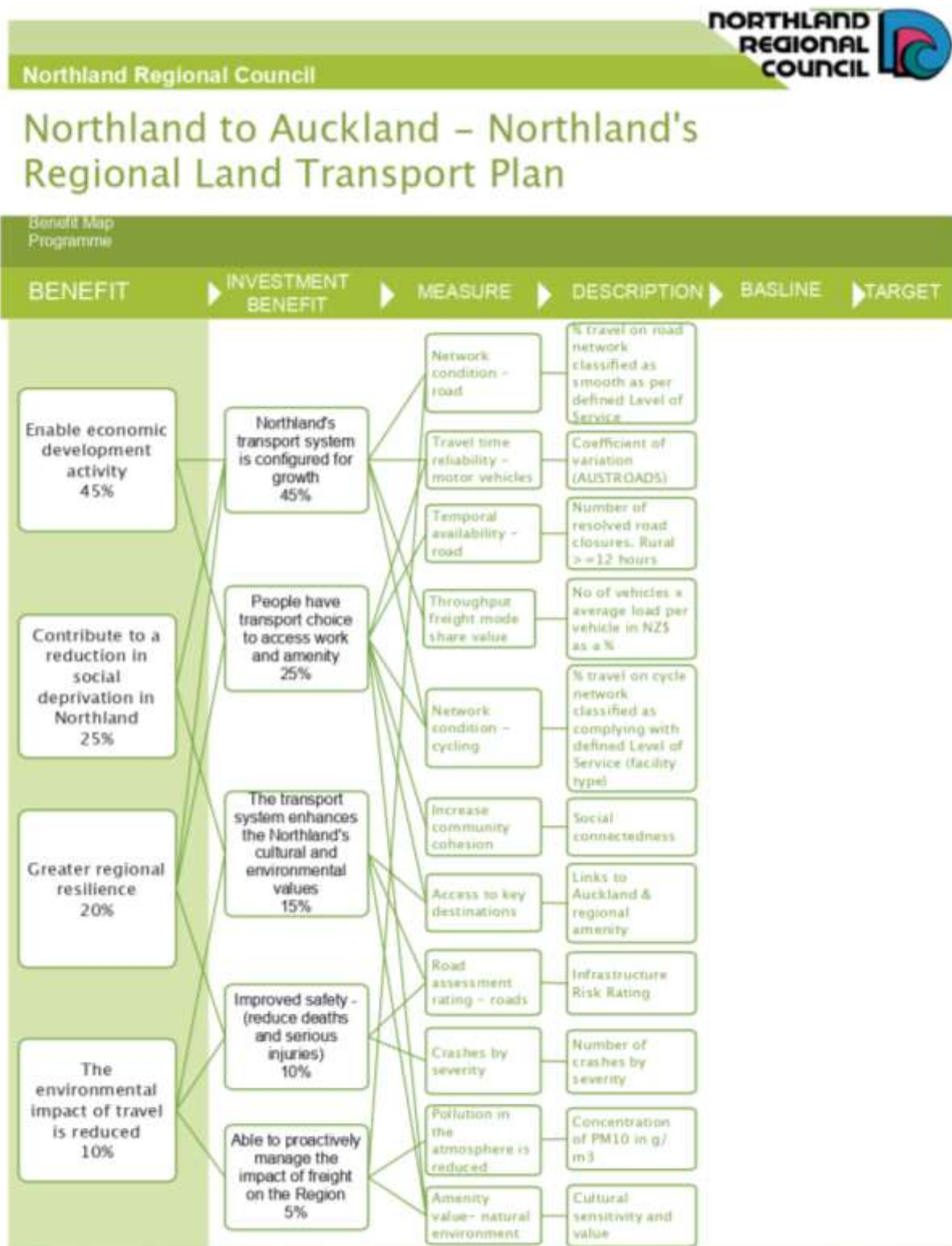
Attachment 3: RLTP presentation to committee [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

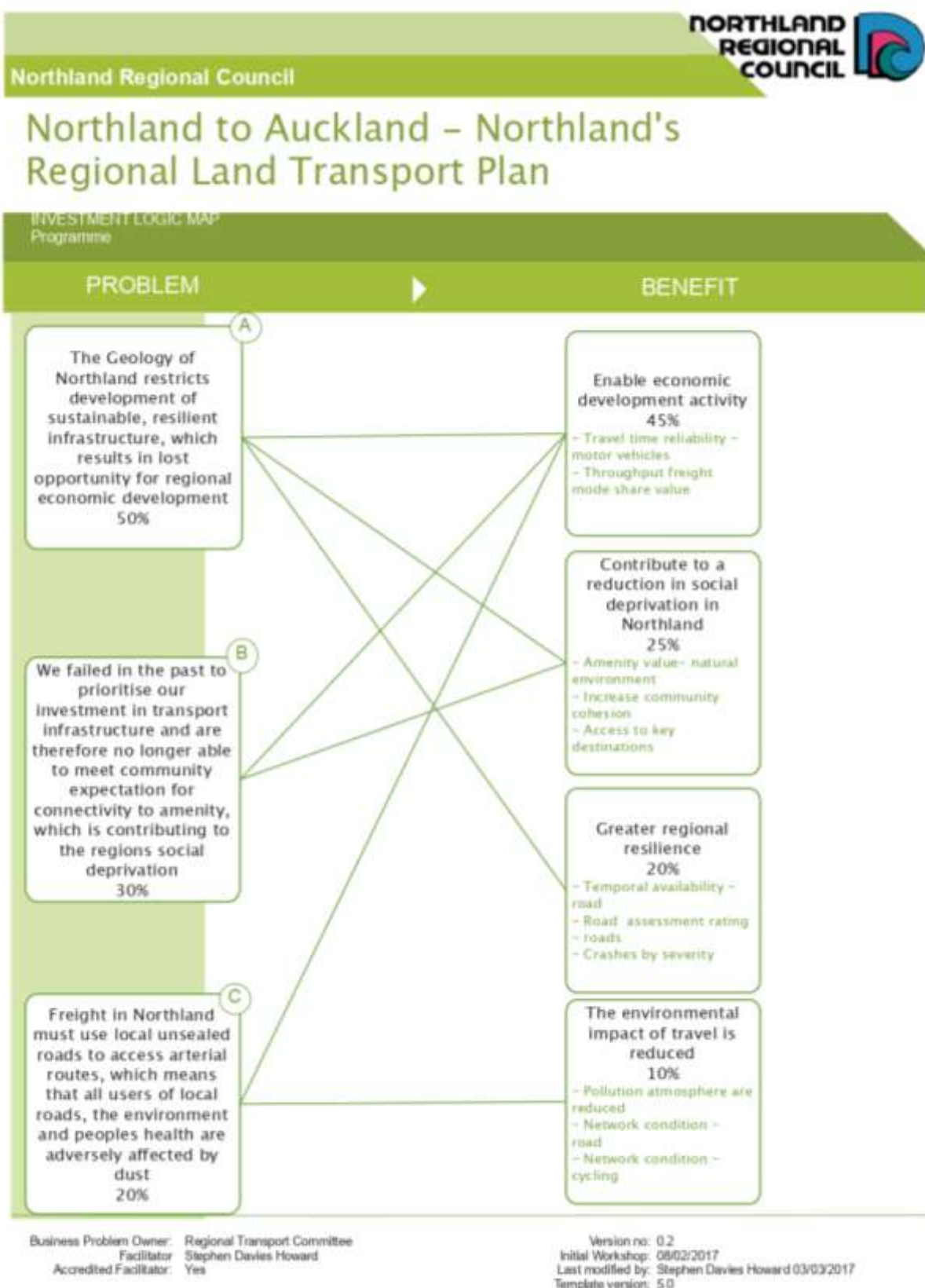
Title: Group Manager - Customer Services - Community Resilience

Date: 05 February 2020



Business Problem Owner: Regional Transport Committee
Facilitator: Stephen Davies Howard
Accredited Facilitator: Yes

Version no: 0.1
Initial Workshop: 08/02/2017
Last modified by: Stephen Davies Howard 08/02/2017
Template version: 5.0





Regional Land Transport Plan 2021-2027

Chris Powell

12 February 2020

NORTHLAND TRANSPORTATION ALLIANCE
The North Starline Council Kaitiaki Whangarei Northland District Council
"Moving Northland Forward"

Northland
REGIONAL COUNCIL

Regional Land Transport Plan (RLTP)

- The RLTP is a “programme of works”, through which the Waka Kotahi NZ Transport Agency and approved organisations in Northland bid for funding assistance from the National Land Transport Fund.
- Requests for any project “must” be included in the RLTP in order to be considered for national funding

NORTHLAND TRANSPORTATION ALLIANCE

“Moving Northland Forward”

Northland
REGIONAL COUNCIL 

Applications for National Funding Assistance

“IMPORTANT”

Please Note that an application for national funding assistance through the RLTP does “NOT” guarantee the receipt of the funds.

RLTP Strategic Context – Front End

Details current state, future scenarios and policy text

- **“Regional” Strategic Frameworks**

- Desired Future State:-

- 30 year vision (Optional);
 - Objectives;
 - Headline targets;
 - Policies;
 - Implementation Measures
 - Long Term Results

Investment Logic Mapping – Problems/Benefits

“Regional” Transport Investment Priorities

Identifies regions 10 year transport policies

- Most urgent and critical problems/barriers to achieving the region’s long term vision and objectives
- Tells the region’s short –medium term
- Identifies specific transport **priority investment areas** that should be reflected in AO programmes of activities and **other priority Implementation areas**

Regional Programme

“Regional” Land Transport Activities for funding over the next 3 – 6 years

Important – If projects/activities have been omitted from the RLTP:-

1. The RTC may approve and amendment the RLTP to allow inclusion;
2. Approved authorities can wait for the three year RLTP review.

RLTP Financial Periods

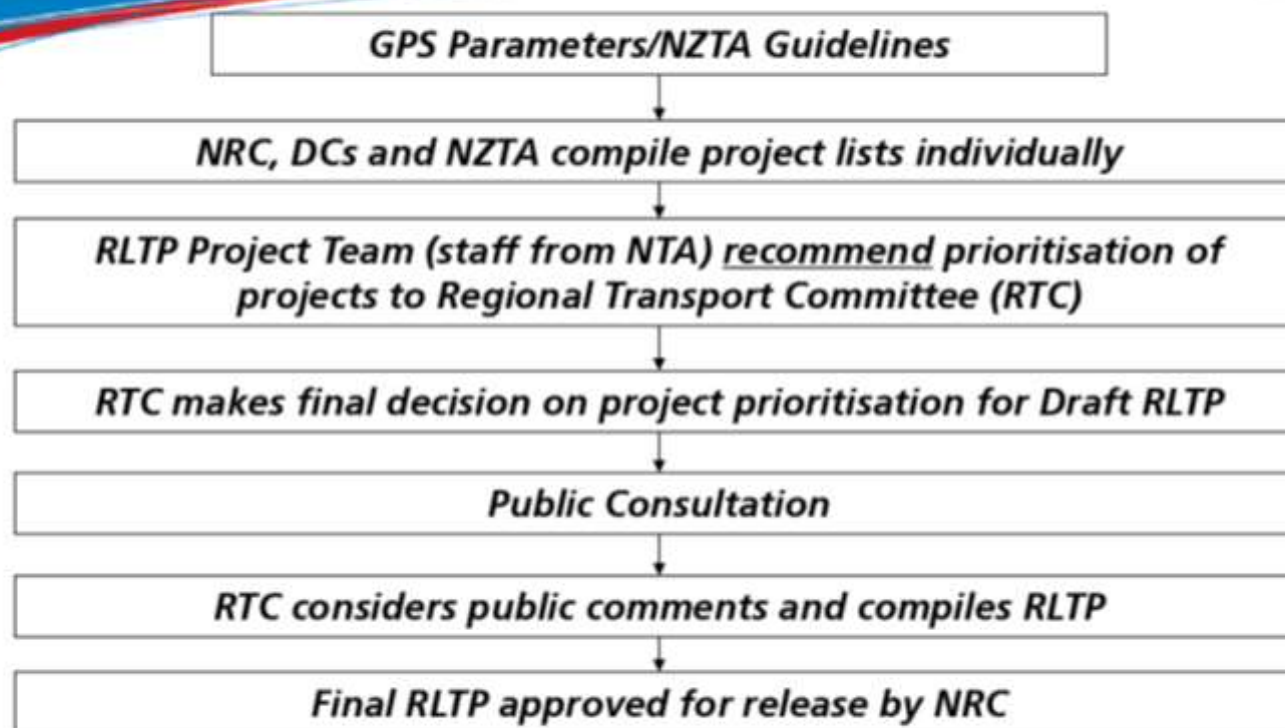
- RLTP's prepared by the Regional Transport Committees (RTC) must include:
 - Detailed proposal of activities and combinations of activities for 3 financial years; and
 - An indication of significant improvement activities for the following 3 financial years; and
 - A 10-year financial forecast

Prioritised Projects/Activities

The activities or combinations of activities put forward by the individual approved organisations and prioritised by the Regional Transport Committee.

- State Highway Improvements (includes New and Improved)
- State Highways Maintenance (includes Maintenance, Operations and Renewals)
- Walking and Cycling Improvements
- Road Safety Promotion
- Investment Management

Prioritised Projects/Activities cont.



Non-Prioritised Projects/Activities

Activities or combinations of activities, identified by “approved organisations” in the region for direct engagement with Waka Kotahi NZ Transport Agency (NZTA).

- State Highways Minor Improvements
- Local Roads Maintenance (includes Maintenance, Operations and Renewals)
- Local Roads Minor Improvements
- Public Passenger Transport Services

Non-Prioritised Projects/Activities cont.

