

**Regional Transport Committee**  
**Wednesday 10 June 2020 at 9.30am**

# **AGENDA**

## Regional Transport Committee Agenda

Meeting to be held in the Council Chamber  
36 Water Street, Whangārei  
on Wednesday 10 June 2020, commencing at 9.30am

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

### MEMBERSHIP OF THE REGIONAL TRANSPORT COMMITTEE

Chairman, Councillor John Bain

NRC Councillor Rick Stolwerk

FNDC Councillor Ann Court

WDC Councillor Greg Martin

KDC Councillor David Wills

NZTA Representative Mr Steve  
Mutton

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**TITLE:** Confirmation of Minutes - 08 April 2020

**ID:** A1319851

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

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### Recommendation

That the minutes of the Regional Transport Committee meeting held on 08 April 2020, be confirmed as a true and correct record.

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### Attachments/Ngā tapirihanga

Attachment 1: Unconfirmed RTC minutes - 08 April 2020 [↓](#) 

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### Authorised by Group Manager

**Name:** Tony Phipps

**Title:** Group Manager - Customer Services - Community Resilience

**Date:** 03 June 2020

Regional Transport Committee  
8 April 2020

## Regional Transport Committee Minutes

For the 'remote' meeting held by video/tele conference  
on Wednesday 8 April 2020, commencing at 9.30am

### Present:

Chairman, Councillor John Bain  
NRC Councillor Rick Stolwerk  
FNDC Councillor Ann Court  
WDC Councillor Greg Martin  
KDC Councillor David Wills  
NZTA Director Regional Relationships Upper North Island, Steve Mutton

### In Attendance:

#### Full or Part Meeting

NRC Chair  
NRC Chief Executive Officer  
NTA Manager  
NTA Transport Manager  
NTA Strategy & Planning Manager  
NTA Regional Road Safety Officer  
NTA Transport Planner  
FNDC GM – Infrastructure & Asset Management  
NRC Policy Specialist  
NRC Governance Support Manager

The Chair declared the meeting open at 9.30am.

### Apologies (Ngā whakapahā) (Item 1.0)

The apologies from Waka Kotahi NZ Transport Agency Systems Manager Northland, Jacqui Hori Hoult, and KDC GM Infrastructure, Jim Sephton, for non-attendance were noted.

### 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.

### Confirmation of Minutes - 12 February 2020 (Item 3.1)

ID: A1301632

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

#### Moved (Stolwerk/Court)

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

Carried

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

**ID: A1294906**

**Report from Chris Powell, Transport Manager - Northland Transport Alliance**

**Moved (Martin/Stolwerk) -**

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.

**Carried**

#### **Matters arising from Item 4.1**

It was stressed that the Coronavirus lockdown period could result in the need for unspent national funding allocations to be carried over into the 2020/2021 financial year; particularly as the lockdown period fell within the peak annual construction period.

This was a national issue and the Waka Kotahi NZ Transport Agency were working through the implications. An integral part of this process was working with contractors to plan for post lockdown. Whilst the safety of the construction teams was paramount it was also acknowledged that getting people back to work was critical for the nation as a whole to move forward.

### **Draft GPS & NZ Rail Plan & Tackling Unsafe Speeds (Item 5.1)**

**ID: A1295351**

**Report from Chris Powell, Transport Manager - Northland Transport Alliance**

**Moved (Bain/Wills)**

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.

**Carried**

#### **Matters arising from Item 5.1:**

Due to the Coronavirus lockdown the scheduled presentation from the Ministry of Transport regarding the Draft Government Policy Statement, the Draft Rail Plan and Tackling Unsafe Speeds Package had been cancelled. In lieu, the Ministry of Transport had prepared video presentations on each topic and web links for interested parties to ask questions and provide feedback had been included in the body of the report.

### **Regional Road Safety Report (Item 5.2)**

**ID: A1298420**

**Report from Ian Crayton-Brown, Transport Projects Officer**

**Moved (Martin/Mutton)**

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

**Carried**

#### **Matters arising from Item 5.2:**

Despite the Coronavirus lockdown, the New Zealand Police had reported instances of speeding and dangerous driving.

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ID: A1302973A1302973

**2**

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The New Zealand Police had issued a public statement urging 'people to stay at home this Easter' and would be in force on the roads over the weekend to support safe and essential travel. The Police statement to be circulated to members of the committee.

The Northland Transportation Alliance Transport Manager undertook to contact the New Zealand Police to see if they would have a 'presence south of the Brynderwyns' over the Easter period.

### **Regional Land Transport & Passenger Transport Plan Progress Report (Item 5.3)**

**ID: A1296663**

**Report from Chris Powell, Transport Manager - Northland Transport Alliance**

#### **Moved (Stolwerk/Bain)**

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.

#### **Carried**

#### **Matters arising from Item 5.3:**

The deadline set by the Ministry of Transport and Waka Kotahi NZ Transport Agency for the completion and submission of the Regional Land Transport Plans and Regional Public Transport Plans was 30 April 2020. However the National Special Interest Group on transport was requesting this be reconsidered given the current pandemic event.

As a result of the Coronavirus lockdown the Investment Logic Mapping Workshop scheduled in March 2020 could not occur. Later in the discussion it was suggested this could potentially be run remotely; although it was acknowledged that technology was only effective with a limited number of participants.

Staff were liaising with their counterparts around the country to ascertain what course of action they were taking and would provide a recommended way forward to the committee in due course.

All aspects of the plans were being progressed as much as possible. However, some staff had been seconded to assist the CDEM response and sourcing information from key partners, such as the New Zealand Police, was difficult given the current situation.

At this time, the committee supported that staff, as far as practicable, adhere to the present approved timetable for the timely completion of the Regional Land Transport Plan and Regional Public Transport Plan.

### **Draft Government Policy Statement on Land Transport 2021 (Item 5.4)**

**ID: A1301621**

**Report from Chris Powell, Transport Manager - Northland Transport Alliance**

#### **Moved (Martin/Wills)**

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.

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ID: A1302973A1302973

**3**

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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

**Matters arising from Item 5.4:**

The Committee acknowledged that Item 5.4 was a decision making matter and technically should be Item 6.2 on the agenda.

The report provided detail on the draft Government Policy Statement on Land Transport 2021.

The strategic priorities were 'largely unchanged' from the previous Government Policy Statement but four new Activity Class Funding Categories had been introduced.

Staff would assess the document in detail in order to draft a submission on behalf of the committee, which would be circulated to members for comment. Feedback would be incorporated into the submission where appropriate and delegated approval was sought for the Chair to sign the finalised submission on behalf of the committee.

Attention was drawn to the change in the strategic priority from 'Environment' to 'Climate Change' and it was stressed that it was important not to 'lose sight of provincial environmental impact which is different from urban environmental impact'.

The Waka Kotahi NZ Transport Agency was yet to grapple with the substantial decrease in traffic volumes and the impact it would have on revenue.

The increased focus on safety investment/rail investment and supporting coastal shipping were all positive attributes. However the challenge for Northland going forward would be that the four strategic priorities would result in 'constrained funding for the regions'.

**Waka Kotahi New Zealand Transport Agency Report (Item 5.5)**

**ID: A1301730**

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

**Recommendation (Mutton/Bain)**

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.

**Carried**

**Matters arising from Item 5.5:**

In this 'extremely complex time' the Waka Kotahi NZ Transport Agency was focussing on:

- i. Keeping the system safe and operational;
- ii. What it meant for its key partners; and
- iii. Getting projects 'shovel ready'.

The Waka Kotahi NZ Transport Agency was adopting a consistent national approach and working closely with contractors to prevent them 'shedding staff' as they would need a full team to start work immediately post lockdown. An Advance Entitlement Payment (AE), cash injection, was being provided to carry contractors through.

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It was noted that there was significant capacity within tier 2 contractors and the Waka Kotahi NZ Transport Agency needed to be flexible in its approach when restarting activity.

It was stressed that the additional Regional Investment Opportunities funding into Northland was 'great news'.

Clarification was provided that the government was yet to confirm how it would fund its economic stimulus package. Applications were being sought for 'shovel ready' Crown infrastructure projects to progress as a matter of priority post lock down. The Waka Kotahi NZ Transport Agency Director Regional Relationships Upper North Island undertook to make enquiries whether this would impact on Provincial Growth Fund projects.

It was stressed that the supply chain was under huge pressure and risk. Equally rate increases were under pressure which could jeopardise local authorities' ability to contribute the necessary local share in projects. It was advised there was work under way to address supply chains, procurement, policies in response to Coronavirus and financial implications.

### **Request to Vary the Regional Land Transport Plan 2015-2021 (Item 6.1)**

**ID: A1300432**

**Report from Chris Powell, Transport Manager - Northland Transport Alliance**

**Moved (Stolwerk/Martin)**

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)

**Carried**

*(KDC Councillor David Wills abstained from voting)*

### **Matters arising from Item 6.1:**

In order for a project to be eligible for Provincial Growth Funding it must be included in the relevant land transport plan. This did not ensure they would be funded but allowed them to progress to through the application process.



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This was a joint application by the three district councils to include the walking and cycling projects listed in the report and included in the Regional Walking and Cycling Strategy which had undergone public consultation.

KDC Councillor, David Wills, registered a conflict of interest and signalled he would be abstaining from voting.

Clarification was provided that the Regional Transport Committee had approved including the Kaihu Valley Rail Cycle Trail in the Regional Land Transport Plan – Three Year Review 2018/2021 in February 2019 and was listed in the report simply for completeness. In addition, the Langs Beach to Ruakaka Cycle Trail (Waipu) was included as it was increasing the scope and value assigned to the project in the RLTP (hence required a variation).

Members were provided assurance that none of the transport related projects, that required a variation, triggered the Significance Policy contained in the RLTP.

*Secretarial Note: The Northland Transportation Alliance Manager undertook to circulate the documentation clarifying transport related essential services.*

## **Conclusion**

**The meeting concluded at 10.33am.**

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

**ID:** A1317852

**From:** Chris Powell, Transport Manager - Northland Transport Alliance

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### 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 30 April 2020.

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### Recommendation

That the report 'Northland Regional Land Transport Plan 2018-2021 Funding Uptake' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 20 May 2020, be received.

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### Background

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

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

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

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.

It is important to note that with the Covid 19 Alert Levels 4 and 3 lock downs experienced during April 2020, the ability of all councils and Waka Kotahi to deliver services was severely hampered. This resulted in: -

- Capital works being put on hold and funding having to be carried into the 2020/21 financial year;
- Non-essential work having to be postponed;
- Emphasis being placed on catching up on maintenance work;
- Whangarei bus services reduced to operating Saturday schedules for essential worker and services only;
- Very little Total Mobility services operating;
- All planned road safety activities having to be cancelled.

The above will obviously have a marked impact on expenditure and subsidy uptake which will carry over into the remainder of the 2019/2020 financial year.

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

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### Attachments

Attachment 1: Funding Uptake Report - April 2020 [↓](#) 

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### Authorised by Group Manager

**Name:** Tony Phipps

**Title:** Group Manager - Customer Services - Community Resilience

**Date:** 03 June 2020

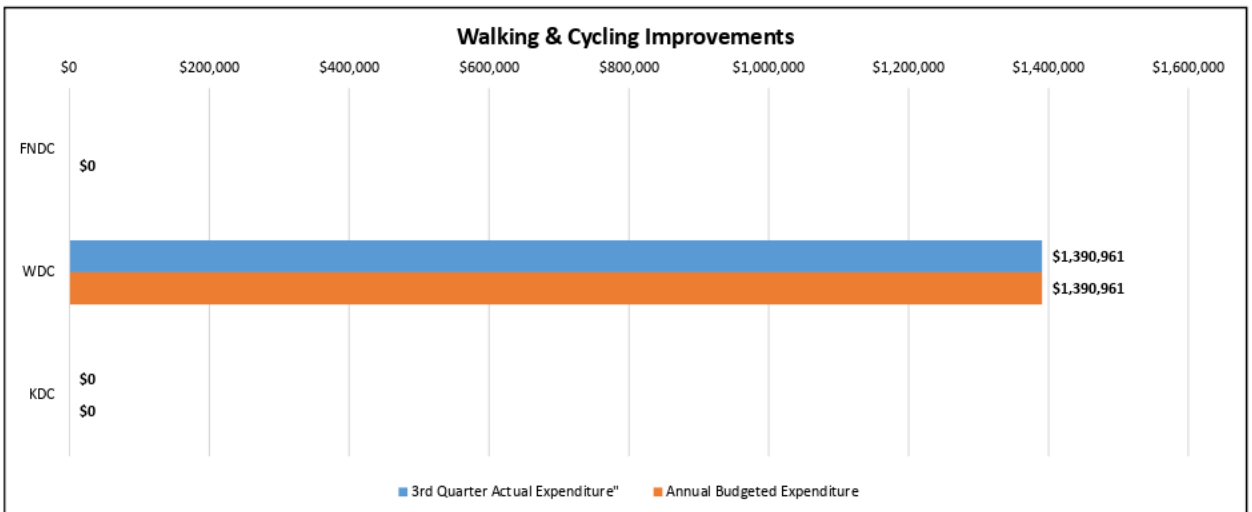
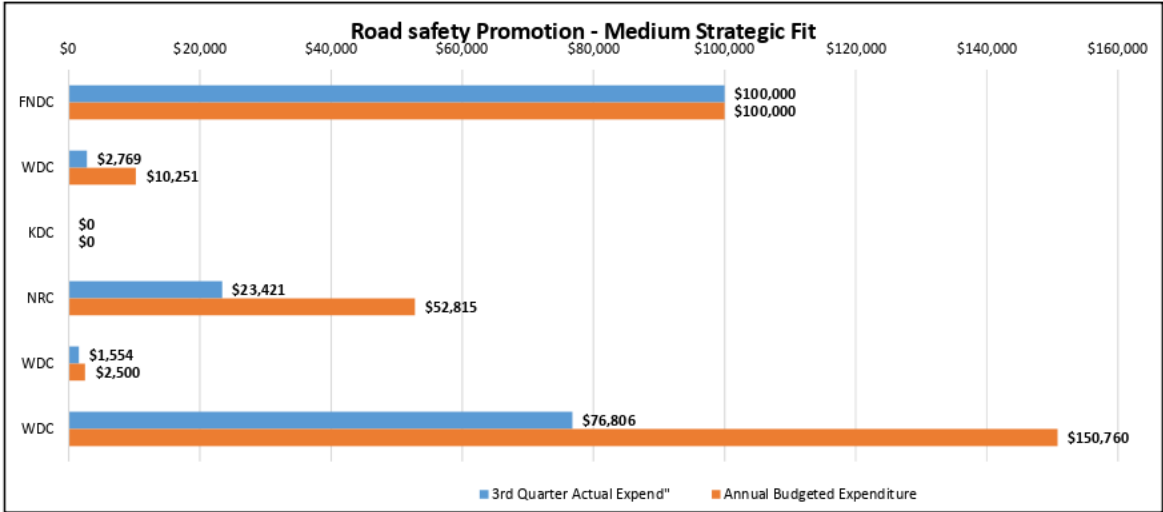
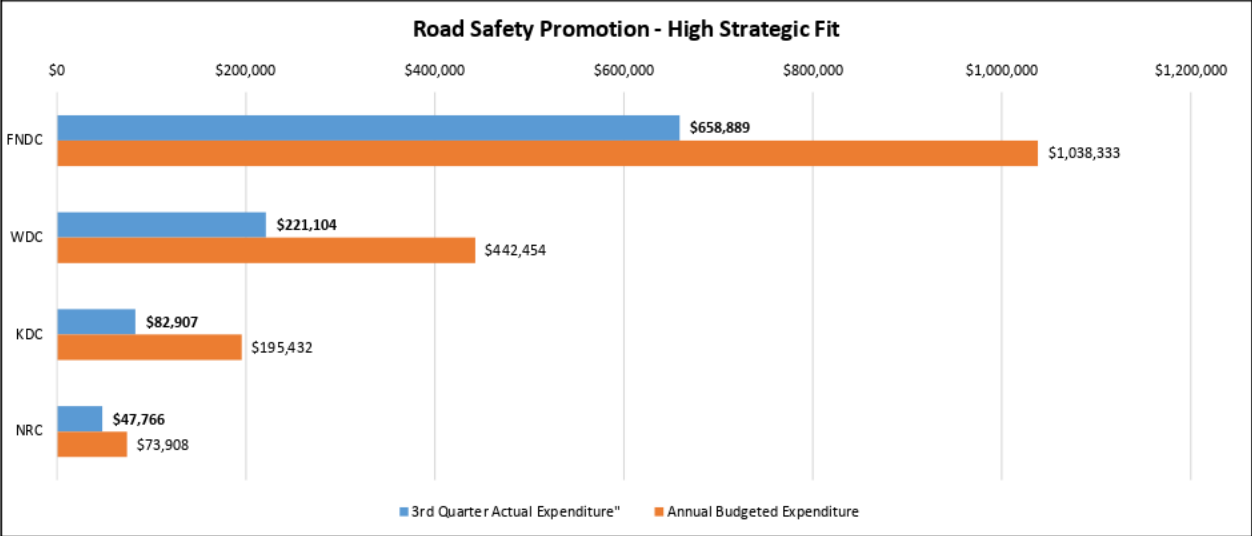
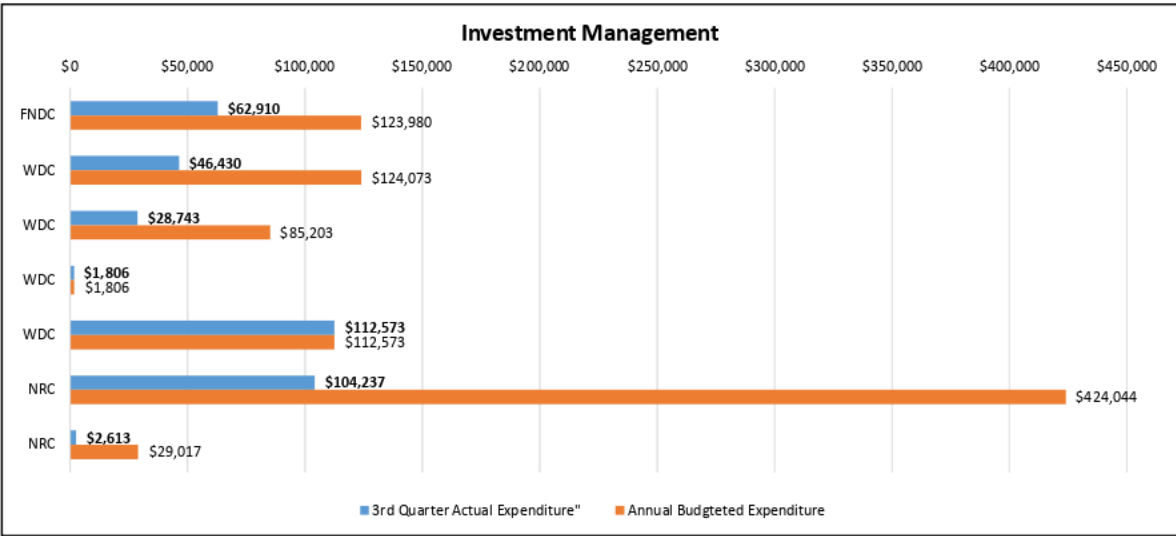
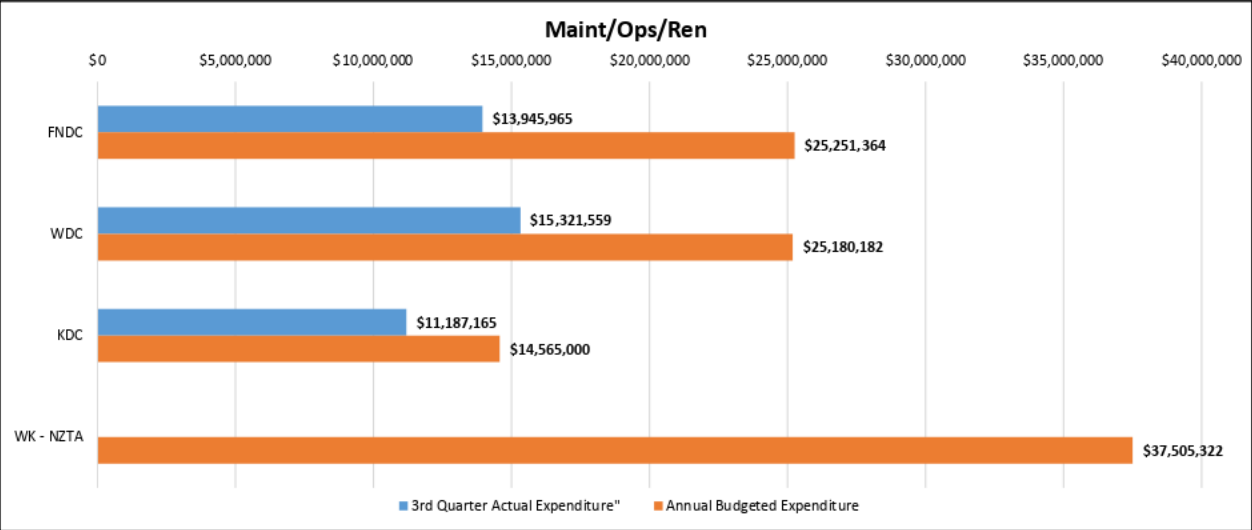
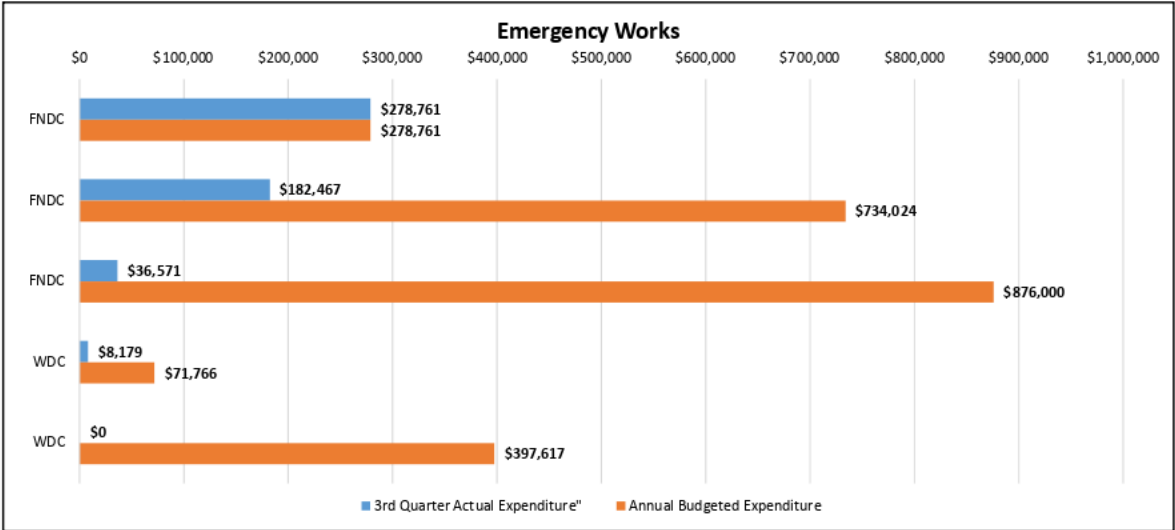
**Regional Land Transport Plan 2015/2021 Three Year Review - Funding Uptake for the 2019/20 Financial Year**

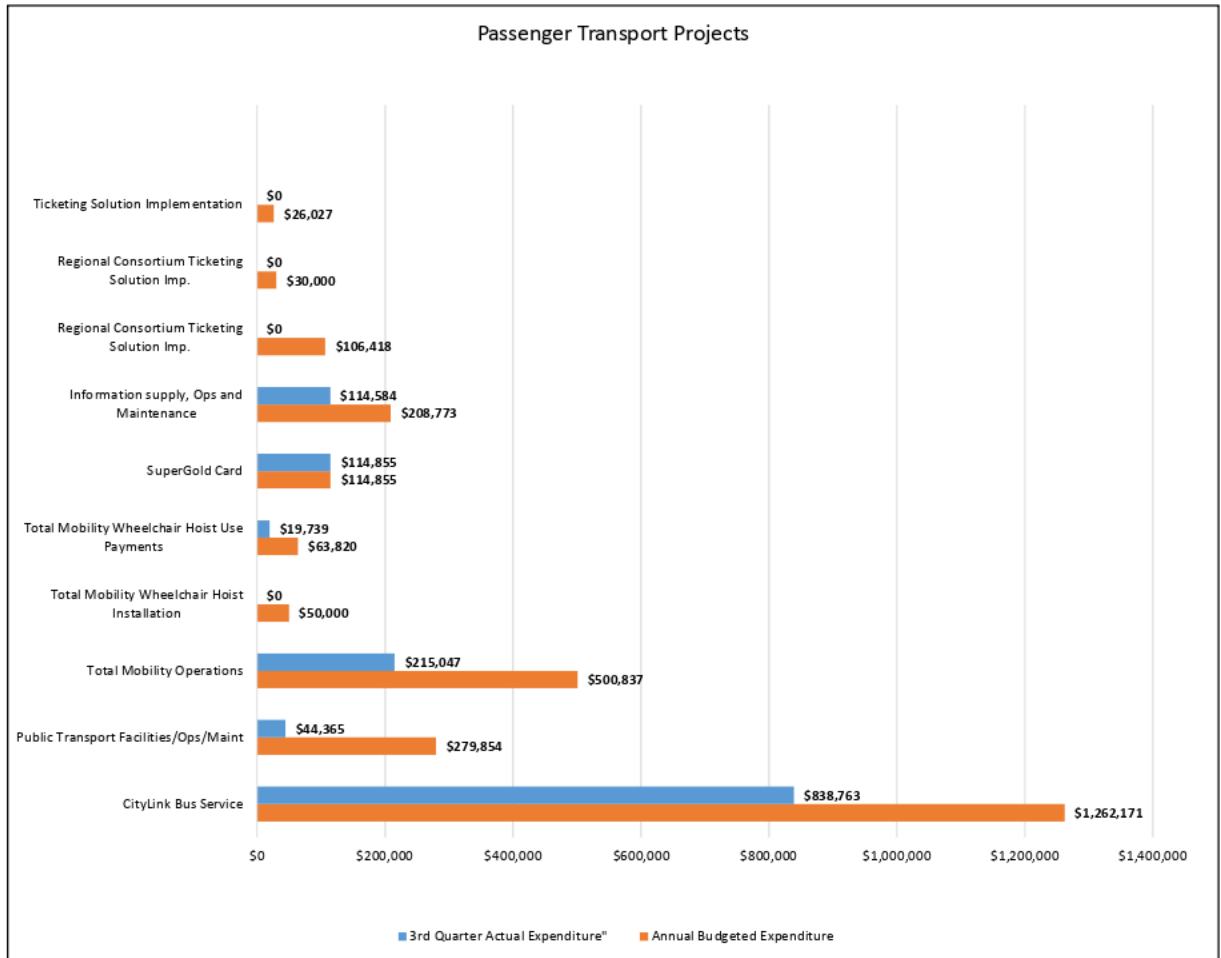
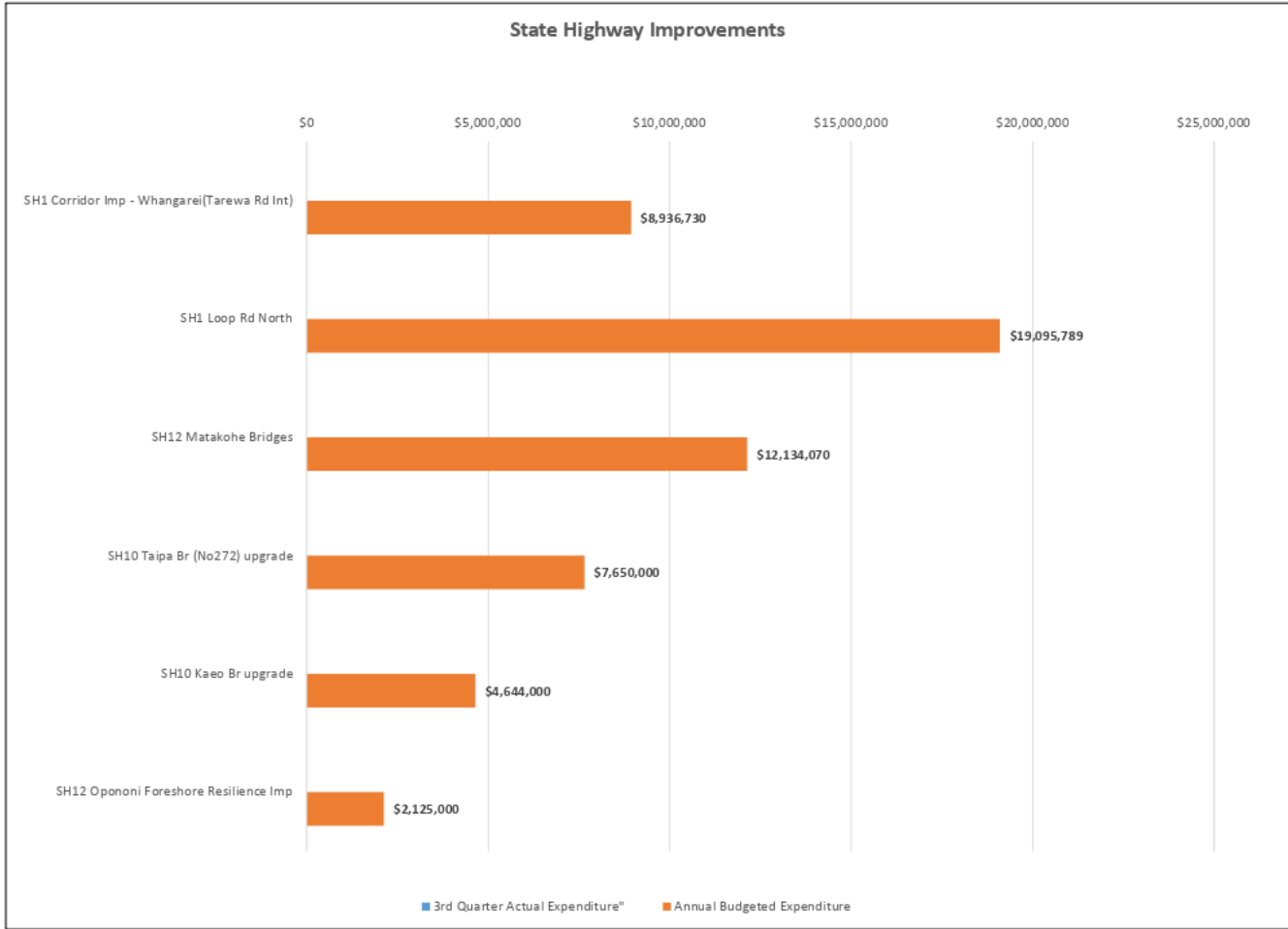
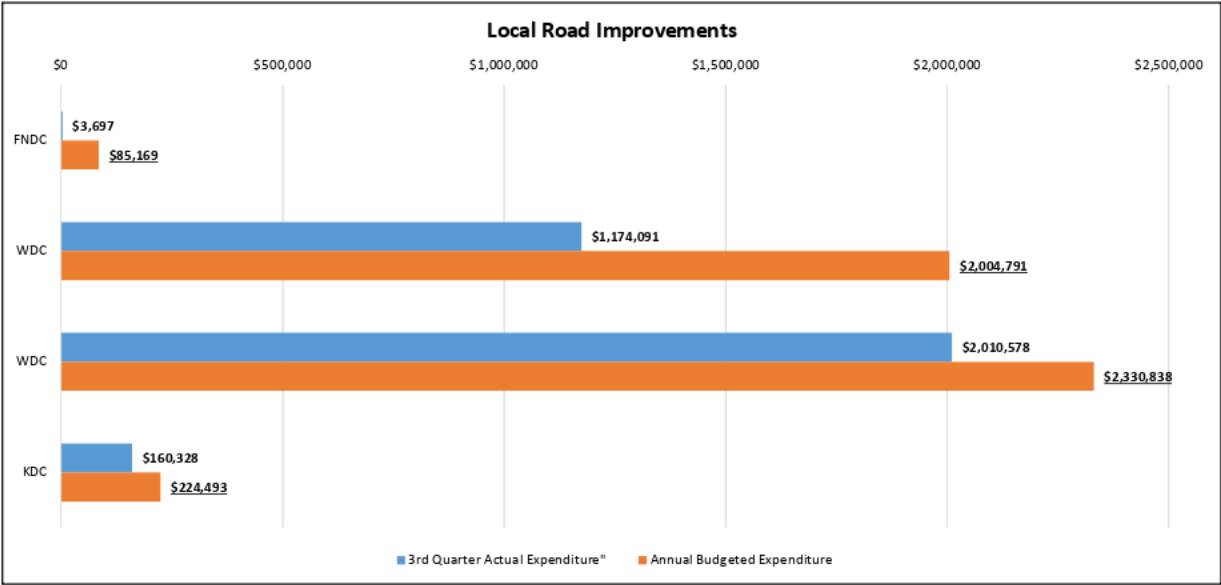
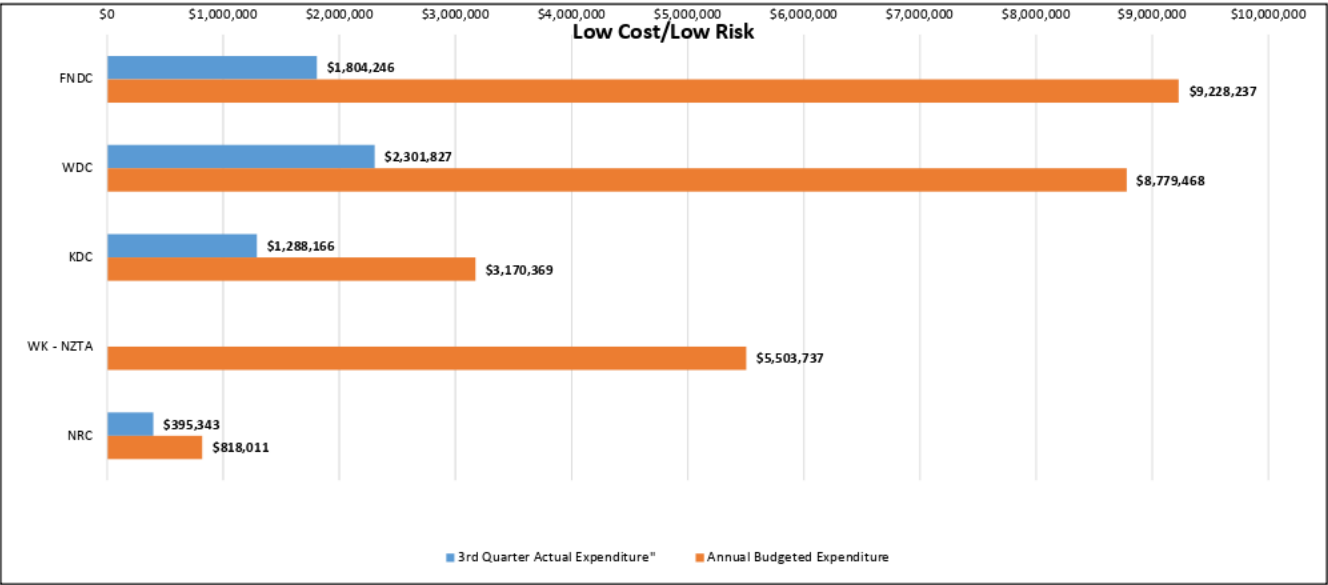
**RLTP Funding 2nd Quarter = 1 July 2019 - 29 February 2020**

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		
<b>Emergency Works</b>																			
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
<b>Maintenance/Ops/Renewals</b>																			
	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
<b>Investment Management</b>																			
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
<b>Road Safety Promotion</b>																			
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.

<b>Walking &amp; Cycling Improvements</b>	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
<b>Low Cost Low Risk</b>																			
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
<b>Local Road Improvements</b>																			
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
<b>Provincial Growth Fund</b>																			
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

ID: A1323141 13





**TITLE:** Draft Government Policy Statement 2021 and Draft NZ Rail Plan 2019 Submissions

**ID:** A1317929

**From:** Chris Powell, Transport Manager - Northland Transport Alliance

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### Executive summary/Whakarāpopototanga

This report is to provide the Regional Transport Committee members with copies of the finalised submission made on the Draft Government Policy Statement 2021 and the Draft New Zealand Rail Plan 2019.

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### Recommendation

That the report 'Draft Government Policy Statement 2021 and Draft NZ Rail Plan 2019 Submissions' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 20 May 2020, be received.

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### Background/Tuhinga

At the Regional Transport Committee (RTC) meeting of 8 April 2020, a paper was tabled introducing the Draft Government Policy Statement 2021 and the Draft New Zealand Rail Plan 2019.

The Ministry of Transport had planned to present on both of the above but due to COVID-19 restrictions they were unable to do so. Instead they provided reading and video material to be distributed to the members of the RTC. This included information relating to the submission process.

Draft submissions were compiled for both the Draft Government Policy Statement 2021 and the Draft New Zealand Rail Plan 2019. The drafts were forwarded to the following for consideration and comment: -

- RTC Elected Representatives;
- Chief Executive Officers;
- Senior Regional Council, District Councils and Kawa Kotahi Transport Managers;
- Northland Transportation Alliance Management; and
- Regional Land Transport Plan Project Team.

The draft submissions were amended to include the feedback received. The RTC Chair approved the release of the finalised documents which were forwarded to the Ministry of Transport on 11 May 2020.

Attached to this report are copies of the finalised submissions.

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### Attachments/Ngā tapirihanga

Attachment 1: Submission on The Draft New Zealand Rail Plan 2019 - 29 April 2020 [!\[\]\(9db214d549b9aeebe72aa11d3a5c4b1a\_img.jpg\)](#) [!\[\]\(eb8853aebcf89ad94621954ad378a7e4\_img.jpg\)](#)

Attachment 2: 2020 GPS -NRC submission - Draft Government Policy Statement 2021 [!\[\]\(bcece9a353e60caece619217f5c1ea39\_img.jpg\)](#) [!\[\]\(daf0b96cce7bfb724440740f82213010\_img.jpg\)](#)



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**Authorised by Group Manager**

**Name:** Tony Phipps

**Title:** Group Manager - Customer Services - Community Resilience

**Date:** 03 June 2020

11 May 2020

Committee Secretariat  
Transport & Infrastructure Select Committee Select Committee Services  
Parliament Buildings  
**WELLINGTON 6160**

E-mail: [ti@parliament.govt.nz](mailto:ti@parliament.govt.nz)

Dear Sir/Madam

**REGIONAL TRANSPORT COMMITTEE SUBMISSION ON THE DRAFT NEW ZEALAND  
RAIL PLAN 2019**

Thank you for the opportunity to provide a submission on the Draft New Zealand Rail Plan 2019.

Please find attached the Regional Transport Committee submission.

If you have any questions regarding this submission, please contact Chris Powell on  
[chrisp@nrc.govt.nz](mailto:chrisp@nrc.govt.nz)

Regards



**Councillor John Bain**  
**Chairman, Regional Transport Committee**

Encl.



**Date:** 11 May 2020

**A submission by:** The Northland Regional Transport Committee

**On:** **The Draft New Zealand Rail Plan 2019**

**Contact Address:** Councillor John Bain  
Chairman, Regional Transport Committee  
Northland Regional Council  
Private Bag 9021  
Whangārei Mail Centre 0148

**Telephone number:** 09 470 1200

**Email address:** [info@nrc.govt.nz](mailto:info@nrc.govt.nz)

Please find below the Regional Transport Committee's (RTC) comments regarding the Draft New Zealand Rail Plan 2019 (Plan):

1. Whilst the RTC **supports in principle** the government's Strategic Priorities for rail over the next 10 years, it considers that these are predominantly targeted toward commuter rail in Auckland and Wellington and specific large rail projects that do not support rural regions.
2. RTC **does not agree** that the development of the rail network will result in a lowering of the number of trucks on the regions roads. With a rural-based economy, the majority of truck movements are along routes feeding into a central point. Therefore, sufficient funding to ensure all the region's roads are "fit for purpose" is paramount.
3. RTC **questions** the statements contained in the section titled Resilience and Security and seeks clarification as to how this would assist rural regions with limited rail access.
4. RTC **supports** "rail network investment decisions taken under the Land Transport Management Act" as this will assist in aligning all transport modes in the region's Regional Land Transport Plan.
5. RTC **questions** the statement that "*The Rail Plan is a non-statutory document that will guide investment for the rail system*", particularly as this document will guide future funding decisions from the National Land Transport Fund (NLTF) and influence the Government Policy Statement on Transport. RTC requests that the Plan clearly state the role the Plan will have in funding decisions under the NLTF. It should state whether funding decisions must take the plan "into account", "have regard" to the plan or be consistent with the plan.
6. RTC **does not agree** that funding will be channeled through the NLTF, as this could potentially result in much needed funding for roading be directed away toward rail related projects. It could also allow for funding for a specific rail project being redirected toward other rail projects deemed more important, ie. commuter rail in large cities.

7. RTC **supports** track user charges being deemed revenue but **seeks** greater transparency of how track charges will be set to ensure that it is fair and does not create financial risk for local authorities.
8. RTC **supports** investment through the Provincial Growth Fund to support regional economic development outcomes.
9. RTC **seeks** confirmation that the assessment criteria developed by Waka Kotahi NZ Transport Agency (Transport Agency) for rail infrastructure projects will be consistent with existing assessment criteria that the Transport Agency uses for roading and transport related projects.
10. RTC **agrees in principle** to the Plan's Strategic Investment Priorities and acknowledges that the investment required to meet these priorities will take time due to the current state of the network, particularly in Northland.
11. RTC **supports** the following Key Priorities for investment over the next ten years:
  - a. Network renewals and maintenance program;
  - b. Level crossing safety improvements;
  - c. Locomotive and wagon replacement; and
  - d. Core asset renewals.
12. RTC **does not support** that the "*Completion of upgrade in rail in Northland*" lies under Future Opportunities and requests that this be moved under Key Priorities for investment over the next ten years. Upgrading the Northland Line between Swanson and Whangārei and the construction of a spur line to Marsden Point are essential for Northport to take rail freight. A rail link to Northport is critical for considering any expansion of the port, such as being proposed by the partial shift of Ports of Auckland to Northport which is being promoted to happen within the next ten years.
13. RTC **supports** the Investment Priorities 2019-21, but seeks clarity on whether the "Main North Line" is in fact the Auckland – Whangārei rail link
14. RTC **supports** the Investment Priorities 2021-2031.
15. Whilst the RTC **supports in principle** the need for investment in metropolitan rail to support growth in the largest cities, it is concerned that such a substantial amount of funding has been directed to these projects and that there is the potential for further funding to be moved from regionally important projects to cover any shortfalls that may occur.
16. RTC **fully supports** the "*Enabling of regional development and connectivity through the Provincial Growth Fund*".

Thank you again for the opportunity for RTC to provide a submission on The Draft New Zealand Rail Plan 2019.

The Regional Transport Committee does **not wish to appear and be heard** at the Select Committee hearings for The Draft New Zealand Rail Plan 2019.

Signed on behalf of Northland Regional Transport Committee

A handwritten signature in black ink, appearing to read 'John Bain', with a horizontal line underneath.

Cllr John Bain

(Chairperson)

Dated: 11 May 2020



11 May 2020

Committee Secretariat  
Transport & Infrastructure Select Committee Select Committee Services  
Parliament Buildings  
WELLINGTON 6160

E-mail: [ti@parliament.govt.nz](mailto:ti@parliament.govt.nz)

Dear Sir/Madam

**REGIONAL TRANSPORT COMMITTEE SUBMISSION ON THE DRAFT GOVERNMENT POLICY  
STATEMENT ON LAND TRANSPORT 2021.**

Thank you for the opportunity to provide a submission on the Draft Government Policy Statement on Land Transport 2021.

Please find attached the Regional Transport Committee submission.

If you have any questions regarding this submission, please contact Chris Powell on [chrisp@nrc.govt.nz](mailto:chrisp@nrc.govt.nz)

Regards

A handwritten signature in black ink, appearing to read "John Bain".

**Councillor John Bain**  
**Chairman, Regional Transport Committee**

Encl.



**Date:** 11 May 2020

**A submission by:** The Northland Regional Transport Committee

**On:** The Draft Government Policy Statement on Land Transport 2021.

**Contact Address:** Councillor John Bain  
Chairman, Regional Transport Committee  
Northland Regional Council  
Private Bag 9021  
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**Telephone number:** 09 470 1200

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## Introduction

Northland's Regional Transport Committee (RTC) is grateful for the opportunity to comment on the Draft Government Policy Statement on Land Transport 2021 (Draft GPS).

The RTC's submission is made in the interest of promoting the sustainable management of Northland's natural and physical resources and the social, economic, and cultural wellbeing of its people and communities.

The RTC welcomes the intent of the Draft GPS and hopes it will be an improvement over the status quo.

It is noted that the Draft GPS was released on 19 March 2020, and (unsurprisingly) does not include any reference to the COVID-19 pandemic. The sector is currently waiting for Ministry of Transport (MoT) advice on possible implications of COVID-19 on the timeline and possible content changes to the Draft GPS.

The RTC is expecting that the Draft GPS will be amended to include government's response on COVID-19 for the duration of GPS 2021.

RTC feedback generally focusses on the strategic/longer term direction the Draft GPS is providing, rather than the funding ranges and activity classes, ie. the shorter-term direction.

The RTC would appreciate further opportunity to provide feedback once it is clearer if/how the Draft GPS will change to reflect the impact from the COVID-19 pandemic.

Before providing further comment on the Draft GPS, the RTC would like to acknowledge recent government investment in S.H1 Whangārei to Port Marsden – safer connections, the Northland

– Auckland Rail Line and the spur line to Northport / Marsden Point. This investment is significant for the region and is crucial to achieving a shared goal of delivering a mode neutral transport system in Northland. The RTC keenly anticipates work commencing on the Northland – Auckland line and looks forward to further announcements regarding construction of a spur line to Northport and construction of a new road-rail exchange terminal at Otiria.

More detailed comments on the Draft Government Policy Statement on Land Transport 2021 can be found below.

For clarity the submission below adopts the questions and numbering from MoT's submission form.

#### **Strategic Direction**

*The Government is prioritising investment in four areas of the land transport system over the next ten years – these are referred to as strategic priorities and are listed below. The four strategic priorities will contribute to achieving the five outcomes of the Transport Outcomes Framework.*

#### **4. Do you agree these should be the strategic priorities for investment in land transport?**

**i. Safety**

☒ Yes

☐ No

**ii. Better travel options**

☒ Yes

☐ No

**iii. Improving Freight Connections**

☒ Yes

☐ No

**iv. Climate Change**

☒ Yes

☐ No

#### **5. Do you have any comments on the strategic direction section of the GPS?**

The RTC supports, in principle, the strategic priorities for investment in land transport. However, there are several concerns that have been included which the RTC consider important in the finalisation of the GPS

##### Safety

There is support for greater focus on safety and look forward to the implementation of *Road to Zero*.



The RTC does, however, have concerns around the lack of safety on Northland roads. For many years, the region has pushed for greater safety measures to be implemented in an effort to reduce preventable crashes. These include centre line barriers, four-laning and road widening. Very little has been done to date.

The rising number of deaths and serious injuries on the region's transport network is of concern. Critical safety improvements on the roading network must be prioritised appropriately. The Investment Decision Making Framework should be amended to better streamline the Business Cases for safety projects.

What is of concern is that Road Safety Education and Promotion, and Road Policing activities have been included under the Road to Zero funding stream. These are vital aspects of the road safety programme and should be recognised as stand-alone safety activities, not hidden away within another cost centre.

**Recommendation:** Road Safety Education and Promotion, and Road Policing activities be shown separately in the Draft GPS and National Land Transport Programme and not be included under Road to Zero where funding can be diverted to other road safety activities.

The Draft GPS also indicates that Road Policing levels will be maintained. This is seen as a missed opportunity to increase police presence and ultimately improve driver behaviour. In Northland, Restraints, Impairment, Distractions and Speed (RIDS) feature in most death / serious injury crashes. Police and road safety partners are making every effort to change driver behaviour and improve road safety outcomes. Road policing is a vital and integral part of these activities.

**Recommendation:** That the GPS provide for an increase in Road Policing.

There continues to be a very strong case to increase the Financial Assistance Rate (FAR) back to 75%. Obtaining the local share continues to get a lot harder in these challenging financial times

**Recommendation:** That the FAR for road safety education and promotion be returned to 75%

The RTC believes the Road to Zero has laudable goals but at first glance appears under resourced to deliver the outcomes when compared with allocated funding of \$16.3b to ATAP, \$3.8b for LGWM and \$1.2B for the NZRP. Perhaps it is anticipated that some of this work stream may be captured in the Local Road Improvement Activity Class or the State Highway Improvement Activity Class, but the RTC note with some concern that the GPS funding ranges decrease in both the upper and lower bands for 2022/23 along with walking and cycling improvements. If we are to meaningfully address modal shift and safety, then these funding ranges need to align to those strategic objectives.

#### Better Transport Options

The RTC supports Strategic Priority: Better Travel Options and the primary outcome as shown in the Draft GPS. We do note, however, that this section of the GPS is largely urban focused.

The RTC notes with concern that the majority of available funding for public passenger transport services and infrastructure has already been directed toward large projects in Auckland and Wellington, thereby leaving very little for projects in the remaining regions.

Further, public transport to meet the needs of the transport disadvantaged in the more rural areas is not depicted in the GPS. The level of deprivation in Northland is an issue that needs addressing. For instance, the majority of the communities within the Far North Districts rank between 8 and 10 on the New Zealand Index of Deprivation. Public transport services have a vital role in alleviating deprivation by providing access to work, healthcare facilities, education and social activities. As it is currently drafted, the GPS hinders the region's ability to achieve the Government's goals, including those set out in *Transport Outcomes Framework (all 4 outcomes)*.

Additionally, the RTC seeks a stronger focus on tourism and the related benefits within the GPS. The region has one of the larger tourism economies in New Zealand, centred around the Far North District.

The role that transport infrastructure plays regarding creating unique journeys to bring tourists to these destinations is significant; and brings with its opportunities for deprived communities to become more sustainable.

This is particularly important as evidence suggests that the volume of international visitor traffic to the region was increasing. It is imperative that tourism growth is not compromised by a roading network that is susceptible to resilience related problems. It is vitally important that support continue to be provided by government to ensure continued high volumes of tourists that are attracted to the regions many unique destinations.

#### Recommendations:

- Retain the draft Co-benefits with the addition of the following, or words with similar effect:
  - A New bullet point under Health and Safety of People to include - "*Better access, including public transport to essential services will support positive physical and mental health.*"
  - A New Bullet point under Economic Prosperity to include - "Improve access to employment opportunities for the transport disadvantaged.)
- The RTC notes that the delivery of outcomes is largely urban focused the following recommendations are made in this regard:
  - Include recognition of alternative modes, such as public transport in and between smaller cities and connecting towns. Increasing opportunities for employment, social opportunities and reducing deprivation.
  - Include an additional point around delivering on walking cycling strategies.
- Better align the GPS with the National Policy Statement on Urban Development (NPS-UDC). The NPS-UDC recently added Tier 2 cities in the draft National Policy Statement on Urban Development Capacity (including Whangārei). Mode shift in these cities is also very important. RTC seeks amendments to better recognise the benefits of mode shift in Tier 2 cities and better align the GPS with the NPS-UDC. This could be achieved through minor changes under the section titled *How to deliver these outcomes*.
- Better recognise the importance of the tourism industry throughout the GPS, particularly its role in economic development.

The RTC notes with concern the Land Transport Management Act 2003 (LTMA) makes it clear that a GPS must not specify particular projects to be funded or levels of funding for individual interventions. The RTC wonder about the 'appropriateness' of this draft GPS singling out mode

shift plans for Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown. Even though these are the Ministerial expectations, they have been captured by the draft at Section 3.5 with specific investment buckets for ATAP and LGWM. And, again at 123 where the projects approved under the transitional rail activity class for the Auckland and Wellington metropolitan rail networks and certain approved inter regional rail projects will now be funding through the public transport infrastructure activity class.

Clarity is needed around where the funds are being secured from. If it is the traditional RUC and Fuel Excise Levies, then this is at odds with the LTMA. However, if this is from the Crown Infrastructure Fund then the rules of the Act might not apply.

It should be noted that during the 2013 -2018 period, the increase in population in Whangārei (10%) is comparable to that experienced in Christchurch (10%), Hamilton (13%) and Tauranga (13%). As such RTC seeks amendments to the GPS, as necessary to plan for and fund mode shift in Whangārei in a manner that is consistent with the high growth areas already identified in the GPS.

**Recommendation:** Amend the GPS to plan and fund mode shift in Whangārei.

#### Improving Freight Connections

The RTC supports the inclusion of “Improving Freight Connections” as a Strategic Priority.

#### *Road*

The movement of freight to and from Northland is currently heavily reliant on the state highway network. The RTC supports diversification of freight transport to increase resilience and minimise disruption. Whilst it is recognised that rail and coastal shipping will increase their share of freight movement over what could be an extended period, the State Highway network will continue to be a significant mode for moving people and freight.

In Northland the State Highway network is susceptible to disruption from flooding, slips and traffic accidents. Often alternative routes are limited and are not always suitable for the movement of freight due to narrow carriageways and weight limitations on some bridges.

This was highlighted following the July 2014 storm event, which saw the Far North District almost totally isolated by flooding and slips for almost a week due to the closure of SH1, SH11 and Mangakahia Road (now SH15), and the reduction of SH12 to only one lane.

The above incident, which was not an isolated event, along with numerous other road closures, has highlighted the need for Northland to have a resilient and fit for purpose roading infrastructure. The RTC is concerned that Resilience is not recognised as the serious issue it has become nationally and would urge that the GPS be amended to reflect this importance.

#### *Rail*

The RTC is supportive of utilising rail to efficiently and safely move freight. The committee is pleased that government is committed to improving rail infrastructure in Northland. In respect to improving freight connections one of the key improvements that could be made is a rail connection to Marsden Point, linking the growing industrial area at Marsden Point and

Northport to national rail infrastructure. Kiwirail notes that Northport is the only major port in New Zealand that is not connected by rail. The Ministry of Transport's Northland Rail Business Case<sup>1</sup> and the independent Upper North Island Supply Chain Strategy<sup>2</sup> both found that building a spur line to Northport/Marsden Point offered significant regional economic benefit and opportunity to shift freight volumes in Northland from road to rail.<sup>3</sup>

Alongside the rail improvements on the Northland – Auckland line, several road / rail crossings will need to be upgraded to improve safety. The line has been in a state of “managed decline” for a number of years and is currently used by one freight service per day during the week. The existing rail crossings are suitable for this low volume of traffic, but the number of trains using the line is projected to increase once the line is upgraded and the existing rail crossings will no longer be suitable. The region will be looking for funding to do this work and would request assurance that enough funding has been allocated to this cost centre.

There are 50 road / rail crossings on the Northland – Auckland Line in Northland. The upgrade or maintenance of each crossing can be up to \$100,000.

#### *Coastal shipping*

The RTC support the inclusion of coastal shipping in the GPS. Northland is well placed to utilise coastal shipping to improve freight connections and move toward a mode neutral transport system for freight. The region has a number of natural harbours that could support coastal shipping, but there is currently a lack of infrastructure to realise the region's potential.

Local and central government have recently invested in a Provincial Growth Fund project to upgrade wharves on the Kaipara Harbour and the sealing of Pouto Road. These projects present an opportunity to increase coastal shipping / barging on the Kaipara Harbour, improving links between the Kaipara District and Auckland City.

Whilst the RTC supports coastal shipping in principle, it is important the coastal shipping is subject to the same assessment processes as other modes. This should ensure the balance of costs and benefits is appropriate and that the investment contributes appropriately to the objectives of the GPS.

RTC notes that the budget for coastal shipping is small at this stage and seeks primarily to undertake business cases.

#### Climate Change

The RTC is pleased to note that climate change is a strategic priority in the GPS. The RTC applauds that this strategic priority includes a focus on reducing the emission of greenhouse gases from New Zealand's transport systems. While the committee agrees with the goal of

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<sup>1</sup> Ministry of Transport, May 2019. *North Auckland Line (NAL) Business Case*.

<https://www.transport.govt.nz/multi-modal/keystrategiesandplans/north-auckland-line-business-case/>

<sup>2</sup> Ministry of Transport, 18 February 2020. *Upper North Island Supply Chain Strategy*.

<https://www.transport.govt.nz/multi-modal/keystrategiesandplans/upper-north-island-supply-chain-strategy/>

<sup>3</sup> Kiwi Rail. <https://www.kiwirail.co.nz/what-we-do/projects/northland-rail-rejuvenation/>

reducing greenhouse gases, the RTC believes this section needs to be broadened to highlight the negative impacts of climate change on the nation's transport infrastructure.

Climate change is forecast to result in sea level rise and an increase in the frequency and severity of storms in Northland and across many other areas of the country. This is likely to result in inundation of access roads in low lying coastal areas and more flooding and slips, which have the potential to disrupt access on critical routes and to isolated communities. National and Local government will need to manage the risks posed by these changes to maintain a resilient and effective transport system. This is a significant challenge.

**Recommendation:** The GPS should be amended to explicitly recognise the above-mentioned risks and the cost to maintain or adapt transport infrastructure in response to climate change.

Whilst the RTC notes that Proposed indicator "P" seeks to measure the risk to road and rail infrastructure from sea level rise, the issue goes far beyond the resilience of freight routes. It has the potential to isolate people and communities, disrupt day-to-day life and prevent access to employment and essential services.

A great proportion of Northland's roading and rail infrastructure is in low lying areas subject to potential climate change and sea level rise. Flooding and slips, which are forecast to become more likely due to more frequent and severe storm events, present similar challenges. We would like to see flooding and slips included in the strategic priority for climate change and a measure similar to proposed indicator "P". We have provided the following indicator for the Ministry's consideration:

*X . Kilometres of road and rail infrastructure susceptible to flooding in a 1 in 100-year event taking climate change into account.*

Climate change is a key challenge for transport in New Zealand. Actions taken in the transport sector that contribute towards achieving the MoT's and governments climate change goals needs supported financially. Climate change should be a funded activity. This funding class should include:

- adapting transport infrastructure to make it more resilient in response to climate change, and
- a subsidy to support the transition to a low carbon public transport system e.g. a subsidy to purchase electric busses.

The RTC also request that climate change be a criterion in Waka Kotahi – NZ Transport Agency's investment decision process.

In addition to the primary points, above, the following comments are offered:

- The RTC understands the use of "noise" as a general environmental indicator but fails to see how it is an indicator of whether outcomes for climate change have been achieved.
- We support the GPS direction to reduce harmful emissions from road transport. Emissions of road dust generated on Northland roads is a significant health hazard for residents on these unsealed roads and there is high community desire for these emissions to be reduced.

The RTC seeks amendments to specifically recognise dust from unsealed roads as an issue for human health. Dust, specifically PM10 and PM2.5 are known to cause chronic health effects<sup>4</sup> in people with prolonged exposure and acute health in people with underlying respiratory illness.

The emission of dust from unsealed roads is a significant issue for rural regions<sup>5</sup>. This was recognised in the previous GPS and though the establishment of a joint working group between LGNZ and NZTA to manage dust from roads.

#### Principles for Investing

6. Do you understand the value for money principles in the draft GPS?

☒ Yes

☐ No

7. Do you have any other comments to make on the Principles for Investing?

The RTC is concerned that the main driver of the GPS is toward projects in the larger urban areas being Auckland, Wellington, Christchurch and Waikato. In conjunction with this, the GPS proposes to remove the Regional Improvements activity class. This effectively pushes the rural regions into another round of limited government funding assistance to the detriment of its transport infrastructure.

We note with concern that there is a steady decline in both the upper and lower levels of the funding brackets. When this is considered alongside decreasing returns from council's investments and the pressure councils are receiving to reduce or freeze rates it does not bode well for transport networks in smaller regions.

The RTC notes that whilst the GPS reflects an increase in funding, it does not highlight the fact that most of these funds have already been allocated to existing and/or newly approved projects. This leaves a very limited amount of available funding for a large number of projects nationally.

The RTC notes there are a number of funding sources that will affect the outcome of the GPS, being National Land Transport Fund, Crown Funding, Provincial Growth Funding and Stimulation Package funding. What cannot be found is detailed explanation of what funding will be used for what projects and an indication of how all funding sources align with the GPS outcomes.

The RTC requests that the MoT take into consideration the increasing pressure being placed on councils for a zero percent rates increase in their upcoming Long-Term Plans to offset the financial affects created by the COVID-19 pandemic. This will obviously impact the ability of councils to raise the local share for their transport and roading work. The RTC would, therefore,

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<sup>4</sup> World Health Organisation, (2006). *Air Quality Guidelines Global Update 2005*. Copenhagen. Denmark.

<sup>5</sup> Road Controlling Authorities Forum, (2017). *Health Effects of Road Dust*. Special Interest Group: Low Volume Roads. April.<sup>5</sup>

<sup>6</sup> New Zealand Transport Agency, 2016. [Impacts of Exposure to Dust from Unsealed Roads. Research Report](#)

request that the MoT and NZTA seriously consider the feasibility and viability of implementing 75% Financial Assistance Rates for the safety programmes associated with the Road to Zero initiative.

#### Activity Classes

8. *Do you agree that funding to support Road to Zero activities (such as safety infrastructure, road policing, and road safety promotion) should come from a single activity class?*

☐ Yes  
☒ No  
☐ I don't know

What is of concern is that Road Safety Education and Promotion, and Road Policing activities have been included under the Road to Zero funding stream. These are vital aspects of the road safety programme and should be recognised as stand-alone safety activities, not hidden away within another cost centre.

**Recommendation:** The RTC recommends that Road Safety Education and Promotion, and Road Policing activities be shown separately in the Draft GPS and National Land Transport Programme and not be included under Road to Zero where funding can be diverted to other road safety activities.

9. *Do you agree that the GPS should fund maintenance and renewal of the rail freight network?*

☐ Yes  
☒ No  
☐ I don't know

Whilst the RTC acknowledge the need to restore the Auckland – Northland Rail Link to a level that will be safe and fit for purpose, it would not like to see much needed funding assistance being diverted away roads that are in need of upgrading and being made safer. Additional funding from outside of the NLTF should be made available to fund rail improvements.

The RTC notes that all categories included under the Road to Zeros have been aggregated. This is not helpful as it does not provide a clear understanding of how budget allocations and opportunities align to GPS objectives.

*Do you agree that the GPS should fund coastal shipping?*

☒ Yes  
☐ No  
☐ I don't know

Whilst the RTC support coastal shipping in principle, it would not like to see much needed funding assistance being diverted away roads that need upgrading and being made safer. Additional funding from outside of the NLTF should be made available to fund coastal shipping initiatives.

- 10. Considering the information above, would you support increasing or decreasing the funding levels for any activity classes? Please add an 'x' to indicate your views on either decreasing; retaining; or increasing the allocations in the draft GPS.**

Activity Class	Decrease GPS allocation	Retain GPS allocation	Increase GPS allocation
1. Road to Zero			X
2. Public transport services			X
3. Public transport infrastructure		X	
4. Walking and cycling improvements			X
5. Local road improvements			X
6. State highway improvements			X
7. State highway maintenance			X
8. Local road maintenance			X
9. Investment management		X	
10. Coastal shipping		X	
11. Rail network	X		

- 11. Increasing fuel excise duty (and equivalent road user charges) by one per cent a litre generates around \$50 million in revenue each year for the NLTF. The draft GPS does not propose an increase to fuel excise duty or road user charges for the next three years.**

*Would you support an increase to provide more funding to invest in any of the above activity classes?*

- ☐ Yes  
☒ No  
☐ I don't know

- 12. Do you have any other comments on the activity classes in the draft GPS 2021?**

- It is our understanding that that the Road to Zero programme is likely to utilise most, if not all, the regional improvements funds. Council currently draw on the Regional Improvements fund to pay for the low-cost low risk works. While we expect we will still be able to draw on this fund for safety works the proposed amendments do raise some concerns around how we will fund resilience works to minimise the effect of flooding and slip, necessary bridge replacements and intersection upgrades etc. Normally we would expect to be able to fund these works out of the Local Road Improvement activity class, but this budget has been effectively halved since the last GPS. In addition, most of



the Local Road Improvement activity class funding is likely to be allocated to support the Auckland Transport Alignment Project and Let's Keep Wellington Moving projects. Therefore, we are suggesting an increase in funding for the Local Road Improvement activity class, to at least provide the same level of funding as per the previous GPS.

- Under Supporting Regions, it would be appropriate to recognise the Northport proposal as an economic enabler which aligns to the PGF and other regional investment programmes such as rail.
- Inclusive Access must recognise that rural and provincial New Zealand have limited multi modal options so funding (that is not nationally allocated) to address modal shift should be considered as a stand alone funding activity class to ensure equal opportunities exist. This goes to the heart of 'shaping land use, urban form and street design to reduce car dependency which makes walking and cycling safe and attractive options. This also can be a tool to forestall expensive interventions at the school gate if better travel options are considered as integral to the investment programme. (Enhancing the safety and accessibility of footpaths, bike lanes and cycleways).
- The RTC would like clarity around how the Disability Action Plans sit in terms of funding under the GPS and how progress in respect enabling people with disabilities will be measured.
- Section 100 of the draft GPS states Waka Kotahi will invest in innovation. Clarity around what this means would be advantageous. Without a framework this becomes a laudable but undeliverable goal. The Minister has captured her expectations at s.148 which could be worked into an objective.

It is with some concern that, despite all the talk of innovation and supporting growth to align with urban form (future proofing), we still default to BCR as the basis for decision making which is very much in the here and now. Given we own 88% of the roading network and hold the key to the successful delivery of the objectives, more latitude is required in the assessment criteria.

- Due to COVID-19 the Crown investment of \$4b is now significantly constrained and will be unlikely to materialise. Further consideration will be required to ensure this shortfall will be addressed so as not to compromise the delivery of critical transport infrastructure.
- The RTC notes the \$6.8b New Zealand Up-Grade Programme announced in December 2019, has not been included in the activity classes as the funding lies outside the National Land Transport Fund.

## Conclusion

We thank the Ministry for opportunity to comment of the Draft Government Policy Statement on Land Transport 2021. As noted above we support the intent and proposals in the

consultation document (subject to the comments above). Should the Ministry amend the Draft GPS to reflect COVID-19, we would appreciate an opportunity to review the amendments and to provide feedback once it is clearer if/how the draft GPS will change to reflect COVID-19.

Signed on behalf of Northland Regional Transport Committee

A handwritten signature in black ink, appearing to read 'John Bain', with a horizontal line underneath.

Cllr John Bain  
(Chairperson)

Dated: 11 May 2020

**TITLE:** Regional Road Safety Report

**ID:** A1318900

**From:** Ian Crayton-Brown, Transport Projects Officer

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### 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.

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### Recommendation

That the report 'Regional Road Safety Report' by Ian Crayton-Brown, Transport Projects Officer and Nick Marshall **Team Leader – Road Safety & Traffic Engineering** | Northland Transport Alliance dated 22 May 2020, be received.

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### Background/Tuhinga

Regional road safety progress reports are tabled at each Regional Transport Committee (RTC) meeting. These shared reports include input from the Waka Kotahi NZ Transport Agency (NZTA), Northland Road Policing Manager and the Northland Transportation Alliance. They provide an update on: -

- Crash events;
- Road safety promotion;
- Road safety infrastructure projects; and
- An overview of the progress made on both the strategic and programme outcomes for the Northland region.

Attachment 1 is a presentation from the Northland Road Police detailing their road safety operational work.

### Road Trauma Update:

#### 2020 Year to Date Road Death Statistics

- National = 106 deaths compared to 156 in 2019
- Northland = 14 deaths compared to 13 in 2019

Whilst the national level has reflected a positive reduction in deaths and casualties, Northland unfortunately has bucked this trend.

It is unfortunate that during the Alert Level 4 and 3 lockdown period with fewer vehicles on the roads, Police were busy with both crashes and breaching of road rules across the network. This resulted in four fatal crashes during this period in Northland.

### Road Safety Delivery:

#### Motorcycle Safety

##### Ride Forever (R4E) Rider Training Update:

Ride Forever training courses were cancelled during the COVID-19 lockdown. They are planned to resume again under Alert Level 2.

For the 2019/20 financial year up to and including April, 217 riders participated in the Ride Forever (R4E). These included: -

- 54 on the Bronze course;
- 107 the Silver course; and
- 56 the Gold course.

**Motorcycle Awareness Month (MAM):**

Motorcycle Awareness Month planning for September 2020 has started. This project will focus on the importance of motorcycle rider training and motorcycle maintenance. This is important as increasing numbers of motorcyclists return to the road as the weather improves and the long Labour Weekend which is historically a popular motorcycling weekend.

**Road Safety Week:**

Work has commenced on the planning activities for the national 'Road Safety Week' scheduled to take place from 9-15 November 2020. Because of COVID-19, this annual event had to be postponed from May 2020 until November 2020. Australia will also be promoting Road Safety Week during this time.

The theme this year's road safety week is 'Step Up for Safe Streets' and the road safety weeks colour is 'Yellow'. The 'Not for Profit' road safety charity 'Brake', is the key driver promoting this annual event nationally and encourages local road safety partnerships to engage in local promotions and events helping raise awareness about road safety.

**Road Safety Planning**

Road safety planning and interventions must be based around sound information and an evidenced based approach.

Attachment 2 is a brief summary presentation from WSP of the Northland Road Safety Issues 2014-2018 document. The Northland Road Safety Issues 2015-2019 document is currently being updated.

**National Radio Award - Best Radio Creative**

Northland Road Safety had three of its road safety radio messages selected as finalists in two categories of the Annual National Radio Awards. The two categories were – 'Best Commercial Production' and 'Best Single Commercial'.

Attachment 3 is the list of finalists and winners at the National Radio Awards.

Northland Road Safety radio messages have now won national Awards four years running including an International Safety Award in Bangkok two years ago, and many more finalist placings over a much longer period.

**Road Safety Promotion**

Road safety promotion work is presently centred on supporting Police with road safety promotional items for the increasing numbers of motorists returning to the region's roads.

The promotional material highlights the need for: -

- Safe driving/riding practices.
- Awareness.
- Courtesy.
- Reinforcing the importance of seatbelt wearing.



## Road Safety Infrastructure Projects

### Road Safety Action Planning

1. Review of RSAP delivery across Northland's local roads
  - NTA commissioned Linda Cook from *rationale* to do a service delivery review of how RSAP is delivered across Northland, the outcome of this report will be presented to the 4 councils of Northland with an aim to adopt the recommended model from the next LTP (July 2021 onwards). As part of our commitment to the 2020 **Road to Zero** has a **vision of a New Zealand where no one is killed or seriously injured in road crashes**. With a target to reduce Death and Serious Injuries (DSIs) by 40% by 2030.
2. Far North REAP
  - Contract to be rolled over to June 2021 and Rationales report presented to FNDC
  - Activity Far North REAP (**see attachment 4**)
3. Road Safe Northland
  - Contract to be rolled over to June 2021 and Rationales report presented to KDC & WDC
  - Activity Northland Road Safety Trust (**see attachment 5**)
4. Bike Skills Training – Bike Northland / Sport Northland partnership
  - Delivery was continued through online learning material developed during lockdown
  - Normal delivery resuming post lockdown, with a focus on those pupils that undertook self-assessment during lockdown.

### Speed Management

1. Tranche 1 (now)
  - FNDC Okaihau-Kaeo-Waimate Review Area (Hearing complete, decisions report adopted 21<sup>st</sup> May, implementation and legalization planned for June 2020)
  - WDC Ruakaka, One Tree Point Area (Hearing was last week, decisions report due to council June 2020)
  - WDC Waipu Township (Hearing was last week, decisions report due to council June 2020)
  - WDC Vinegar Hill Area (Hearing was last week, decisions report due to council June 2020)
2. 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
3. Tranche 3 (early next year)
  - FNDC – Russell area
  - WDC – Tutukaka Coast (Ngunguru to Russell)
  - KDC – Pouto Peninsula & West Coast

### Northland Local Road Safety Action Plan

The NTA will provide a brief to all four Councils and the RTC on what is required in Northland to achieve the Road To Zero goal of reducing Death and Serious Injuries (DSIs) by 40% by 2030. This will require a step increase in investment in local roads in Northland, this paper will discuss:

1. What this investment is required to achieve governments goal (list of projects & their rough order cost);
2. the implications to each RCA;
3. How long it will take each RCA to achieve the goal with current investment levels;
4. options for how this might be achieved.

From this NTA staff will write a Northland Road Safety Strategy 2020-2030, in line with Road to Zero NZ Road Safety Strategy.

### **Road Safety Infrastructure Improvements**


1. 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)
      - Potentially complete all roadside hazard protection works 2020-21 with underspends in other areas.
  - WDC
    - Vinegar Hill Rd – realignment of Riversong Intersection, signage and markings
    - Whangarei Heads Rd – starting design of Curve Signage review
  - Safer Network Programme Pipeline Tool,
    - Standard Safety Interventions (SSI) - business cases for NZTA
    - We have drafted 14 SSI applications for our highest risk rural roads, these are with NZTA for consideration
    - We are working with NZTA on their new Pipeline Tool to enhance our FWP programme for 2021-31.

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

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### **Attachments/Ngā tapirihanga**

Attachment 1: Police Presentation [↓](#) 

Attachment 2: Northland Road Safety Issue 2014-2018 Summary WSP Presentation [↓](#) 

Attachment 3: The NZ Radio Awards Winners and Finalists [↓](#) 

Attachment 4: Far North REAP Update [↓](#) 

Attachment 5: Northland Road Safety Trust Update [↓](#) 

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### **Authorised by Group Manager**

**Name:** Tony Phipps  
**Title:** Group Manager - Customer Services - Community Resilience  
**Date:** 04 June 2020

# Northland Road Policing

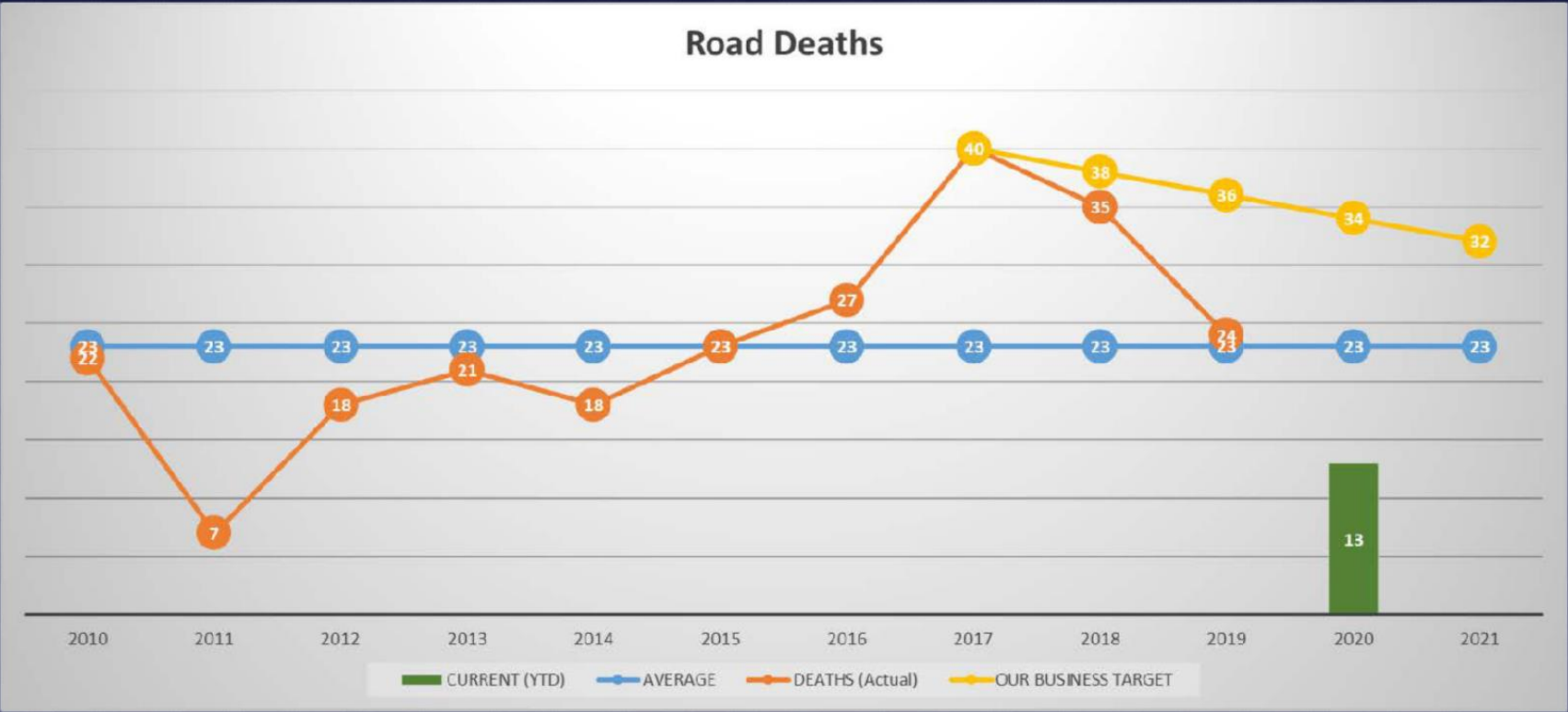
- 22 May 2020





## Road toll currently 13

• 3 Jan	SH1 Waipu	Head-on crash	Male 49yrs
• 26 Jan	Kaitaia	Car vs. tree	Male 44yrs
• 23 Feb	Whananaki North Rd	Ute vs. tree	M 35yrs, F 12yrs, M 5yrs
• 3 Mar	SH10 Mangonui	Car vs. ute	Female 34yrs
• 13 Mar	SH1 Hukerenui	Car vs. SUV	F 66yrs, F 63yrs, F 57yrs
• 26 Mar	Oakleigh-Paparoa Rd	Ute vs. bank	Male 34yrs
• 6 Apr	Brooks Rd Waipu	Car vs. tree	Male 66yrs
• 19 Apr	Moerewa	Car vs. parked car	Female 18yrs
• 7 May	Kaikohe	Ute vs. ditch	Male 66yrs





## Current priorities

- Road Policing activities are currently focussed on speed enforcement on 70km/h + roads
- Full-time Compulsory Breath Testing (CBT) checkpoints not yet permitted
- Alcohol and drug impaired drivers are a concern post Covid19 lockdown
- We are still breath testing – if a driver looks, smells, sounds, behaves, admits or is driving like they are impaired we carry out breath and or drug impairment tests
- Once CBT is allowed we will start intensive, sustained enforcement
- Roster review about to commence – waiting on Intelligence products looking at traffic predictions post Covid19

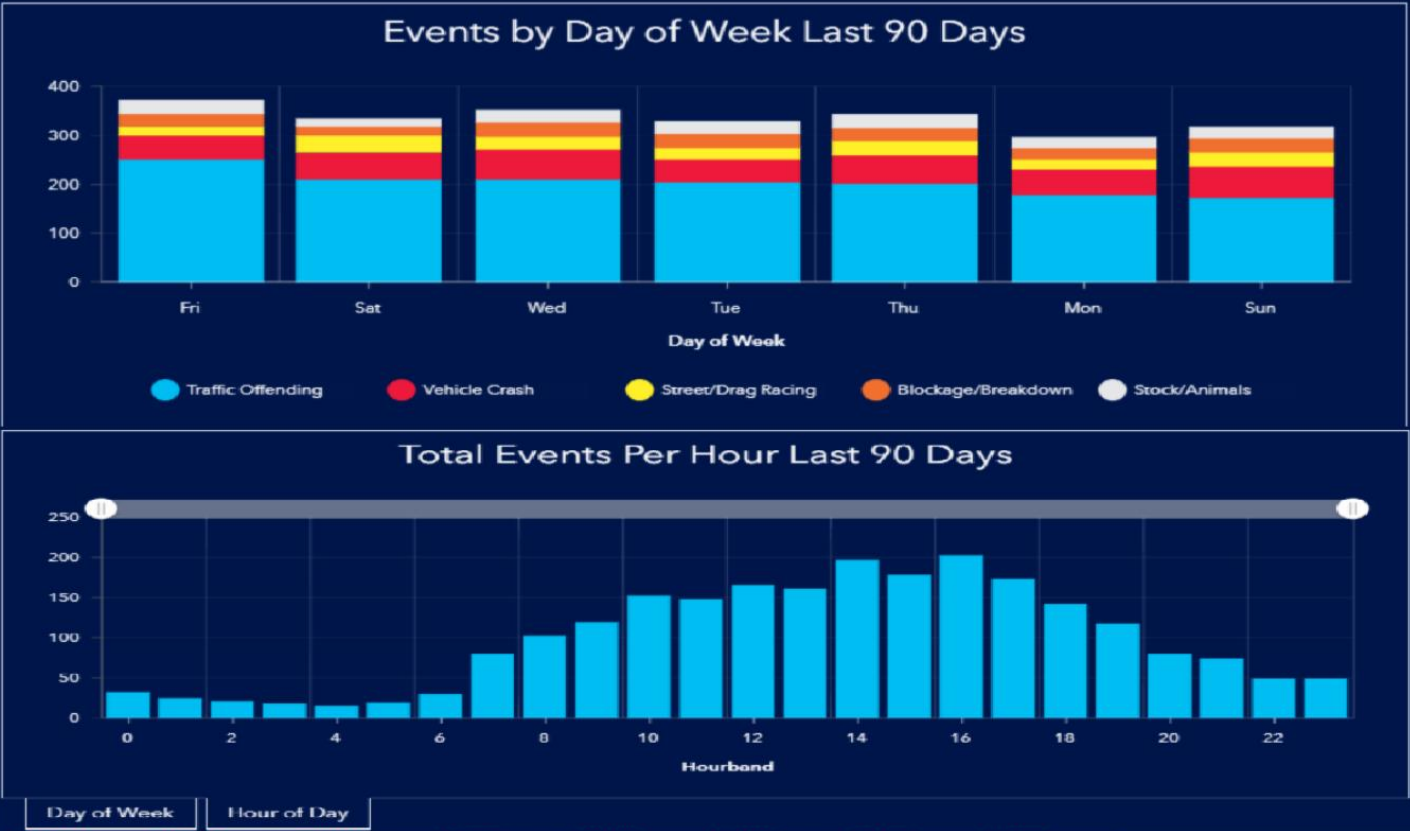


## Our people

- A small number of Road Policing staff still deployed to Covid19 duties
- Northland Police leadership making decisions during the week starting 25 May about what our priorities will be
- We can expect road policing to be amongst the priorities
- We are now re-starting our work and relationships with external agencies and groups involved in road safety







# Northland Road Safety Issues

2014 – 2018 Crash Data

**Northland**  
REGIONAL COUNCIL  
Te Kaunihera ā rohe o Te Taitokerau

WSP

150  
YEARS  
IN AOTEAROA



## Historical Stats



In 2015, there were almost 3.9 million vehicles in New Zealand – the highest number ever.



In 2018, the number increases from 3.9 to 4.3 million.



Between 2000 and 2018, the number of motor vehicles in New Zealand increased by **59** percent, from 2.7 million in 2000 to almost 4.3 million motor vehicles in 2018.



Whereas, the population of new Zealand increased by **26.5** percent from 3.85 million in 2000 and 4.88 million in 2018.



## Road Safety Issues on State Highways and Local Roads in Northland Region

As summary document,  
identifying the 22 key road  
safety issues in Northland  
region

Based on NZTA Crash  
Analysis System (CAS)  
data, with only injury  
crashes, for the 2014 to  
2018 period included in  
the analysis

Includes trends, typically  
male and female, as well  
as ethnicity, crashes due  
to not wearing seat belts  
and hospital admissions  
due to road traffic crash  
trauma in Northland DHB

ROAD SAFETY ISSUE		NORTHLAND		FAR NORTH		KAITIAKI		WHANGAREI	
		LR	SH	LR	SH	LR	SH	LR	SH
Total injury crashes		1 355 (1 288)	11 34 (10 22)	455 (434)	567 (538)	184 (174)	716 (690)	367 (360)	
1	Open road crashes	585 (595)	84% (80%)	735 (735)	88% (85%)	79% (78%)	87% (79%)	43% (43%)	77% (73%)
2	Loss of control on bends	42% (31%)	42% (44%)	40% (37%)	40% (33%)	40% (39%)	40% (49%)	38% (43%)	31% (34%)
3	Hitting roadside objects (ditch, cliff / bank, tree)	29% (29%)	33% (33%)	30% (33%)	40% (40%)	34% (32%)	40% (40%)	34% (33%)	23% (23%)
4	Fatal and serious crashes	28% (29%)	31% (32%)	30% (30%)	29% (31%)	35% (37%)	33% (33%)	33% (33%)	30% (34%)
5	Crashes during the summer season	30% (30%)	29% (30%)	32% (32%)	28% (30%)	33% (38%)	22% (27%)	29% (31%)	31% (33%)
6	Poor observation	26% (28%)	24% (28%)	22% (22%)	22% (24%)	22% (22%)	22% (24%)	29% (34%)	28% (33%)
7	Young drivers (aged 15 to 24) or operator fault	36% (27%)	37% (28%)	38% (30%)	39% (30%)	37% (34%)	40% (30%)	35% (33%)	33% (33%)
8	Driving too fast for the conditions	31% (28%)	27% (23%)	32% (29%)	29% (27%)	34% (33%)	31% (28%)	29% (24%)	22% (17%)
9	Alcohol / drugs	39% (28%)	39% (22%)	42% (32%)	38% (28%)	43% (34%)	39% (18%)	34% (23%)	41% (19%)
10	Road factors	14% (17%)	17% (22%)	17% (21%)	19% (26%)	15% (19%)	18% (23%)	12% (14%)	13% (16%)
11	Motorcycles, total	12% (12%)	9% (9%)	13% (13%)	9% (9%)	15% (16%)	11% (11%)	11% (11%)	8% (8%)
12	Unsealed roads	18% (16%)	1% (2%)	26% (27%)	1% (2%)	26% (29%)	2% (2%)	6% (6%)	2% (2%)
13	Not using seatbelts	10% (10%)	7% (7%)	18% (14%)	11% (8%)	12% (14%)	8% (8%)	7% (6%)	6% (4%)
14	Fatigue	4% (3%)	13% (14%)	4% (3%)	11% (12%)	5% (4%)	17% (18%)	3% (3%)	14% (14%)
15	Pedestrians	10% (10%)	4% (4%)	7% (6%)	4% (4%)	2% (3%)	0% (1%)	13% (13%)	3% (3%)
16	Trucks, total	4% (4%)	9% (10%)	2% (3%)	4% (5%)	7% (8%)	10% (10%)	5% (5%)	16% (17%)
17	Overseas drivers, total	3% (3%)	7% (7%)	7% (10%)	10% (8%)	4% (3%)	3% (4%)	3% (3%)	3% (3%)
18	Weather factors	3% (4%)	6% (8%)	4% (5%)	4% (4%)	1% (1%)	9% (8%)	4% (4%)	4% (4%)
19	Cyclists	4% (4%)	2% (2%)	3% (2%)	2% (2%)	3% (2%)	1% (1%)	4% (5%)	3% (3%)
20	Wandering stock	0% (1%)	1% (1%)	1% (1%)	2% (2%)	0% (0%)	1% (1%)	0% (0%)	1% (0%)
21	Vehicles from 1990 to 1999	4% (5%)	4% (5%)	5% (5%)	4% (3%)	44% (45%)	42% (30%)	43% (34%)	44% (34%)
22	Wet Road/Bend/Loss of Control / Head On	16% (14%)	19% (17%)	14% (14%)	21% (20%)	11% (10%)	19% (18%)	18% (18%)	15% (15%)



# Road Safety Outcome

1 October to 31 December 2019

POLICE DISTRICT ROAD SAFETY OUTCOMES	NTH	WTM	AKL	C-M	Total Auckland	WKT	BOP	EAS	CEN	WEL	TAS	CAN	STH	NZ
<b>Overall</b>	fatal or serious injury crashes per 100,000 popn	45	22	35	42	36	64	37	63	35	35	62	42	52
	persons killed in road crashes per 100,000 popn	14	2	2	4	3	8	22	11	11	2	11	8	8
	persons hospitalised more than 1 day (1-14) per 100,000 popn	108	61	55	70	63	80	100	98	68	42	56	63	73
	AIRC new entitlement claims per 100,000 popn	238	103	95	105	107	162	152	158	100	158	154	152	138
<b>Alcohol</b>	deaths or serious injuries in alcohol-related crashes per 100,000	26	3	5	8	5	8	14	12	11	5	9	8	10
<b>Youth</b>	young driver/fatal or serious injuries per 100,000 15-24 year olds	59	11	28	45	45	67	107	75	107	28	83	95	86
<b>Speed</b>	deaths or serious injuries in speed related crashes per 100,000 popn	32	4	6	12	2	13	22	18	24	10	17	8	7
<b>High risk</b>	high risk drivers in fatal or serious crashes per 100,000 popn	12	4	3	7	5	6	9	8	8	4	5	4	5
<b>Roads and roadsides</b>	deaths or serious injuries in location related crashes per 100,000 popn	30	3	6	3	2	12	19	8	15	2	10	6	7
	deaths or serious injuries in road side crashes per 100,000 popn	34	4	1	8	5	21	37	26	29	4	25	11	21
	deaths or serious injuries in intersection crashes per 100,000 popn	30	10	12	18	11	21	15	14	20	12	14	25	25
	deaths or serious injuries in road side crashes per 100,000 popn	30	7	12	10	10	10	9	10	8	11	15	14	14
<b>Motorcycles</b>	motorcycle deaths or serious injuries per 100,000 popn	21	16	16	18	17	17	22	22	16	10	15	12	16
<b>Light vehicles</b>	% of vehicles in fatal or serious crashes without a current WofS	28%	15%	14%	16%	15%	22%	21%	19%	14%	14%	16%	16%	18%
<b>Fatigue</b>	fatal or serious injuries in fatigue related crashes per 100,000 popn	15	2	2	5	3	8	3	7	5	3	3	5	5
<b>Heavy vehicles</b>	fatal or serious injuries involving HVM, by avg. per 100k HVM km	14	17	16	21	18	18	18	12	16	10	12	11	13
<b>Walk/cycle</b>	pedestrian and cyclist hospitalised 1-14 per 100,000 popn	6	9	10	10	8	10	10	10	9	5	9	10	9
<b>Older users</b>	persons 75+ years killed or seriously injured per 100,000, by avg.	70	45	40	40	44	52	68	48	65	46	84	60	59
<b>Restraints</b>	occupant deaths, restraints not worn, last 3 yrs per 100,000 popn	48	0.5	0.4	17	10	18	13	10	13	0.2	2.0	2.4	1.4

REGIONAL ROAD SAFETY OUTCOMES	NTH	AKL	WKT	BOP	GIS	HBY	TAR	M-W	WEL	N-M	W-C	CAN	OTG	STH
<b>Overall</b>	fatal or serious injury crashes per 100,000 popn	45	25	71	62	36	54	73	68	35	53	95	48	57
	persons killed in road crashes per 100,000 popn	16	3	16	13	8	11	12	9	2	8	9	8	8
	persons hospitalised more than 1 day (1-14) per 100,000 popn	102	63	144	127	102	92	68	69	41	57	140	62	75
	AIRC new entitlement claims per 100,000 popn	227	105	177	168	168	142	118	167	107	144	154	111	116
<b>Alcohol</b>	deaths or serious injuries in alcohol-related crashes per 100,000	24	5	13	8	11	6	7	8	6	4	11	8	5
<b>Youth</b>	young driver/fatal or serious injuries per 100,000 15-24 year olds	105	36	197	182	65	79	162	188	27	71	193	108	153
<b>Speed</b>	deaths or serious injuries in speed related crashes per 100,000 popn	32	7	23	17	11	14	24	22	10	12	34	8	25
<b>High risk</b>	high risk drivers in fatal or serious crashes per 100,000 popn	12	4	8	7	10	8	10	8	4	5	19	4	7
<b>Roads and roadsides</b>	deaths or serious injuries in location related crashes per 100,000 popn	29	2	21	18	10	8	7	17	2	8	12	6	7
	deaths or serious injuries in road side crashes per 100,000 popn	35	4	14	17	15	18	25	25	4	17	32	11	25
	deaths or serious injuries in intersection crashes per 100,000 popn	9	10	25	15	16	12	7	20	3	14	12	24	20
	deaths or serious injuries in road side crashes per 100,000 popn	9	9	11	8	18	8	10	7	13	15	9	15	10
<b>Motorcycles</b>	motorcycle deaths or serious injuries per 100,000 popn	20	17	20	20	22	20	17	16	15	12	12	2	16
<b>Light vehicles</b>	% of vehicles in fatal or serious crashes without a current WofS	27%	15%	17%	21%	20%	24%	24%	19%	15%	14%	16%	16%	18%
<b>Fatigue</b>	fatal or serious injuries in fatigue related crashes per 100,000 popn	15	3	13	7	2	8	10	7	3	7	9	6	6
<b>Heavy vehicles</b>	fatal or serious injuries involving HVM, by avg. per 100k HVM km	16	20	12	11	16	15	12	12	16	10	12	11	10
<b>Walk/cycle</b>	pedestrian and cyclist hospitalised 1-14 per 100,000 popn	5	9	7	9	16	16	10	8	9	5	3	9	10
<b>Older users</b>	persons 75+ years killed or seriously injured per 100,000, by avg.	70	42	160	167	75	140	72	68	40	80	92	58	68
<b>Restraints</b>	occupant deaths, restraints not worn, last 3 yrs per 100,000 popn	49	0.9	2.2	2.2	2.2	2.5	1.0	1.5	0.4	1.7	2.1	2.4	2.1

\* Alcohol 0.05 limit only, not including drug

## Safe System and Road to Zero Approach

- Safe System Approach: Approximately 750 fatal and 5,600 serious injury crashes reduced over next 10 years
- Five Focus Areas of “Road to Zero”:
  1. Infrastructure Improvements and Speed Management
  2. Vehicle Safety
  3. Work-related Road Safety
  4. Road User Choices
  5. System Management



## Comparison between Communities at Risk Register 2018 & 2019

2018

2019

### Far North District

• All deaths and serious casualties	High concern	10 DSI/100MVKT
• Young drivers (16 to 24)	High concern	23 DSI/100MVKT
• Alcohol / drugs	High concern	3 DSI/100MVKT
• Speed	High concern	3 DSI/100MVKT
• Rural loss of control / head on	High concern	8 DSI/100MVKT
• Restraints	High concern	2 DSI/100MVKT
• Pedestrian involved	Medium concern	3 DSI/100MVKT

### Kaipara District

• All deaths and serious casualties	High concern	11 DSI/100MVKT
• Young drivers (16 to 24)	High concern	25 DSI/100MVKT
• Alcohol / drugs	High concern	3 DSI/100MVKT
• Speed	High concern	4 DSI/100MVKT
• Urban intersections	Medium concern	4 DSI/100MVKT
• Rural loss of control / head on	High concern	9 DSI/100MVKT
• Motorcyclist involved	High concern	251 DSI/100MVKT
• Fatigue	High concern	1 DSI/100MVKT
• Old road users (75+)	Medium concern	11 DSI/100MVKT
• Restraints	High concern	1 DSI/100MVKT

### Whangarei District

• All deaths and serious casualties	Medium concern	8 DSI/100MVKT
• Young drivers (16 to 24)	Medium concern	18 DSI/100MVKT
• Speed	Medium concern	2 DSI/100MVKT
• All intersections	Medium concern	2 DSI/100MVKT
• Pedestrian involved	High concern	4 DSI/100MVKT
• Fatigue	Medium concern	1 DSI/100MVKT
• Older road users (75+)	Medium concern	10 DSI/100MVKT

### Northland Region

• All death and serious casualties	High concern	10 DSI/100MVKT
• Young drivers (16 to 24)	High concern	22 DSI/100MVKT
• Alcohol / drugs	High concern	2 DSI/100MVKT
• Speed	High concern	3 DSI/100MVKT
• Rural loss of control / head on	High concern	8 DSI/100MVKT
• Motorcyclist involved	Medium concern	182 DSI/100MVKT
• Pedestrian involved	Medium concern	2 DSI/100MVKT
• Fatigue	Medium concern	1 DSI/100MVKT
• Restraints	High concern	1 DSI/100MVKT

### Far North District

• All deaths and serious casualties	High concern	10 DSI/100MVKT
• Young drivers (16 to 24)	High concern	25 DSI/100MVKT
• Alcohol / drugs	High concern	3 DSI/100MVKT
• Speed	High concern	4 DSI/100MVKT
• Rural loss of control / head on	High concern	8 DSI/100MVKT
• Restraints	High concern	2 DSI/100MVKT
• Pedestrian involved	High concern	3 DSI/100MVKT

### Kaipara District

• All deaths and serious casualties	High concern	11 DSI/100MVKT
• Young drivers (16 to 24)	High concern	32 DSI/100MVKT
• Alcohol / drugs	Medium concern	2 DSI/100MVKT
• Speed	High concern	4 DSI/100MVKT
• Urban intersections	Medium concern	3 DSI/100MVKT
• Rural loss of control / head on	High concern	9 DSI/100MVKT
• Motorcyclist involved	High concern	213 DSI/100MVKT
• Fatigue	Medium concern	1 DSI/100MVKT
• Restraints	High concern	1 DSI/100MVKT

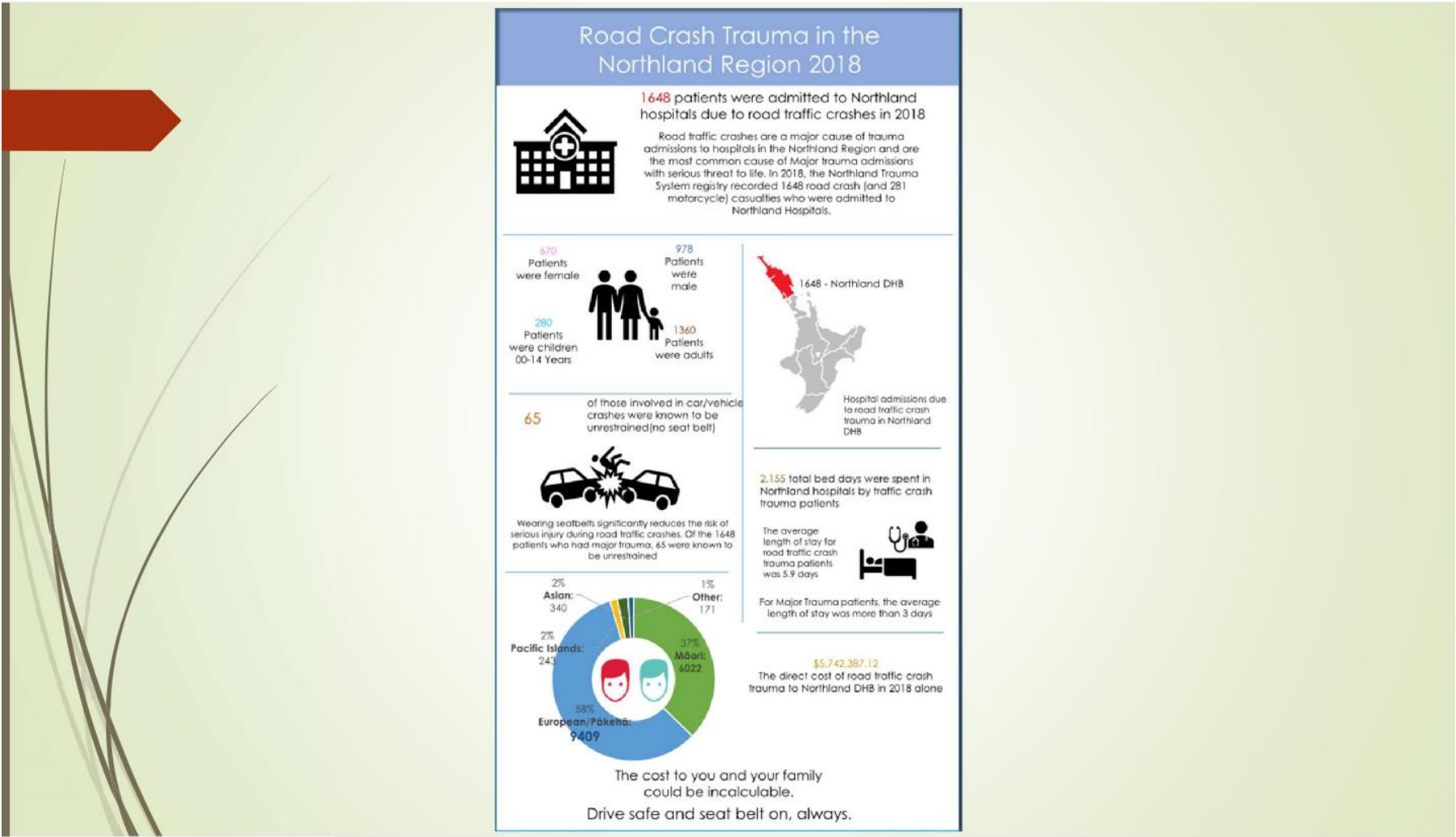
### Whangarei District

• All deaths and serious casualties	Medium concern	8 DSI/100MVKT
• Young drivers (16 to 24)	Medium concern	18 DSI/100MVKT
• Alcohol / drugs	Medium concern	2 DSI/100MVKT
• Rural loss of control / head on	Medium concern	6 DSI/100MVKT
• Pedestrian involved	High concern	4 DSI/100MVKT

### Northland Region

• All death and serious casualties	High concern	10 DSI/100MVKT
• Young drivers (16 to 24)	High concern	25 DSI/100MVKT
• Alcohol / drugs	High concern	2 DSI/100MVKT
• Speed	High concern	3 DSI/100MVKT
• Rural loss of control / head on	High concern	8 DSI/100MVKT
• Motorcyclist Involved	Medium concern	170 DSI/100MVKT
• Pedestrian involved	Medium concern	2 DSI/100MVKT
• Fatigue	Medium concern	1 DSI/100MVKT
• Restraints	High concern	1 DSI/100MVKT











#### Associated Craft Award

MediaWorks Trade Marketing Team - *MediaWorks*, FINALIST  
MediaWorks Radio Integration Team - *MediaWorks*, FINALIST  
Harry Pali - *ZM Network*, WINNER

#### Best Community Campaign

The Rock's Spare Change Campaign - *The Rock Network*, WINNER  
No Talk Day - *Radio Hauraki Network*, FINALIST  
More FM Jingle Bail - *More FM Network*, FINALIST

#### Best Content

##### BEST CONTENT DIRECTOR

Brad King & Reagan White - *The Rock Network*, FINALIST  
Matt Anderson, Amy Tempero, Christian Boston - *More FM Network*, WINNER  
Will Maisey - *The Breeze Network*, FINALIST

##### BEST ENTERTAINMENT PODCAST

The Worst Sitcom Ever Made - *RNZ National*, FINALIST  
The Trainee Sexologist - *Rova*, WINNER  
Eating Fried Chicken in the Shower - *RNZ National*, FINALIST

##### BEST NEWS/CURRENT AFFAIRS PODCAST

White Silence - *RNZ National / Stuff*, WINNER  
The Detail - *RNZ National*, FINALIST  
50 Year Secret - *NZME*, FINALIST

##### BEST SHOW PRODUCER - MUSIC SHOW

Ryan Maguire - *The Rock Network*, FINALIST  
Jeremy Pickford - *The Rock Network*, FINALIST  
Ben McDowell, Ellie Harwood - *ZM Network*, WINNER

##### BEST SHOW PRODUCER - TALK SHOW

Dan Goodwin - *Newstalk ZB Network*, FINALIST  
Pip Keane, Catherine Walbridge, Bridget Burke - *RNZ National*, JOINT WINNER  
Michael Allan - *Newstalk ZB Network*, JOINT WINNER

##### BEST STATION IMAGING

Alistair Cockburn, Brynne Wilson - *ZM Network*, WINNER  
Grant Brodie - *The Edge Network*, FINALIST  
Joe Baxendale - *The Rock Network*, FINALIST

##### BEST STATION TRAILER

ZM's Bonus Banger - *ZM Network*, WINNER  
Karen - *The Edge Network*, FINALIST  
ZM's Secret Sound - *ZM Network*, FINALIST

##### BEST VIDEO

The Rock 1500 Killer Countdown - *The Rock Network*, FINALIST  
Beer & Pie July - *Radio Hauraki Network*, WINNER  
Signature Series - *Radio Hauraki Network*, FINALIST

#### Best Hosts

##### BEST BREAKFAST SHOW - MUSIC NETWORK

The Edge Breakfast with Dom, Meg and Randell - *The Edge Network*, FINALIST  
The Morning Rumble - *The Rock Network*, FINALIST  
ZM's Fletch, Vaughan & Megan - *ZM Network*, WINNER

##### BEST HOST - MUSIC NETWORK

Estelle Clifford - *The Hits Network*, FINALIST  
Robert Scott - *The Breeze Network*, WINNER  
Tracey Donaldson - *The Mix Network*, FINALIST

##### BEST TEAM SHOW - MUSIC NETWORK

The Rock Drive Home with Jay and Dunc - *The Rock Network*, WINNER  
ZM's Bree & Clint - *ZM Network*, FINALIST  
Jay-Jay, Flynny & Jase - *More FM Network*, FINALIST

##### BEST MUSIC BREAKFAST SHOW - LOCAL

Callum & P - *The Hits Dunedin/Southland*, WINNER  
John, Flash and Toast - *More FM Northland*, FINALIST  
Steve & Kath - *The Breeze Wellington*, FINALIST

##### BEST MUSIC HOST - LOCAL

Tasha Knox - *More FM Marlborough*, FINALIST  
Sue White - *The Breeze Canterbury*, FINALIST  
Will Johnston - *The Hits Bay Of Plenty*, WINNER

##### BEST MUSIC HOST OR TEAM - NON SURVEYED MARKET

Andrew Leiatua - *More FM Taupo*, FINALIST  
Joel and Lauren - *More FM Queenstown, Wanaka & Central Otago*, FINALIST  
Brent Burridge & Jacque Tucker - *More FM Rodney*, WINNER

##### BEST TALK PRESENTER - BREAKFAST OR DRIVE

Heather du Plessis-Allan - *Newstalk ZB Network*, FINALIST  
Mike Hosking - *Newstalk ZB Network*, WINNER  
Lisa Owen - *RNZ National*, FINALIST

##### BEST TALK PRESENTER - OTHER

Marcus Lush - *Newstalk ZB Network*, WINNER  
Kathryn Ryan - *RNZ National*, FINALIST  
Martin Devlin - *Newstalk ZB & Radio Sport Networks*, FINALIST

#### Best New Broadcaster

##### BEST NEW BROADCASTER - JOURNALIST

Anneke Smith - *RNZ National*, FINALIST  
Rachel Das - *Newstalk ZB Network*, FINALIST  
Ben Strang - *RNZ National*, FINALIST  
Katie Scotcher - *RNZ National*, WINNER

##### BEST NEW BROADCASTER - OFF-AIR

Juliet Wrathall - *The Hits Network*, WINNER  
Brynne Wilson - *ZM Network*, FINALIST  
Hamish Nixon - *MediaWorks Auckland*, FINALIST

##### BEST NEW BROADCASTER - ON-AIR

Tegan Yorwarth - *Mai FM Network*, JOINT WINNER  
Azura Lane - *Flava Network*, FINALIST  
Petra Ashcroft - *ZM Network*, JOINT WINNER

#### Best News & Sport

##### BEST NEWS OR SPORTS JOURNALIST

Guyon Espiner - *RNZ National*, WINNER  
Logan Church - *RNZ National*, FINALIST  
Mitchell Alexander - *Magic Talk & Affiliates*, FINALIST

##### BEST NEWS STORY - TEAM COVERAGE

Whakaari White Island - *Magic Talk & Affiliates*, FINALIST  
Terror in Christchurch - *Magic Talk & Affiliates*, WINNER  
Christchurch Terror Attacks - *RNZ National*, FINALIST

##### BEST NEWSREADER

Paul Brennan - *RNZ National*, FINALIST  
Raylene Ramsay - *Newstalk ZB Network*, FINALIST  
Niva Retimanu - *Newstalk ZB Network*, WINNER

##### BEST SPORTS READER, PRESENTER OR COMMENTATOR

Martin Devlin - *Newstalk ZB & Radio Sport Networks*, WINNER  
Jason Pine - *Radio Sport Network*, FINALIST  
Bryan Waddle - *Radio Sport Network*, FINALIST

##### BEST SPORTS STORY - TEAM COVERAGE

Rugby World Cup 2019 - *Newstalk ZB & Radio Sport*, FINALIST  
No Sleep Til Victory, The ACC's Cricket World Cup Final Coverage - *The ACC Network*, FINALIST  
Cricket World Cup 2019 - *Radio Sport*, WINNER

#### Best Programmes

##### BEST ACCESS RADIO PROGRAMME

Migrant Journeys - *Arrow FM*, FINALIST  
After March 15th - *Plains FM*, WINNER  
Heritage Matters - *Otago Access Radio*, FINALIST

##### BEST CHILDREN'S PROGRAMME

Ali & Gab, A Tiki Tour Through Time - *Treehut Limited*, FINALIST  
Moe Makes Music - *RNZ National*, WINNER  
The Crazy Kiwi Christmas Kids Show - *Newstalk ZB*, FINALIST

##### BEST DAILY OR WEEKLY FEATURE - FACTUAL

Our Changing World - *RNZ National*, FINALIST  
Mediawatch - *RNZ National*, FINALIST  
Insight - *RNZ National*, WINNER

##### BEST DOCUMENTARY OR FACTUAL TALK FEATURE

Insight - Domestic Violence - *RNZ National*, FINALIST  
Black Sheep - The Story of White Supremacy - *RNZ National*, FINALIST  
White Silence - *RNZ National and Stuff*, WINNER

##### BEST MUSIC FEATURE

The Rock 1500 - *The Rock Network*, WINNER  
ZM's Top 250 Friday Jams - *ZM Network*, FINALIST  
ROCKTOBER - *Radio Hauraki Network*, FINALIST

#### Best Promotion

##### BEST CLIENT PROMOTION/ACTIVATION

Jono, Ben & Sharyn's 24 Hour Interview with V Sugarfree Berry - *The Edge*, FINALIST

Dulux - *Radio Hauraki Network*, FINALIST  
ZM's Float with Tip Top Trumpet - *ZM Network*, WINNER

##### BEST MARKETING CAMPAIGN

RNZ National - *RNZ National*, WINNER  
Bryce Casey's Spare Change - *The Rock Network*, FINALIST  
Find Your Voice - *NZME National*, FINALIST

##### BEST NETWORK STATION PROMOTION

ZM's Friday Jams Live - *ZM Network*, FINALIST  
The Edge Celebrity Safe House - *The Edge Network*, WINNER  
Marry Your Mate's Mum - *The Edge Network*, FINALIST

##### BEST SINGLE MARKET STATION PROMOTION

Christchurch Childrens' Ward Appeal - *Newstalk ZB Christchurch*, FINALIST  
Cranzacs - *The Breeze Wellington*, WINNER  
Ten Pine Baubling - *The Edge Canterbury*, FINALIST  
The Breeze Gull Bingo - *The Breeze Auckland*, FINALIST  
More FM & Placemakers 'Kids Day Out' - *More FM Canterbury*, FINALIST

##### BEST WEBSITE AND SOCIAL CONTENT

Bryce Casey's Spare Change, Digital Campaign - *The Rock Network*, FINALIST  
The Edge Network - *The Edge Network*, WINNER  
Rock 1500 - *The Rock Network*, FINALIST  
The Edge Breakfast with Dom, Meg & Randell - *The Edge Network*, FINALIST

#### Best Radio Creative

##### BEST COMMERCIAL CAMPAIGN

Crackerjack Campaign - *MediaWorks*, JOINT WINNER  
World Moving and Storage - *Move The Jingle* - *Newstalk ZB & Radio Sport Networks*, JOINT WINNER  
Break Away Realty - *The Hits & ZM Waikato*, FINALIST

##### BEST COMMERCIAL PRODUCTION

Road Safe - *The Edge & Mai Northland*, FINALIST  
NRC - 12 Days - *The Rock Northland*, WINNER  
NRC - Eyes Off Your Phone - *The Rock & The Edge Northland*, FINALIST

##### BEST SINGLE COMMERCIAL

NDHB - Roadsafes - *Edge & Mai Northland*, FINALIST  
NRC - Eyes Off Your Music - *More FM Northland*, FINALIST  
Fetal Alcohol Syndrome "Drinking Pregnant" - *Mai FM Hawkes Bay*, WINNER

##### BEST VOICE TALENT

Andy George - *More FM Coromandel*, WINNER  
Richie Simpson - *ZM Network*, FINALIST  
Paul Corbett - *MediaWorks Network*, FINALIST

#### Sales Team of the Year

iHeartRadio - FINALIST  
The Radio Bureau - WINNER  
Mediaworks Whanganui - FINALIST  
NZME Auckland - FINALIST

#### Station of the Year

##### STATION OF THE YEAR - NETWORK

The Breeze Network - JOINT WINNER  
ZM Network - FINALIST  
More FM Network - JOINT WINNER

##### STATION OF THE YEAR - NON-NETWORK

The Breeze Canterbury - FINALIST  
More FM Northland - FINALIST  
Radio 1XX - WINNER

#### Other Awards

##### THE JOHNNY DOUGLAS AWARD

Waimirangi Lee-Reiri - WINNER

##### 'THE BLACKIE AWARD'

The Morning Rumble - Bryce Casey's 58 Hours Ten Pin Bowling - *The Rock Network*, WINNER  
Marcus Gets Locked Out - *Newstalk ZB Network*, FINALIST  
The Rock Drive Home with Jay and Dunc - Poo Towns of Papakura - *The Rock Network*, FINALIST

##### SERVICES TO BROADCASTING

Awarded to Raylene Ramsay, Nicki Reece, Murray Lindsay and Barry McConnachie

##### OUTSTANDING CONTRIBUTION TO RADIO

Awarded to Dean Buchanan and Glenn Smith

##### SIR PAUL HOLMES BROADCASTER OF THE YEAR

Awarded to Bryce Casey



\*SOURCE: GfK Radio Audience Measurement, S1 2020, Total NZ, Cumulative Audience, Mon-Sun 12mn-12mn, People 10+





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

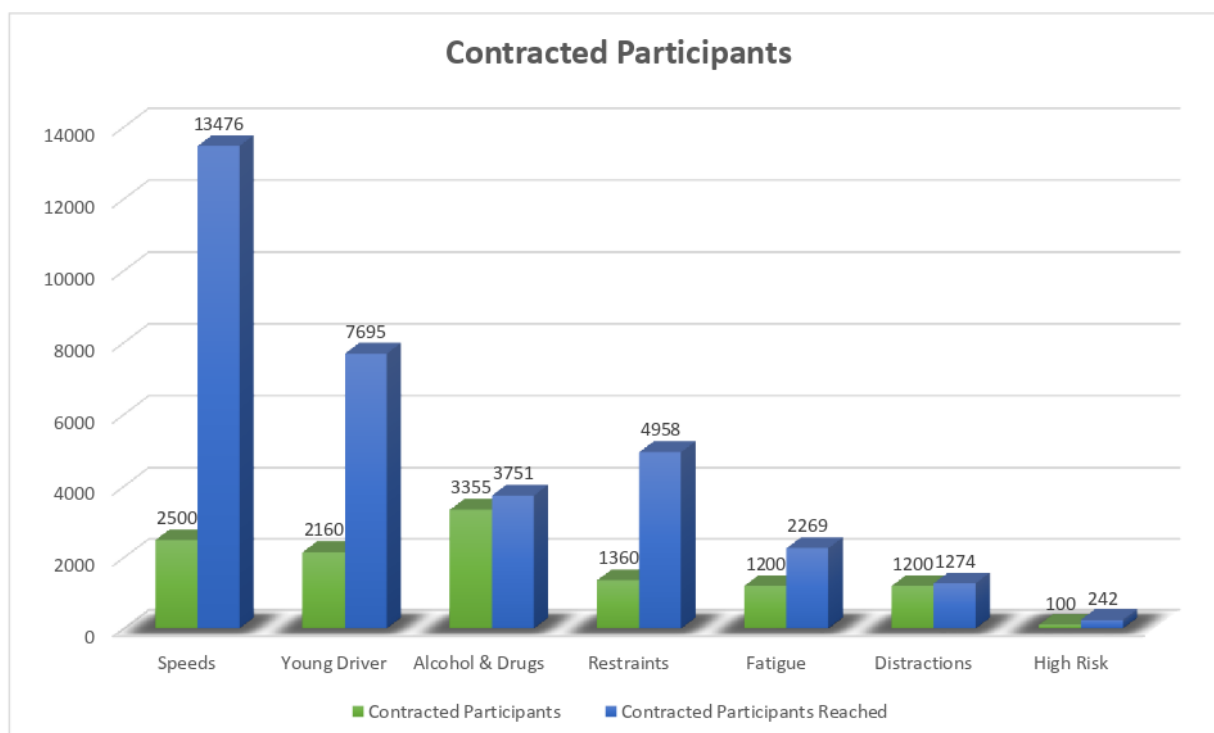
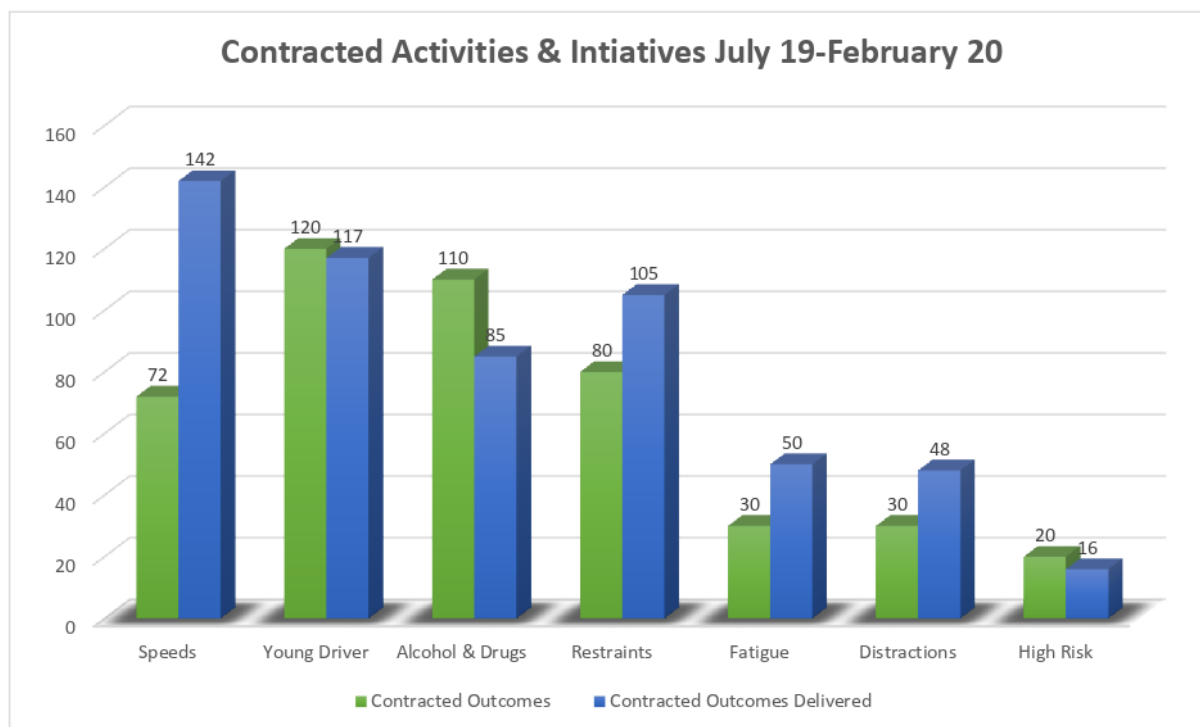
## Programme Overview

*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 30<sup>th</sup>
- 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 20<sup>th</sup> 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.

## 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 1<sup>st</sup> 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.

**TITLE: Regional Land Transport Plan and Regional Public Transport Plan - Progress Report**

**ID:** A1319371

**From:** Chris Powell, Transport Manager - Northland Transport Alliance

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**Executive summary/Whakarāpopototanga**

This report serves to update the progress on the Regional Transport Committee on the Regional Land Transport Plan 2021-2027 and Regional Public Transport Plan (RPTP) since the 8 April 2020 RTC meeting.

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**Recommendation**

That the report 'Regional Land Transport Plan and Regional Public Transport Plan - Progress Report' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 25 May 2020, be received.

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**Background/Tuhinga**

At the 8 April 2020 Regional Transport Committee (RTC) meeting, a report was tabled detailing:

- The possible effects that the Covid-19 (Coronavirus) Pandemic could have on not only the timeline of the preparation of both the Regional Land Transport Plan (RLTP) 2021-2027 and the Regional Passenger Public Plan (RPTP), but also on the level of available funding for the projects contained in the plans.
- The cancellation of the Ministry of Transport "Roadshow" workshops on the Draft Government Policy Statement (detailed further in a separate agenda item).
- The confirmed appointment of an accredited facilitator 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 recommendation was approved:

- That staff continue to work on both documents as best they can in order to adhere as far as practicable to the approved timetable in order to secure funding assistance for the transport related activities contained in the plans.

**Covid-19 (Coronavirus) Pandemic**

In brief, staff are continuing with business as usual on the RLTP and the RPTP until such time as the full effects of the pandemic can be ascertained on either the government priorities, or the levels of funding available for councils to secure transport and construction activities in their regions.

No formal updates have been received at the time of compiling this report other than the budget and stimulus packages announcements.

However, staff are aware that the Ministry of Transport is moving out of its "Response" phase into a "Recovery" phase and is evaluating the impact on forward programmes and funding, given that the National Land Transport Fund (NLTF) has seen a significant drop in revenue in recent months.

### Draft Regional Land Transport Plan and Regional Passenger Transport Plan – “Strategic Front End”

Both draft plans continue to be work in progress, with statistics and trends being updated as information is received from NRC’s Economist.

Work will soon begin on developing a set of guidelines and templates to be used by councils when preparing their RPTP’s. In the meantime, Northland’s RPTP is being updated where possible, and will be presented to the RTC in a draft format in August/September 2020.

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

As advised previously, no work can begin on including the programme of works into the RLTP until the relevant asset management plans (AMP’s) have been completed by the approved organisations. The territorial authority final drafts of their AMP’s are due for completion on 1<sup>st</sup> August 2020, after which time the expenditure and projects can be summarised and collated.

### Consultation Process

It is planned to map out the consultation process in more detail in August 2020, however, as in previous years, the RTC will likely find itself having to consult on both plans in January/February 2021. This is not considered to be an optimal time for councils to consult, however is necessary in this instance in order to meet the April 2021 deadline for submission of the plans to the NZTA.

Staff have been advised that there are unlikely to be any changes to the statutory timeline for the submission of these plans.

Whilst there is the possibility of amendments in terms of government priorities and funding availability resulting from Covid-19, all councils are being encouraged to continue as they are at present, and to respond accordingly if advised of any changes.

Failure to meet the April 2021 deadline runs the risk of funding not being approved for transport BAU and projects across Northland.

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### **Attachments/Ngā tapirihanga**

Nil

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### **Authorised by Group Manager**

**Name:** Tony Phipps  
**Title:** Group Manager - Customer Services - Community Resilience  
**Date:** 03 June 2020

**TITLE:** Waka Kotahi New Zealand Transport Agency Report

**ID:** A1322361

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

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### Executive summary/Whakarāpopototanga

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

Key messages include:

- COVID-19 has changed the way we work. All work activities are underway but adhere to strict health and safety protocols for workers and road users.
- We need to take the time to understand the impact of COVID-19 on our programmes of work and on investment in the land transport system.
- Our Road Efficiency Group (REG) partnership will publish its first National Road Controlling Authority Reports at the end of June 2020. This will help the sector to understand the performance of their part in the wider transport system.
- Trade Me has launched a new search filter that allows Kiwis to search vehicles for sale by safety rating. The filter can be used to find the safest vehicle in their price range.
- Loop Road project has additional scope – two lane roundabout, a second bridge, centre median barrier and an improved Portland Road intersection.

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

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### Recommendation

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

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### Attachments/Ngā tapirihanga

Nil

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### Authorised by Group Manager

**Name:** Tony Phipps

**Title:** Group Manager - Customer Services - Community Resilience

**Date:** 03 June 2020