

Regional Transport Committee

Wednesday 8 April 2020 at 9.30

Due to the current circumstance around Covid19 this meeting will be held via zoom video conferencing for members of the committee plus their support staff.

AGENDA

Regional Transport Committee Agenda

Meeting to be held via zoom video conference,
on 8 April 2020, commencing at 9.30

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

Waka Kotahi - NZTA
Representative Mr Steve
Mutton

Item	Page
1.0 APOLOGIES	
2.0 DECLARATIONS OF CONFLICTS OF INTEREST	
3.0 CONFIRMATION OF MINUTES	
3.1 Confirmation of Minutes - 12 February 2020	3
4.0 FINANCIAL REPORTS	
4.1 Northland Regional Land Transport Plan 2018-2021 Funding Uptake	8
5.0 OPERATIONAL MATTERS	
5.1 Draft GPS & NZ Rail Plan & Tackling Unsafe Speeds	14
5.2 Regional Road Safety Report	18
5.3 Regional Land Transport & Passenger Transport Plan Progress Report	27
5.4 Draft Government Policy Statement on Land Transport 2021	33
5.5 Waka Kotahi New Zealand Transport Agency Report	39
6.0 DECISION MAKING MATTERS	
6.1 Request to Vary the Regional Land Transport Plan 2015-2021	68

TITLE: Confirmation of Minutes - 12 February 2020

ID: A1301632

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

Recommendation

That the minutes of the Regional Transport Committee meeting held on 12 February 2020, be confirmed as a true and correct record.

Attachments/Ngā tapirihanga

Attachment 1: Unconfirmed Regional Transport Committee Meeting Minutes - 12 February 2020 [↓](#)



Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 03 April 2020

Regional Transport Committee
12 February 2020

Regional Transport Committee Minutes

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

Present:

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

In Attendance:

Full Meeting

Ex Officio – Chair Penny Smart
NRC GM - Customer Service - Community Resilience – Tony Phipps
NTA - Chris Powell
NTA - Ian Crayton Brown
NZ Police – Acting Road Policing Manager Steve Dickson
NZ Police – Sergeant Terry Phillips
NZTA - Jacqui Hori-Hoult
NTA - Anita Child
WDC Councillor - Cr. John Williamson
WDC - Jeff Devine
NTA - Sharlene Selkirk
FNDC - Glen Rainham
NZME. - Susan Botting

Part Meeting

Michael Payne (arrived at 10.00am)

The Chair declared the meeting open at 9.32am.

Apologies (Ngā whakapahā) (Item 1.0)

Moved (Court/Bain)

That the apologies from KDC Councillor, David Wills for non-attendance be received.

Carried

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
12 February 2020

Confirmation of Minutes - 16 December 2019 (Item 3.1)

ID: A1278681

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

Moved (Stolwerk/Court)

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

Carried

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

ID: A1277672

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 15 January 2020, be received.

Carried

New Zealand Transport Agency Update (Item 5.1)

ID: A1283370

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

Moved (Martin/Court)

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.

Carried

Regional Road Safety Report (Item 5.2)

ID: A1280164

Report from Ian Crayton-Brown, Transport Projects Officer

Moved (Bain/Martin)

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

Carried

Investigation into the Needs and Availability of Total Mobility, Disability Transport and Services in Northland (Item 5.3)

ID: A1277708

Report from Anita Child, Transport Project Officer

Moved (Stolwerk/Court)

ID: A1285189

2

Regional Transport Committee
12 February 2020

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.

Carried

Request to Vary the Northland Regional Land Transport Plan 2015-2021 - Far North Integrated Transport Plan (Item 6.1)

ID: A1280278

Report from Andy Finch, General Manager - Infrastructure and Asset Management at Far North District Council

Moved (Court/Bain)

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.

Carried

Regional Land Transport Plan 2021-2027 - Progress Report (Item 6.2)

ID: A1277689

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Court/Martin)

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.

Regional Transport Committee
12 February 2020

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.

Carried

Conclusion

The meeting concluded at 11.08am.

UNCONFIRMED

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

ID: A1294906

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 29 February 2020.

Recommendation

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

Please note that at the time this report was compiled, no information had been received from Waka Kotahi NZTA

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.

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.

Important – Please note that the information provided in the attached spreadsheet was received and entered prior to Coronavirus lockdown. The *“Ability to uptake full national funding assistance allocation in 2019/2020 financial year”* will be adversely. This interruption to services could potentially result in unspent allocations being carried forward into the 2020/2021 financial period. This will require guidance from Waka Kotahi NZTA.

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 - April 2020  

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 03 April 2020

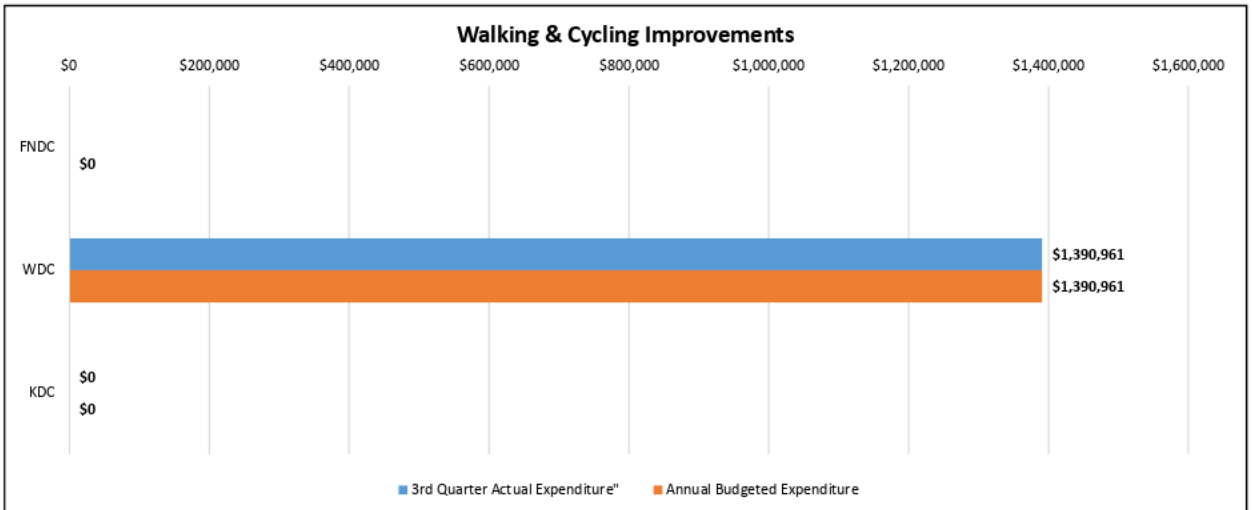
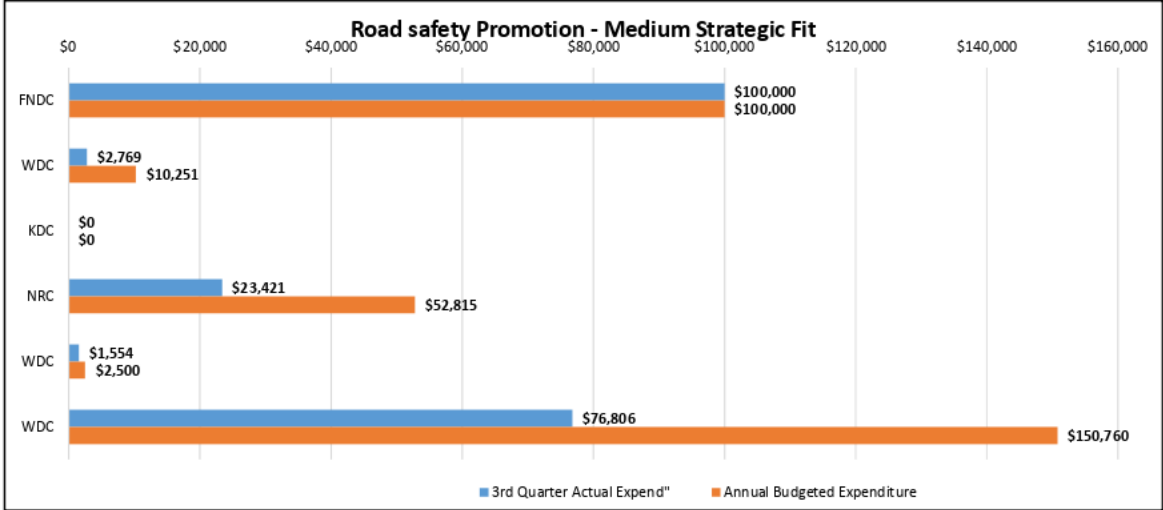
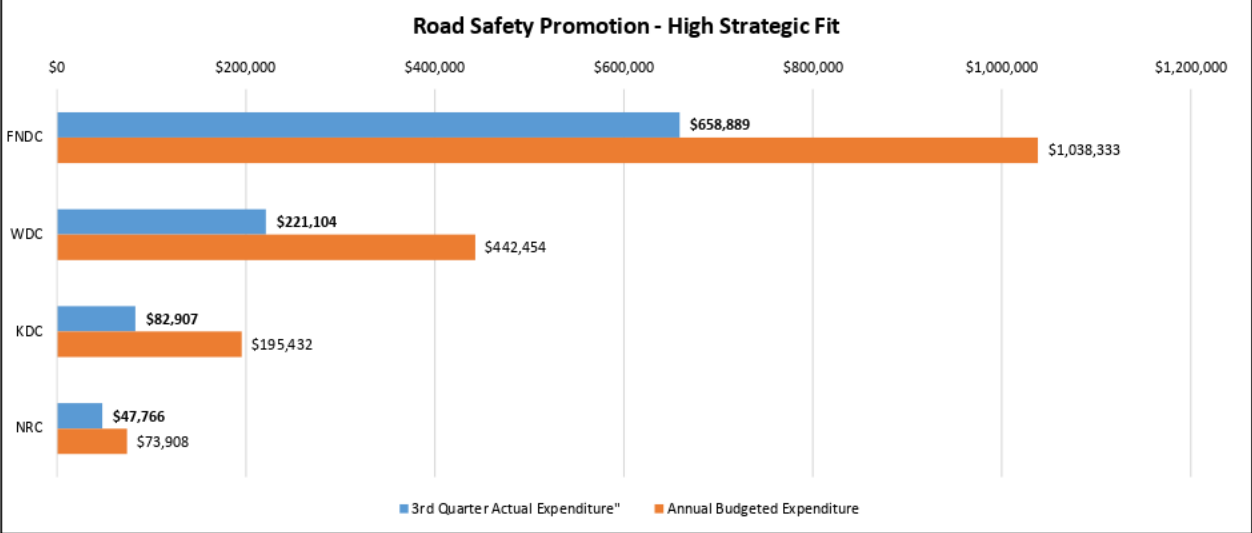
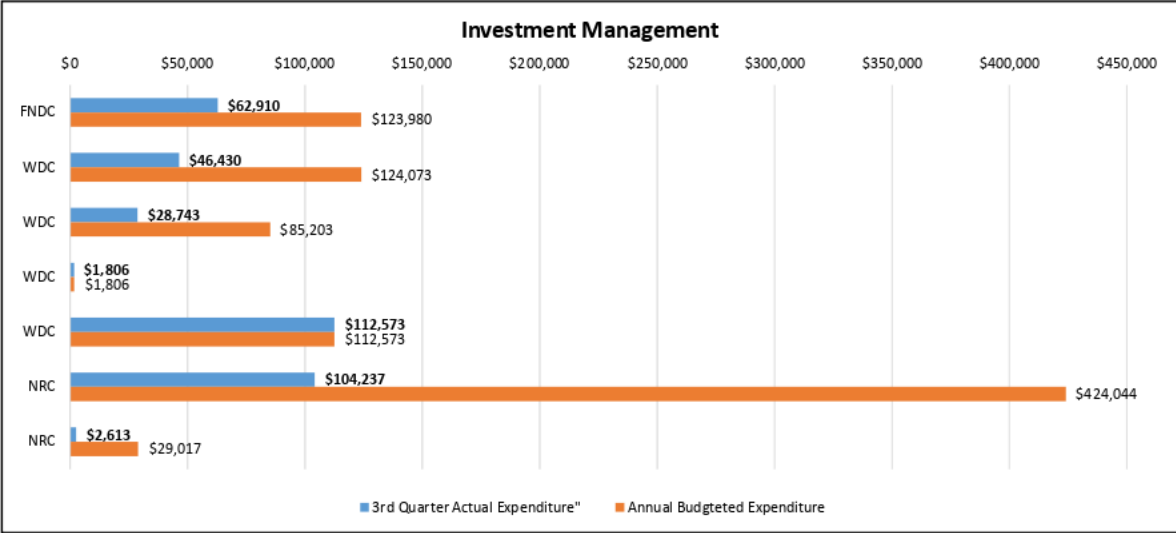
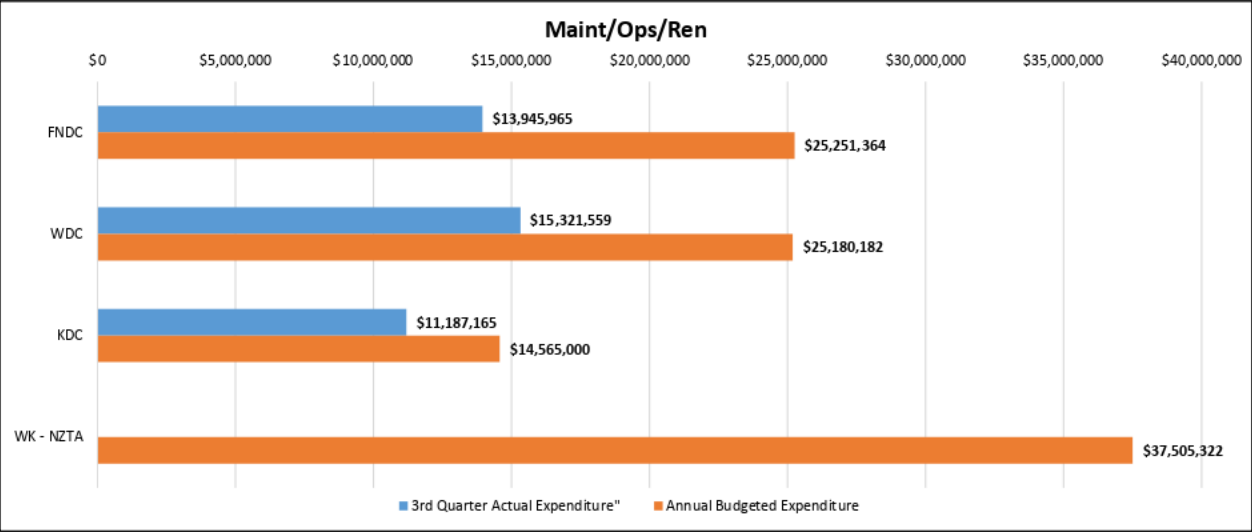
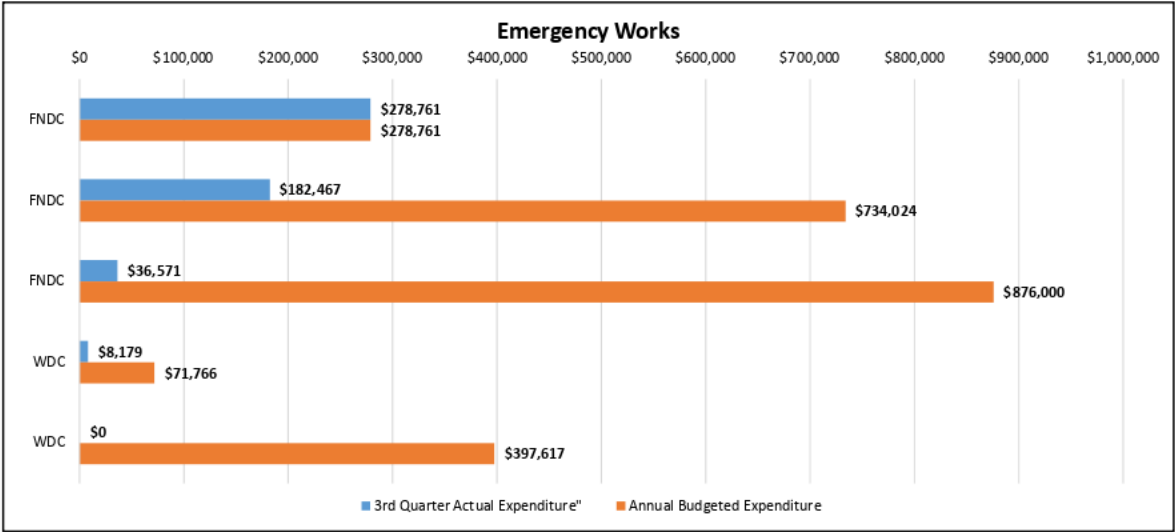
Regional Land Transport Plan 2015/2021 Three Year Review - Funding Uptake for the 2019/20 Financial Year

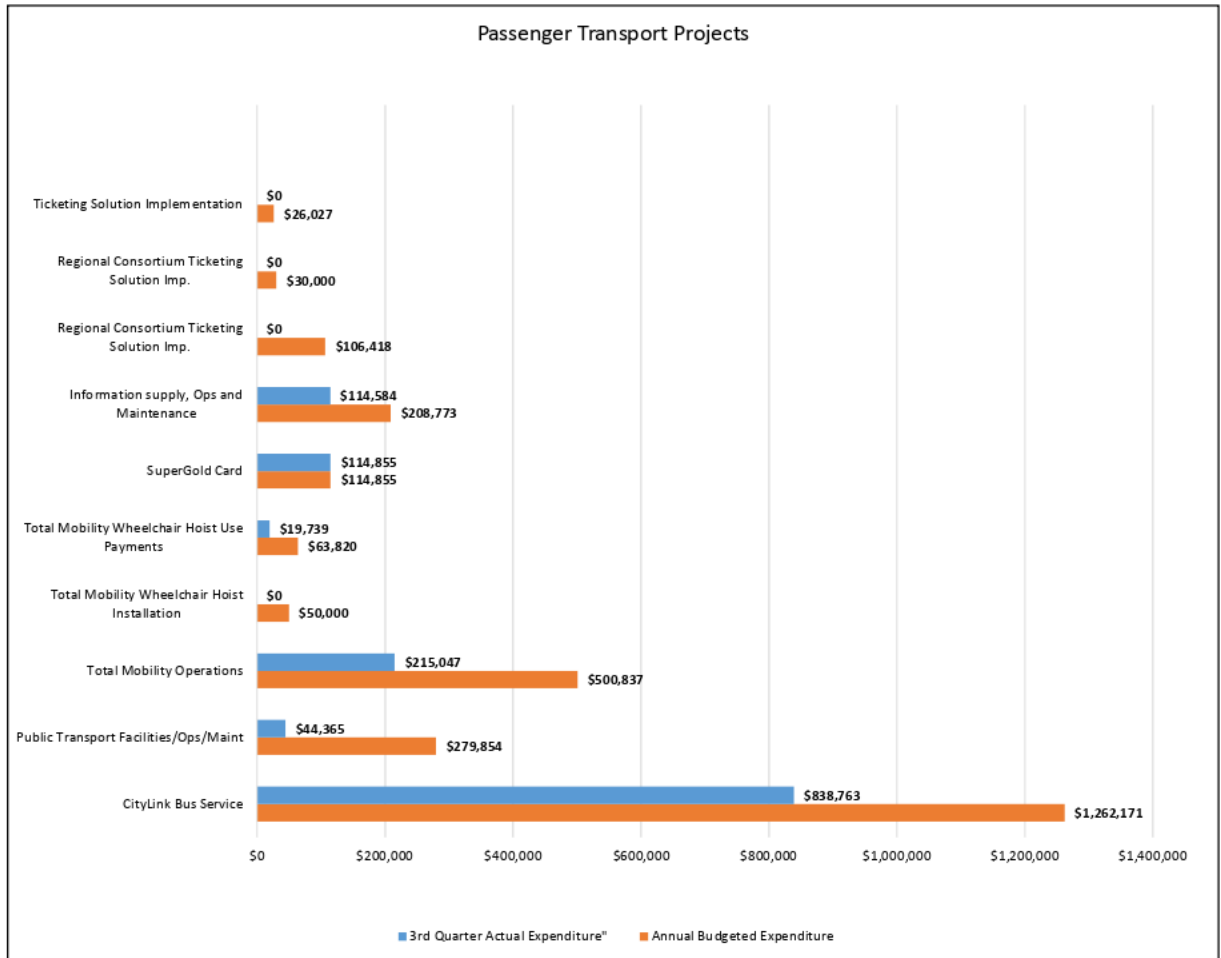
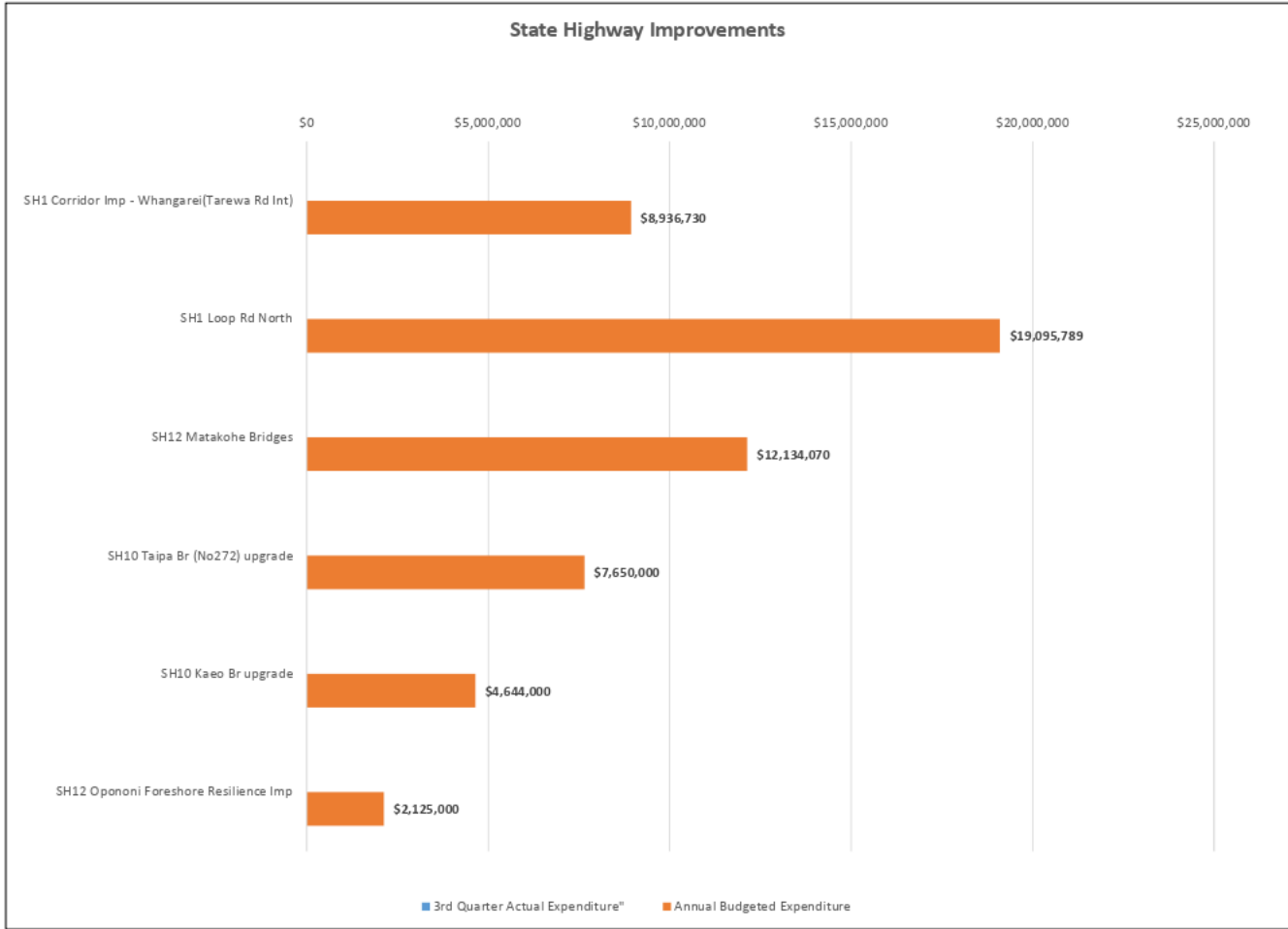
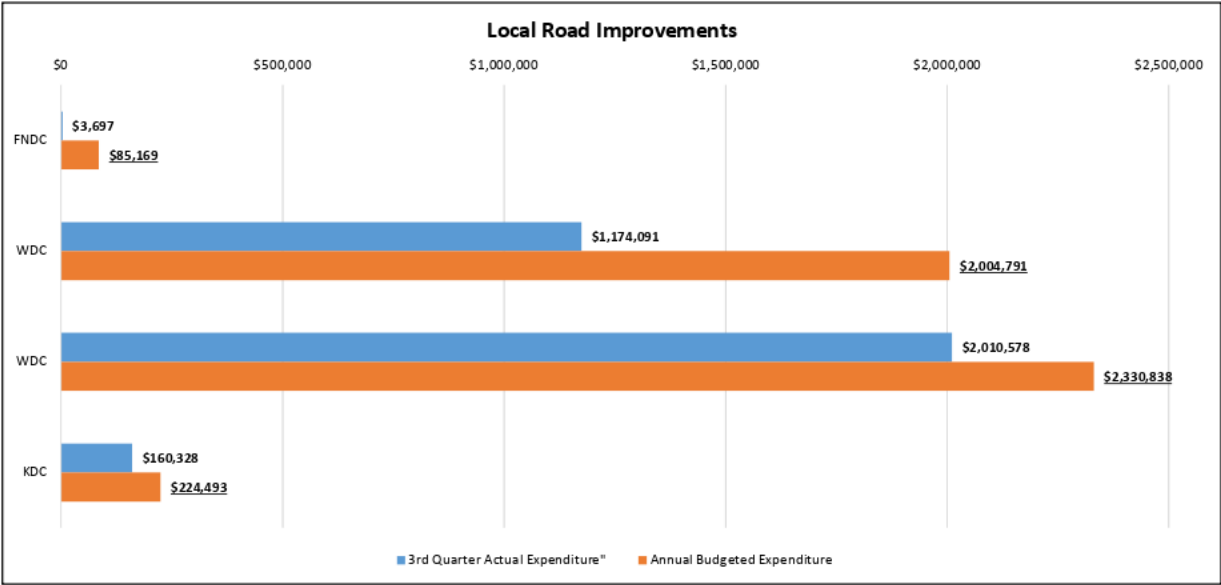
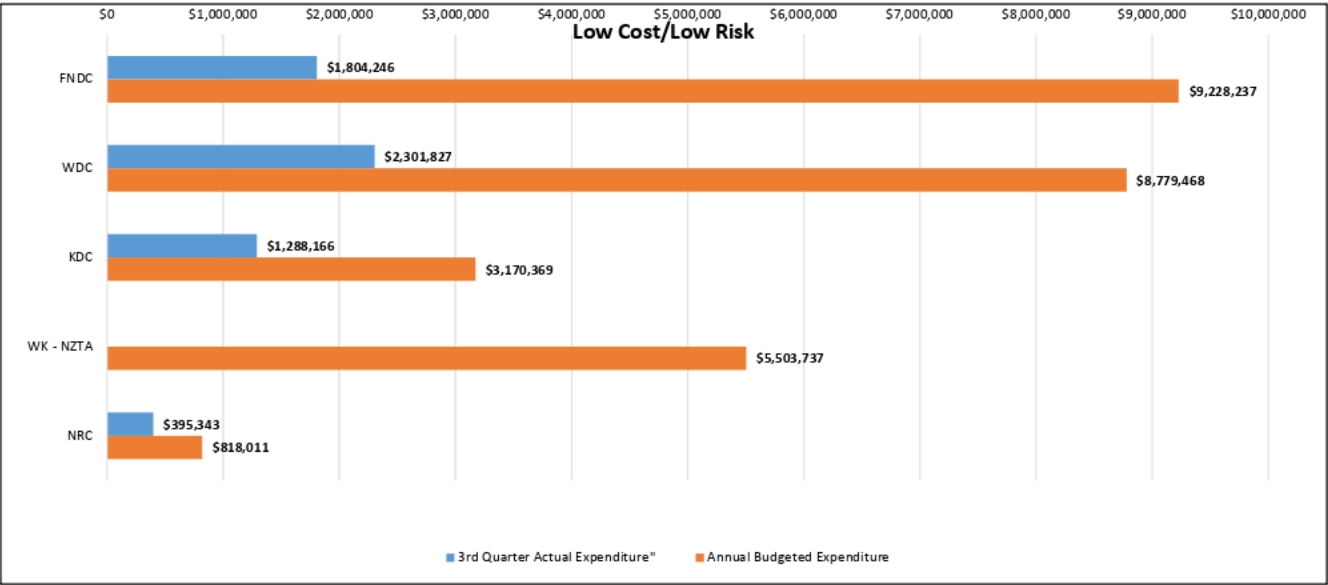
RLTP Funding 2nd Quarter = 1 July 2019 - 29 February 2020

Activities/Programmes	W/C	App Auth	FAR	Status	2019/2020 Financial Year			Remaining Expenditure 2019/2020	1st Quarter			Cumulative 1st & 2nd Quarters			Cumulative 1st, 2nd & 3rd Quarters			Ability to uptake full national funding assistance allocation in 2019/20 financial period	Reasons for Variance and Remedial Action to be Taken
					Annual Budgeted Cost	Total Actual Expenditure to Date	Annual Progress %		Forecast Expenditure	Actual Expenditure	Progress for 1st Quarter	Forecast Expenditure	Actual Expenditure	Progress	Forecast Expenditure	Actual Expenditure	Progress		
Emergency Works																			
Weather Event - June 2018	141	FNDC	66%	App	\$278,761	\$278,761	100%	\$0	\$278,761	\$278,761	100%	\$278,761	\$278,761	100%	\$278,761	\$278,761	100%	High	Completed.
Weather Event - June 2018	141	FNDC	66%	App	\$734,024	\$182,467	25%	\$551,557	\$446,780	\$141,209	32%	\$734,024	\$256,890	35%	\$734,024	\$182,467	25%	Low	Programme well on track for completion and within budget
Weather Event - August 2019	141	FNDC	66%	App	\$876,000	\$36,571	4%	\$839,429	\$31,000	\$0	0%	\$400,500	\$21,738	5%	\$876,000	\$36,571	4%	Low	Programme underway and on track for completion and within budget
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%	\$71,766	\$8,179	11%	High	Programme on track for completion by 2019/2020 financial year end.
Weather Event - July 2018	141	WDC	53%	App	\$397,617	\$0	0%	\$397,617	\$0	\$0	0%	\$100,000	\$0	0%	\$300,000	\$0	0%	Medium	Programme has yet to commence
Brynderwyn Slip	141	WK - NZTA	100%	App	\$1,659,632	\$0	0%	\$1,659,632	\$600,000	\$616,953	103%	\$1,659,632	\$1,372,191	83%	\$1,659,632	\$0	0%	0%	No information received
SH12	141	WK - NZTA	100%	App	\$308,000	\$0	0%	\$308,000	\$0	\$0	0%	\$308,000	\$456,281	148%	\$308,000	\$0	0%	0%	No information received
Maintenance/Ops/Renewals																			
	111 - 222	FNDC	66%	App	\$25,251,364	\$13,945,965	55%	\$11,305,399	\$4,178,968	\$6,045,645	145%	\$10,399,204	\$6,045,645	58%	\$17,991,598	\$13,945,965	78%	High	Programme running to budget.
	111 - 222	WDC	53%	App	\$25,180,182	\$15,321,559	61%	\$9,858,623	\$4,300,000	\$6,737,592	157%	\$11,300,000	\$11,289,907	100%	\$19,800,000	\$15,321,559	77%	High	Ongoing 3 year programme. On track to spend 2019/20 budget
	111 - 222	KDC	61%	App	\$14,565,000	\$11,187,165	77%	\$3,377,835	\$2,820,809	\$536,257	19%	\$8,868,540	\$8,203,654	93%	\$13,486,268	\$11,187,165	83%	High	WC215 will be \$1.8m over expenditure due to Tomarata bridge, cost scope adjustment is being completed for submission
	111 - 222	WK - NZTA	100%	App	\$37,505,322	\$0	0%	\$37,505,322	\$5,000,000	\$4,635,701	93%	\$19,242,611	\$15,000,199	78%	\$28,898,242	\$0	0%	0%	No information received
Investment Management																			
Kerikeri/Waipapa Programme Business Case	2	FNDC	66%	App	\$123,980	\$62,910	51%	\$61,070	\$6,250	\$8,720	140%	\$13,600	\$40,035	294%	\$20,680	\$62,910	304%	High	Project on track for completion 30 June 2020.
Activity Management Improvement Plan 18/21	3	WDC	53%	App	\$124,073	\$46,430	37%	\$77,643	\$10,000	\$0	0%	\$40,000	\$35,432	89%	\$80,000	\$46,430	58%	Medium	Programme well underway. May be a minor carry over into 2020/21.
ONRC Transition Plan	3	WDC	53%	App	\$85,203	\$28,743	34%	\$56,460	\$10,000	\$16,155	162%	\$30,000	\$28,743	96%	\$60,000	\$28,743	48%	Medium	Programme well underway. May be a minor carry over into 2020/21.
ONRC Transition Plan	3	WDC	53%	App	\$1,806	\$1,806	100%	\$0	\$1,806	\$1,806	100%	\$1,806	\$1,806	100%	\$1,806	\$1,806	100%	High	Completed.
Whangarei Transportation Model	2	WDC	53%	App	\$112,573	\$112,573	100%	\$0	\$30,000	\$47,601	159%	\$60,000	\$112,573	188%	\$90,000	\$112,573	125%	High	Completed.
Regional Land Transport Plan	1	NRC	54%	App	\$424,044	\$104,237	25%	\$319,807	\$100,000	\$49,154	49%	\$212,012	\$86,346	41%	\$212,032	\$104,237	49%	Medium	Resource now released to commence full time on project
Regional Public Transport Plan	3	NRC	54%	Sub.	\$29,017	\$2,613	9%	\$26,404	\$5,000	\$550	11%	\$15,000	\$1,613	11%	\$20,000	\$2,613	13%	High	As above
Regional Road Safety Action Plan	3	NRC	54%	Sub.	\$191,249	\$31,615	17%	\$159,634	\$50,000	\$17,000	34%	\$100,000	\$24,972	25%	\$130,000	\$31,615	24%	Low	Additional staff member still not appointed
Road Safety Promotion																			
High Strategic Fit	432	FNDC	66%	App	\$1,038,333	\$658,889	63%	\$379,444	\$279,444	\$279,444	100%	\$496,166	\$496,166	100%	\$848,610	\$658,889	78%	Low	Project on track for completion 30 June 2020.
	432	WDC	53%	App	\$442,454	\$221,104	50%	\$221,350	\$10,000	\$76,175	762%	\$100,000	\$203,354	203%	\$250,000	\$221,104	88%	High	Programme on track for completion by 2019/2020 financial year end.
	432	KDC	61%	App	\$195,432	\$82,907	42%	\$112,525	\$17,335	\$60,880	351%	\$66,191	\$67,340	102%	\$115,049	\$82,907	72%	High	Full funding uptake by end of financial year.
	432	NRC	54%	App	\$73,908	\$47,766	65%	\$26,142	\$10,000	\$25,274	253%	\$30,000	\$40,428	135%	\$50,000	\$47,766	96%	High	Full funding uptake by end of financial year.
	432	NRC	54%	App	\$50,896	\$19,874	39%	\$31,022	\$5,000	\$8,779	176%	\$20,000	\$14,620	73%	\$35,000	\$19,874	57%	High	Full funding uptake by end of financial year.
Medium Strategic Fit	432	FNDC	66%	App	\$100,000	\$100,000	100%	\$0	\$100,000	\$100,000	100%	\$100,000	\$100,000	100%	\$100,000	\$100,000	100%	High	Programme well on track for completion.
	432	WDC	53%	App	\$10,251	\$2,769	27%	\$7,482	\$0	\$2,769	2768%	\$0	\$2,769	0%	\$5,000	\$2,769	55%	High	Programme on track for completion by 2019/2020 financial year end.
	432	KDC	N/A	N/A	\$0	\$0	0%	\$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	\$23,421	44%	\$29,394	\$5,000	\$8,011	160%	\$25,000	\$11,737	47%	\$40,000	\$23,421	59%	High	Full funding uptake by end of financial year.
ACC Funded Cycling Education	432	WDC	100%	App	\$2,500	\$1,554	62%	\$946	\$0	\$0	0%	\$2,500	\$0	0%	\$2,500	\$1,554	62%	High	Programme on track for completion by 2019/2020 financial year end.
Bike Skills Training	432	WDC	53%	App	\$150,760	\$76,806	51%	\$73,954	\$0	\$12,740	0%	\$50,000	\$40,866	82%	\$100,000	\$76,806	77%	High	Programme on track for completion by 2019/2020 financial year end.

Walking & Cycling Improvements	452	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No 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%	\$1,390,961	\$1,390,961	100%	High	Project completed. The Kamo Shared Path was officially opened on the 23 November 2019.
	452	KDC	N/A	N/A	\$0	\$0	0%	\$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	\$1,804,246	20%	\$7,423,991	\$310,000	\$762,383	246%	\$2,110,000	\$1,775,576	84%	\$6,950,000	\$1,804,246	26%	Medium/High	Annual forecasted cost for 2019/2020 has changed from \$9,228,237 to \$6,485,000 with the balance moved into 2020/2021. Current programme is progressing well.
Low cost / low risk improvements 2018-21-Local Roads	341	WDC	53%	App	\$8,779,468	\$2,301,827	26%	\$6,477,641	\$860,000	\$1,155,257	134%	\$3,360,000	\$1,942,623	58%	\$6,300,000	\$2,301,827	37%	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	KDC	61%	App	\$3,170,369	\$1,288,166	41%	\$1,882,203	\$1,272,000	\$922,189	72%	\$2,221,000	\$978,407	44%	\$3,170,369	\$1,288,166	41%	High	Full funding uptake by end of financial year
Low cost/low risk improvements 2018-21 Northland	341	WK - NZTA	100%	App	\$5,503,737	\$0	0%	\$5,503,737	\$500,000	\$469,325	94%	\$1,464,507	\$695,538	47%	\$3,330,197	\$0	0%	0%	No information received
Low Cost Low Risk Improvements 18/21 - Public Transport	532	NRC	54%	App	\$818,011	\$395,343	48%	\$422,668	\$204,000	\$285,429	140%	\$409,005	\$441,726	108%	\$613,557	\$395,343	64%	Medium	Some projects now scheduled for 20/21 implementation. Impact on programme to be discussed with NZTA with a view to a minor carry over
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%	\$75,000	\$3,697	5%	High	Programme progressing well, the bulk supply of LED's is due in April 2020
LED Streetlight Upgrades	324	WDC	85%	App	\$2,004,791	\$1,174,091	59%	\$830,700	\$700,000	\$682,785	98%	\$1,200,000	\$975,899	81%	\$1,800,000	\$1,174,091	65%	High	Programme progressing well. Retrofit of arterial road lights currently being installed. First tender for new arterial road inflight lighting awarded
Maunu/Porowini Intersection Improvements	324	WDC	53%	App	\$2,330,838	\$2,010,578	86%	\$320,260	\$700,000	\$1,018,586	146%	\$2,000,000	\$1,254,721	63%	\$1,330,838	\$2,010,578	151%	High	Construction of Porowini bridge widening well underway. On target for end of April 2020 completion. Funding request being prepared for additional NZTA
LED Streetlight Upgrades	324	KDC	85%	App	\$224,493	\$160,328	71%	\$64,165	\$859	\$3,053	355%	\$75,690	\$68,004	90%	\$150,521	\$160,328	107%	High	funding for strengthening of old bridge. Full funding uptake by end of financial year
Provincial Growth Fund																			
Far North District Council	PGF	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$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	\$0	0%	\$0	\$0	0%	N/A	No projects approved under the Provincial Growth Fund
Kaipara District Council	PGF	KDC	100%	App	\$650,000	\$508,060	78%	\$141,940	\$0	\$368,277	0%	\$0	\$368,277	0%	\$0	\$508,060	0%	High	Full funding uptake by end of financial year
PGF Programme Support - Detailed Business Case	PGF	KDC	100%	App	\$650,000	\$508,060	78%	\$141,940	\$0	\$368,277	0%	\$0	\$368,277	0%	\$0	\$508,060	0%	High	Full funding uptake by end of financial year
New Zealand Transport Agency	PGF	WK - NZTA	100%	App	\$8,450,000	\$0	0%	\$8,450,000	\$465,327	\$465,327	100%	\$1,880,155	\$500,000	27%	\$0	\$0	0%	N/A	No information received
Northland Regional Council	PGF	NRC	N/A	N/A	\$0	\$0	0%	\$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		0%	\$8,936,730	\$1,688,455	\$1,688,455	100%	\$4,915,455	\$3,500,000	71%	\$7,235,455		0%	No information received	
SH1 Loop Rd North	324	WK - NZTA	100%	App	\$19,095,789		0%	\$19,095,789	\$3,581,627	\$6,622,664	185%	\$9,935,206	\$7,100,000	71%	\$14,513,179		0%	No information received	
SH12 Matakohe Bridges	324	WK - NZTA	100%	App	\$12,134,070		0%	\$12,134,070	\$2,897,976	\$3,002,202	104%	\$2,345,874	\$12,100,000	516%	\$6,746,735		0%	No information received	
SH10 Taipa Br (No272) upgrade	324	WK - NZTA	100%	App	\$7,650,000		0%	\$7,650,000	\$2,987,998	\$3,210,234	107%	\$3,935,632	\$7,600,000	193%	\$375,635		0%	No information received	
SH10 Kaeo Br upgrade	324	WK - NZTA	100%	App	\$4,644,000		0%	\$4,644,000	\$349,260	\$349,260	100%	\$826,616	\$300,000	36%	\$1,245,116		0%	No information received	
SH12 Opononi Foreshore Resilience Imp	324	WK - NZTA	100%	App	\$2,125,000		0%	\$2,125,000	\$1,149,868	\$1,652,122	144%	\$2,244,677	\$2,210,000	98%	\$0		0%	No information received	
Passenger Transport																			
CityLink Bus Service	511	NRC	54%	App	\$1,262,171	\$838,763	66%	\$423,408	\$315,750	\$342,487	108%	\$631,500	\$600,296	95%	\$947,250	\$838,763	89%	High	
Public Transport Facilities/Ops/Maint	514	NRC	54%	App	\$279,854	\$44,365	16%	\$235,489	\$50,000	\$22,919	46%	\$100,000	\$33,950	34%	\$180,000	\$44,365	25%	Low	
Total Mobility Operations	517	NRC	60%	App	\$500,837	\$215,047	43%	\$285,790	\$125,209	\$110,851	89%	\$250,419	\$165,988	66%	\$375,700	\$215,047	57%	Medium	
Total Mobility Wheelchair Hoist Installation	519	NRC	60%	App	\$50,000	\$0	0%	\$50,000	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	Low	
Total Mobility Wheelchair Hoist Use Payments	521	NRC	100%	App	\$63,820	\$19,739	31%	\$44,081	\$10,000	\$9,083	91%	\$20,000	\$15,910	80%	\$30,000	\$19,739	66%	Low	
SuperGold Card	522	NRC	100%	App	\$114,855	\$114,855	100%	\$0	\$114,855	\$114,855	100%	\$114,855	\$114,855	100%	\$114,855	\$114,855	100%	High	
																	Medium	Expect to see possible reduction in farebox revenue due to pandemic	
																	Low	Still no progress on Rose Street Terminus upgrade	
																	Medium	Budgeted increase in demand not yet fully realised. Carry forward from last year likely to be unspent	
																	Low	Annual provision made for requests for wheelchair hoists. No requests received to date.	
																	Low	Budgeted increase in demand not yet fully realised. Generous carry forward from last year likely to be unspent	
																	High	Has been fully uplifted	
																	Medium	Ticketing project still being rolled out and minor amendment to claim will see this category reduced. Some invoices incorrectly claimed from work category 524 PT	
Information supply, Ops and Maintenance	524	NRC	54%	App	\$208,773	\$114,584	55%	\$94,189	\$30,000	\$25,985	87%	\$75,000	\$95,335	127%	\$120,000	\$114,584	95%	Medium	info, ops, supply and maintenance in error - should have been W/C 524 Regional Consortium Interim Ticketing Solution (below)
Regional Consortium Ticketing Solution Imp.	524	NRC	65%	App	\$106,418	\$0	0%	\$106,418	\$40,000	\$0	0%	\$80,000	\$0	0%	\$120,000	\$0	0%	High	See above comment re invoices claimed from wrong work category
Regional Consortium Ticketing Solution Imp.	524	NRC	54%	App	\$30,000	\$0	0%	\$30,000	\$15,000	\$0	0%	\$30,000	\$0	0%	\$30,000	\$0	0%	High	See above comment re invoices claimed from wrong work category
																	Medium	Project delays has meant expenditure delays. Will be carried forward if unspent this financial year.	
Ticketing Solution Implementation	531	NRC	65%	App	\$26,027	\$0	0%	\$26,027	\$10,000	\$0	0%	\$10,000	\$0	0%	\$26,027	\$0	0%	Medium	





TITLE: Draft GPS & NZ Rail Plan & Tackling Unsafe Speeds

ID: A1295351

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

This paper serves to introduce the Regional Transport Committee to Ministry of Transport representatives who will be presenting on the:-

- The Draft New Zealand Rail Plan;
- The Draft Government Policy Statement 2021;
- Tackling Unsafe Speed

Recommendation

That the report 'Draft GPS & NZ Rail Plan & Tackling Unsafe Speeds' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 12 March 2020, be received.

Background/Tuhinga

The Ministry of Transport (MoT) had planned to undertake a series of Draft Government Policy Statement 2021 (GPS) Roadshows and Workshops with RTC's and officials during March 2020 and April 2020.

Invitations were sent to all RTC Elected Representatives, Alternate Representatives, Mayors, Chair's, CEO's and relevant officials.

However, with the social distancing requirements presently in place, these roadshows and workshops had to be cancelled.

On Wednesday 1 April 2020, the MoT released an e-mail titled "*Draft GPS 2021 and draft Rail Plan engagement extension and online video presentation*" which provides an update on their proposed course of action going forward.

See [attachment I](#) for copy of e-mail and related links.

In summary, the MoT have acknowledged the importance of face to face engagement and the challenges they are facing in this regard.

In order to provide an in-depth briefing of the draft GPS 2021, draft Rail Plan, and the Tackling Unsafe Speeds package, the MoT are providing an online series of videos / presentations covering each topic.

The content contained in each video replicates what would have been delivered during the course of the regional meetings.

The videos can be accessed online now at the Ministry of Transport website;

Draft GPS 2021: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/gpsonlandtransportfunding/gps-2021/>

Draft Rail Plan: <https://www.transport.govt.nz/rail/the-draft-new-zealand-rail-plan/>

Tackling Unsafe Speeds: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/tackling-unsafe-speeds/>

Any questions or additional information required on the three subjects can be directed through to:-

Draft GPS2021: GPS@transport.govt.nz

Draft Rail Plan: DraftNZRailPlan@transport.govt.nz

Tackling Unsafe Speeds: Speed@transport.govt.nz

Attachments/Ngā tapirihanga

Attachment 1: Draft GPS 2021 and draft Rail Plan engagement extension and online video presentation  

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 03 April 2020

From: [GPS](#)
Cc: [GPS](#)
Subject: Draft GPS 2021 and draft Rail Plan engagement extension and online video presentation
Date: Wednesday, 1 April 2020 1:14:03 PM

Kia ora koutou katoa

We hope you and those in your bubble are keeping well as we all navigate this changing working environment. Given this new context, we wanted to share a quick update with you on our approach to engagement on the draft GPS 2021 and the draft Rail Plan.

1. The closing date for submissions and feedback on the draft GPS 2021 and the draft Rail Plan has been extended by 2 weeks. The new closing date is now 5pm, 11 May 2020.
2. We have provided presentations on the draft GPS 2021 and draft Rail Plan online in video format.

The COVID-19 threat has impacted all aspects of New Zealand society and the economy, and we are now all working in different ways than we would have thought possible only a few weeks ago.

We appreciate that during this time, people across central and local government, and the private sector, are focused on the COVID-19 response. Indeed, everyone here at the Ministry is busy addressing the rapidly evolving impacts of the coronavirus on our transport system, and working within an all-of-government response framework.

Acknowledging these challenges, the Minister of Transport has extended the closing date for submissions and feedback on the draft GPS 2021, and the draft Rail Plan by 2 weeks. The new closing date is now 5pm, 11 May 2020. This extension is intended to give everyone additional time to prepare submissions, feedback or complete the online GPS or Rail Plan surveys. This extension is important as we all come to terms with changes to work priorities and individual circumstances during the Alert level 4 period.

As you will recall from our previous email, the Ministry has cancelled our regional briefings. To give you an in-depth briefing of the draft GPS 2021, draft Rail Plan, and the Tackling Unsafe Speeds package, we are now providing an online series of videos / presentations covering each topic.

The content contained in each video replicates what would have been delivered to you during the course of the regional meetings. While nothing can replace an in-person meeting, we're hoping these videos will give you a good overview of each policy project.

The videos can be accessed online now at the Ministry of Transport website;

Draft GPS 2021: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/gpsonlandtransportfunding/gps-2021/>

Draft Rail Plan: <https://www.transport.govt.nz/rail/the-draft-new-zealand-rail-plan/>

Tackling Unsafe Speeds: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/tackling-unsafe-speeds/>

Once you have viewed the videos, if you have any questions, or require further information about these policy projects, please direct all enquiries to our dedicated email channels. We will endeavour to respond to your query promptly.

Please email your questions to;

Draft GPS2021: GPS@transport.govt.nz
Draft Rail Plan: DraftNZRailPlan@transport.govt.nz
Tackling Unsafe Speeds: Speed@transport.govt.nz

The Covid-19 virus presents a fast moving situation to everyone in New Zealand. We will be considering how COVID could impact GPS priorities but until the long-term impacts of COVID are known, the priorities of the draft GPS 2021 / draft Rail Plan still represent the Government's 10 year aims, and we would therefore still appreciate your views on the content.

In the meantime, please take care, stay in your bubble and look after those around you.

Naku noa, na | Sincerely

Helen White
Manager, Investment
Te Manatu Waka – The Ministry of Transport

He whakamana i a Aotearoa kia momoho | Enabling New Zealanders to flourish

TITLE: Regional Road Safety Report

ID: A1298420

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 March 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 related outcomes for the Northland region.

Ride Forever (R4E) Rider Training Update:

There have been 185 motorcycle riders trained through the ACC initiated Ride Forever training courses held in Northland up to the end of February 2020. 50 riders have successfully completed the Bronze course, 98 the Silver course and 37 the Gold course.

The first Northland 'Shiny Side Up Talk Series' with national and international experts presenting motorcycle safety related issues and safety tips. The venue was set up for 120 attendees, with additional seating having to be provided to accommodate for the larger than expected turnout. At the end of the evening the audience was asked if they would come again next year and the response was a resounding yes. Hopefully this can be built on including expanding to an additional event in Whangarei and one in the Far North.



Courtesy of Tim Elliott

Road Trauma Update:

2019 Calendar Year:

For the 2019 calendar year the following crash data is available.

National – 353 deaths from 301 fatal crashes. 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.

2020 Calendar Year

National – 83 deaths compared to 86 in 2019

Northland – 10 deaths compared to 8 in 2019

Sadly, there have been a number of multiple death fatalities which have driven both the national and regional fatal numbers ahead of same period last year.

Road Safety Delivery:

Due to the COVID19 Pandemic is having a major impact of our road safety activities going forward, some of which have been postponed. For our Police road safety partners, it continues to be 'business as usual' with some necessary and appropriate adjustments where required.

Road Safety Delivery:

The Whangarei District Council road safety promotion team continued to support and bring in partners to assist at the annual SADD Workshop that students run. This took place on the 10 March and was well received and attended.

Northland Regional Council again supported the annual 'Black-out For Brain Injury' week. This year's theme was fatigue which is an area of risk for drivers and workers of all ages who are affected by brain injuries and targeted by all our road safety partners.

Driver Reviver/Fatigue Stops scheduled for Easter Stop Thursday 9 April and Anzac Stop Friday 24 April northbound SH1, Uretiti have both been cancelled due to COVID19 safety concerns/influences.

Truck Education/Health Stop being planned for the Scaling Yard at Northport in April 2020 have been put on hold until log truck & export movements back to China and other locations are back to normal.

Fast Moving Goods & Consumable Goods freight deliveries for key products has been continuing at a busy rate but a lot of other heavy freight vehicle movements have been adjusted.

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

An 'Easter Crash Free' Weekend is again planned, and resources are being supplied to Police to hand out with this important campaign message.

There continues to be an increased level of regional road safety messaging across both the Northland MediaWorks and NZME radio networks including print and digital platforms. With the constantly changing situation that is affecting everyone this is proving to be a very effective & necessary method to engage with our wide and diverse population and road user base. The key priority themes continue to be - Restraint use, Impairment, Distractions, Speed, Fatigue and planning journeys. This regional messaging was also further supported by NZTA national road safety campaign messaging.

As will be noted in the WAKA KOTAHI and Road Safety Infrastructure Project updates **there** continues to be a lot of infrastructure work occurring around the region and considerably more in the pipeline which will continue to improve road safety outcomes across our region.

Attachment Links – outlining Road Safety intervention and promotional work from contractors from (1) [Far North REAP](#) and (2) [Northland Road Safety Trust](#)

Road Safety Infrastructure Projects

High Risk Rural Road Safety Improvements (HRRR SI)

- FNDC
 - 5# key routes upgrade of curve advisory signage – seeking quotes from 2# maintenance contracts
 - Kaitaia to Ahipara – implementing some of the required roadside hazard protections (guardrails)
- WDC
 - Vinegar Hill Rd – realignment of Riversong Intersection, signage and markings
 - Whangarei Heads Rd – starting design of Curve Signage review
- Standard Safety Intervention (SSI) business cases for NZTA
 - Writing business cases for future funding opportunities for 14# high priority routes across Northland

Speed Limits

- Tranche 1 (now)
 - FNDC Okaihau-Kaeo-Waimate Review Area (Hearing complete, staff finalizing decisions report)
 - WDC Ruakaka, One Tree Point Area (Hearing was last week, staff will soon start drafting decisions report)
 - WDC Waipu Township (Hearing was last week, staff will soon start drafting decisions report)
 - WDC Vinegar Hill Area (Hearing was last week, staff will soon start drafting decisions report)
- Tranche 2 (next, later this year?)
 - FNDC – Ahipara-North Hokianga & Kaitaia area
 - WDC – Whangarei Heads
 - WDC – Bream Bay (Cove Rd) area
 - KDC – Mangawhai Kaiwaka area
- Tranche 3 (early next year)
 - FNDC – Russell area
 - WDC – Tutukaka Coast (Ngunguru to Russell)
 - KDC – Potuo Peninsula & West Coast

Provided by Nick Marshall **Team Leader – Road Safety & Traffic Engineering** | Northland Transport Alliance

Attachments/Ngā tapirihanga

Attachment 1: February 2020 Whangarei Road Safety Update [↓](#) 

Attachment 2: Far North REAP Road Safety Update [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 03 April 2020

Whangarei District Road Safety Promotion Report February 2020

Road Toll	Total for 2011	Total for 2012	Total for 2013	Total for 2014	Total for 2015	Total for 2016	Total for 2017	Total for 2018	Total for 2019	Total Feb 2019	Total YTD 2020
Whangarei	1	6	9	10	11	9	14	14	10	3	4
Kaipara	0	4	3	1	2	9	5	5	7	0	0
Far North	6	4	9	7	10	9	22	16	12	4	1
Totals	7	14	21	18	23	27	41	35	29	7	5

Key district issues

- Young Drivers
- Alcohol and/or drugs
- Speed
- Rural speed zone loss of control/head on

Key Activities to 29 February:

SAiD (Stop Alcohol Impaired Driving): 1 completed in February 45 YTD.

Drive Soba: 5 completed in February 9 completed in December and 6 and 12 are attending programmes due to complete in April and May respectively. 27 YTD.

Young Drivers Programme Passes Achieved:

1. Ngatiwai : No report received: learners (28 YTD) Restricted (5ytd) and 1 Full (6ytd)
2. People Potential: 12/12 Learners passed (144 ytd) 3 Restricted (30ytd) 0 Full (13ytd) (9 resit passes ytd) 10 mentors /68 hours -1 new mentor commencing next month
3. Bream Bay: the 1st Learner is booked to commence mentoring in March. The Mentor vehicle and mentors will be at the PukaPuka party on 14 March.

Motorcycle Safety: Planning for Shiny Side up event in March.

Child Restraints: 3 clinics, one event attended 54 interactions. Our 1 local CRT Is injured and out of action for 3+ months so the regular programme is suspended. The Puka Puka party is in the planning for 14 March with an Auckland team.

Fatigue Stops:

Date	Vehicles	People	Date	Vehicles	People
25.10	85	300	9.04		
20.12	85	212	24.04		
27.01	66	128	29.05	Rain date	

Drive Smarta: 4 completed in February (20ytd) The special targeted police programme is proving a good referral source of high risk offenders.

Other activities/Mtgs: Northland Freight Group Annual Leave.

Health and Safety: No health and Safety issues have been reported this month.



July 2019 – February 2020
Report

Who are we?



Far North REAP

Moerewa Christian Fellowship



Hauora
Hokianga

Hokianga Hauora
Health

Ngāti Hine Health Trust



Te Rūnanga o
Whaingaroa

Te Rūnanga O Whaingaroa

Automotivate



Te Hau Ora o Ngāpuhi

Priority Areas

Ministry of Transport (MOT) along with Crash Analysis Statistics (CAS) specify what the priority areas are nationally. They also give us an indication of what the high and medium risk are within our districts.

Below is a break down of the priority areas and an overview of a few initiatives the district delivers.

Focus areas in the High Risk include:

- Alcohol & Drug
- Safer Speeds
- Young Driver
- High Risk
- Restraints

Medium risk include:

- Fatigue
- Distractions

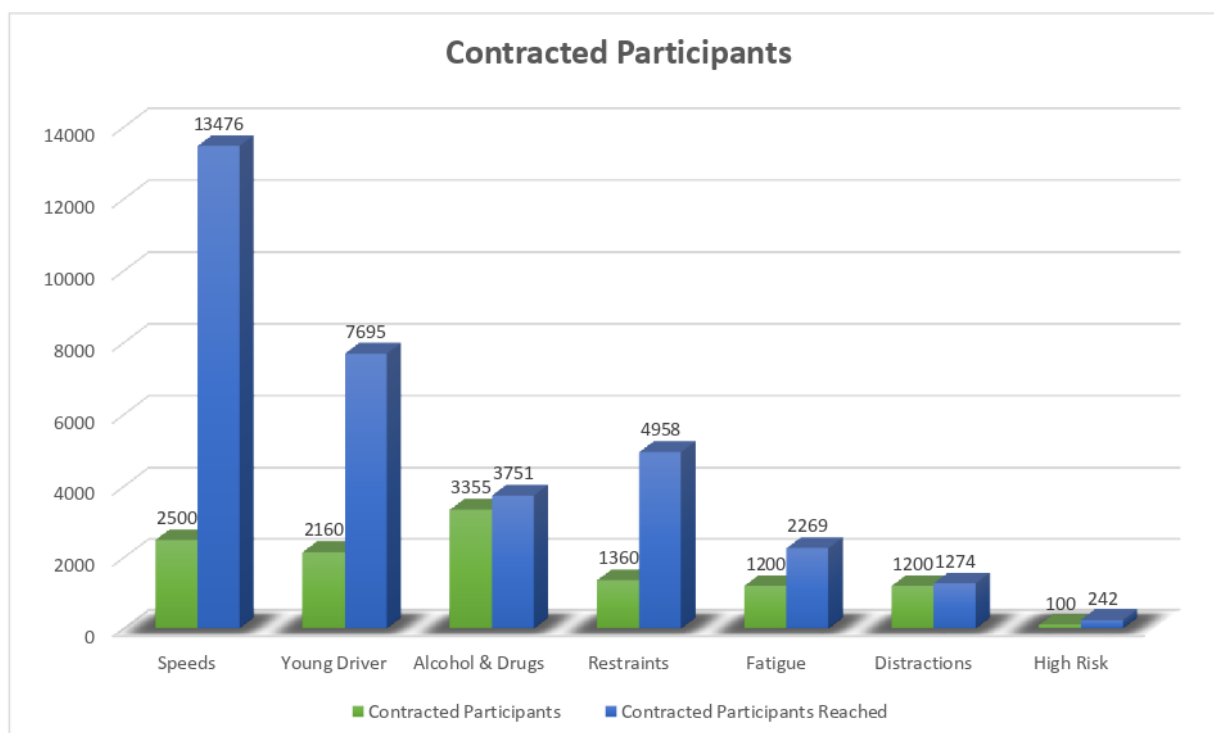
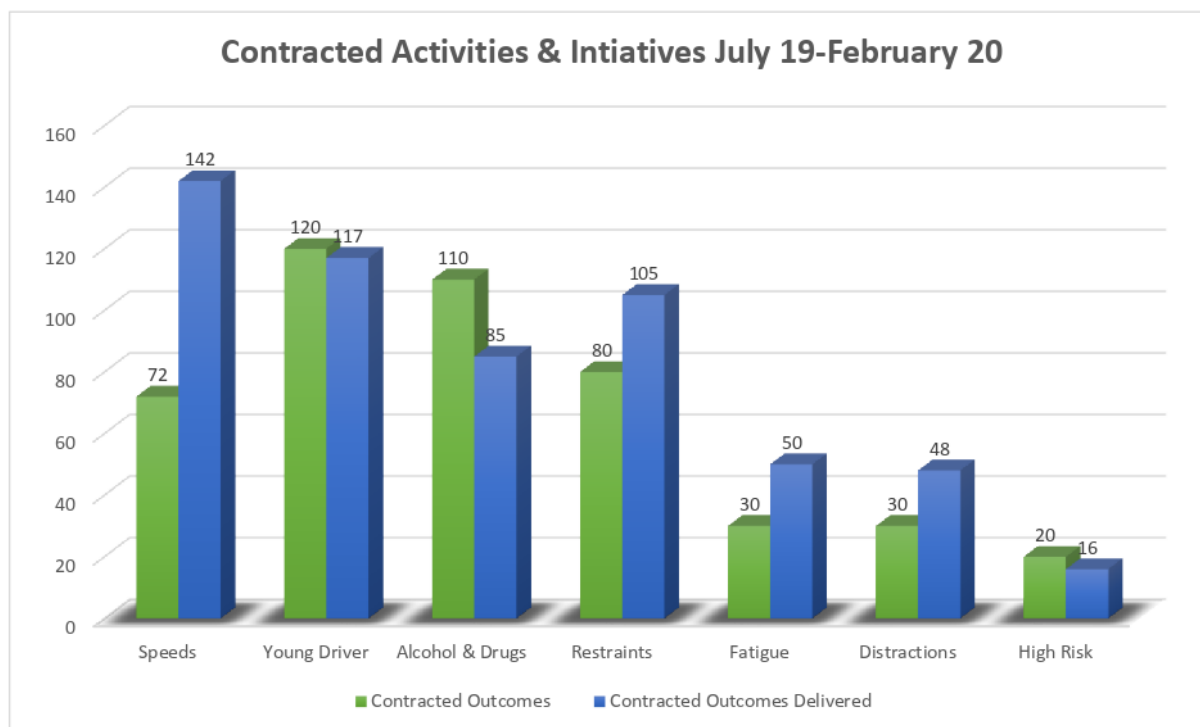
Programme Overview

The Road Safety Programme is all about improving community safety on our Far North District roading network by:

- Reducing impaired driving
- Increasing the use of restraints
- Reducing speed related crashes
- Reducing fatigue and distractions while driving
- Improving young driver awareness
- Supporting high risk road user on repeat breach offences

The programme supports our communities to enable them to make better choices and ultimately reduce the occurrence of fatal and serious crashes.

Overview of delivery Jul 19-Feb 20



Investment Overview

ANNUAL INVESTMENT



DISTRICT DISTRIBUTION



RECEIVED INVESTMENT



Far North District Road Safety Promotion Report Jan – Feb 2020

District Team snapshot for Jan-Feb 2020:

Tena koutou e hoa ma

Yaaay we made it to another decade. The team started the year off with a hiss and a roar.

With team planning already done and dusted for the next 6 months, 2020 is going to be another rip-roaring extravaganza in the Road Safety realm.

Far North REAP Team snapshot for Jan/ Feb:

- Learners and Restricted Courses
- Bus Education Programme at Kaitaia Primary School
- MSD Licencing contract has 90 referrals. Target is 120 participants up to June 30th
- Education Pop-ups: - Tapotupotu Bay, Waitiki Landing, Te Kao Store, Whakawhiti Ora Pai, Houhora Ice Cream Stop, Pukenui 4 square, Omapere – Landing Café, Info Centre, 4 Square & Seafood Stall

District Groups:

- Education Pop-ups: - Taupo Bay, Matauri Bay, Paihia, Kai Iwi Lakes
- Fatigue Stop in Waiomio before Waitangi Day
- Fatigue Promotions: - Te Tii
- Bi-monthly reports for Jan/Feb sent to Far North REAP
- Marketing Campaign to target “Male, 30 to 55 years” is gaining traction. Launch planned for April
- 15 x Driver licencing courses
- Networking and Brokerage: - Youth Agency Network, NZ Police, Fire And Emergency Services
- Alcohol & Drugs Promotion: - Kerikeri, Paihia, Kaeo, Te Tii, Moerewa, Kawakawa, Omapere, Waimamaku

Regional:

- Funding to June 2020 was approved at December’s Council Meeting
- Road Safety Action Plan meeting scheduled for 20th Feb in Whangarei
- Investigating practical driving tests back to Kaikohe

Issues:

Although we have been approved the funding, FNDC processes have changed again. We are currently following up with our contact within council to see how we can access the funding. Diplomacy is needed in this area as the priority for the whole far north district is WATER.

Nga mihi ano kia koutou katoa mo to mahi.

TITLE: Regional Land Transport & Passenger Transport Plan Progress Report

ID: A1296663

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

This report serves to update the Regional Transport Committee (RTC) on the Regional Land Transport Plan 2021-2027 and Regional Passenger Transport Plan since the 12 February 2020 RTC meeting.

Recommendation(s) / Tūtohutia

1. That the report 'Regional Land Transport & Passenger Transport Plan Progress Report' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 17 March 2020, be received.

Background/Tuhinga

At the 12 February 2020 Regional Transport Committee (RTC) meeting, a report was tabled detailing:

- The role and influence of the Draft Government Policy Statement (GPS) on the Regional Land Transport Plan. The report also highlighted the importance of the GPS being released in time to allow approved authorities to meet the Waka Kotahi NZ Transport Agency timelines; and
- The requirement to undertake an Investment Logic Mapping exercise to gain agreement and prioritisation of the region's transportation "Objectives", "Problems" and "Benefits".

At the meeting, the following recommendations were approved:

- That the Regional Transport Committee approve that an Investment Logic Mapping workshops be held in March 2020.
- That the Regional Transport Committee approve the appointment of an independent facilitator to undertake the proposed Investment Logic Mapping process and workshops.
- 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.
- 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.

Covid-19 (Coronavirus) Pandemic

It is important to note at the time this report was compiled, staff were striving for the timeous and complete compilation of the Draft Regional Land Transport Plan 2021/2027 (RLTP) and the Draft Regional Public Transport Plan.

However, with the rapidly changing environment in regards to meetings, there is the real possibility that the approved timetable for the compilation, consultation and implementation of both the Regional Land Transport Plan (RLTP) and the Regional Passenger Transport (RPTP) will not be met.

Draft Government Policy Statement 2021

The Ministry of Transport (MoT) had planned to undertake a series of Draft Government Policy Statement 2021 (GPS) Roadshows and Workshops with RTC's and officials during March 2020 and April 2020.

Invitations were sent to all RTC Elected Representatives, Alternate Representatives, Mayors, Chair's, CEO's and relevant officials.

However, with the social distancing requirements presently in place, these roadshows and workshops had to be cancelled and/or postponed.

This matter is covered in more detail a separate paper titled "*The Draft Government Policy Statement 2021, The Draft New Zealand Rail Plan and Tackling Unsafe Speeds*".

Investment Logic Mapping

The services of an accredited facilitator to run the Investment Logic Mapping (ILM) workshop has been secured.

At the 12 February 2020 meeting, the RTC approved that the ILM workshop be held in March 2020. Due to the disruptions caused by the Covid19 outbreak, the precautionary measures put in place nationally to contain its spread and the large number of persons on the invitation list, this workshop did not take place.

Staff are in discussion with other regional councils who are in the same position to ascertain what course of action they are taking in this regard.

A proposal will then be presented to the RTC members with a recommend plan of action.

Draft Regional Land Transport Plan and Regional Passenger Transport Plan – "Strategic Front End"

Work to date on the Strategic Front End of the document has been:-

- Working with NRC's economist to identify economic and anthropogenic data / trends to inform the policy direction in the RLTP and RPTP.
- Aligning structure of Northlands RLTP and RPTP with the national template produced by the Transport Special Interest Group (TSIG).
- Collate relevant local government and central government transport and structure planning documents.

Relationship with New Zealand Police

Staff are awaiting a reply from the New Zealand Police (Police) representatives to agree on a date and time to detail the requirements in regards to the relationship between the RLTP and Police activities, particularly in regards to road safety.

Draft Regional Land Transport Plan – Detailed Three and Six Year Programme Spreadsheets

No work will commence on this section of the RLTP until such time as all relevant information has been received from the various road controlling on what projects and programmes they will be seeking national funding assistance for.

These tables will include:-

- State Highway Improvements (includes new projects);
- State Highway Maintenance, Operations and Renewals;
- Local Road Improvements (includes new projects);
- Local Road Maintenance, Operations and Renewals;

- Low Cost/Low Risk Improvements;
- Public Transport;
- Walking and Cycling Improvements;
- Safety Promotions; and
- Investment Management.

Regional Public Transport Plan (RLTP)

Staff have commenced gathering information on present and future public passenger transport needs.

In addition, staff are working on the national compilation guidelines being worked on by the TSIG.

The information used to populate this document, along with planned future services, will be sourced from:-

- Government Policy Statement 2021;
- Ministry of Transport;
- Waka Kotahi NZ Transport Agency;
- Joint Whangarei District Council/Northland Regional Council Whangarei Public Transport Working Party;
- Far North District Council;
- Kaipara District Council;
- Investigation into the needs and Availability of Total Mobility Transport and Services in Northland;
- Total Mobility Agencies and Service Providers Group;
- Regional disability representative groups.

Consultation Process

The Northland Regional Council staff who will be assisting in the development of the consultation process for both the RLTP and the RPTP have been seconded to assist with the CDEM drought relief work over the past number of weeks.

A meeting will be scheduled in the near future to progress a consultation plan for presentation to the RTC for endorsement.

Timetables for Regional Land Transport Plans, Regional Public Transport Plans and National Land Transport Plans

The Transport Special Interest Group (TSIG) are requesting feedback from the Ministry of Transport (MoT) and the Waka Kotahi NZ Transport Agency (NZTA) that with the rapidly evolving situation, will they be revisiting the timelines for the completion and submission of for Regional Land Transport Plans and Regional Public Transport Plans, and if there will be a delay in the Release of National Land Transport Programme.

Any delays will obviously have financial repercussions on the ability of approved authorities to meet their transport related obligations.

Should such a delay occur, what contingency plans will be put in place to provide funding assistance to approved authorities in regards to:-

- State Highways – Maintenance, Operations and renewals;
- Local Roads – Maintenance, operations and renewals;
- Low cost/Low Risk projects;
- Public Transport;
- Walking and cycling;
- Road Safety; and
- Investment Management.

Proposed Way Forward

Until such time as the full impact of the disruption to staff having to work from home, the delay in holding the ILM workshop, the uncertainty of how long the epidemic will last and potential national changes to the approved timelines are known with some certainty, it would be inappropriate to submit a detailed timeline for the completion of both plans.

A high level timeline detailing important dates has been included for information purposes. Please note that these dates could change at very short notice.

In the meantime, staff will:-

- Continue to work on both documents as best they can.
- Discuss with the Ministry of Transport to ascertain how they can best present the GPS to RTC's and officials.
- Discuss with the facilitator on the best method for undertaking an ILM workshop with RTC members.
- Continue to work on a detailed assessment of the GPS.
- Keep in constant contact with NZTA to be informed on any changes that occur to the RLTP and RPTP processes.

Considerations

1. Options

No.	Option	Advantages	Disadvantages
1	As far as practicable adhere to the present approved timetable for the timely completion of the RLTP and RPTP.	Approved road controlling authorities and NRC have sufficient time for the compilation, and submission of a comprehensive RLTP and RPTP to ensure minimal disruptions to funding applications.	The work relating to the compilation, consultation and implementation process being rushed and mistakes being made that could have long term negative repercussions.
2	Failure to meet project timelines and not meet 30 April 2021 deadline for	None	Potential failure to secure much needed funding assistance and thereby delay or fail to undertake

	submission of RLTP and RPTP.		important transportation related activities in Northland.
--	------------------------------	--	---

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

2. Significance and engagement

The issues pertaining to significance and engagement relating to the compilation of the Regional Land Transport Plans and Regional Public Transport Plan are 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 Regional Land Transport Plans and Regional Public Transport Plans are detailed in the Land Transport Management Act 2003

Further considerations

4. Community views

As the compilation of Regional Land Transport Plans and Regional Public Transport Plans are 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 Regional Land Transport Plans and Regional Public Transport Plans are 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

The most significant implementation issue at this time is the potential for delays in the process due to disruptions caused by the Coronavirus pandemic.

Attachments/Ngā tapirihanga

Attachment 1: Regional Land Transport Plan and Regional Public Transport Plan Proposed Timetable



Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 03 April 2020

Regional Land Transport Plan 2021/2027 and Regional Public Transport Plan

Indicative Timeline

- 18 March 2020 - Government releases Draft GPS and Draft New Zealand Rail Plan;
- March/April 2020 - ILM workshop;
- July 2020 - Draft “Front End” of RLTP and RPTP to RTC for approval;
- RTC approves release of Draft RLTP and Draft RPTP for public comment – Early December 2020
- Public consultation on Draft RLTP and RPTP – December 2020/January 2021
- RTC and NRC approves release of RLTP and RPTP to be loaded into TIO – Early April 2021
- RTC and NRC approved RLTP and RPTP loaded into TIO – 30 April 2021
- RTC and NRC approve RLTP and RPTP for
- Government Policy Statement implemented – 1 July 2021
- National Land Transport Plan 2021/2027 released – 1 July 2021
- RLTP 2021/2027 and RPTP implemented – 1 July 2021

Key

- | | | |
|--|---|------|
| • Activity Management Plans | = | AMP |
| • Government Policy Statement | = | GPS |
| • Investment Logic Mapping | = | ILM |
| • National Land Transport Programme | = | NLTP |
| • Northland Regional Council | = | NRC |
| • Regional Land Transport Plan 2021/2027 | = | RLTP |
| • Regional Public Transport Plan | = | RPTP |
| • Regional Transport Committee | = | RTC |
| • Transport Agency Investment Proposal | = | TAIP |
| • Transport Investment Online | = | TIO |

TITLE: Draft Government Policy Statement on Land Transport 2021

ID: A1301621

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

The purpose of this report is to summarise the key features of the Draft Government Policy Statement on Land Transport 2021 (GPS) released on 19 March 2020.

Recommendation(s)

1. That the report 'Draft Government Policy Statement on Land Transport 2021' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 2 April 2020, be received.
 2. That staff prepare a draft submission on the Draft Government Policy Statement on Land Transport 2021 on behalf of the Regional Transport Committee and distribute for comment.
 3. That on receipt of all comments, staff finalise the submission on the Draft Government Policy Statement on Land Transport 2021 and distribute for approval
 4. That the Regional Transport Committee Chairman be given delegated authority to approve grammatical changes and to sign the submission on the Draft Government Policy Statement on Land Transport 2021 on behalf of the Regional Transport Committee
-

Background/Tuhinga

Context

The GPS outlines the Government's strategy that guides land transport investment over the next decade; to achieve desired Government outcomes. It influences decisions on how the National Land Transport Fund (NLTF) will be invested across various activity classes; essentially signalling what the Government is wanting to invest in.

The activity classes have changed making direct comparison against GPS 2015/21 difficult. Also creating distortion is inclusion of funding within activity classes that is or will be funded from direct Government appropriations.

The GPS includes provision for programmes or packages of work to be funded from different activity classes and potentially from different Approved Organisations. This versatility will assist in areas where multiple agencies are required to work together across different activity classes to achieve the required GPS outcomes. Providing for this type of approach makes direct comparison of funding levels between the two GPS document difficult.

However, in the area of maintenance, renewals and improvements for local roads and state highway maintenance and renewals, a direct comparison can be made.

Comparison with forecast expenditure between the 2015/2021 GPS and the 2021/2027 GPS can be made as shown below.

Activity Class	21/22	22/23	23/24	24/25	25/26	26/27	27/28
Maintenance & renewals Local Rds	\$760m	\$780m	\$800m	\$820m	\$840m	\$860m	\$880m
2015/21 GPS	\$720m	\$740m	\$760m	\$780m	\$800m	\$820m	\$840m
Improvements Local Rds	\$300m	\$250m	\$260m	\$260m	\$130m	\$130m	\$140m
2015/21 GPS	\$490m	\$520m	\$420m	\$480m	\$420m	\$400m	\$420m
Maintenance & renewals State Highways	\$860m	\$880m	\$900m	\$940m	\$870m	\$1020m	\$1060m
2015/21 GPS	\$740m	\$750m	\$770m	\$7800m	\$910m	\$830m	\$850m
Improvements State Highways	\$1250m	\$1000m	\$1000m	\$850m	\$800m	\$800m	\$850m
2015/21 GPS	\$1300m	\$1000m	\$8000m	\$850m	\$650m	\$650m	\$500m

Some local road and state highway improvements related to safety infrastructure and speed management could potentially be delivered under the new “Road to Zero” activity class.

For Public Transport, a shift in the activity classes will see services split from infrastructure. The new Public Transport Infrastructure activity class includes funding that was previously in the public transport, rapid transit and transitional rail activity classes. This new activity class will be expected to fund existing commitments around increased mass rapid transit.

Not all projects, packages and/or programmes in the NLTP will be funded from the NLTF. This makes it important to track changes in activity class funding levels as this will signal whether the Government is emphasising or de-emphasising a specific transport activity.

Strategic Priorities

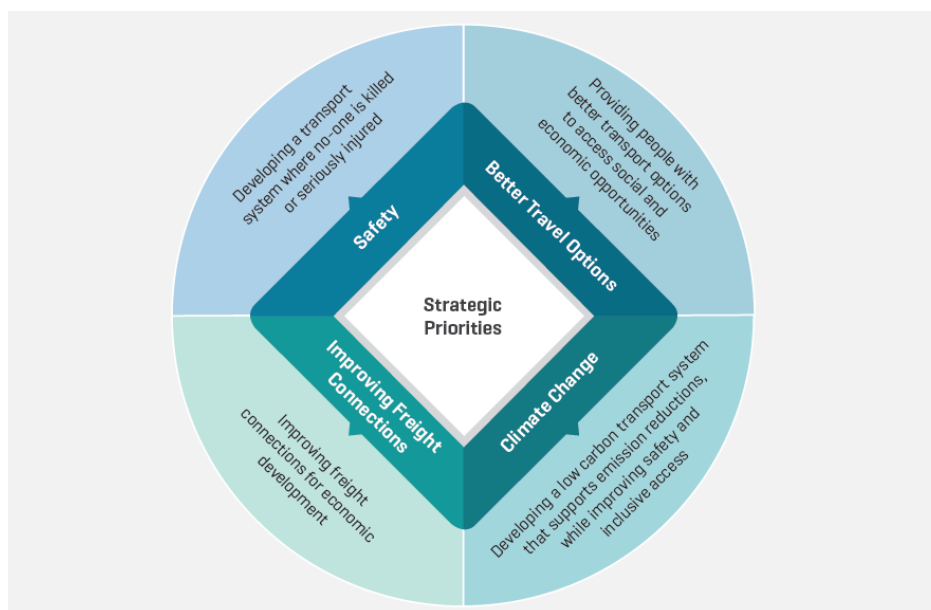
The previous GPS, GPS 2018, had the following four strategic priorities:

- Safety (Key Priority)
- Access (Key Priority)
- Environment (Supporting Priority)
- Value for Money (Supporting Priority)
- Value for Money (Supporting Priority)

The Draft GPS 2021, has slightly changed three of these strategic priorities as follows:

- ‘Access’ – Has been separated into ‘Better Travel Options’, which is more urban focused, and ‘Improving Freight Connections’, which is more regional focused.
- ‘Environment’ – Has renamed to ‘Climate Change’.
- ‘Value for Money’ – This is no longer a strategic priority. Instead, it is a principle relevant to all investments in the land transport system.

The four strategic priorities in the draft GPS are shown in the figure below. There is strong alignment between these strategic priorities and the Ministry of Transport’s Transport Outcomes Framework, which also aligns with the Treasury’s Living Standards Framework.



Activity Class Funding Levels

The draft GPS indicates that \$54 billion will be invested in New Zealand's land transport system between 2021/22 and 2030/31. This investment is from the NLTF and the recently announced New Zealand Upgrade Programme.

The draft GPS has introduced four new activity classes. These include:

- 'Road to Zero' – This activity class will target key interventions for achieving the target reduction in deaths and serious injuries outlined in the Road to Zero Strategy.
- 'Rail Network' – This activity class will implement the draft New Zealand Rail Plan by funding approved activities from the Rail Network Investment Programme.
- 'Public Transport Services' and 'Public Transport Infrastructure' – These activity classes have been separated to make distinct investment, supporting continual operations from investment supporting new infrastructure.
- 'Coastal Shipping' – This activity class supports research to understand what support the coastal shipping sector requires to achieve the Government's aspiration that *'New Zealand flagged coastal shipping operates on a level playing field with other freight operators'*.

The table in attachment 1 compares the activity class funding levels (lower and upper bounds).

Proposed Approach to a Submission

The draft GPS was released for public feedback on 19 March 2020, with consultation closing on 27 April 2020.

Due to the present situation, the Ministry of Transport, released an e-mail on 1 April 2020 stating that

"The closing date for submissions and feedback on the draft GPS 2021 and the draft Rail Plan has been extended by 2 weeks. The new closing date is now 5pm, 11 May 2020".

Given that it will not be possible to bring a draft submission back to the April 2020 RTC meeting, the following process and timelines is proposed:

- Friday 17 April 2020 – Draft submission prepared on behalf of the RTC circulated for feedback.

- Friday 24 April 2020 - All feedback to be received by Chris Powell
- Friday 1 May 2020 – Final draft submission prepared on behalf of the RTC circulated for any final comments.
- Monday 11 May 2020 – Regional Transport Committee submission forward to the Ministry of Transport

It is recommend that the Regional Transport Committee Chairman be given delegated authority to approve grammatical changes and to sign the submission on behalf of the Committee.

GPS Reference Locations

Copies of the GPS and relevant documents are available on the following links; -

- <https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/draft-government-policy-statement-land-transport-2021.pdf>.
- <https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/gps-transitions-guide.pdf>.
- <https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/gps-2021-at-a-glance.pdf>

<https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/gps-2021-at-a-glance.pdf>

Considerations

1. Options

No.	Option	Advantages	Disadvantages
1	That the Regional Transport Committee make a submission on the Draft Government Policy Statement on Land Transport 2020	The region has the opportunity to submit the regions transport related objectives and remedial action requirements	There are no disadvantages to making submission on the Draft Government Policy Statement on Land Transport 2020
2	That the Regional Transport Committee does not make a submission on the Draft Government Policy Statement on Land Transport 2020	There are no advantages to no submission being forwarded.	The transport related needs of the region are not conveyed to the government.

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

2. Significance and engagement

There are no significance or engagement issues identified at this time

3. Policy, risk management and legislative compliance

There are no policy, risk management or legislative requirement issues identified at this time

Further considerations

4. Community views

Community views are being sought by the Ministry of Transport and not the Regional Transport Committee.

5. Māori impact statement

There are no issues identified at this time


6. Financial implications

There are no financial implications

7. Implementation issues

No implementation issues have been identified at this time.

Attachments/Ngā tapirihanga

Attachment 1: Draft GPS 2021 Budget for Each Activity Class [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 03 April 2020

Attachment 1: Draft GPS Budget for each Activity Class

Activity Class	Expenditure reporting line	Definition	GPS 2021 funding ranges						Forecast funding ranges				
				2021/22 \$m	2022/23 \$m	2023/24 \$m	2024/25 \$m	2025/26 \$m	2026/27 \$m	2027/28 \$m	2028/29 \$m	2029/30 \$m	2030/31 \$m
Road to Zero	Safety Infrastructure	Investment in safety infrastructure and speed management treating high risk corridors and intersections.											
	Road policing	Investment in road policing and associated equipment	Upper	910	940	980	1000	1040	1070	1080	1110	1140	1170
	Automated enforcement	Investment in automated enforcement	Lower	820	840	870	900	930	960	970	1000	1020	1050
	Road safety promotion	Investment to support behavioural changes to improve road safety outcomes											
Public transport services	Service operation	Investment in the operation of existing public transport networks and services to improve utilisation and maintain existing levels of service.	Upper	600	630	700	820	900	920	950	970	1000	1030
	Service improvement	Investment in new public transport services to improve the level of service and encourage the uptake of public transport.	Lower	390	410	420	430	440	450	470	480	490	510
Public transport infrastructure	Existing	Investment in maintaining the level of service of existing public transport infrastructure.	Upper	770	650	660	780	830	850	810	810	850	870
	New	Investment in new public transport infrastructure to improve the level of service.	Lower	500	450	370	340	340	350	350	350	370	380
Walking and cycling improvements	Walking and cycling	Investment to improve the level of service and increase uptake for walking and cycling including promotional activities	Upper	145	140	160	115	115	115	120	120	120	120
		Lower	95	90	105	75	75	75	80	80	80	80	
Local road improvements	Existing	Investment in improving the capacity or level of service on existing local roads	Upper	300	250	260	260	130	130	140	140	140	150
	New	Investment to optimise utilisation,improve level of service and improve capacity where needed	Lower	120	100	100	110	50	50	50	60	60	60
State highway improvements	Existing	Investment in improving the capacity or level of service on existing state highways	Upper	1250	1000	1000	950	900	800	650	550	450	450
	New	Investment to optimise utilisation, improve level of service and improve capacity where needed	Lower	1000	800	800	750	700	600	450	350	350	300
State highway maintenance	Operate	Investment in the operation of existing state highways to optimise existing infrastructure and deliver an appropriate level of service											
	Maintain	Investment in the maintenance of existing state highways to deliver an appropriate level of service, excluding asset upgrades	Upper	860	880	900	940	970	1020	1060	1110	1150	1190
			Lower	740	750	770	800	830	870	910	950	980	1020
	Renew	Investment in renewal of existing state highways to deliver an appropriate level of service											
Emergency	Urgent response to transport network disruptions to restore an appropriate level of service												
Local road maintenance	Operate	Investment in the operation of existing local roads to deliver an appropriate level of service											
	Maintain	Investment in the maintenance of existing local roads to deliver an appropriate level of service, excluding asset upgrades	Upper	760	780	800	820	840	860	880	900	930	950
			Lower	650	670	680	700	720	730	750	770	790	810
	Renew	Investment in renewal of existing local roads to deliver an appropriate level of service											
Emergency	Urgent response to transport network disruptions to restore an appropriate level of service												
Investment management	Planning	Investment in the transport planning research and funding allocation management	Upper	80	85	90	90	90	95	95	95	100	100
	Sector Research		Lower	70	75	75	75	80	80	80	85	85	85
	Management												
Coastal Shipping	Coastal shipping	Investment in coastal shipping	Upper	15	15	15	0	0	0	0	0	0	0
		Lower	10	10	10	0	0	0	0	0	0	0	0
Funding a reliable and resilient rail network will also include funding from the Crown and those figures will be reflected in the final GPS 2021, following Budget 2020.													
Rail network	Rail network	Investment to enable a reliable and resilient rail network	Upper	120	120	120	120	120	120	120	120	120	120
			Lower	100	100	100	100	100	100	100	100	100	100

TITLE: Waka Kotahi New Zealand Transport Agency Report

ID: A1301730

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

Executive summary/Whakarāpopototanga

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

Key messages include:

- We have an important role in keeping New Zealanders moving safely during this challenging time, keeping vital lifelines and services open, and just as importantly in the coming months, to deliver new programmes of work to rebuild and stimulate the country's economy
- COVID-19 will change the way we work. For all projects, we will be using our digital channels to communicate with communities and stakeholders, during this current lockdown situation
- The Draft GPS 2021 has been released for consultation. We're taking time now to fully consider the draft GPS and ensure that our approach to prioritisation aligns with the direction in the draft GPS
- The Government has announced a further \$300m Regional Investment Opportunities Fund as part of the New Zealand Upgrade Programme, included are three Northland intersections for improvement

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

Recommendation

That the report 'Waka Kotahi New Zealand Transport Agency Report' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 2 April 2020, be received.

Attachments/Ngā tapirihanga

Attachment 1: Waka Kotahi presentation [↓](#) 

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 03 April 2020

Northland Regional Transport Committee

April 2020



New Zealand Government

Key Messages

- We have an important role in keeping New Zealanders moving safely during this challenging time, keeping vital lifelines and services open, and just as importantly in the coming months, to deliver new programmes of work to rebuild and stimulate the country's economy
- COVID-19 will change the way we work. For all projects, we will be using our digital channels to communicate with communities and stakeholders, during this current lockdown situation
- The Draft GPS 2021 has been released for consultation. We're taking time now to fully consider the draft GPS and ensure that our approach to prioritisation aligns with the direction in the draft GPS
- The Government has announced a further \$300m Regional Investment Opportunities Fund as part of the New Zealand Upgrade Programme, included are three Northland intersections for improvement

COVID-19 and new ways of working

- Our response to COVID-19 and Alert Level 4
 - postponed our annual Partners and Stakeholder Tour
 - stopped all face-to-face engagement with your staff and communities
 - continuing to engage and consult on projects using other means of engagement.
 - have stood down all crews working on our capital works projects during the lockdown

New Zealand Upgrade Programme (NZUP)

- The Government has announced a further \$300m Regional Investment Opportunities Fund as part of the New Zealand Upgrade Programme.
- These 13 roading projects are in addition to the \$6.8b road and rail stimulus package announced in January.
- The Northland package: Whangārei to Port Marsden.
 - State Highway 1/11 (SH1/11) Kawakawa roundabout and resilience project - \$6m
 - State Highway 11/10 (SH11/10) Intersection Puketona Junction roundabout - \$15m
 - State Highway 12 (SH12) and Rawene Road intersection improvements - \$500K

New Zealand
Upgrade
Programme



Arataki

**Arataki version 1 was
released for feedback in
December 2019**



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



**A technical update will
be provided in April**



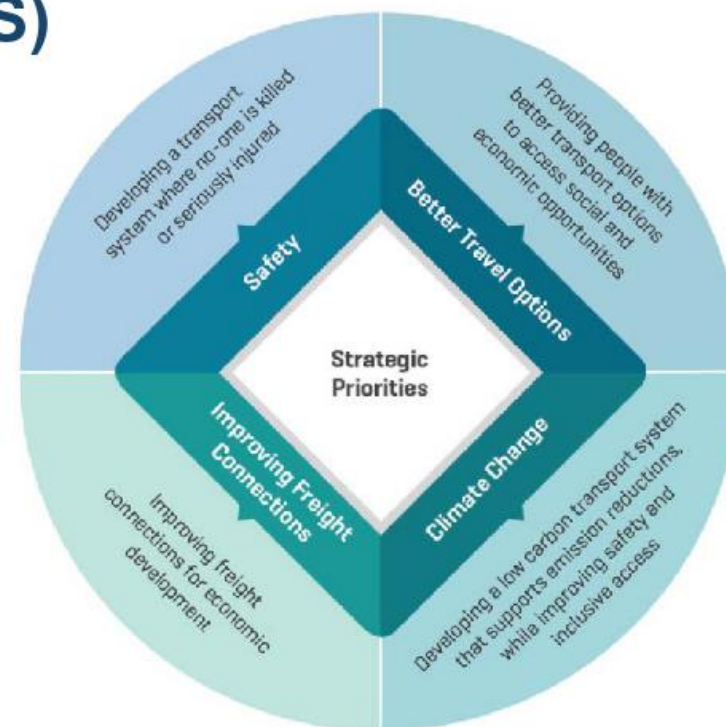
Investment Decision-Making Framework (IDMF)

- Consultation closed Friday, 21 February 2020 – we expect to make a summary of the feedback available mid-April.
- Following the recent release of the draft Government Policy Statement (GPS), we expect to begin consulting on our draft investment prioritisation method for the 2021-2024 NLTP towards the end of April.



Government Policy Statement (GPS)

- Draft GPS 2021 has been released for consultation
- Ministry of Transport is developing channels to engage during April and May.
- The draft GPS 2021 continues the strategic direction of GPS 2018
- We encourage you to read the draft GPS and take part in MoT discussions over the next few weeks.
- We expect to release a draft prioritisation approach for consultation towards the end of April



Regional Land Transport Plan (RLTP)

- We acknowledge the uncertainty created by COVID-19
- We're working with TSIG to better understand the implications on the development of RLTPs
- We are also preparing a business continuity plan for the NLTP – we will share details as soon as we can.
- Our teams are still working and here to support you



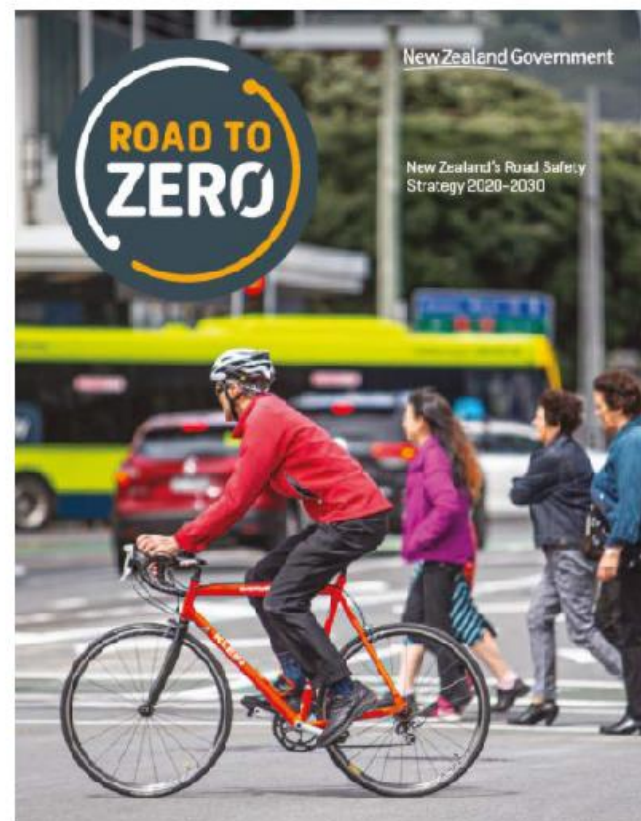
Transport Agency Investment Proposal (TAIP)

- We are currently considering how we proceed with the TAIP as we work through the impacts of COVID-19
- We expect some changes may be required to the work we have already done
- We will update you when decisions have been made



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 Waka Kotahi.
- Speed limits will no longer be done by a bylaw process.
- Rule changes are expected to be finalised by the end of 2020.



Accessible Streets Consultation

- Accessible Streets is a package of national rule changes to support a move away from private vehicle use in urban centres to more energy efficient, low-cost and healthier transport options like walking, cycling and public transport.
- A national framework with local adaptations to fit local conditions.
- There are nine proposals in total.
- Have your say: 9 March – 22 April 2020
www.nzta.govt.nz/accessible-streets-consultation



Safe Vehicles Programme

- The Safe Vehicles programme has launched with a national advertising campaign.
- 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 encourages consumers to look up their vehicles safety rating.
- Searches have increased from less than 100 an hour to 6,000 now that the campaign launched.

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



FORD MONDEO

2017-2019

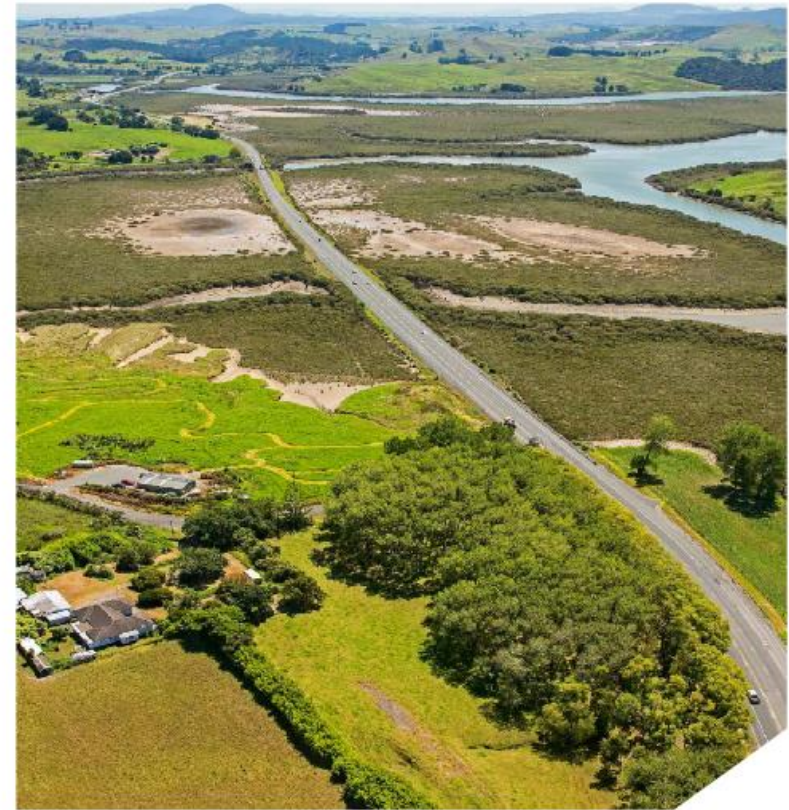
Medium Saloon

Safety rating: ★★★★★

+ Add to compare

Northland Regional Updates

- NZ Upgraded Package
- Update on the NZUP intersections
- Provincial Growth Fund
- Project Activity Updates
- Project Photos





Update on the NZUP intersections

- **SH10/11 Kawakawa roundabout**
 - Engagement with iwi on urban design/landscape is underway as part of detailed design
 - Retaining wall expected to commence construction start mid year
 - The roundabout works are programmed to start October
- **SH10/11 Puketona roundabout**
 - Updates underway on final design, with construction drawings to be issued mid year
 - Resource consents have been secured
 - The roundabout works are programmed to start October
- **SH12 Rawene Road intersection improvements**
 - Design is programmed to be completed by August
 - Intersection works are programmed to commence in September, completed in December.

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	
Rest Area Strategy and Implementation Plan (TCDR)	SH	Strategy and implementation plan for rest areas.	Business cases are complete and available on the Transport Agency's website.	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.	Multiple work sites are underway with extensive work being done to bring completion date forward.	TBD	Assess the impact of COVID-19 on completion date.

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 154 with additional resources bought in to capitalise on the late start to summer weather
Low Cost / Low Risk	\$5.3M	On-going	Amber	<p>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 and the following small projects: Moerewa Pedestrian Safety, Kaeo Pedestrian Safety</p> <p>Whangārei District Council Projects- SH14 Te-hape Right Turn Bay; SH1 Springs Flat Parking</p> <p>Kaipara District Council Projects- Emergency Works SH12 west of Matakōhe Slip; Resilience works SH14 Wheki Hill Shoulder; SH12 Signs & Delineation West of Maungaturoto</p>
SH1 Brynderwyn Hills Slip Repair Emergency Work	\$1.7 M	March	Green	The emergency repair works are on programme to be completed this month.
Northland speed review		TBD 2020	Amber	<p>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 alongside our technical analysis.</p> <p>A decision on whether each of these speed reviews will be implemented is expected in the coming months. Once a decision is made we will communicate this and expected timeframes of the implementation of changes.</p>

Northland Project Updates – Natasha update March rept

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) was due to occur in February and will now occur this month. This section of improvements will be completed by August. The project is currently seeking additional funding to extend the southern extent of the project 300m south to Kaipara Flats Road.</p> <p>At the northernmost end, the section between Wayby Valley Road and Wellsford is currently undergoing a design review to seek cost savings and to reduce private property impacts. The outcome of the review is due in April.</p> <p>Nightworks are underway on SH1 for another eight weeks as the team trenches Vector cables through the 'Frog Pool Farm' section of the Dome. Construction of safety improvements through this section will get underway later this year.</p>
SH1 Whangārei to Te Hana Single Stage Business Case (SH1 Whangārei to Port Marsden Highway - NZ Upgrade Programme)			Green	<p>Govt. NZ Upgrade Programme announcement on 29 Jan: \$692 million for a 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>A Programme Management Office (PMO) for the NZ Upgrade Programme is now up and running, and establishment of individual project teams currently underway. Once internal resourcing and professional services procured, completion of the Whangārei to Port Marsden Highway detailed business case (DBC) is the next step for the project. The route of the four-lane corridor will be confirmed through the development of the DBC.</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>

Northland Project Updates – Natasha update March rept

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH1 Warkworth to Wellsford		Route protection	Green	<p>Waka Kotahi NZ Transport Agency has completed the work necessary for a proposed designation of land to be put in place for a new road transport corridor between Warkworth and Te Hana, to be constructed at some time in the future.</p> <p>A Notice of Requirement and resource consent applications have been lodged with Auckland Council this month. The Notice of Requirement applies to an area of land of approximately 1347 hectares located between Warkworth and north of Te Hana.</p>
SH1 corridor improvements – Whangarei (Tarewa Road)	\$53.34M	Early-2020	Green	Over the next month we will complete road surfacing and start laying the footpaths on the northern end of Otaiaka Road. We will also, start building the abutment on the southern side, the piling on the northern side has been completed. We also plan to complete the installation of the traffic island on the southern side of SH1/Tarewa Intersection.
SH10 Kaeo bridge	\$21.95M	Late 2021	Green	This project is in the design phase with the start of construction planned for October 2020. The Resources consents have been lodged with the Far North District Council and the Northland Regional Council. Offers have been made to the property owners whose land the Agency requires.
Kaipara package (PGF funded)	\$20M		Green	The PGF funding agreements (between MBIE and Kaipara District Council) have been executed. As the Package concerns local roads, KDC are responsible for delivery.
Twin Coast Discovery Business Cases (PGF funded)	\$6.25M	Complete Published early-2020	Green	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 final business cases - Passing Opportunities and Rest Area Implementation Strategy have been endorsed by the Minister in the first week of March. The business cases will be circulated to key stakeholders before being published online in early-2020.

Northland Project Updates – Natasha update March rept

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH1 Loop Road Safety improvements	\$25.76M + \$23M additional scope	2022	Amber	<p>Work is centred around Portland Road currently as intersection widening works get underway this month. Loop Road (south) is closed under temporary TMP and the Portland layout has changed to provide a safe haul road across Portland for earthworks activities.</p> <p>Roundabout construction has slowed while contractors await the dual-lane stormwater design information. Earthworks and concrete piling in 2019 future proofed the roundabout for future dual-laning, however the additional stormwater requirements were not part of those early future proofing works.</p> <p>The roundabout is programmed to be functioning in June this year, which will alleviate the significant morning peak congestion on SH1. The cause of the congestion is SH1 drivers stopping to give way to turning Loop Road traffic. While courteous, the stop/go effect is creating kilometres of tail back. Signage is up encouraging traffic to keep moving.</p> <p>The design of the additional scope is progressing well, with new graphics and maps expected to be shared with the wider communities late March/April, after consultation with directly affected landowners has occurred.</p>
SH10 Waipapa corridor improvements	\$9.23M	2021	Amber	<p>Work has begun to relocate the Chorus-owned main fibre optic cable which runs through the project, along the eastern side of SH10. This cable supplies internet and EFTPOS to most of the Far North.</p> <p>Three crews are on site and will be working in several different areas at the same time. That includes extending Klinac Lane and building the bridge that will link to the roundabout and provide an alternative route to Waipapa's main commercial area. There's also work starting on SH10 to relocate utilities and widen the state highway.</p>

Northland Project Updates – Natasha update March rept

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH1/11 Kawakawa intersection improvements (NZ Upgrade Programme)	\$6M	Pre-imp	Green	<p>A roundabout is planned to provide more efficient traffic flows between SH1 and SH11, and better access to and for services in Kawakawa and to the North. The roundabout includes new pedestrian connections and will improve the user experience for locals and tourists, by addressing safety risks, improving traffic flows and increasing the accessibility from/to the Kawakawa township. Improved traffic flow for heavy vehicles and freight will improve economic opportunities for the North.</p> <p>Key dates:</p> <ul style="list-style-type: none"> • Mid 2020: Commence construction on the retaining wall (if required) • September 2020: Commence construction of roundabout • Easter (early April) 2021: project completion

Northland Project Updates – Natasha update March rept

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH12 Rawene Road intersection improvements (NZ Upgrade Programme)	\$500,000	Pre-imp	Green	<p>This project will improve the State Highway 12 and Rawene Road intersection, to bring it up to current Austroad standards and accommodate for additional right turning capacity. Improvements will also enable safe north to south cyclist movements, enhancing access to the Hokianga Ferry that connects to Kohukohu, Broadwood, Pungaru for cyclists, locals and travellers. These improvements will increase the safety of the intersection for all road users, improving reliability and reducing disruption.</p> <p>Key dates:</p> <ul style="list-style-type: none"> • August 2020: Award construction contract (\$450k) • September 2020: Construction begins. • December 2020: Project finish

Northland Project Updates – Natasha update March rept

Activity	2018 – 21 NLPT	Completion	Progress	Commentary
SH10/11 Puketona Junction intersection improvements (NZ Upgrade Programme)	\$15M	Pre-imp	Green	<p>A roundabout is planned to provide more efficient traffic flows along the Twin Coast Discovery Route for locals, tourists, buses and freight alike. The intersection will also be upgraded with a safe system approach, reducing the risk of deaths and serious injuries at the intersection. The improved access and connectivity, along with the safety benefits, will increase the user experience for those travelling the Twin Coast Discovery Route and on to the Bay of Islands.</p> <p>Key dates:</p> <ul style="list-style-type: none"> May 2020: Award construction contract August 2020: Construction begins. June 2021: Project finish

SH10 Waipapa Corridor Improvements



SH1/Tarewa Road Intersection Improvements



Hei konā mai

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

ID: A1300432

From: Chris Powell, Transport Manager - Northland Transport Alliance

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 Northland Transport Alliance have requested that the projects detailed in the body of this agenda item be included in the RLTP.

These projects are proposed to be included in the RLTP to enable them to be eligible for consideration under the Provincial Growth Fund (PGF). This does not mean that these projects will actually be funded, it just enables them to move onto the next stage of the PGF assessment process.

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

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

Recommendation(s)

1. That the report 'Request to Vary the Regional Land Transport Plan 2015-2021' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 30 March 2020, be received.
2. That the Regional Transport Committee approves the request to vary the Regional Land Transport Plan 2015/21 to include the following projects:

Far North District Council

- Opua to Paihia Walking Track (part of Te Araroa Trail)
- Opua to Paihia Cycle Route via Aucks Road and Russell Cycle Trail
- Waitangi to Kerikeri Cycle Trail
- Waoku Old Coach Road (to SH12) Cycle Trail (in conjunction with the Kaipara District Council)

Kaipara District Council

- Waoku Old Coach Road (to SH12) Cycle Trail (in conjunction with the Far North District Council)
- Kaihu Valley Rail Cycle Trail

Whangarei District Council

- Langs Beach to Ruakaka Cycle Trail (Waipu Trail)

Background/Tuhinga

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

The application has been made because, for transport related projects to be considered eligible for the Provincial Growth Fund (PGF), they need to be included in the relevant RLTP.

It should be noted that the inclusion of these projects in the RLTP is just the first stage of the PGF application process. There is no guarantee that these projects will be funded or implemented through the PGF.

These projects have been identified in the recently completed NZTA business case for cycle trails titled "Northland Integrated Cycling Implementation Plan" which was part of the PGF-funded Twin Coast Discovery Route business case assessments.

This is a joint application by the NTA on behalf of the Far North, Kaipara and Whangarei District Councils.

The impact of these changes is shown in the tables below:

Far North District Council

Council	Activity	Estimated Cost 2018/21	Comments
FNDC	Opua to Paihia Walking Track (part of Te Araroa Trail)	\$984,000	
FNDC	Opua to Paihia Cycle Route via Aucks Road and Russell Cycle Trail	\$250,000	
FNDC	Waitangi to Kerikeri Cycle Trail	\$997,000	
FNDC	Waoku Old Coach Road (to SH12) Cycle Trail	\$1,600,000	Total project cost is \$1,600,000. This is to be partially funded by KDC as well (see below)

Kaipara District Council

Council	Activity	Estimated Cost 2018/21	Comments
KDC	Waoku Old Coach Road (to SH12) Cycle Trail	\$1,600,000	Total project cost is \$1,600,000. This is to be partially funded by FNDC as well (see above)
KDC	Kaihu Valley Rail Cycle Trail	\$9,675,000	Public Consultation as part of the Northland Walking and Cycling Strategy 2018. Please note this project has already been included in the RLTP at the 13 February 2019 RTC meeting. It has been included here for completeness so that all of the potential PGF cycle

			trail projects identified in the NZTA business case are listed at the same time.
--	--	--	--

Whangarei District Council

Council	Activity	Estimated Cost 2018/21	Comments
WDC	Langs Beach to Ruakaka Cycle Trail (Waipu Trail)	\$5,800,000	Please note that part of this project has already been included in the RLTP at the 5 December 2018 RTC meeting. This approval for the longer route.

The benefit of this change is that these projects will be eligible for consideration under the PGF and will allow these projects to progress to the next stage of the PGF process.

Land Transport Management Act 2003

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

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

Section (3) relates to Auckland Transport only.

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

Significance Policy

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

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

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

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

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

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

Considerations

1. Options

No.	Option	Advantages	Disadvantages
1	Approve the request for the Variation to the Regional Land Transport Plan 2015/2021 to include proposed regional cycle trails to be funded under the Provincial Growth Fund.	To ensure that the proposed cycle trails are listed in the Regional Land Transport Plan 2015/2021 and therefore be eligible to make applications funding assistance through the Provincial Growth Funding.	Failure to list the proposed cycle projects in the Regional Land Transport Plan 2015/2021 which could potentially result in the proposed regional cycle trail projects having difficulty in sourcing funding assistance through the Provincial Growth Fund.
2	Reject the request for the variation to the Regional Land Transport Plan 2015/2021 to include proposed cycle trails to be funded under the Provincial Growth Fund.	None	Potential failure to secure Provincial Growth Funding for the proposed regional cycle trail projects.

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 Regional Land Transport Plan [!\[\]\(e50091943b385fe16d3277389202856f_img.jpg\) !\[\]\(f6a86c3559a4e91f956c81ad5a4aa05d_img.jpg\)](#)

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 03 April 2020

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

ID: A1300432

From: Chris Powell, Transport Manager - Northland Transport Alliance

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 Northland Transport Alliance have requested that the projects detailed in the body of this agenda item be included in the RLTP.

These projects are proposed to be included in the RLTP to enable them to be eligible for consideration under the Provincial Growth Fund (PGF). This does not mean that these projects will actually be funded, it just enables them to move onto the next stage of the PGF assessment process.

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

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

Recommendation(s)

1. That the report 'Request to Vary the Regional Land Transport Plan 2015-2021' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 30 March 2020, be received.
2. That the Regional Transport Committee approves the request to vary the Regional Land Transport Plan 2015/21 to include the following projects:

Far North District Council

- Opua to Paihia Walking Track (part of Te Araroa Trail)
- Opua to Paihia Cycle Route via Aucks Road and Russell Cycle Trail
- Waitangi to Kerikeri Cycle Trail
- Waoku Old Coach Road (to SH12) Cycle Trail (in conjunction with the Kaipara District Council)

Kaipara District Council

- Waoku Old Coach Road (to SH12) Cycle Trail (in conjunction with the Far North District Council)
- Kaihu Valley Rail Cycle Trail

Whangarei District Council

- Langs Beach to Ruakaka Cycle Trail (Waipu Trail)

Background/Tuhinga

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

The application has been made because, for transport related projects to be considered eligible for the Provincial Growth Fund (PGF), they need to be included in the relevant RLTP.

It should be noted that the inclusion of these projects in the RLTP is just the first stage of the PGF application process. There is no guarantee that these projects will be funded or implemented through the PGF.

These projects have been identified in the recently completed NZTA business case for cycle trails titled “Northland Integrated Cycling Implementation Plan” which was part of the PGF-funded Twin Coast Discovery Route business case assessments.

This is a joint application by the NTA on behalf of the Far North, Kaipara and Whangarei District Councils.

The impact of these changes is shown in the tables below:

Far North District Council

Council	Activity	Estimated Cost 2018/21	Comments
FNDC	Opua to Paihia Walking Track (part of Te Araroa Trail)	\$984,000	
FNDC	Opua to Paihia Cycle Route via Aucks Road and Russell Cycle Trail	\$250,000	
FNDC	Waitangi to Kerikeri Cycle Trail	\$997,000	
FNDC	Waoku Old Coach Road (to SH12) Cycle Trail	\$1,600,000	Total project cost is \$1,600,000. This is to be partially funded by KDC as well (see below)

Kaipara District Council

Council	Activity	Estimated Cost 2018/21	Comments
KDC	Waoku Old Coach Road (to SH12) Cycle Trail	\$1,600,000	Total project cost is \$1,600,000. This is to be partially funded by FNDC as well (see above)
KDC	Kaihu Valley Rail Cycle Trail	\$9,675,000	Public Consultation as part of the Northland Walking and Cycling Strategy 2018. Please note this project has already been included in the RLTP at the 13 February 2019 RTC meeting. It has been included here for completeness so that all of the potential PGF cycle

			trail projects identified in the NZTA business case are listed at the same time.
--	--	--	--

Whangarei District Council

Council	Activity	Estimated Cost 2018/21	Comments
WDC	Langs Beach to Ruakaka Cycle Trail (Waipu Trail)	\$5,800,000	Please note that part of this project has already been included in the RLTP at the 5 December 2018 RTC meeting. This approval for the longer route.

The benefit of this change is that these projects will be eligible for consideration under the PGF and will allow these projects to progress to the next stage of the PGF process.

Land Transport Management Act 2003

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

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

Section (3) relates to Auckland Transport only.

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

Significance Policy

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

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

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

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

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

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

Considerations

1. Options

No.	Option	Advantages	Disadvantages
1	Approve the request for the Variation to the Regional Land Transport Plan 2015/2021 to include proposed regional cycle trails to be funded under the Provincial Growth Fund.	To ensure that the proposed cycle trails are listed in the Regional Land Transport Plan 2015/2021 and therefore be eligible to make applications funding assistance through the Provincial Growth Funding.	Failure to list the proposed cycle projects in the Regional Land Transport Plan 2015/2021 which could potentially result in the proposed regional cycle trail projects having difficulty in sourcing funding assistance through the Provincial Growth Fund.
2	Reject the request for the variation to the Regional Land Transport Plan 2015/2021 to include proposed cycle trails to be funded under the Provincial Growth Fund.	None	Potential failure to secure Provincial Growth Funding for the proposed regional cycle trail projects.

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

Nil

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 03 April 2020