

Regional Transport Committee
Wednesday 10 February 2021 at 9.30am

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the Council Chamber
36 Water Street, Whangārei
on Wednesday 10 February 2021, 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

Chairperson Rick Stolwerk	NRC Councillor Justin Blaikie	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 - 09 December 2020

ID: A1408366

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

**Authorised by
Group Manager:** Tony Phipps, Group Manager - Customer Services - Community Resilience,
on 02 February 2021

Recommendation

That the minutes of the Regional Transport Committee meeting held on 09 December 2020 be confirmed as a true and correct record.

Attachments/Ngā tapirihanga

Attachment 1: Regional Transport Committee Meeting Minutes - 09 December 2020 [↓](#) 

Regional Transport Committee
9 December 2020

Regional Transport Committee Minutes

Meeting held in the Council Chamber
36 Water Street, Whangārei
on Wednesday 9 December 2020, commencing at 9.30am

Present:

NRC Councillor Rick Stolwerk (Chair)
NRC Councillor Justin Blaikie
FNDC Councillor Ann Court
WDC Councillor Greg Martin
KDC Councillor David Wills
NZTA Representative Mr Steve Mutton

In Attendance:

GM Customer Services & Community Resilience, Tony Phipps
NRC/NTA Transport Manager, Chris Powell
Committee Secretary, Evania Arani
NTA General Manager, Calvin Thomas
NTA Strategy & Planning Manager, Jeff Devine
FNDC Infrastructure & Asset Manager GM, Andy Finch
NRC/NTA Transport Strategic Planning Officer, Sharlene Selkirk
NRC Policy Specialist, Michael Payne
NRC/NTA Transport Project Officer, Ian Crayton-Brown
KDC, Greg Monteith
NZ Police, Terry Phillips
Northland Road Safety Trust, Ashley Johnston
NZTA, Jacqui Hori-Hoult
NZTA staff members

The Chair declared the meeting open at 9.30am.

Apologies (Ngā whakapahā) (Item 1.0)

There were no apologies.

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

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

Confirmation of Minutes - 14 October 2020 (Item 4.1)

ID: A1387114

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

Moved (Court/Wills)

Regional Transport Committee
9 December 2020

That the minutes of the Regional Transport Committee meeting held on 14 October 2020 be confirmed as a true and correct record.

Carried

Northland Regional Land Transport Plan 2018-2021 Funding Uptake (Item 5.1)

ID: A1389208

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Court/Wills)

That the report 'Northland Regional Land Transport Plan 2018-2021 Funding Uptake' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 24 November 2020, be received.

Carried

Northland Road Safety Update (Item 6.1)

ID: A1389262

Report from Ian Crayton-Brown, Transport Projects Officer

Moved (Blaikie/Martin)

That the report 'Northland Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer and dated 24 November 2020, be received.

Carried

Waka Kotahi NZ Transport Agency Update (Item 6.2)

ID: A1391780

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

Moved (Court/Martin)

That the report 'Waka Kotahi NZ Transport Agency Update' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 1 December 2020, be received.

Carried

Meeting schedule for 2021 (Item 6.3)

ID: A1391802

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

Moved (Martin/Blaikie)

That the report 'Meeting schedule for 2021' by Evania Arani, Executive Assistant Customer Services - Community Resilience and dated 1 December 2020, be received.

Carried

Regional Transport Committee
9 December 2020

Request to vary the Regional Land Transport Plan 2015-2021 (Item 7.1)

ID: A1391078

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Wills/Blaikie)

1. That the report 'Request to vary the Regional Land Transport Plan 2015-2021' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 27 November 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 project:

Kaipara District Council

- Mangawhai Network Operating Framework (NOF) - \$125,000

Carried

Regional Land Transport Plan and Regional Public Transport Plan - Progress Report (Item 7.2)

ID: A1389499

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Martin/Court)

1. That the report 'Regional Land Transport Plan and Regional Public Transport Plan - Progress Report' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 24 November 2020, be received.
2. That the Regional Transport Committee approve the proposal to use a "OneDrive" file for recommended changes and comments to be made directly into the Draft Regional Land Transport Plan 2021-2027 and Regional Public Transport Plan.
3. That the Regional Transport Committee approve the use of the proposed Regional Land Transport Plan 2021-2027 financial spreadsheets.
4. That the Regional Transport Committee approve the inclusion of the financial spreadsheet containing "Non-subsidised Programmes and Projects" in the Regional Land Transport Plan 2021-2027.
5. That the Regional Transport Committee approve the proposed consultation process as detailed in this report.

Carried

Conclusion

The meeting concluded at 10.35am.

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

ID: A1405160

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary

This report covers the subsidy claims submitted to Waka Kotahi for the third year of the 2018/2021 three-year funding period and details the funding uptake by each approved authority for the 6-month financial period 1 July 2020 to 31 December 2020.

Recommendation

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

Background

Reports relating to the progress made on the funding uptake on the Northland Regional Land Transport Plan 2015/2021 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 the Far North District Council, Whangarei District Council, Kaipara District Council and the Northland Regional Council.

Comparisons on Budgeted Expenditure against Actual Expenditure by Activity Class/Programme for the 2020/2021 year to date 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 Waka Kotahi NZ Transport Agency's '2018 – 21 National Land Transport Programme for Northland' and from the December 2020 subsidy claims as submitted by the approved authorities.

Please note, that the approved funding amounts shown in the attached tables may have been adjusted to accommodate for carry-overs of unspent funding from the 2019/2020 financial year.

Waka Kotahi NZ Transport Agency will detail their funding uptake and related information of progress in a separate report.

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

Attachments

Attachment 1: RTC Funding Uptake Report for December RTC meeting 2020 [!\[\]\(8aa05b4b06c05d58ddd90cdbf335b307_img.jpg\)](#) 

Authorised by Group Manager

Name: Tony Phipps, Group Manager - Customer Services - Community Resilience,
Title: Group Manager - Customer Services - Community Resilience
Date: 03 February 2021

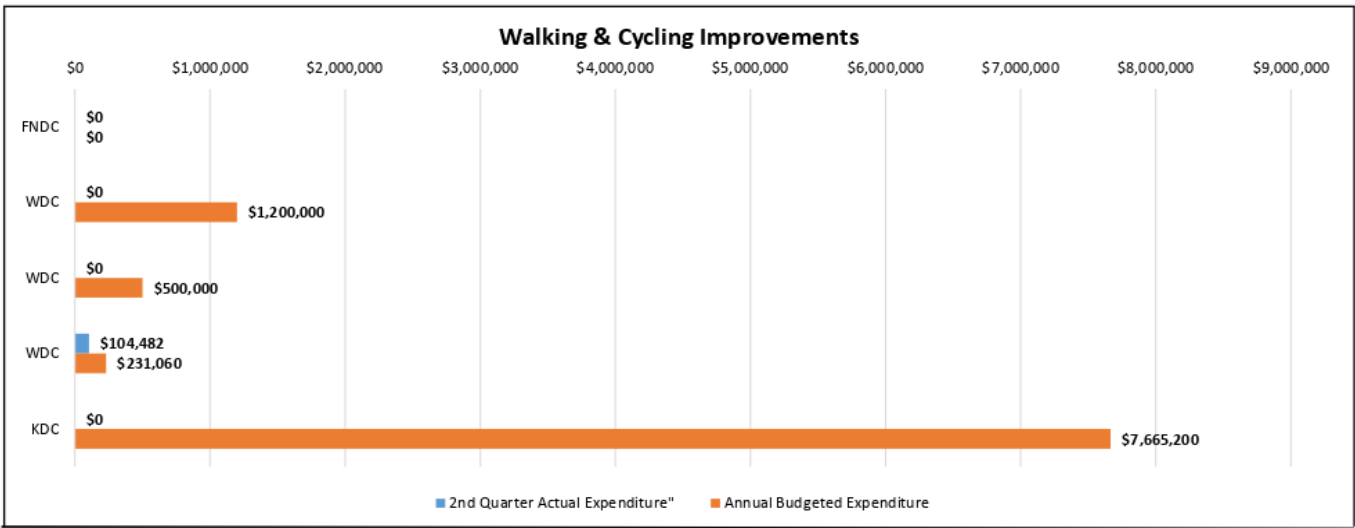
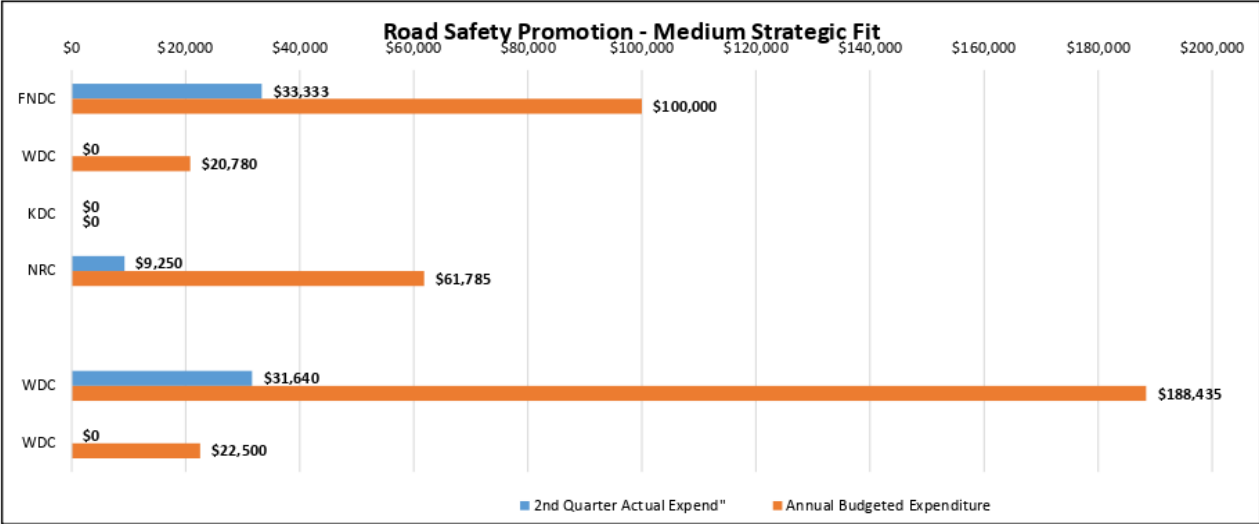
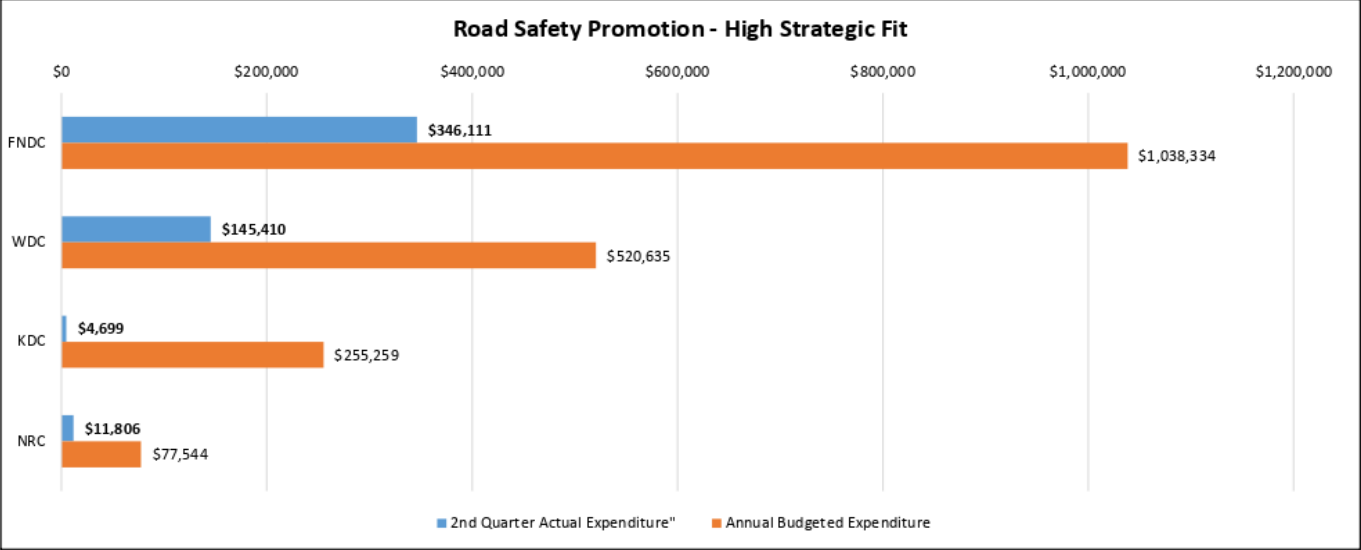
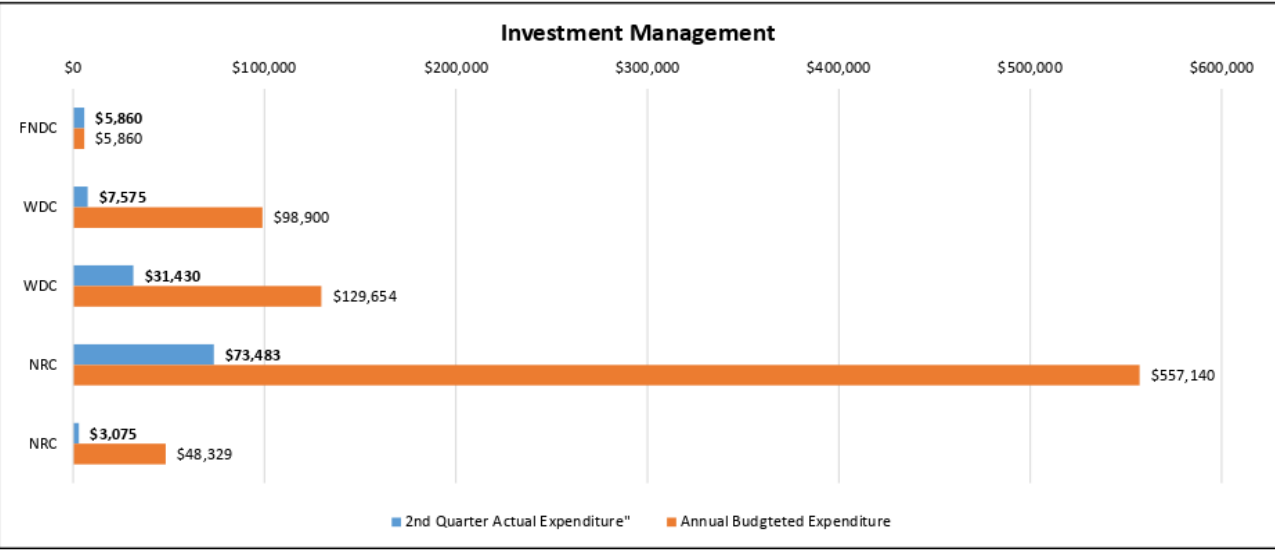
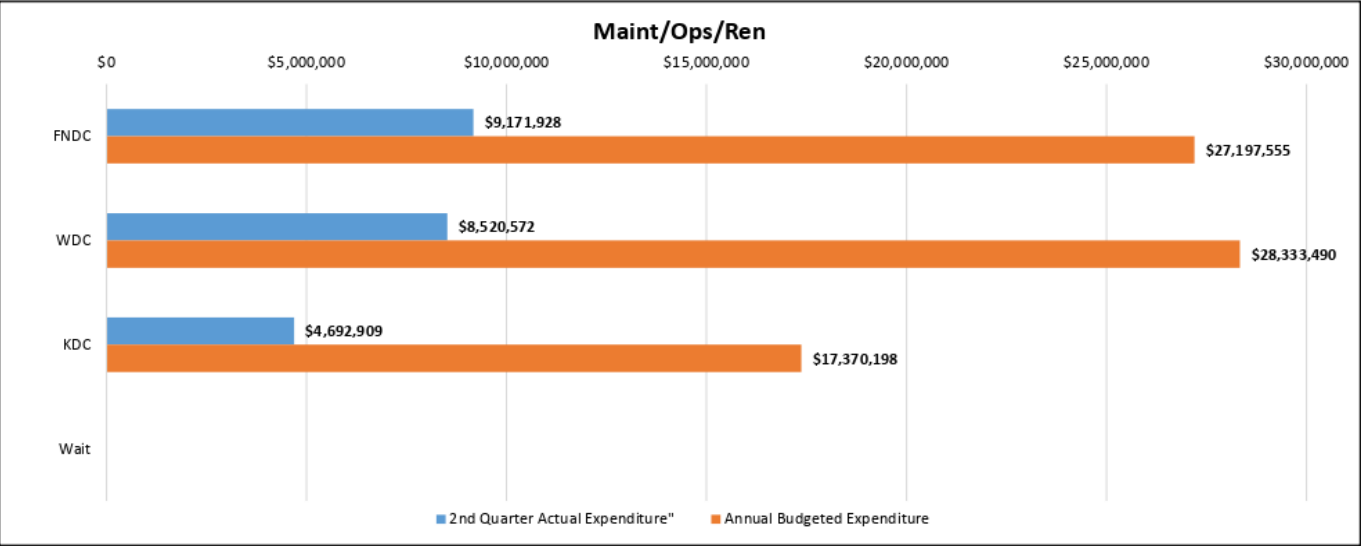
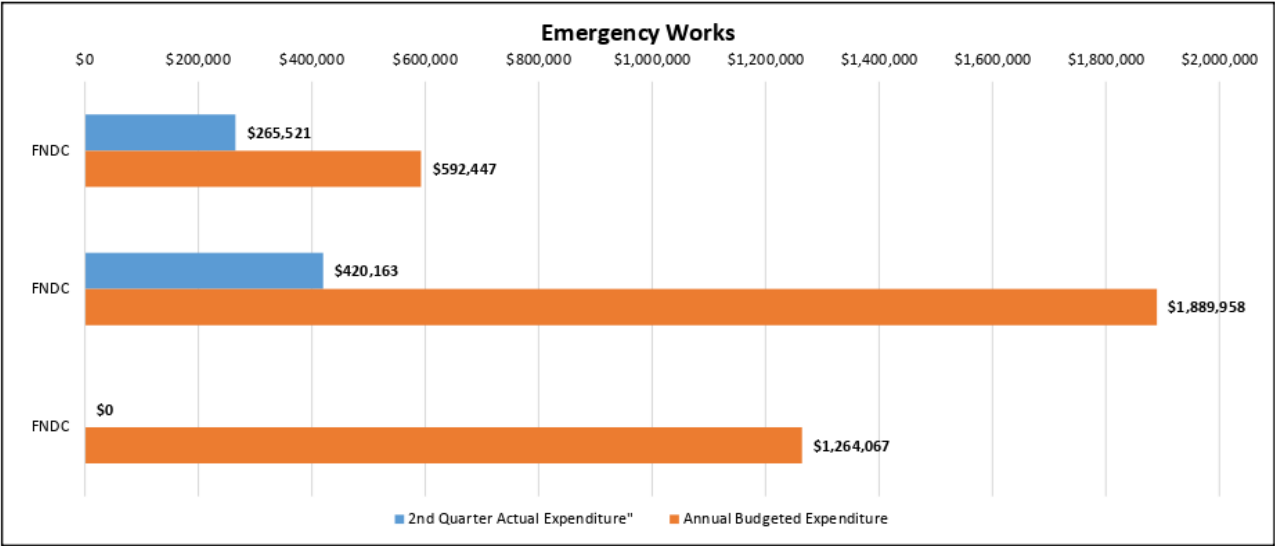
Regional Land Transport Plan 2015/2021 Three Year Review - Funding Uptake for the 2020/2021 Financial Year

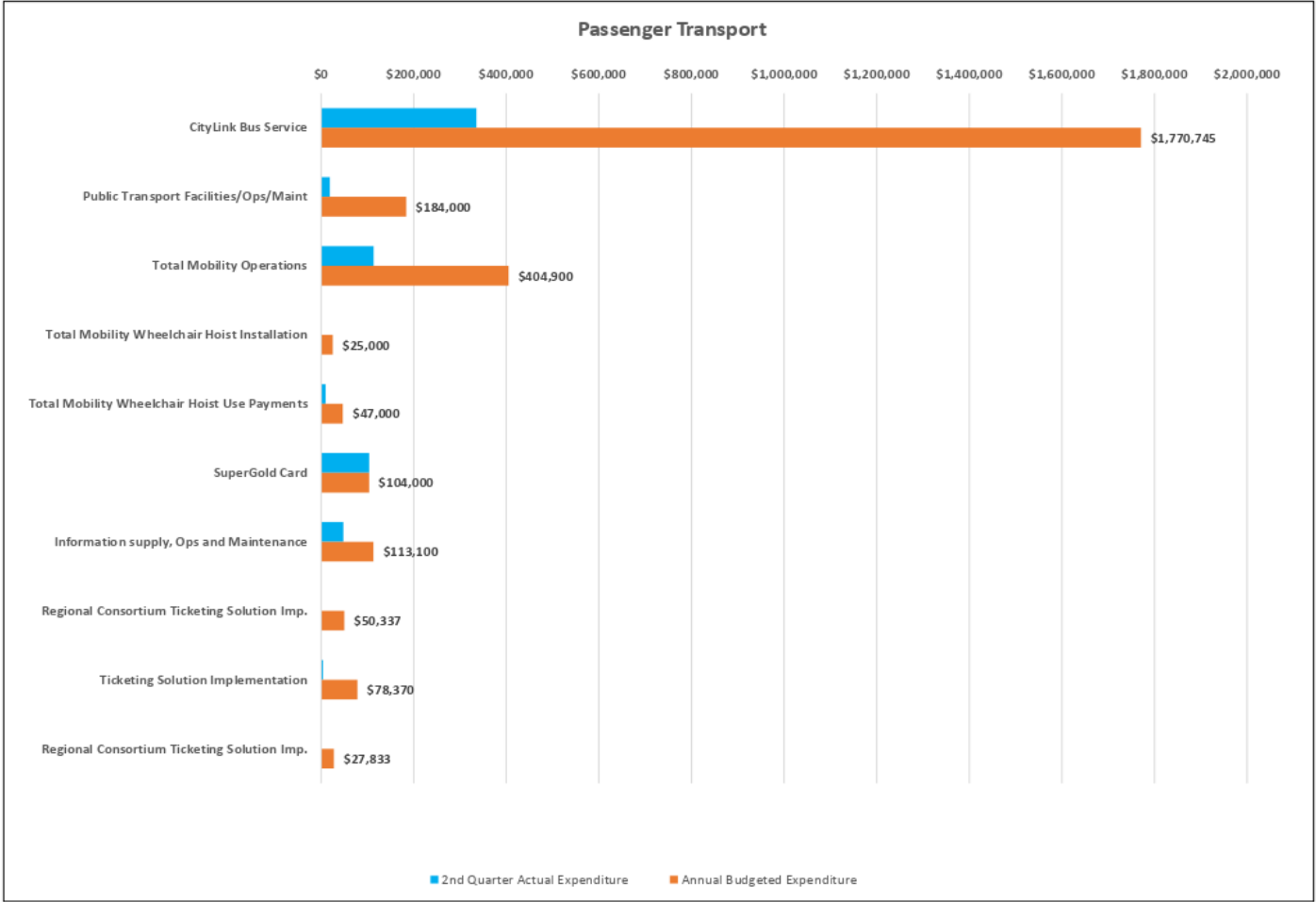
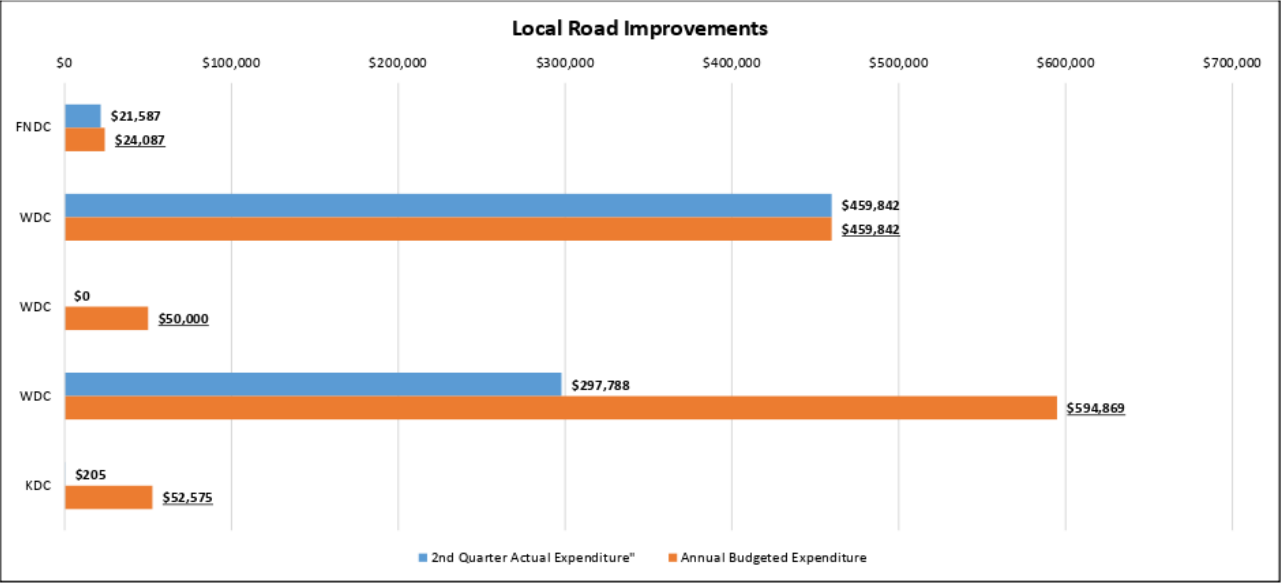
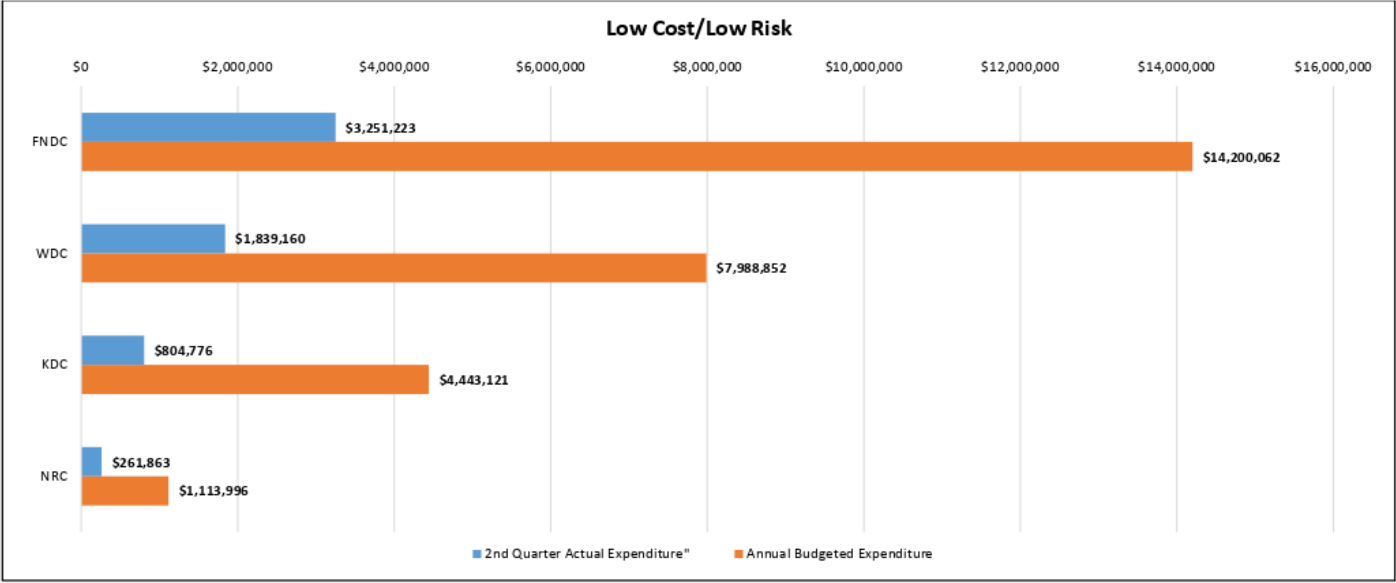
RLTP Funding 1st Quarter = 1 July 2020 - 31 October 2020

Activities/Programmes	W/C	App Auth	FAR	Status	2020/2021 Financial Year				1st Quarter			Cumulative 1st & 2nd Quarters			Ability to uptake full national funding assistance allocation in 2020/2021 financial period	Reasons for Variance and Remedial Action to be Taken
					Annual Budgeted Cost	Total Actual Expenditure to Date	Annual Progress %	Remaining Expenditure 2019/2020	Forecast Expenditure	Actual Expenditure	Progress for 1st Quarter	Forecast Expenditure	Actual Expenditure	Progress		
Emergency Works																
Weather Event - August 2019	141	FNDC	66%	App	\$592,447	\$265,521	45%	\$326,926	\$412,527	\$261,096	63%	\$422,772	\$265,521	63%	Medium/Low	All of the August 2019 EW sites have been completed. Surplus funds will be declared back to Waka Kotahi.
Weather Event - July 2020	141	FNDC	66%	App	\$1,889,958	\$420,163	22%	\$1,469,795	\$0	\$421,208	#DIV/0!	\$0	\$420,163	#DIV/0!	High/Medium	Works are in progress and expected to be completed this FY.
Weather Event - July 2020	141	FNDC	86%	App	\$1,264,067	\$0	0%	\$1,264,067	\$0	\$0	#DIV/0!	\$500,000	\$0	0%	High/Medium	Investigation and Design in progress, works to commence 3rd or 4th Quarter and likely to be carried over to 2021/2022 FY.
Weather Event - June 2018: Various Sites	141	WDC	53%	App	\$63,387	\$3,790	6%	\$59,597	\$63,387	\$3,790	6%	\$63,387	\$3,790	6%	High	Minor work to complete project.
Weather Event - July 2020	141	WDC	53%	App	\$1,636,857	\$1,636,857	100%	\$0	\$500,000	\$0	0%	\$1,636,857	\$1,636,857	100%	High	Funding completely spent.
Weather Event - July 2020	141	WDC	73%	App	\$3,343,388	\$476,709	14%	\$2,866,679	\$0	\$0	#DIV/0!	\$400,000	\$476,709	119%	Medium	Project on track for completion. Now focusing on major slip repairs.
EW Storm Event - June 2020	141	WDC	53%	App	\$901,964	\$184,088	20%	\$717,876	\$901,964	\$901,964	100%	\$901,964	\$184,088	20%	High	Project underway but behind programme, due to the July emergency works event. Will catch up over remainder of year.
Maintenance/Ops/Renewals																
	111 - 222	FNDC	66%	App	\$27,197,555	\$9,171,928	34%	\$18,025,627		\$3,941,339	#DIV/0!		\$9,171,928	#DIV/0!	High	Programme well on track and running to budget. Formal strategies are in place for Heavy Metalling and Grading programmes, with work prioritised and targeted to prepare the unsealed network for the upcoming summer.
	111 - 222	WDC	53%	App	\$28,333,490	\$8,520,572	30%	\$19,812,918	\$4,000,000	\$1,927,324	48%	\$12,500,000	\$8,520,572	68%	High	Programme well underway. Slightly behind programme due to major emergency event in July and COVID stimulus work. Will catch up over remainder of year.
	111 - 222	KDC	61%	App	\$17,370,198	\$4,692,909	27%	\$12,677,289	\$3,776,000	\$2,347,892	62%	\$7,757,500	\$4,692,909	60%	High	Full funding uptake by year end. Programme on target for completion by June 30
	111 - 151	Wait	100%	App			#DIV/0!	\$0			#DIV/0!			#DIV/0!		
	111 - 213	DoC	51%	App			#DIV/0!	\$0			#DIV/0!			#DIV/0!		
Investment Management																
Kerikeri/Waipapa Proramme Business Case	2	FNDC	66%	App	\$5,860	\$5,860	100%	\$0	\$5,860	\$0	0%	\$5,860	\$5,860	100%	High	Project has been completed.
Activity Management Improvement Plan 18/21 - ONRC Transition Plan	3	WDC	53%	App	\$98,900	\$7,575	8%	\$91,325	\$10,000	\$7,575	76%	\$30,000	\$7,575	25%	High	Behind programme, but will catch up with the Whangarei Network Operating Framework (NOF) which is currently underway.
Activity Management Improvement Plan 18/21 - Programme Business Case - AMP	3	WDC	53%	App	\$129,654	\$31,430	24%	\$98,224	\$30,000	\$16,840	56%	\$80,000	\$31,430	39%	High	Behind programme, but will spend budget through the development of the Regional AMP.
Regional Land Transport Plan	1	NRC	54%	App	\$557,140	\$73,483	13%	\$483,657	\$100,000	\$38,208	38%	\$150,000	\$73,483	49%	High	Costs will escalate as work in this areas picks up
Regional Public Transport Plan	3	NRC	54%	App	\$48,329	\$3,075	6%	\$45,254	\$7,000	\$1,950	28%	\$14,000	\$3,075	22%	High	Costs will escalate as work in this areas picks up
Regional Road Safety Action Plan	3	NRC	54%	App	\$310,022	\$47,686	15%	\$262,336	\$40,000	\$20,037	50%	\$80,000	\$47,686	60%	High	This is an ongoing programme.
Road Safety Promotion																
High Strategic Fit	432	FNDC	66%	App	\$1,038,334	\$346,111	33%	\$692,223	\$260,000	\$85,375	33%	\$520,000	\$346,111	67%	High	Programme well on track for completion.
	432	WDC	53%	App	\$520,635	\$145,410	28%	\$375,225	\$90,000	\$4,560	5%	\$185,000	\$145,410	79%	High	Ongoing programme
	432	KDC	61%	App	\$255,259	\$4,699	2%	\$250,560	\$85,000	\$4,699	6%	\$110,000	\$53,689	49%	High	Full funding uptake by year end is forecast
	432	NRC	54%	App	\$77,544	\$11,806	15%	\$65,738	\$20,000	\$3,300	17%	\$35,000	\$11,806	34%	High	Ongoing programme.
	432	NRC	54%	App	\$56,834	\$9,619	17%	\$47,215	\$12,000	\$3,895	32%	\$20,000	\$9,619	48%	High	Ongoing programme
Medium Strategic Fit	432	FNDC	66%	App	\$100,000	\$33,333	33%	\$66,667	\$25,000	\$9,486	38%	\$50,000	\$33,333	67%	High	Programme well on track for completion.
	432	WDC	53%	App	\$20,780	\$0	0%	\$20,780	\$2,500	\$0	0%	\$5,000	\$0	0%	High	Ongoing programme
	432	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	No financial assistance requested under this funding category
	432	NRC	54%	App	\$61,785	\$9,250	15%	\$52,535	\$15,000	\$3,978	27%	\$30,000	\$9,250	31%	High	Ongoing programme
Bike Skills Training	432	WDC	53%	App	\$188,435	\$31,640	17%	\$156,795	\$35,000		0%	\$70,000		0%	High	Ongoing programme
ACC Funded Cycle Education	432	WDC	100%	App	\$22,500	\$0	0%	\$22,500	\$0		#DIV/0!	\$0		#DIV/0!	High	Ongoing programme
Walking & Cycling Improvements																
	452	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	No financial assistance requested under this funding category
Cycleways Construction 2018/21 - -Construction	452	WDC	53%	App	\$1,200,000	\$0	0%	\$1,200,000	\$0	\$0	#DIV/0!	\$100,000	\$0	0%	Low	Kamo Shared Path Extension project has been deferred until next financial year (2021/22) to enable focus on CIP funded "Shovel Ready" Raumanga Shared Path project.
Cycleway Construction 18/21 - Cycleway Design	452	WDC	53%	App	\$500,000	\$0	0%	\$500,000	\$200,000	\$0	0%	\$500,000	\$0	0%	Low	As above.
Cycleway Construction 15/18 - Construction	452	WDC	53%	App	\$231,060	\$104,482	45%	\$126,578	\$231,060	\$0	0%	\$231,060	\$104,482	45%	High	Project nearing completion
Mangawhai Shared Path	452	KDC	61%	App	\$7,665,200	\$0	0%	\$7,665,200	\$0	\$0	0%	\$580,000	\$0	0%		

Low Cost Low Risk

Low cost / low risk improvements 2018-21-Local Roads	341	FNDC	66%	App	\$14,200,062	\$3,251,223	23%	\$10,948,839	\$3,576,007	\$876,318	25%	\$6,259,424	\$3,251,223	52%	High/Medium	Programme on track for completion.
Low cost / low risk improvements 2018-21-Local Roads	341	WDC	53%	App	\$7,988,852	\$1,839,160	23%	\$6,149,692	\$800,000	\$82,584	10%	\$3,500,000	\$1,839,160	53%	High	Programme slightly behind due to impact of July emergency works and PGF/"Shovel Ready" projects. Expected to be completed by end of financial year.
Low cost / low risk improvements 2018-21-Local Roads	341	KDC	61%	App	\$4,443,121	\$804,776	18%	\$3,638,345	\$600,000	\$462,232	77%	\$1,005,833	\$804,776	80%	High	Full uptake of funding expected however budget will reduce to accommodate Mangawhai shared path project moving to WC324. expected LCLR budget
Low Cost Low Risk Improvements 18/21 - Public Transport	532	NRC	54%	App	\$1,113,996	\$261,863	24%	\$852,133	\$237,000	\$205,527	87%	\$471,353	\$261,863	56%	High	Ongoing programme
Low cost / low risk improvements 2018-21-Local Roads	341	Wait	100%	App			#DIV/0!	\$0			N/A			N/A		
Local Road Improvements																
LED Streetlight Upgrades	324	FNDC	85%	App	\$24,087	\$21,587	90%	\$2,500	\$21,140	\$16,140	76%	\$24,087	\$21,587	90%	High	This project is on track for completion. There is a small number of lights still to be replaced with the Infill Light Improvement work under Low Cost/Low Risk.
LED Streetlight Upgrades	324	WDC	85%	App	\$459,842	\$459,842	100%	\$0	\$459,842	\$355,188	77%	\$459,842	\$459,842	100%	High	Project complete.
Maunu Rd/Central Ave/Walton St/Water St Int	324	WDC	53%	App	\$50,000	\$0	0%	\$50,000	\$50,000	\$0	0%	\$50,000	\$0	0%	High	Project nearly complete. Just waiting on work to be claimed.
Maunu/Porowini Intersection Improvements	324	WDC	53%	App	\$594,869	\$297,788	50%	\$297,081	\$300,000	\$213,339	71%	\$594,869	\$297,788	50%	Medium	Project completed and may have some surplus. Just waiting on final claims
LED Streetlight Upgrades	324	KDC	85%	App	\$52,575	\$205	0%	\$52,370	\$1,000	\$0	0%	\$10,000	\$205	2%	High	Ongoing programme
Provincial Growth Fund																
<u>Far North District Council</u>																
Ngapipito and Peria Rds Redevelopment	324	FNDC	100%	App	\$13,850,000	\$701,403	5%	\$13,148,597	\$1,000,000	\$0	0%	\$4,500,000	\$701,403	16%	N/A	No financial assistance requested under this funding category
Ruapekapeka Rd Redevelopment	324	FNDC	100%	App	\$6,350,000	\$336,353	5%	\$6,013,647	\$500,000	\$0	0%	\$1,850,000	\$336,353	18%	High	
<u>Whangarei District Council</u>																
	324	WDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	#DIV/0!	\$0	\$0	#DIV/0!	N/A	No financial assistance requested under this funding category Funding expected to span across two years 2020/21-2021-22 FY, adjustments to be made to increase total cost of project to \$6.5M due to engineers estimates and tenders being higher than first phase of planning. Expenditure expected to be \$3.3M this FY
<u>Kaipara District Council</u>																
Poutu Rd Seal Extension - Const. - Stage 1	324	KDC	100%	App	\$4,830,307	\$299,301	6%	\$4,531,006	\$200,000	\$175,977	88%	\$1,144,000	\$299,301	26%	High	Full uptake of funding expected
Poutu Rd Seal Extension - Pre-Imp. - Stage 2 - Inv	324	KDC	100%	App	\$253,823	\$64,581	25%	\$189,242	\$10,000	\$3,730	37%	\$161,000	\$64,581	40%	High	Full uptake of funding expected
50 Max Bridge Improvements - Const.	324	KDC	100%	App	\$87,400	\$0	0%	\$87,400	\$0	\$0	#DIV/0!	\$20,000	\$0	0%	High	Full uptake of funding expected
PGF Programme Support - Detailed Business Case	324	KDC	100%	App	\$650,000	\$221,809	34%	\$428,191	\$162,500	\$136,089	84%	\$325,000	\$221,809	68%	High	Full uptake of funding expected
PGF Unsealed Roads Network Improvements	324	KDC	100%	App	\$3,150,000	\$0	0%	\$3,150,000	\$0	\$0	#DIV/0!	\$2,000,000	\$0	0%	High	Full uptake of funding expected
Waipoua River Bend - Pre-Imp - Construction	324	KDC	100%	App	\$1,480,000	\$156,601	11%	\$1,323,399	\$44,000	\$33,708	77%	\$594,000	\$156,601	26%	High	Full uptake of funding expected
Waipoua River Bend - Pre-Imp - Investigation	324	KDC	100%	App	\$94,912	\$1,049	1%	\$93,863	\$1,049	\$1,049	100%	\$1,049	\$1,049	100%	High	Investigation complete, remaining budget will be transferred to construction
<u>Northland Regional Council</u>																
	324	NRC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	N/A	No financial assistance requested under this funding category
Passenger Transport																
CityLink Bus Service	511	NRC	54%	App	\$1,770,745	\$335,502	19%	\$1,435,243	\$338,000	\$111,091	33%	\$700,000	\$335,502	48%	High	This funding will be fully utilised by the end of the financial year.
Public Transport Facilities/Ops/Maint	514	NRC	54%	App	\$184,000	\$19,112	10%	\$164,888	\$35,000	\$6,625	19%	\$70,000	\$19,112	27%	High	This funding will be fully utilised by the end of the financial year.
Total Mobility Operations	517	NRC	60%	App	\$404,900	\$113,558	28%	\$291,342	\$101,200	\$60,312	60%	\$202,400	\$113,558	56%	High	There has been an increase in client usage compared to the same time in 2019.
Total Mobility Wheelchair Hoist Installation	519	NRC	60%	App	\$25,000	\$0	0%	\$25,000	\$0	\$0	0%	\$0	\$0	0%	Low	This is an annual provision available to service providers operating wheelchair
Total Mobility Wheelchair Hoist Use Payments	521	NRC	100%	App	\$47,000	\$9,653	21%	\$37,347	\$8,000	\$5,640	71%	\$20,000	\$9,653	48%	High	This funding will be fully utilised by the end of the financial year.
SuperGold Card	522	NRC	100%	App	\$104,000	\$104,000	100%	\$0	\$104,000	\$104,000	100%	\$104,000	\$104,000	100%	High	This ia an annual allocation provided at the start of the financial year
Information supply, Ops and Maintenance	524	NRC	54%	App	\$113,100	\$48,257	43%	\$64,843	\$40,000	\$26,441	66%	\$80,000	\$48,257	60%	High	This funding will be fully utilised by the end of the financial year.
Regional Consortium Ticketing Solution Imp.	524	NRC	65%	App	\$50,337	\$0	0%	\$50,337	\$15,000	\$0	0%	\$30,000	\$0	0%	High	BeeCard system now fully implemented. Financial side being finalised
Ticketing Solution Implementation	531	NRC	65%	App	\$78,370	\$4,395	6%	\$73,975	\$150	\$141	94%	\$30,000	\$4,395	15%	High	BeeCard system now fully implemented. Financial side being finalised
Regional Consortium Ticketing Solution Imp.	524	NRC	54%	App	\$27,833		0%	\$27,833	\$4,000	\$79	2%	\$20,000		0%	High	BeeCard system now fully implemented. Financial side being finalised





TITLE: Northland Rail Upgrade - KiwiRail Update

ID: A1406633

From: Chris Powell, Transport Manager - Northland Transport Alliance

**Authorised by
Group Manager:** Tony Phipps, Group Manager - Customer Services - Community Resilience,
on 03 February 2021

Executive summary/Whakarāpopototanga

This report serves to introduce the KiwiRail representative, Eric Hennephof, Programme Director Northland, who will be updating the Regional Transport Committee on the progress made in regard to the Northland Rail Upgrade project and provide a broad overview of future rail plans in Northland.

Recommendation

That the report 'Northland Rail Upgrade - KiwiRail Update' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 25 January 2021, be received.

Background/Tuhinga

Following the release of the Draft New Zealand Rail Plan and the receipt of funding from the Provincial Growth Fund, KiwiRail commenced work on the upgrade of the Swanson to Whangarei rail line.

Eric Hennephof will detail the progress to date on the projects relating to the Northland Rail Upgrade and provide an overview of plans relating to the Marsden Point Rail Link and the re-opening of the Whangarei/Otiria rail link and any other future projects.

The Regional Transport Committee elected representatives will be able to put questions to Eric Hennephof.

Attachments/Ngā tapirihanga

Nil

TITLE: Northland Road Safety Update

ID: A1407050

From: Ian Crayton-Brown, Transport Projects Officer

Authorised by Tony Phipps, Group Manager - Customer Services - Community Resilience,
Group Manager: on 03 February 2021

Executive summary/Whakarāpopototanga

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

Recommendation

That the report 'Northland Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer and dated 2 February 2021, be received.

Background/Tuhinga

Regional road safety progress reports are tabled at each Regional Transport Committee (RTC) meeting. These shared reports include input from the Northland Road Policing Manager and the Northland Transportation Alliance. This report provides 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: Police Presentation is a document from the Northland Road Policing Manager detailing their road safety operational work and statistics.

Attachment 2: The Weekender - Road Safety Infrastructure Improvement Projects: Nick Marshall –

Road Trauma Update:

Provisional Road Death Statistics for 2020:

- National = 320 deaths compared to 352 in 2019
- Northland = 29 deaths compared to 29 in 2019

Over the past 10 years, more than 3200 people have died in road crashes in New Zealand, and an estimated 23,000 have been seriously injured according to Greg Lazzaro the Waka Kotahi General Manager, Safety, Health & Environment in a press release on the 2020 road toll.

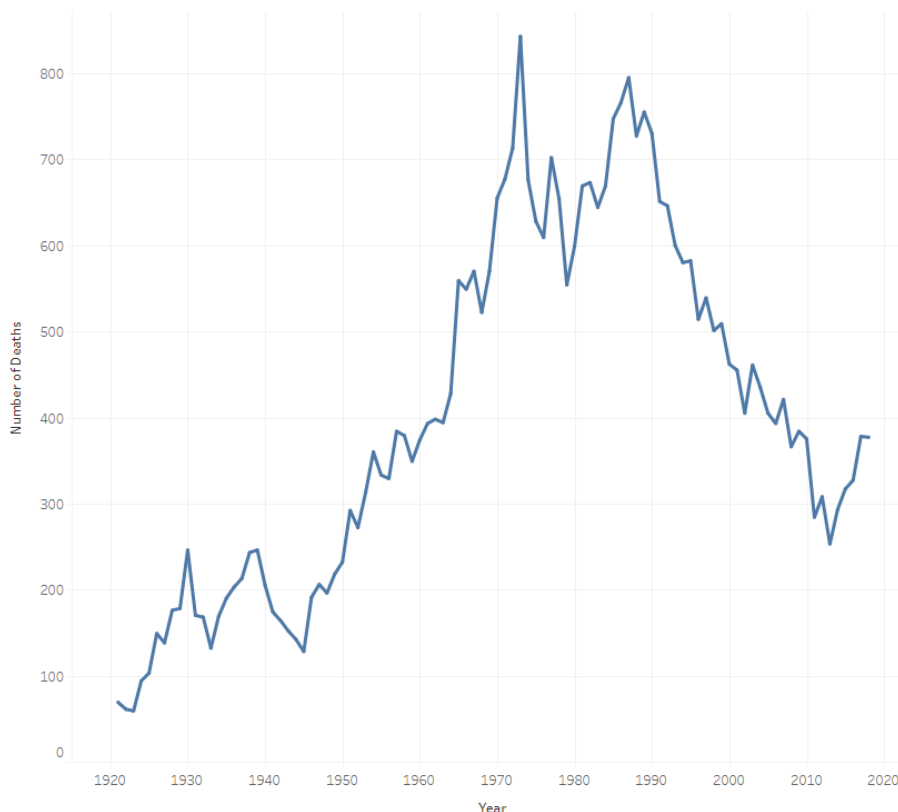
Separate Crash Analysis (CAS) data generated for Northland shows that between 1980 and 2020 there has been 1190 fatal crashes causing 1378 deaths. There have been 5881 serious injuries. The peak deaths of 54 people occurred in 1989 and the lowest number of deaths recorded being 7 which occurred in 2011. During this period there were no other times total annual deaths were 10 or below.

Between 1980 & 2020 the annual average number of deaths was 33.6. The annual average of serious injuries was 143.4.

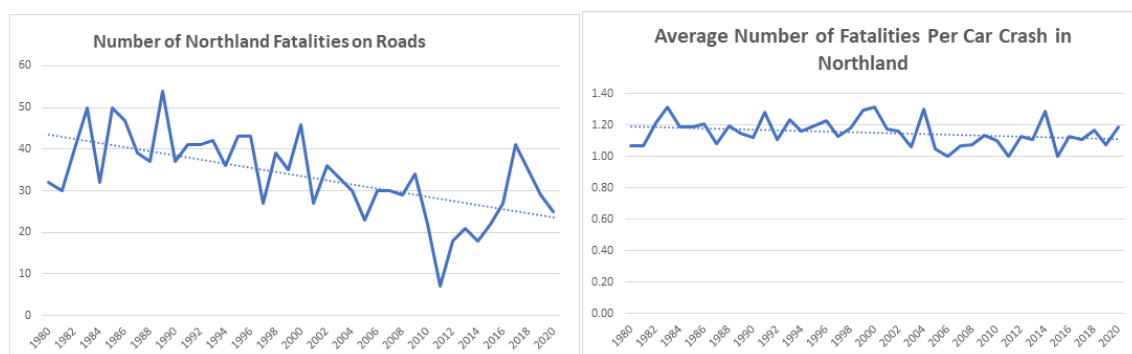
During the period of 2010 & 2020 there have been 265 deaths with an average of 24 deaths per annum and 1525 serious injuries averaging 138.6 per annum.

There have only been three years – 2011, 2012 & 2014 where there has been under 20 total deaths in a calendar year. In those years there were 7 deaths & 18 deaths respectively.

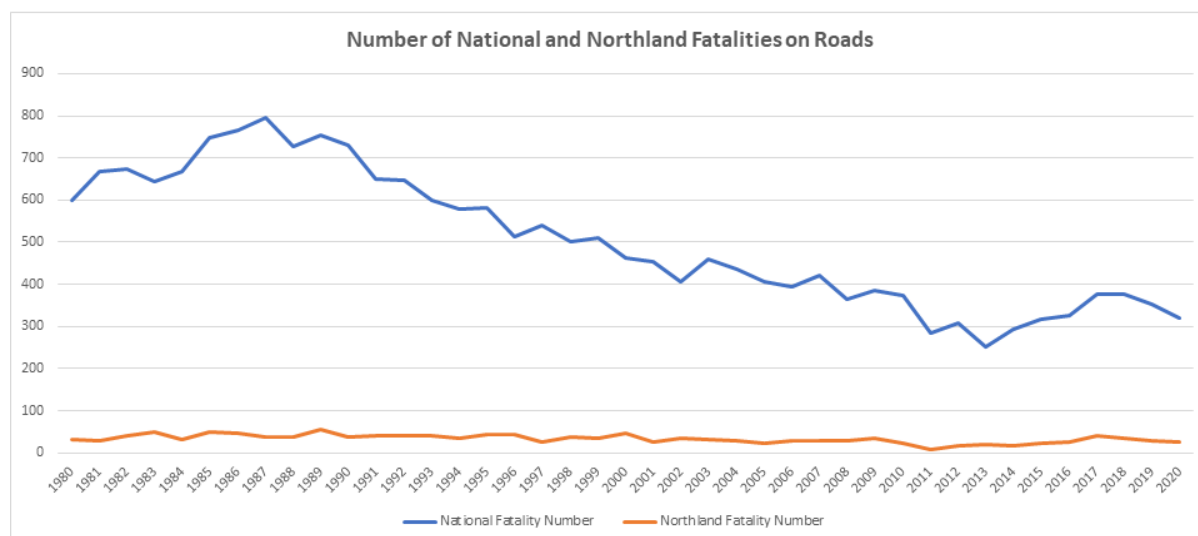
The following table shows the national road death trends from 1920 to 2020 with the annual peak being in 1973 with 843 deaths and a low in 2013 of 253 deaths.



The first of the two tables below show a trending down of Northland fatal crashes albeit erratically. The second table reminds us that often there is more than one death in some fatal crashes.



The following table shows the National & Northland Fatalities as a comparison for the period 1980 to 2020.



Christmas National & Northland Respectively Holiday Road Deaths Last 5 Years:

- | | |
|-------------------------|----------------------|
| • 2016/2017 - 19 deaths | 2016/2017 - 3 deaths |
| • 2017/2018 – 12 deaths | 2017/2018 – 3 deaths |
| • 2018/2019 – 9 deaths | 2018/2019 – 1 death |
| • 2019/2020 – 4 deaths | 2019/2020 – 0 deaths |
| • 2020/2021 – 11 deaths | 2020/2021 – 1 death |

2021 Year to Date Road Death Statistics:

- National = 18 deaths compared to 22 in 2020
- Northland = 4 death compared to 2 in 2020

† Road Deaths Statistics

	LOCAL ROAD FATALITIES THIS YEAR	STATE HIGHWAY FATALITIES THIS YEAR	TOTAL FATALITIES THIS YEAR
FAR NORTH	1	2	3
WHANGAREI	0	1	1
KAIPARA	0	0	0
NORTHLAND	1	3	4
NATIONAL			18

During December and the holiday period in Northland, crashes continued to involve vehicles hitting power poles. Joint media coverage with Northpower, Top Energy and Northland Police warning Northland drivers of the RIDS (Restraints, Impairment, Distractions, Speed) risks, dangers and the consequences around live wires. Features were included in the Northern Advocate, 'Bream Bay & Savvy' summer supplements.



Additional social media messaging occurred on the Northland Road Safety Facebook and Instagram platforms with short road safety video tips filmed & edited by Nicole Korach and posted daily throughout December and into January 2021. A collage of participants below.



Road Safety Delivery:

Motorcycle Safety - Ride Forever (R4E) Rider Training Update: For the 2020/21 financial year ending June 2021, 98 riders have participated in the Ride Forever (R4E) rider training programme across Northland.

The breakdown included riders participating in the following courses totals 91: -

- 34 on the Bronze course;
- 33 on the Silver course; and
- 31 on the Gold course.

Truck Education and Health Stops scheduled for the 24th of February 2021 at Uretiti. This stop is also acknowledging the important role freight drivers have on safely delivering goods around Northland.

Fatigue/Driver Reviver Stop scheduled for 18th December 2020 was cancelled due to CVST Operation covering north & southbound trucks that were involved in shifting containers from Northport back to Auckland.

Fatigue/Driver Reviver Stop scheduled for 29th January 2021 was cancelled due to the recent positive Covid case visiting the Bream Bay area where a large number of our volunteers reside and underwent testing.

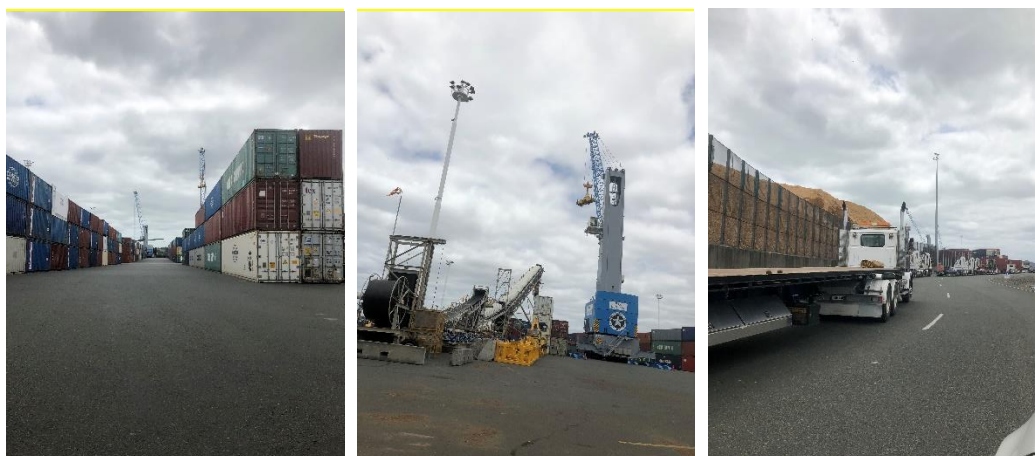
At this stage the Fatigue/Driver Reviver Stop scheduled for the 5th February (Waitangi Weekend) is still planned to go ahead.

Heavy Vehicle Operation:

Both NorthPort and the Auckland/Northland Police Commercial Vehicle Safety Teams (CVST) carried out a campaign during the period that containers were being transported from NorthPort back to Auckland and some to Whangarei.

A number of issues with vehicles and drivers were addressed by the safety teams. Some road safety resources targeting driver behaviour were also handed out to truck drivers while they were down at NorthPort awaiting access to the unloaded containers.

A second container ship has been unloaded at Marsden Point and Police have continued monitoring and doing truck inspections.



NorthPort Container Photos

Road Safety Promotion/Media: Road safety promotion work continues supporting Police and partners with road safety promotion at events such as the Touch A Truck Day, Driver Reviver/Fatigue Stops and Truck Education and Health Stops with key messaging such as 'RIDS' – Restraints, Impairment, Distractions, Speed which continue to feature too frequently in our serious injury and fatal crashes.

Advertising themes in the Road Safety Advertising Calendar 2020/21 for the months of January and February are 'Speed, Young Drivers, Motorcycling, Seatbelts'.

Community at Risk Register 2020

The following Community at Risk Register 2020 Northland region profiles have been included in the just completed Northland Road Safety Issues 2015-2019 Crash Data document by WSP. A copy of the 2019 Northland Register profile follows for comparison.

There are some new emerging trends on the Register, but they are issues we have been recognising in Northland already, such as motorcyclists, speed, fatigue and consequences such as vehicles hitting power poles and other roadside objects which dovetails into the 'Safe System Approach'.

Project Number: 1-13740.20
Northland Road Safety Issues
2015 to 2019 Crash Data

6 Communities at risk register 2020

6.1 Far North 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	8 DSI/100MVKT
• Motorcyclist Involved	Medium concern	178 DSI/100MVKT
• Restraints	High concern	2 DSI/100MVKT
• Pedestrian involved	High concern	3 DSI/100MVKT

6.2 Kaipara District

• All deaths and serious casualties	High concern	11 DSI/100MVKT
• Young drivers (16 to 24)	High concern	36 DSI/100MVKT
• Alcohol / drugs	High concern	3 DSI/100MVKT
• Speed	High concern	3 DSI/100MVKT
• Rural loss of control / head on	High concern	9 DSI/100MVKT
• Motorcyclist involved	High concern	215 DSI/100MVKT
• Fatigue	High concern	1 DSI/100MVKT
• Old Road Users (75+ years)	Medium concern	12 DSI/100MVKT
• Restraints	High concern	1 DSI/100MVKT

6.3 Whangarei District

• Young drivers (16 to 24)	Medium concern	18 DSI/100MVKT
• Speed	Medium concern	2 DSI/100MVKT
• Rural loss of control / head on	Medium concern	6 DSI/100MVKT
• Old Road Users (75+ years)	Medium concern	11 DSI/100MVKT
• Pedestrian involved	High concern	4 DSI/100MVKT

6.4 Northland Region

• All death and serious casualties	High concern	10 DSI/100MVKT
• Young drivers (16 to 24)	High concern	26 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	174 DSI/100MVKT
• Pedestrian involved	Medium concern	3 DSI/100MVKT
• Fatigue	Medium concern	1 DSI/100MVKT
• Restraints	High concern	1 DSI/100MVKT

Project Number: 1-13740.20
Northland Road Safety Issues
2015 to 2019 Crash Data

5 Communities at risk register 2019

The below issues have been identified in the "Communities at Risk Register 2019" produced by the Transport Agency. This register highlights the personal risk to road users, calculated on average annual death and serious injury (DSI) crashes, based on a 5-year crash history. The risk shown are in terms of DSI per 100 million vehicle kilometres travelled (DSI/100MVKT).

Communities with high concern in regard to a risk are greater than 1 standard deviation above the mean. Communities with a medium concern in regard to a risk are greater than 0.5 but less than 1 standard deviation above the mean.

5.1 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

5.2 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

5.3 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

5.4 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

Road Safety Infrastructure Improvement Projects: Nick Marshall –

‘The Weekender’ January 22, 2021 newsletter attached highlights various work programmes occurring in the Far North. Page two of the newsletter covers some of the road sealing, barrier, audio tactile, pedestrian and cycle safety improvement work taking place across the district.

Other key Road 2 Zero projects taking place this year relates to ongoing speed management work.

- Far North
 - Tranche 1; Waimate - Okaihau - Kaeo area. Implementation has been delayed due to supply chain issues for signs. Target implementation of Feb/March 2021
 - Tranche 2; North Hokianga – Broadwood – Ahipara – 90 Mile Beach.
- Whangarei
 - Tranche 1; Vinegar Hill, Waipu, One Tree Point / Ruakaka areas. Working towards implementation in April/May 2021.
 - Tranche 2; Cove Rd (Waipu Cove, Langs Beach). Hearing in February, implementation mid-late 2021.
 - Tranche 3; Whangarei Heads. Consultation stage to kick off late 2021 early 2022.
- Kaipara
 - Tranche 1; Kaiwaka - Mangawhai area (east coast and southern region). Hearing in February, implementation mid-late 2021.
 - Tranche 2; Pouto Peninsula (entire west coast). Consultation stage to kick off late 2021 early 2022.

Attachments/Ngā tapirihanga

Attachment 1: Attachment 1 Police Road Safety Presentation [!\[\]\(de95854c7ee024cfadc48187bbb781b2_img.jpg\) !\[\]\(cef08d8c15d8a8acd5e25ab0d65432c3_img.jpg\)](#)

Attachment 2: The Weekender 22 January 2021 FNDC Update [!\[\]\(3211b5d1d968fc1665909b34f9f16010_img.jpg\) !\[\]\(d47ad152ec3d86a04ad64c8049e1f17f_img.jpg\)](#)

Northland Road Policing

- 19 January 2021



Northland Road toll 2020 was 27

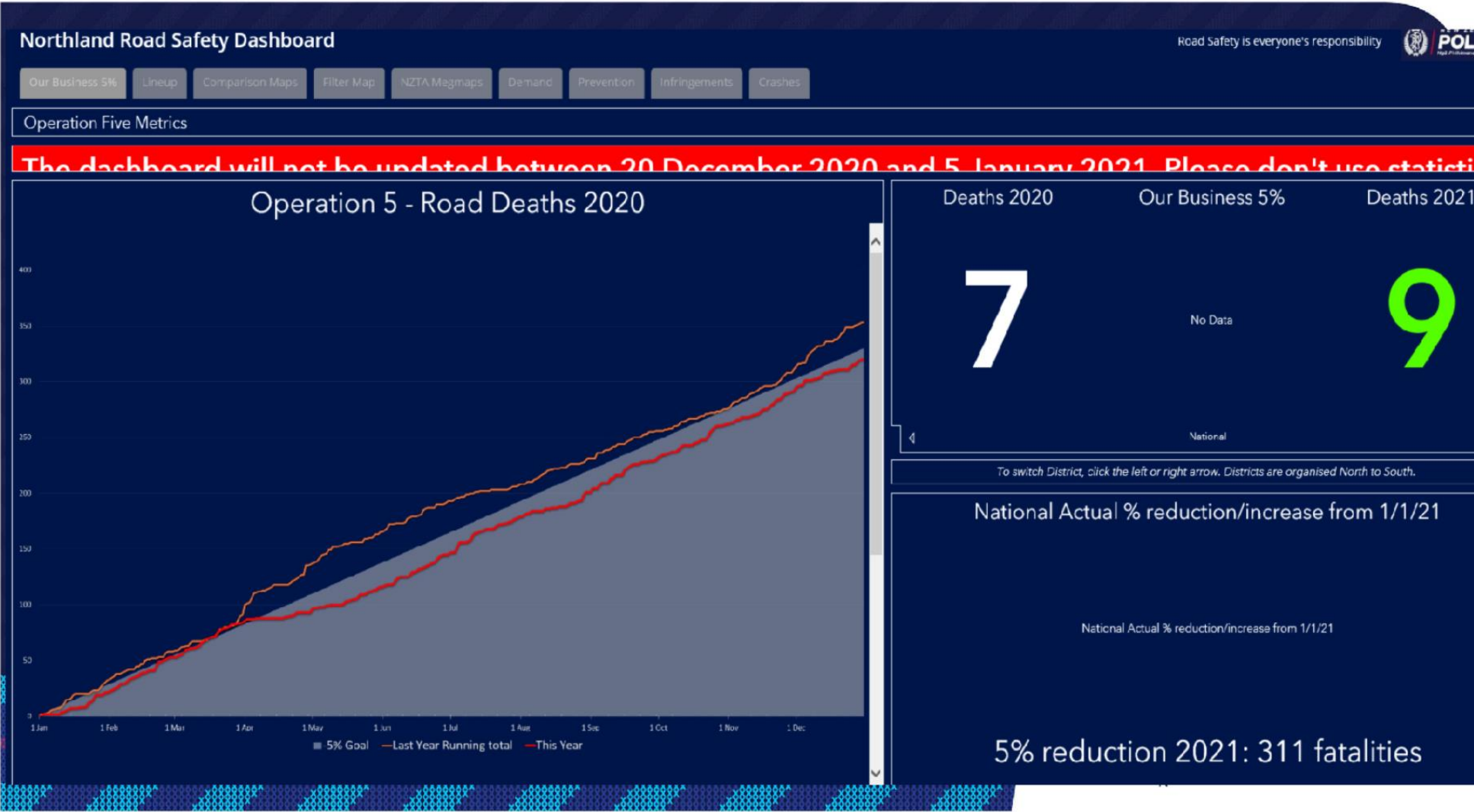
1	3/01/2020	1700hrs	SH1 Waipu	2 car head on. M offending driver 49yrs dead	Y	Y	1
2	26/01/2020	0607hrs	Bank St/Dominion Rd Kaitaia	Car vs tree. Driver deceased	N	?	1
3	23/02/2020	0213hrs	Whananaki North Rd	Ute vs tree. M driver + 2 x children dead	Y	N	3
4	3/03/2020	1000hrs	SH10 Mangonui	Ute vs car. F car passenger dead. M ute driver charged	N	Y	1
5	13/03/2020	1415hrs	SH1 Towai	Car vs car. F offending driver dead, + 2 x F passengers	N	Y	3
6	26/03/2020	1840hrs	Oakleigh Paparoa Rd	Ute vs bank. M driver dead	Y	N	1
7	6/04/2020	0830hrs	Brooks Rd Waipu	Can vs tree. M driver dead	N	Y	1
8	19/04/2020	1945hrs	Mason Ave Moerewa	Car vs parked car. 18 yr old F dead. M driver charged	Y	N	1
9	17/06/2020	1520hrs	Awaroa Rd Broadwood	M/bike vs fence. 19 yr old M dead	N	N/A	1
10	26/06/2020	0705hrs	SH14 Wheki Valley	Car vs truck. F offending driver dead	N	Y	1
11	29/07/2020	0700hrs	SH1 Okaihau	Car vs drain. F driver dead	Y	N	1
12	6/08/2020	1840hrs	SH1 Hikurangi	Ute vs pedestrian. M ped dead	Y	N/A	1
13	29/08/2020	0250hrs	Pukepoto Rd Kaitaia	Car vs ditch. 25 yr old F driver dead	Y	Y	1
14	5/09/2020	1208hrs	SH15 Awarua near Twin Bridges	M/bike vs road sign. Helmet unfastened. M rider dead	N	N/A	1
15	6/09/2020	1325hrs	Pipiwai Rd Whangarei	Car vs powerpole. F driver dead	Y	Y	1
16	12/09/2020	0010hrs	Whangarei Heads Rd	Car vs bank. M driver 22yrs dead	Y	Y	1
17	10/10/2020	0118hrs	Kaitaia-Awaroa Rd	Car vs pole. M back R passenger dead	Y	N	1
18	20/10/2020	1800	Matthews Ave Kaitaia	Car vs ped. M24yrs 1S	Y	N/A	1
19	30/10/2020		SH1 Mata	Trailer vs 2 x cars. 9 yr old F deceased	N	Y	1
20	19/11/2020	2130	SH1 Te Kao	Car vs bank. F driver 31 yrs ejected and deceased	Y	N	1
21	23/11/2020	206	Maunu Rd Whangarei	Car vs pole. 18yr M back R passenger deceased	Y	N	1
22	29/11/2020	0.01	SH1 Waiharara	Motorcycle into ditch. 68 yr old male deceased	Y	N/A	1
23	2/12/2020	1300	Kaitaia-Awaroa Rd, Ahipara	Car into ditch. 3 month old F deceased	N	N	1
TOTAL					16	7	27

Northland Road toll currently 1

					Alcohol/drugs	Seat belt	Killed
1	01/01/2021	1630hrs	SH1 Hikurangi	SUV vs SUV head on – Fatigue was a factor. 6 Year old passenger killed.	Waiting on ESR	Y	1
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
TOTAL 1							1



NEW ZEALAND
POLICE
Ngā Pirihimana o Aotearoa



Summer priorities

- RIDS offending: Restraints, Impairment, Distractions and Speed
- Compulsory Breath Testing (alcohol and drugs) checkpoints
- Waitangi Day/Long weekend operation
- National Road Policing Focus – Speed
- Focus on alternative resolutions and education through partnerships and iwi.



Auckland summer support

- 697 Compulsory breath test's, 11 returned a positive result which is under 2% of our drivers being sober.
- 66 RID's Infringements issued over 2 week period across various Whangarei sites.
- Located stolen vehicle that had failed to stop. Vehicle left unattended with infant in child in car seat. Driver located and arrested.
- Finished 31st January 2021.



Far North Summer Operation

- 2817 Compulsory Breath Test's completed – 3 week period, 29 resulted in positive results for excessive breath alcohol.
- 197 RIDS notices issued over the same period.
- 16 year old forbidden driver stopped with windscreen smashed and no front plate. Vehicle impounded and summons to court.
- Two vehicles spotted doing burnouts on 90 Mile Beach, Ahipara, both vehicles impounded and driver's summonsed to court.
- There has been multiple results of 650+ in excess breath alcohol.
- Positive feedback from the community about the impact on the community.





OUR BUSINESS TĀ TĀTOU UMANGA



» POLICING BY CONSENT – TO HAVE THE TRUST AND CONFIDENCE OF ALL »

WHY WE'RE HERE HE AHATĀTOU I TO AJ HEI RŌPO

OUR VISION



OUR PURPOSE

TO ENSURE EVERYBODY CAN
BE SAFE & FEEL SAFE

WHAT WE DO HE AHA Ā TĀTOU MAHI

OUR MISSION

TO PREVENT CRIME AND HARM THROUGH EXCEPTIONAL POLICING



OUR GOALS

- SAFE HOMES
FREE FROM CRIME AND VICTIMISATION
- SAFE ROADS
PREVENTING DEATH AND INJURY WITH OUR PARTNERS
- SAFE COMMUNITIES
PEOPLE ARE SAFE WHEREVER THEY LIVE, WORK AND VISIT

HOW WE DO IT HE PĒHEA E MAHIA AIE TĀTOU

OUR OPERATING MODEL

PREVENTION FIRST
"TAKING EVERY OPPORTUNITY TO PREVENT HARM"



OUR RELATIONSHIP WITH MĀORI

TE HUIRINGA O TE TAI
"BETTER OUTCOMES FOR ALL BY WORKING IN PARTNERSHIP WITH MĀORI"

OUR PRIORITIES

- BE FIRST, THEN DO
STRENGTHENING HOW AND WHO WE ARE AS AN ORGANISATION
- DELIVER THE SERVICES NEW ZEALANDERS EXPECT AND DESERVE
UNDERSTANDING AND PROVIDING WHAT THE PUBLIC WANT FROM THEIR POLICE
- FOCUSSED PREVENTION THROUGH PARTNERSHIPS
FOCUSSED POLICE EFFORT AND WORKING WITH OTHERS TO ACHIEVE BETTER OUTCOMES

OUR PEOPLE

ARE:

- SAFE AND FEEL SAFE
- VALUED
- FAIR TO ALL
- COMPASSIONATE AND REFLECTIVE

OUR LEADERSHIP

CREATING AN ENVIRONMENT WHERE WE:

- LIVE OUR VALUES, INDIVIDUALLY AND COLLECTIVELY
- ARE INCLUSIVE – EVERYONE CAN BE THEMSELVES
- ENABLE OUR PEOPLE TO BE THEIR BEST, USING THE PHPF

OUR CULTURE

- COLLECTIVE EFFORT FOR SHARED OUTCOMES
- BRINGING HUMANITY TO EVERY INTERACTION

OUR PARTNERS

WORKING WITH AND BESIDE:

- GOVERNMENT AGENCIES
- MĀORI, PACIFIC, AND ETHNIC COMMUNITIES
- COMMUNITY GROUPS
- INDUSTRY AND BUSINESS
- INTERNATIONAL PARTNERS

OUR VALUES » PROFESSIONALISM » RESPECT » INTEGRITY » COMMITMENT TO MĀORI & THE TREATY » EMPATHY » VALUING DIVERSITY



NEW ZEALAND POLICE

Ngā Pirihimana o Aotearoa

THE
Weekender


Te Kaitiaki o te Tai Whenua ki te Kaitiaki

22 January 2021

Kia ora koutou

Welcome everyone to 2021 and the first issue of *The Weekender*, my weekly news update about Council projects and our economic recovery.

Shaun Clarke ONZM
Chief Executive



\$2 million plans to ramp up Hokianga wharves

A new wharf at Rangi Point will be the first to be built on the Hokianga Harbour for more than 30 years.

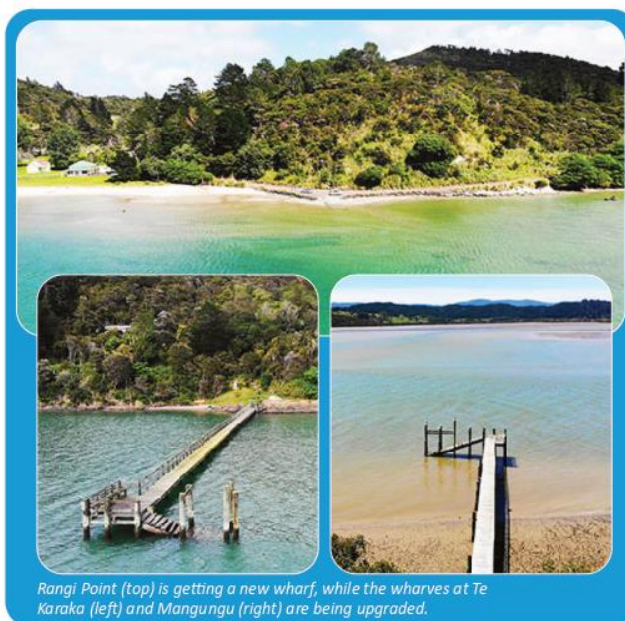
The development is part of a \$2 million upgrade to Hokianga marine facilities.

Rangi Point will get a 144-metre long concrete wharf with a gangway and pontoon, improving links to the isolated Rangi Point community and boosting tourism opportunities.

Work is due to start in April.

It is one of four Hokianga marine projects made possible by a \$1.8m investment from the Provincial Growth Fund and \$200,000 from the Far North District Council.

Elsewhere a floating pontoon and gangway will be installed at Te Karaka and improvements made



Rangi Point (top) is getting a new wharf, while the wharves at Te Karaka (left) and Mangungu (right) are being upgraded.

to the 88-metre wharf.

The pontoon will replace existing timber steps, making the wharf safer and more accessible.

Mangungu wharf, at the start of the Pou Herenga Tai Twin Coast Cycle Trail, will also get a new floating concrete pontoon and gangway to replace its existing steps.

Motuti Marae's 305m-long boardwalk is due to get a floating plastic pontoon that will improve

facilities for kayakers and tourism operators.

The upgrade will also improve access to the marae's Raiatea resource centre.

The projects are being managed by Far North Holdings Limited.

Kura, marae road sealing is on track

Sections of road outside Far North schools, marae and a popular historic site are being sealed by the Council this year to reduce road dust. Ten sections of road, each approximately 300 metres long, are being sealed as part of the Council's \$1 million per annum unsubsidised road sealing programme. The work has already been completed outside three schools and one marae. The remaining seven sites will be completed by the end of March. Meanwhile, the Council has applied dust suppressant compounds to 164 sections of unsealed road – 32km in total – where residents and businesses are most severely impacted by road dust.



Waima School's road sealing is complete (above), with Mangungu Mission (right) and Horeke School (left) roads are expected to be finished next month.

Kura and marae road seal project		
OMANIA SCHOOL	Completed	✓
TE PITI MARAE	Completed	✓
UMAWERA SCHOOL	Completed	✓
WAIMA SCHOOL	Completed	✓
MANGUNGU MISSION	Due 12 February 2021	
HOREKE SCHOOL	Due 28 February 2021	
MANGAMUKA SCHOOL	Due 31 March 2021	
KURA O WAIKARE	Due 31 March 2021	
TOTARA NORTH SCHOOL	Due 31 March 2021	
KO TE AHAU MARAE	Due 31 March 2021	

\$2.5m boost to road safety in Far North

Northland Transportation Alliance will soon begin a \$2.5 million programme improving road safety on Far North roads. The programme will focus on three road improvements aimed at achieving the Government's vision of 'a New Zealand where no one is killed or seriously injured in road crashes'.



The zebra crossing on Kerikeri's Hobson Ave (left) will have a safety makeover and (below) new Audible Tactile Profile (rumble strip) road markings are to be applied.



Roadside barriers: \$1 million contract

Ventia will install new guardrails on Kaitaia Awaroa Rd, Kapiro Road, Rawene Road, and West Coast Road. This targets high risk rural roads where roadside hazards can be eliminated by barriers that absorb impact forces, reducing injuries to motorists.

Audio Tactile Profiles (rumble strips) road markings: \$1 million contract

Preferred tender identified. Night work will begin soon placing Audible Tactile Profile (ATP) road markings on Tai-pa-Fairburn Loop, Waiare Rd / Wiroa Rd and Wehirua Rd, Kaitaia-Awaroa Rd and Old Bay Rd / Te Ahu Ahu Rd. ATP

road markings achieve 20-45% reductions in injury crashes by countering the effects of driver fatigue – a key cause of serious crashes in Northland.

Pedestrian and cycling safety improvements: \$0.5 million

Far North communities have concerns about the safety of pedestrians and cyclists. Risks can be reduced through simple interventions such as raising pedestrian crossings or improving approach ramps to slow traffic where pedestrians cross. For example, an existing zebra crossing on Hobson Ave in Kerikeri will soon have a safety makeover. Currently, drivers cut across pedestrians when turning into a carpark and many 'near misses' have occurred.

Show time for water campaign

Fifty water bottles and 10 re-useable coffee cups (right) were given away last weekend to lucky punters who visited the Far North District Council stand at the Kaikohe A&P Show supporting our save water message. Visitors were asked to fill in a short quiz to win the coffee cups, with most showing good knowledge of Kaikohe's water situation. Water bottles were quickly snapped up, with chilled water on hand to top them up. Visits to the Council stand were steady for much of the day, with the public mingling with elected members and staff.




Members of the public take a water supply quiz to win a prize at the Kaikohe A&P Show (above) while councillors Rachel Smith, Moko Tepania, and John Vujcich popped in to help out at the annual event (right).

Sharing our conservation message

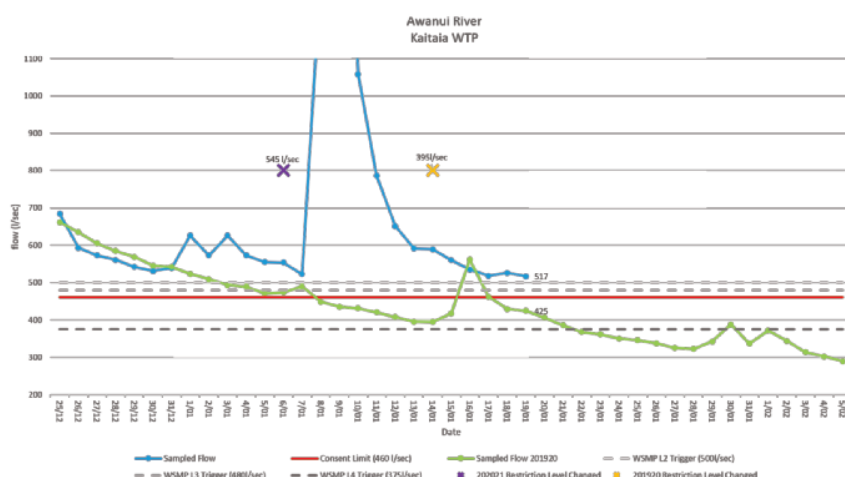


Since 10 December, Far North District Council has run two to four water conservation-themed social media posts each week. A total of 24 social media posts have now been run asking residents and visitors to use water sensibly, offering water-saving tips, and informing communities of restriction rules. Attracting the most attention was our 23 December post announcing Level 2 water restrictions for Kaitaia and Kawakawa-Moerewa. Achieving a reach of 14,494 and engagement of 1104, this post was seen by significantly more people than any other post run so far during the campaign.



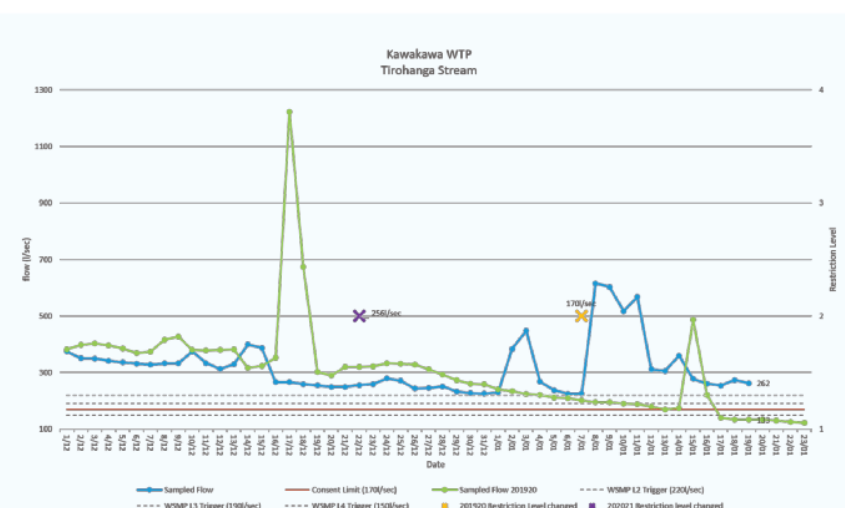
Key water supply levels

There is community anxiety about the health of our waterways following last year's drought. The good news is all supplies are in much better shape than this time last year. However, rainfall has been uneven and water restrictions are in place at Kaitaia, and Kawakawa-Moerewa. The community is also concerned about the Kaikohe supply. This page provides details about those. For information on the state of all our water supplies, go to the Council water supplies [webpage](#).



Kaitaia

Declining flows in Kaitaia's main water source, the Awanui River, remain a concern. Flows continue to fall, although recent rain has slowed that trend. The river level remains above the consent limit and well above flows seen during the same period in 2019/20 when rainfall in Kaitaia was at a historic low. The blue line in the graph above shows flows since 25 December. The green line shows flows in 2019/20. The red line shows the consented flow level of 460 litres per second. The Council must get permission from the Northland Regional Council to take water from the river when flows fall below the consent level.



Kawakawa-Moerewa

Flows in the Kawakawa-Moerewa water source, the Tirohanga Stream, have plateaued on the back of recent rain. The blue line in the graph above shows flows since 1 December. The green line shows flows in 2019/20. The red line shows the consented flow level of 170 litres per second. The Council must get permission from the Northland Regional Council to take water from the stream when flows fall below the consent level.

Kaikohe

There is no graph available for Kaikohe's main water source, the Wairoro Stream, due to discrepancies in readings between NRC and FNDC gauges. This is due to be resolved this week. However, flows have responded well to recent rain and are well above levels seen at the same time last year.

TITLE: Waka Kotahi NZ Transport Agency Update

ID: A1408486

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

Executive summary/Whakarāpopototanga

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

Recommendation

That the report 'Waka Kotahi NZ Transport Agency Update' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 2 February 2021, be received.

Attachments/Ngā tapirihanga

Nil

Authorised by Group Manager

Name: Tony Phipps, Group Manager - Customer Services - Community Resilience,

Title: Group Manager - Customer Services - Community Resilience

Date: 02 February 2021

TITLE: Regional Land Transport Plan 2021/2027 and Regional Public Transport Plan 2021/2031- Progress Report

ID: A1405344

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

This report serves to update the Regional Transport Committee on the Regional Land Transport Plan 2021-2027 (RLTP) and the Regional Public Transport Plan 2021/2031 (RPTP) since the 9 December 2020 meeting.

Recommendation(s)

1. That the report 'Regional Land Transport Plan 2021/2027 and Regional Public Transport Plan 2021/2031- Progress Report' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 20 January 2021, be received.
2. That the Regional Transport Committee approve the recommended changes to the "Strategic Front End" of the Draft Regional Land Transport Plan 2021/2027 for release for public consultation;
3. That the Regional Transport Committee approve the inclusion of the "Upper North Island Shared Statement" into the Draft Regional Land Transport Plan 2021/2027;
4. That the Regional Transport Committee approve the recommended changes to the "Strategic Front End" of the Draft Regional Public Transport Plan 2021/2031 for release for public consultation;
5. That the Regional Transport Committee approve receipt of the Project Teams recommendations in regard to the comments and requested changes to the "Strategic Front End" of the Draft Regional Land Transport Plan 2021/2027 and the Draft Regional Public Transport Plan 2021/2031 and that approval be given to staff to make the necessary changes;
6. That the Regional Transport Committee approve that the Chairman be delegated responsibility to approve minor wording and grammatical changes to the "Strategic Front End" of both the Draft Regional Land Transport Plan 2021/2027 and the Draft Regional Public Transport Plan 2021/2031 if so required whilst ensuring that these changes in no way alter the direction or outcome of the Draft Regional Land Transport Plan 2021/2027 and Regional Passenger Transport Plan 2021/2031 as approved by the Regional Transport Committee.
7. That the Regional Transport Committee approve the proposed consultation process as detailed in this report.
8. That the Regional Transport Committee approve the recommended course of action to be taken in the event that the 'Have your say' sessions are compromised due Covid-19 related restrictions being introduced.
9. That the Regional Transport Committee approve the recommendation that an Extraordinary Regional Transport Committee meeting be arranged to approve the outcomes of the Regional Land Transport Plan 2021-2027 Project Prioritisation workshop.

Background/Tuhinga

At the 9 December 2020 Regional Transport Committee (RTC) meeting, a progress report was tabled providing an update on: -

- The progress made on the “Strategic” front ends of both the Draft Regional Land Transport Plan 2021/2027 (RLTP) and the Draft Regional Public Transport Plan 2021/2031 (RPTP);
- The progress made on the “Funding Application” spreadsheets and the information contained therein;
- The “Project Prioritisation” workshop held following the RTC meeting;
- A draft proposal for the joint consultation process on the Draft RLTP and the Draft RPTP.

At the meeting, the following recommendations were approved:

- That the RTC approve the proposal to use a “OneDrive” file for recommended changes and comments to be made directly into the Draft Regional Land Transport Plan 2021-2027 and Regional Public Transport Plan;
- That the RTC approve the use of the proposed Regional Land Transport Plan 2021-2027 financial spreadsheets;
- That the RTC approve the inclusion of the financial spreadsheet containing “Non-subsidised Programmes and Projects” in the Regional Land Transport Plan 2021-2027.
- That the RTC approve the inclusion of the financial spreadsheet containing “Non-subsidised Programmes and Projects” in the Regional Land Transport Plan 2021-2027;
- That the RTC approve the proposed consultation process as detailed in this report.

Draft Regional Land Transport Plan 2021/2027 and Draft Regional Passenger Transport Plan 2021/2031

Part 1 - Strategic Front End

Following the December 2020 RTC meeting, both the Draft Regional Land Transport Plan 2021/2027 (RLTP) and the Draft Regional Public Transport Plan 2021/2031 (RPTP) were placed on the Northland Regional Council “OneDrive” system. Access was provided to all elected RTC representatives and their senior support managers. Access to the members of the Project Team remained in place following their review and comments on the draft documents during November 2020.

The RTC members were requested to provide their comments and recommended changes by Friday 22 January 2021.

The Project Team will discuss these on 5th February 2021 and present their recommendations for consideration at the 10 February 2021 RTC meeting.

A “Draft Upper North Island Shared Statement” for inclusion in the RLTP has been completed and distributed for consideration.

See **Attachment 1** for a copy of the most recent statement. It is requested that the RTC endorse the content and approve its inclusion in the RLTP 2021/2027.

Part 2 - Funding Application Spreadsheets

In addition to the above, copies of the Funding Application Spreadsheets that were discussed and approved for comment and consideration by the RTC members at the workshop held on 9 December 2020, were loaded into the OneDrive file.

These spreadsheets are a compilation of the funding assistance requests provided by each approved authority. Staff from the relevant authorities have been requested to check and ensure the accuracy of the information provided.

As with the Strategic Front end of RLTP, the RTC members were requested to provide their feedback on the content of these spreadsheets.

Project Prioritisation Workshop 10 February 2021

Since the December 2020 workshop, and following further deliberations with Waka Kotahi NZ Transport Agency (Waka Kotahi), there have been requests to make significant changes to the following “Prioritised Projects” funding categories:

- State Highway Improvements; and
- Local Road Improvements

The requested changes have necessitated the need to revisit these funding categories in order to agree on the prioritisation of the projects for release in the Draft Regional Land Transport Plan 2021/2027.

Release of Draft Regional Land Transport Plan and Regional Passenger Transport Plan for Consultation

On receipt of approval from the RTC on the content of the “Front End” of both the Draft Regional Land Transport Plan and the Draft Regional Passenger Transport Plan, and the Draft Regional Land Transport Plan funding application spreadsheets, staff will commence finalising both documents for release for public consultation.

Permission will be requested for the Chair of the RTC to approve minor wording and grammatical changes to both documents if so required. These changes may in no way alter the direction or outcome of the Draft Regional Land Transport Plan and Regional Passenger Transport Plan as approved by the RTC.

Consultation Process

The proposed consultation process as provided to the Regional Transport Committee meeting on the 9th December 2020 is repeated below: -

- Public notices advising the public of the consultation process will be placed in all local newspapers and one national newspaper;
- Copies of the draft RLTP and RPTP will be forwarded to all approved authorities, stakeholders, libraries, etc.;
- Summary document forwarded to other interested parties such as ratepayer associations, etc.;
- Links to the RLTP and RPTP full document, summary document and submission forms placed on NRC website;
- Consultation period – 24 February 2021 to 26 March 2021;

- Public 'Have your say' sessions have been scheduled for the week of Monday 8 March 2021 to Friday 12 March 2021;
 - See **Attachment 2** for a copy of the dates, times and venues.
- Deliberation of submissions – 11 May 2021.

As these 'Have your say' sessions are related to consultation on two regionally significant statutory documents, the RTC elected representatives are requested to attend **all** the scheduled sessions.

By following the above proposed timelines, the RLTP and RPTP process will remain on target to be completed by the prescribed date of 30 June 2021.

Covid-19 Related 'Have your say' Events

Should there be a rise from the present Covid-19 Alert Level 1 to Alert Level 2 or above, then it is recommended that the following Northland Regional Council process be implemented: -

"In line with councils COVID pandemic plan and level two protocols of minimising face-to-face engagement and using meeting technology where possible, we recommend that all 'Have your say' events (HYSE) are cancelled outside of alert level one. This would include a split in alert levels, i.e. we started out in level two (no events), however moved into alert level one during our proposed HYSE schedule. This is because running an online campaign and planning for face-to-face events is too resource intensive".

The implementation of the above should not hinder the release of the Draft RLTP and the Draft RPTP documents through the Northland Regional Council website. If requested, electronic and hard copies of the documents can be distributed.

The ability of the public to submit on either or both documents will in no way be compromised as this can be done through the Northland Regional Council website, via e-mail or the postal system.

In the event the above does arise, the public will be advised through media releases, radio messaging, electronically delivered mail and through the Northland Regional Council website.

If required, Regional Transport Committee related meetings/workshops would continue via video conference mediums.

Updated Draft Regional Land Transport Plan and Regional Passenger Transport Plan Timetable

See **Attachment 3** for a copy of the updated timeline for the Regional Land Transport Plan 2021-2027.

Draft Regional Land Transport Plan and Regional Passenger Transport Plan Risk Register

The attached Risk Register has been updated to reflect the potential impact the national changes reflected in this report, will have on getting both the RLTP and RPTP completed and submitted into the Waka Kotahi Transport Investment Online by 30 June 2021.

See **Attachment 4** for a copy of the Risk Register.

Considerations

1. Options

No.	Option	Advantages	Disadvantages
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1	<p>Approve the “Strategic Front End” for both the Draft Regional Land Transport Plan 2021/2027 and the Draft Regional Public Transport Plan for release for public consultation.</p> <p>Approve the Chair of the RTC to approve minor wording and grammatical changes to the Strategic Front End” for both the Draft Regional Land Transport Plan 2021/2027 and the Draft Regional Public Transport Plan documents if so required.</p> <p>Approve the recommended action to be taken in regards to the ‘have your say’ sessions should there be a rise in the present Covid-19 alert level.</p>	<p>Completion of the RLTP and the RPTP within the prescribed time period.</p> <p>Will negate the need for additional meetings and ensure the completion of the RLTP and the RPTP within the prescribed time period.</p> <p>Ensure the safety of the public, elected representatives and staff</p>	<p>The prescribed completion date for both plans may not be met.</p> <p>Could potentially result in additional meetings being held which could jeopardise the completion date for both plans being met.</p> <p>Compromise the safety of the public, elected representatives and staff.</p>
2	<p>Do not approve the “Strategic Front End” for both the Draft Regional Land Transport Plan 2021/2027 and the Draft Regional Public Transport Plan for release for public consultation.</p> <p>Do not approve the Chair of the RTC to approve minor wording and grammatical changes to the Strategic Front End” for both the Draft Regional Land Transport Plan 2021/2027 and the Draft Regional Public Transport Plan documents if so required.</p> <p>Do not approve the recommended action to be taken in regards to the ‘have your say’ sessions should there be a rise in</p>	<p>The prescribed completion date for both plans may not be met.</p> <p>Could potentially result in additional meetings being held which could jeopardise the completion date for both plans being met.</p> <p>Compromise the safety of the public, elected representatives and staff.</p>	<p>None</p> <p>None</p> <p>None</p>

	the present Covid-19 alert level.		
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The staff's recommended option is **Option 1**.

2. Significance and engagement

Sections 12 to 18H of the Land Transport Management Act 2003 details the Significance and Engagement requirements relating to the compilation a Regional Land Transport Plan.

Sections 117 and 118 of the Land Transport Management Act 2003 details the Significance and Engagement requirements relating to the compilation a Regional Public Transport Plan.

3. Policy, risk management and legislative compliance

Policies, Risk management and legislative compliance relating to the compilation of a Regional Land Transport Plan and a Regional Public Transport Plan are stipulated in the Land Transport Management Act 2003.

Risks at this time relate to the timely release of the Government Policy Statement and NZTA related documents and requirements.

Further considerations

4. Community views

Community views are being sought as detailed under Section 18 of the Land Transport Management Act 2003.

5. Māori impact statement

No Maori impacts have been identified.

6. Financial implications


There are no financial implications identified at this time.


7. Implementation issues

As detailed under Section 3 of this paper.

Attachments/Ngā tapirihanga

Attachment 1: Draft Upper North Island Shared Statement [↓](#) 

Attachment 2: Have your say Sessions [↓](#) 

Attachment 3: Draft Regional Land Transport Plan 2021/2027 and Regional Passenger Transport Plan 2021/2031 Timelines [↓](#) 

Attachment 4: Risk Register [↓](#) 

Authorised by Group Manager

Name: Tony Phipps, Group Manager - Customer Services - Community Resilience,

Title: Group Manager - Customer Services - Community Resilience

Date: 03 February 2021

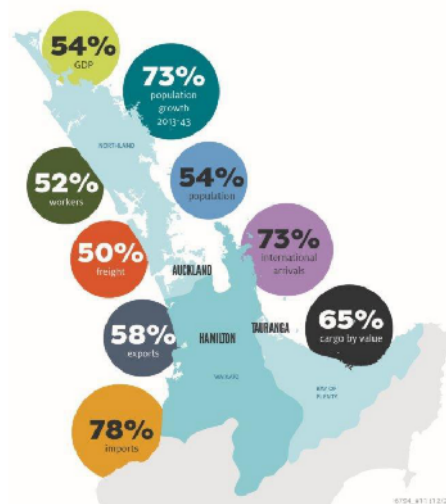
Upper North Island Strategic Alliance - Joint statement – 2021 RLTPs

Why the Upper North Island is important

The upper North Island (UNI) is critical to the social and economic success of New Zealand.

The Auckland, Northland, Waikato and Bay of Plenty regions are responsible for generating more than half of New Zealand's GDP, housing more than half of New Zealand's population and providing for the movement of more than half of New Zealand's freight.

Growth in the UNI has increased more rapidly than for the rest of the country and that is predicted to continue. This growth has many benefits for the country, but it brings with it a range of challenges that local and central government agencies need to work on together to resolve.



The role of transport

Transport is an important enabler of social, economic and environmental outcomes. The UNI contains vital transport networks and acts as New Zealand's gateway to the world, with Ports of Auckland, Tauranga and Northport exporting and importing the majority of New Zealand's goods. These ports are served by a developing network of inter-modal inland ports and freight hubs, which support the efficient transfer of goods between producers and consumers.

Wider road and rail infrastructure networks connect key growth areas, ports and freight hubs, and support the majority of national economic activity. These networks not only provide for the movement of people, and exchange of goods and services, they also facilitate improvements in accessibility both inter-regionally, regionally and sub-regionally.



Ensuring a, safe, efficient and sustainable transport network is critical for the UNI to achieve desired social and economic outcomes and for New Zealand to continue to compete internationally.

Why collaboration is important

The interdependencies between regions, most evident in shared transport networks, means that the ongoing success of the UNI requires key decision-makers to work together, sharing and coordinating information and understanding wider strategic priorities in planning and investment processes. A

collaborative, forward-thinking approach to infrastructure planning and investment across the Upper North Island is required to ensure freight supply chains and strategic road and rail corridors continue to perform well into the future.

Shared priorities

In developing the respective UNI Regional Land Transport Plans, the regions have collaborated to better understand the UNI strategic context, and within this, its issues and opportunities relevant to the transport network. An outcome of this is the identification of shared priority areas of focus that support investment decisions and contribute to delivering the desired social and economic outcomes. Shared priorities that the regions are actively working together on are:

- managing the transport implications of population growth and land use change,
- improving the efficiency and reliability of freight movements,
- improving the safety of road users across the network, particularly in high risk areas.

These areas benefit the most from an aligned UNI approach as they require multi-agency attention, have a prevalence of cross boundary journeys, and are key contributors to the significance of the UNI to New Zealand. While the shared priorities are developed at a UNI scale, subregional and regional priorities continue to provide specific areas of focus for regions within the upper North Island, an example being the importance of ensuring a resilient transport network for areas prone to disruption.

A work programme for the shared priorities is helping to improve and better coordinate regional delivery and response to UNI significant issues, determined through Regional Land Transport Plans. It is essential that this commitment to collaboration continues and develops even further to maximise social and economic outcomes for the UNI and the regions within it.

Strategic areas of focus for the Upper North Island 2021-31:

Whangarei to Auckland (SH 1 and Rail)	Strategic road and rail corridors to deliver safe and reliable journeys between Auckland and Whangārei. This includes delivering SH1 Whangārei to Port Marsden project through the NZ Upgrade Programme (NZUP) and consider further options to increase transport choice between Whangārei and Northport and investigate opportunities for additional improvements between Port Marden Highway and Te Hana.
Auckland Urban Road	Support inter-regional movement of people and goods to key hubs, through improved journey time reliability into and through urban Auckland supported by mode shift and delivery of ATAP and the NZUP.
Auckland Urban Rail	Enable an increased role for rail in and through Auckland to support the movement of freight across the UNI, and personal travel between Waikato and Auckland. This includes delivering the Rail Network Investment Programme (RNIP) and NZUP (for example the third main and the extension of the Auckland Metro electrified rail network from Papakura to Pukekohe) and consider further potential investments subject to revised growth triggers.
Auckland to Tauranga (SH2)	The focus is on improving safety and maximising use of existing infrastructure, including travel demand management and transport choice initiatives to help manage peak demand. Improvements include delivering the Takatimu North Link and Te Puna to Omokoroa projects through the NZUP.

Hamilton to Tauranga (SH1/29 and rail)	Provide safe and reliable journeys for people and freight on this nationally strategic corridor, including SH1/29 improvements through NZUP and strategic rail network improvements.
Hamilton to Auckland (SH 1 and Rail)	Support delivery of growth initiatives through the Hamilton-Auckland Corridor project for both people and freight with multi modal transport choices along the corridor and within communities and businesses. The initiatives include the Auckland to Hamilton Rapid Rail business case and Hamilton-Waikato Metro Spatial Plan Transport PBC. Improvements to road and rail corridors include completion of the Waikato Expressway and Auckland Southern Corridor improvements.

Regional Land Transport Plan 2021/2027 and Regional Public Transport Plan 2020/2030

Consultation Plan

- Consultation Period = Wednesday 24 February 2021 to Friday 26 March 2021
- ‘Have your say’ Sessions = Monday 8 March 2021 to Friday 12 March 2021

Location	Date	Time	Venue	
Whangārei	Monday 8 March 2021	9.00am – 11.00am	NRC Council Chambers	36 Water Street, Whangārei
Dargaville	Monday 8 March 2021	3.00pm – 5.00pm	Town Hall	42 Hokianga Road, Dargaville
Opononi	Tuesday 9 March 2021	10.00am – 12.00pm	War Memorial Hall	13 State Highway 12, Opononi
Kaikohe	Tuesday 9 March 2021	3.00pm – 5.00pm	FNDC Council Chambers	Memorial Avenue, Kaikohe
Mangawhai	Thursday 11 March 2021	11.30am – 1.30pm	Domain Hall	73 Moir Street, Mangawhai
Kaitiāia	Friday 12 March 2021	10.00am – 12.00pm	Main Hall	Te Ahu Centre, Kaitiāia
Kerikeri	Friday 12 March 2021	3.00pm – 5.00pm	Kingston House	123 Hone Heke Road, Kerikeri

- Invitations sent to:

RTC Members

- Cr Rick Stolwerk NRC
- Cr Justin Blaikie NRC
- Cr Ann Court FNDC
- Cr Greg Martin WDC
- Cr David Wills KDC
- Steve Mutton Waka Kotahi NZTA

RTC Support Managers

- Tony Phipps NRC
- Andy Finch FNDC
- Jeff Devine WDC
- Jim Sephton KDC
- Jacqui Hori-Hoult Waka Kotahi NZTA

Project Team

- Chris Powell
- Jeff Devine
- Sharlene Selkirk
- Michael Payne
- Keith Kent
- Andy Brown
- Mark Seakins
- Brian Waddell
- Martin Taylor

- Deliberation of Submissions = 11 May 2021 – Northland Regional Council Chambers

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

Indicative Timeline:- January 2021 to September 2021

<u>January 2021</u> 01-22/01/2021	RTC members review RLTP Front End and projects and review RPTP Front End
<u>February 2021</u> 25/01/2021 05/02/2021 10/02/2021 10/02/2021 10/02/2021 11-20/02/2021 16/02/2021 25/02/2021 24-28/02/2021	Staff consolidate comments and requests received from RTC members Project Team discuss and agree on feedback to be provided to Feb 2021 RTC meeting RTC discusses and approves changes to the Strategic Front end of the RLTP and RPTP RTC workshops requested changes to the prioritised projects for inclusion in the RLTP RTC approves release of Draft RLTP and Draft RPTP for public comment Draft RLTP and Draft RPTP to printers Waka Kotahi NZTA Initial moderation on Improvement Activities Waka Kotahi NZTA Final Moderation on Improvement Activities Public consultation on Draft RLTP and RPTP
<u>March 2021</u> 1-26/03/2021 8 – 12/03/2021	Public consultation on Draft RLTP and RPTP 'Have your say' Sessions
<u>April 2021</u> 13/04/2021 15/04/2021 22/04/2021 1-30/04/2021	RTC Meeting Waka Kotahi NZTA advises of Indicative final Continuous Programme Waka Kotahi board meeting on indicative Continuous Programme funding Summary and recommendations from Roadshow and collation of submissions
<u>May 2021</u> 12/05/2021 21/05/2021	RTC deliberations and approval of changes Councils submit final submissions on Improvement Activities
<u>June 2021</u> 09/06/2021 17/06/2021 24/06/2021 25/06/2021	RTC approves release of RLTP and RPTP to be loaded into TIO NRC approves release of RLTP and RPTP to be loaded into TIO Waka Kotahi NZTA board meeting on interim funding arrangements (July 21 /Aug 21) for continuous programmes only RTC and NRC approved RLTP and RPTP loaded into TIO
<u>July 2021</u>	
<u>August 2021</u>	
<u>September 2021</u> 01/09/2021	GPS/NLTP/RLTP/RPTP implemented

Key

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

2021/2027 Regional Land Transport Plan and Regional Public Transport Plan 2021/2031.

Risk Register:- January 2021

Risk	Potential Impact	Mitigation	
Insufficient MoT Resourcing	Inability to deliver government policies and processes on time	Work closely with MoT staff and the Special Transport Interest Group	
Insufficient NZTA Resourcing	Inability to deliver National Land Transport Programme on time	Work closely with NZTA staff to monitor progress	
Insufficient NTA Resourcing	Result in project milestones not being met, incomplete and inaccurate information entered into TIO and incorrect information for consultation	Project Team and Steering Group to monitor. If required, consultants will need to be employed.	
* Late release of Early GPS signals	Delay in the compilation, approval and consultation on the RLTP "Front End"	Early GPS signals released.	
Coronavirus – Disruptions to Process	Could potentially delay the entire RLTP process for an indefinite time period	Continue to monitor and report to the RTC	
*Late ILM workshop	Delay in the compilation of the Draft RLTP and in meeting approved milestones	ILM workshop undertaken. Awaiting confirmation of Project Team Recommendations	
Late release of NZTA RLTP and RPTP compilation guidelines	Potential of delaying RLTP and RPTP by 30/4/20.	NZTA guidelines released.	
Late Release of NZTA Timelines	Potential of delaying RLTP and RPTP by 30/4/20.	NZTA timelines released. These may however change	
Late Release of final GPS	Potential of delaying RLTP and RPTP by 30/4/20.	Final GPS Released on 17 September 2020	
Late release of NZTA "Arataki" - 10 Year Forecast	Delay in the compilation, approval and consultation on the RLTP "Front End"	RTC to approve continuation with RLTP "Front End".	
Late release of NZTA WKIP	Delay in RCA's compilation of their LTP's and downloading information into TIO by 30/4/20.	NZTA to provide progress updates. Project Team to monitor.	
Delay in implementation of revised TIO system	Potential delays in entering the required information into TIO by 30/4/20.	NZTA to provide progress updates. Project Team to monitor.	
Change of RTC Members following local government elections	Will result in new members having to be fully briefed on the RLTP and the process for its implementation.	Constant dialogue will all RTC elected representatives to ensure they are fully conversant with the process	
New Government following 2020 National Elections	Potential significant changes to RLTP Objectives, outcomes and Projects.	If changes significant, RLTP and RPTP may have to be revised or redone.	
RTC not fully appraised of process and progress	Potential to delay RLTP process due uncertainty.	ALL RTC elected representatives to be fully informed and updated on process and progress.	
District Councils, NRC and NZTA not informed of process, progress and agreements by RTC on the RLTP and RPTP.	Has the potential to delay in completion of the RLTP in time.	All elected representatives to report back to their respective organisations following each meeting and/or workshop.	
Drought related Funding Requirements	Relevant district councils may require increased local share funding for drought relief infrastructure at the expense of planned roading projects	Affected district councils to advise RTC of any such plans	
Delay in the release of Councils Long Term Plans	Could potentially delay the RLTP process and delay completion by 30/4/21	Project Team to monitor and approach relevant approved authorities	
Delays to key Regional and District Council transport strategies/plans or Business Cases such as the Twin Coast Discovery Route PBCs	This could adversely affect Councils applications for funding as these strategies/plans form an important part of the funding requests.	Project Team to monitor District Council progress and report back to individual councils and RTC if required.	
RTC cannot agree on project prioritisation	Delay in completing the RLTP by 30/4/20	Same process as used in 15/18 RLTP recommended.	
RTC cannot agree on content of RLTP	Delay in completing the RLTP by 30/4/21	Ensure alignment throughout RLTP and RPTP processes.	
Northland Regional Council does not accept RTC approved RLTP	This will delay the funding applications which has the potential to adversely impact on regional funding assistance applications.	Ensure all RCA's and NRC are regularly updated on process and progress by their respective RTC representatives and staff.	
Inconsistent messaging to NZTA regional Offices	Will result in confusion as to the content of the RLTP and RPTP, the processes to be followed resulting in additional/duplication of work.	Work closely with NZTA staff to monitor progress	
Delay Consultation Process Undertaken (HYS) due to delay in release of GPS, TAIP and implementation of TIO	Submission period delayed. RLTP and RPTP will not be completed on time.	NZTA to continually update RTC and Project Team on developments.	

Key

GPS = Government Policy Statement
 ILM = Investment Logic Mapping
 MoT = Ministry of Transport
 NZTA = New Zealand Transport Agency
 RLTP = Regional Land Transport Strategy
 TAIP = Transport Agency Investment Proposal

Colour Coding

Low Risk = Green
 Medium Risk = Yellow
 High Risk = Red