

Regional Transport Committee
Tuesday 13 February 2024 at 11.00am

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the NRC Council Chamber
36 Water Street, Whangārei
on Tuesday 13 February 2024, commencing at 11.00am

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

MEMBERSHIP OF THE REGIONAL TRANSPORT COMMITTEE

Chairperson, Chairperson, NRC Councillor Joe Carr

FNDC Councillor Steve McNally WDC Councillor Simon Reid KDC Councillor Ash Nayyar

Waka Kotahi Director Regional Deputy Chairperson John
Relationships Steve Mutton Blackwell

KARAKIA / WHAKATAU

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Opening Karakia

He hōnore, he korōria ki te Atua

He maungārongo ki te whenua

He whakaaro pai ki ngā tāngata katoa

Hangā e te Atua he ngākau hou

Ki roto, ki tēnā, ki tēnā o mātou

Whakatōngia to wairua tapu

Hei awhina, Hei manaki, hei tohutohu i a matou

I runga i ngā huarahi, ngā ara puta noa te rohe,

Hei ako hoki i ngā mahi i ngā ra, ngā marama, nga
tau e heke mai ana

Amine

Honour and glory to God

Peace on Earth

Goodwill to all people

Lord, develop a new heart

Inside all of us

Instil in us your sacred spirit

Help us, care for us, guide us

On our highways and roads across the region,

In all the things we need to learn over the days,
months and years to come

Amen

Closing Karakia

Unuhia, unuhia

Unuhia ki te uru tapu nui

Kia wātea, kia māmā, te ngākau, te tinana, te wairua i
te ara takatā

Koia rā e Rongo, whakairia ake ki runga

Kia tina! TINA! Hui e! TĀIKI E!



TITLE: Confirmation of Minutes - 04 December 2023


From: Erica Wyatt, Personal Assistant - General Manager Community Resilience

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 25 January 2024
Group Manager/s:

Ngā mahi tūtohutia / Recommendation

1. That the minutes of the Regional Transport Committee meeting held on 4 December 2023, be confirmed as a true and correct record and that these be duly authenticated with the Chair's electronic signature.

Attachments/Ngā tapirihanga

Attachment 1: Minutes - 4 December 2023 [↓](#) 

Regional Transport Committee
4 December 2023

Regional Transport Committee Minutes

Meeting held in the Council Chamber
36 Water Street, Whangārei
on Monday 4 December 2023, commencing at 10.00am-12.30pm

Tuhinga/Present:

Chairperson, Chairperson, NRC Councillor Joe Carr
Deputy Chairperson, Councillor John Blackwell
FNDC Councillor Steve McNally
WDC Councillor Simon Reid
KDC Councillor Ash Nayyar
Waka Kotahi Director Regional Relationships Steve Mutton
KiwiRail Eric Hennephof
FNDC Councillor Ann Court
WDC Councillor Phil Halse

I Tae Mai/In Attendance:

NRC GM Community Resilience, Louisa Gritt
NRC Councillor, Geoff Crawford
NRC Policy Specialist, Michael Payne
NRC Secretariat, Gavin Dawson
NTA General Manager, Calvin Thomas
NTA Transport Manager, Chris Powell
NTA Representative, Jeff Devine
NTA Representative Nick Marshall
NTA Representative Elizabeth Stacey
NTA Representative Kayla Gunson
NZ Police Representative, Ann-Marie Fitchett
Northland Road Safety Trust, Ashley Johnston
NTA Representative, Nicole Cauty
NTA Representative Caley McGillvary
Waka Kotahi Liz Maguire
KDC GM Infrastructure Services, Anin Nama (online)
Waka Kotahi, Martin Taylor (online)
WDC CEO Simon Weston
ACC Craig Crawford
AA New Zealand Tracey Risetto
Secretariat Sandra Harris
Secretariat Assistant Janice Kirk

The Chair declared the meeting open at 10am. Karakia – Calvin Thomas

Regional Transport Committee
4 December 2023

Ngā Mahi Whakapai/Housekeeping (Item 1.0)

Ngā whakapahā/Apologies (Item 2.0)

There were no apologies.

Nga whakapuakanga/Declarations of Conflicts of Interest (Item 3.0)

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

Confirmation of Minutes - 10 October 2023 (Item 4.1)

Report from Erica Wyatt, Personal Assistant - General Manager Community Resilience

Moved (Carr/Blackwell)

That the minutes of the Regional Transport Committee meeting held on 10 October 2023, be confirmed as a true and correct record and that these be duly authenticated with the Chair's electronic signature.

Carried

Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report (Item 5.1)

Report from Chris Powell, Transport Manager - Northland Transportation Alliance

Moved (Blackwell/Nayyar)

That the report 'Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 2 November 2023, be received.

Secretarial Note: Chair requested for future Regional Land Transport Plan 2021/2027 National Funding Assistance Update reports to be delivered in A3 to committee members as hard copies a minimum of five days before each meeting.

Carried

2024-27 National Land Transport Plan (NLTP) timing (Item 6.1)

Report from Calvin Thomas, Northland Transport Alliance Manager

Moved (Mutton/Blackwell)

That the report '2024-27 National Land Transport Plan (NLTP) timing' by Calvin Thomas, Northland Transport Alliance Manager and dated 2 November 2023, be received.

Secretarial Note: Waka Kotahi are in good position awaiting on direction from new central government and funding availability for clarity of budget. State Highway perspective there are 124 monitoring measures – link to be distributed to all committee members via website.

Carried

Regional Transport Committee
4 December 2023

Wider 2022/23 Emergency Works programme and remaining sites (Item 6.2)

Report from Chris Powell, Transport Manager - Northland Transportation Alliance

Moved (Blackwell/Reid)

That the report 'Wider 2022/23 Emergency Works programme and remaining sites' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 2 November 2023, be received.

Carried

Waka Kotahi update (Item 6.3)

Report from Steve Mutton, NZTA - Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau

Moved (Nayyar/Reid)

That the report 'Waka Kotahi update' by Steve Mutton, NZTA - Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau and dated 2 November 2023, be received.

Secretarial Note: Closure of Brynderwyns not yet confirmed with further discussion ongoing with public survey. Alternative routes to be considered. Update on windscreen damage and extent or reason, to be submitted to committee supported with a letter given to Liz Maguire from Cr Carr.

Carried

Secretarial Note: Cr Crawford left meeting 10.46am

Kiwi rail update (Item 6.4)

Report from Eric Hennephof, KiwiRail - Programme Director Northland

Moved (Blackwell/Reid)

That the attached 'Kiwi rail update' by Eric Hennephof, KiwiRail - Programme Director Northland and dated 2 November 2023, be received.

Carried

Committee members Priorities and updates (Item 6.5)

Report from Calvin Thomas, Northland Transport Alliance Manager

Moved (Blackwell/Reid)

1. That the report 'Committee members Priorities and updates' by Calvin Thomas, Northland Transport Alliance Manager and dated 2 November 2023, be received.
2. The supplementary verbal updates provided by Regional Transport Committee members be received.
 - Staff to provide performance outcomes and target as per NTA document.
 - Meeting to be held with review facilitator and panel members before 22 December for an update on Section 17a.

Secretarial Note: Item 6.5 deferred and tabled after 6.6 and for further workshop discussion. Cr McNally referred to Terms of reference and supporting priority concerns document for committee.

Cr McNally tabled a letter of priority concerns handed to committee members. Staff action to share with committee members high level indicators on Monitoring performance measures for viewing.

Regional Transport Committee
4 December 2023

Chair acknowledged the tabled letter from the Northern District Councils with Whangarei District Council CE Weston present.

The Chair asked for an update on the Section 17a review in to the delivery of transport service. Following the verbal update the Chair asked that a meeting be set up with the review facilitator and panel members before 22 Dec 2023.

.Carried

Northland Road Safety – Road to Zero Update (Item 6.6)

Report from Nicole Cauty, Road Safety Project Manager

Moved (McNally/Nayyar)

That the report 'Northland Road Safety – Road to Zero Update' by Nicole Cauty, Road Safety Project Manager and dated 2 November 2023, be received.

Carried

Secretarial Note: Copy of supplementary presentation provided by staff and NZ Police to be circulated with meeting minutes

Secretarial Note: Meeting adjourned at 11.47am. Workshop to proceed after morning tea and meeting to reconvene after on conclusion of workshop.

Regional Transport Committee meeting reconvened at 2:35pm

Draft Regional Land Transport Plan 2021-2027 - Three Year Review (Item 7.1)

Report from Chris Powell, Transport Manager - Northland Transportation Alliance

Moved (Reid/Blackwell)

1. That the report 'Draft Regional Land Transport Plan 2021-2027 - Three Year Review' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 23 November 2023, be received.

Moved (Blackwell / Nayyar)

2. That the Regional Transport Committee approves the content the Strategic Front End of the Draft Regional Land Transport Plan 2021/2027 – Three Year Review.

Moved (Carr / McNally)

3. That Regional Transport Committee prioritises the Local Road Improvements and Other Significant Capital Projects for inclusion and additional works to include every endeavour for Ruakākā Beach Road bridge upgrade in the Draft Regional Land Transport Plan 2021/2027 – Three Year Review.

Moved (Carr/Blackwell)

4. That the Regional Transport Committee supports Regional Transport Land Plan spreadsheet categories and the release of the of the Draft Regional Land Transport Plan 2021/2027 – Three Year Review for public consultation.

Secretarial note: Amendments to the Strategic Front End of the Draft Regional Land Transport Plan 2021/2027 – Three Year Review to be circulated to committees for review. Flood mitigation study map on SH1 Whakapara was distributed to committee members for Waka Kotahi to consider. Spreadsheets all passed unanimously with the exception of Committee members requesting change to wording of RTC position on spreadsheet 'State Highway Improvement Projects – Speed and Infrastructure Programme – Prioritised' stating, not in support of funding for medium barriers – Spreadsheets to be updated by staff. Changes to recommendation 3 and 4 was supported by committee members. Chair acknowledged the work submitted by staff.

TITLE: **Receipt of Action Sheet**

From: Erica Wyatt, Personal Assistant - General Manager Community Resilience

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 01 February 2024
Group Manager/s:

Whakarāpopototanga / Executive summary

The purpose of this report is to enable the meeting to receive the current action sheet.

Nga mahi tutohutia / Recommendation

1. That the action sheet be received.
-

Attachments/Ngā tapirihanga

Attachment 1: Action Tracker 

Regional Transport Committee Action Sheet 2023						
Action #	Meeting date	Agenda Item	Action	Person(s) responsible	Status	Notes
1	1/08/2023	Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report (Item 5.1)	<p>RTC request a truly independent high-level review of:</p> <ul style="list-style-type: none"> - Structure of Northland Road maintenance and Capex contracts, - Procurement arrangements - Supervision of the above - The provision of professional services and their delivery <p>The reviewer also needs to provide advice on a way forward for Northland roading that includes roles and relationships. This work needs to be done immediately so that the development of the next road maintenance contract has full benefit of the report.</p>	NRC to investigate further	In Progress	<p>01/02/24 - this action is addressed by the Transportation review update agenda item</p> <p>2023 - With respect to the two current reviews:</p> <p>Maintenance Contract review</p> <ul style="list-style-type: none"> - Review has been undertaken by FieldForce4 with review findings and recommendations presented to Mayors/Chair and RTC members on Tuesday 19/09/2023 - Report findings have been presented to each of the three individual District Councils - Governance team established to define and progress recommended improvements <p>Section 17A – Delivery of Transport Services and Functions review</p> <ul style="list-style-type: none"> - Review required under Local Government Acts - Review scope and structure has been confirmed with Council GM's, CE's and Elected Members - External review consultant identified, engaged and initial meeting held with the Council nominated review panel on Thursday 2nd November
2	4/12/2023	Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report (Item 5.1)	Chair requested for future Regional Land Transport Plan 2021/2027 National Funding Assistance Update reports to be delivered in A3 to committee members as hard copies a minimum of	Secretariat	Completed	<p>Where there is a funding uptake report, committee members can get coloured copies from the following council Executive Assistant's:</p> <p>NRC, Rae Hetaraka = Cr. Carr, Cr. Blackwell WDC, Jamie Crabb = Cr. Reid, Cr. Halse KDC, Debbie Taylor = Cr. Nayyar, Cr. Williams FNDC, Maria Giacon = Cr. McNally, Cr. Court</p>

			five days before each meeting.			
3	4/12/2023	2024-27 National Land Transport Plan (NLTP) timing (Item 6.1)	State Highway perspective there are 124 monitoring measures – link to be distributed to all committee members via website.	NZTA	Completed	Response emailed to RTC on 26-Jan-24.
4	4/12/2023	Waka Kotahi update (Item 6.3)	Brynderwyn road closures tbc. Alternative routes to be considered. Update on windscreen damage and extent or reason, to be submitted to committee	NZTA	Completed	Response emailed to RTC on 26-Jan-24.
5	4/12/2023	Committee members Priorities and updates (Item 6.5)	meeting be set up with review facilitator and panel members before 22 Dec 2023.	Chris Powell - NTA	In Progress	Date has been confirmed
7	4/12/2023	Draft Regional Land Transport Plan 2021-2027 - Three Year Review (Item 7.1)	Amendments to the Strategic Front End of the Draft Regional Land Transport Plan 2021/2027 – Three Year Review to be circulated to committees for review	NRC - Policy Specialist	In Progress	22/01/24 - The RLTP will be circulated to the committee prior to the 8 February meeting.
8	4/12/2023	Draft Regional Land Transport Plan 2021-2027 - Three Year Review (Item 7.1)	Whakapara SH1 flood mitigation resilience remediation request for NZTA to consider	NZTA	Completed	Response emailed to RTC on 26-Jan-24.

TITLE: Regional Land Transport Plan 2021/2027 - Funding Uptake Report

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 24 January 2024

Whakarāpopototanga / Executive summary

Due to the present shortage of experienced staff along with the extended holiday break during January 2024, some councils have not been able to submit their subsidy claims to Waka Kotahi for the period ending December 2023.

As not all financial information is available, the Funding Uptake financial spreadsheets and related graphs are not able to be tabled at the 13 February 2024 Regional Transport Committee meeting.

Ngā mahi tūtohutia / Recommendation

1. That the report 'Regional Land Transport Plan 2021/2027 - Funding Uptake Report' by Chris 24 January 2024, be received.

Background/Tuhinga

Reports relating to the progress made on the uptake of funding assistance requested through the Northland Regional Land Transport Plan 2021-2027 (RLTP) and approved in the National Land Transport Programme 2021-2024 (NLTP) for the Far North District Council, Whangarei District Council, Kaipara District Council, and the Northland Regional Council are normally tabled at each Regional Transport Committee (RTC) meeting.

These reports and attached spreadsheets provide the RTC with information relating to how each Activity Class/Programme: -

- Is tracking regarding the uptake of the funding assistance approved through the National Land Transport Plan 2021-2024 for the relevant financial year.
- Supports the five Regional Strategic Objectives reflected in the Regional Land Transport Plan 2021-2024.
- Supports the seven Regional Priorities included in the Regional Land Transport Plan 2021-2024.

It also details: -

- The probability of all the approved funding assistance being fully uplifted in the relevant financial year, and
- The reasons for any variations and action to be taken.

The Activities/Programmes reflected in the **Attachments** do not include non-subsidised projects or work categories.

The base information contained in the attachments is sourced directly from the Waka Kotahi NZ Transport Agency's '2021-2024 National Land Transport Programme for Northland' and from the relevant subsidy claims submitted by each of the approved authorities.

Due to the present shortage of staff experienced along with the extended holiday break during January 2024, some councils have not been able to submit their subsidy claims to Waka Kotahi for period ending December 2023.

As not all the relevant information is available, the Funding Uptake financial spreadsheets will not provide an accurate regional outcome for the 1 July 2023 to 31 December 2023 financial period and therefore will not be tabled at this meeting.

Attachments/Ngā tapirihanga

Nil

TITLE: **Public Consultation Programme for Draft RLTP**

From: Chris Powell, Transport Manager - Northland Transportation Alliance;
Michael Payne, Policy Specialist and Kayla Gunson, Regional Transport Coordinator

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 01 February 2024

Executive summary/Whakarāpopototanga

This report serves to provide the Regional Transport Committee with amended dates for the Public Consultation phase of the Draft Regional Land Transport Plan 2021/2027 – Three Year Review.

Recommendation(s)

1. That the report 'Public Consultation Programme for Draft RLTP' by Chris Powell, Transport Manager - Northland Transportation Alliance; Michael Payne, Policy Specialist and Kayla Gunson, Regional Transport Coordinator and dated 01 February 2024, be received.
2. That the Regional Land Transport Committee approve the dates for the Public Consultation on the Draft Regional Land Transport Plan 2021/2027 – Three Year Review

Options

No.	Option	Advantages	Disadvantages
1	That the RTC approve the release of the RLTP for public consultation.	Ensures that the RTC meets its statutory obligations under the Land Transport Management Act 2003.	None
2	That the RTC delays approving the release of the RLTP for public consultation.	None.	There is a risk RTC does not meet its statutory obligations under the Land Transport Management Act 2003. As a result, government funding assistance for the operation, maintenance and improvement of Northlands Transport system may not be available.
3	That the RTC does not approve the release of the RLTP for public consultation.	None.	There is a risk RTC does not meet its statutory obligations under the Land Transport Management Act 2003. As a result, government funding assistance for the

			operation, maintenance and improvement of Northlands Transport system may not be available.
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The staff's recommended option is **Option 1**

Considerations

1. Climate Impact

The Climate Impact requirements for the Regional Land Transport Plan 2021/2027 – Three Year Review are detailed in Section 14 of the Land Transport Management Act 2003

2. Environmental Impact

The Climate Impact requirements for the Regional Land Transport Plan 2021/2027 – Three Year Review are detailed in Section 14 of the Land Transport Management Act 2003

3. Community views

Community Views requirements for the Regional Land Transport Plan 2021/2027 – Three Year Review are detailed in Sections 18 and 18A of the Land Transport Management Act 2003

4. Māori impact statement

Māori Impact requirements for the Regional Land Transport Plan 2021/2027 – Three Year Review are detailed in Sections 18G and 18H of the Land Transport Management Act 2003.

5. Financial implications

Failure to submit the Regional Land Transport Plan 2021/2027 – Three Year Review with the prescribed time period could potentially result in a delay in the release funding for the regions transport infrastructure, operations and planning work.

6. Implementation issues

Should the Regional Land Transport Plan 2021/2027 – Three Year Review not be submitted within the prescribed time period and funding availability is delayed, this has the potential to adversely affect the Far North District Council, Whangarei District Council, Kaipara District Council, Waka Kotahi and Northland Regional Council work programmes and Long Term Plans.

7. Significance and engagement

This matter is covered under Section 16 (6)(g) of the Land Transport Management Act 2003.

8. Policy, risk management and legislative compliance

Policy and Legislative Compliance requirements for the Regional Land Transport Plan 2021/2027 – Three Year Review are detailed in the Land Transport Management Act 2003.

Background/Tuhinga

At the meeting of 10 October 2023, the RTC approved a public consultation process on the draft RLTP through December 2023 and January 2024.

At the meeting held on 4 December 2023, a section titled Public Consultation was included detailing the importance of undertaking the consultation process within the approved timeframe to ensure that the Draft Regional Land Transport Plan 2021/2027 – Three Year Review was submitted within the prescribed time period.

On the 18 December 2023, the RTC Chair directed that with the consultation being undertaken over Christmas and New Year holidays, it would be better to delay the release the Draft RLTP for consultation to the end of this holiday period.

As this move effectively rescinds the RTC decision of 10 October 2023, approval must be given for an amended consultation time period.

It is therefore requested that the RTC formally approve the consultation phase as detailed in the table below.

Date	Action
13 February 2024	RTC approves Draft RLTP for release for public consultation
16 February 2024	Public Consultation and Have Your Say Events commence. Have Your Say Sessions are scheduled to be held at the following venues at the times and dates included: - <ul style="list-style-type: none"> Fri 16 Feb – Kaitaia – RSA Bowling Club 10.00-12.00 (awaiting confirmation) Fri 16 Feb – Kerikeri – Kingston House 3.00-5.00 (awaiting confirmation – trying other venues) Mon 19 Feb – Whangārei – Tutukākā Room, NRC Offices 9.00-11.00 (confirmed) Mon 19 Feb - Dargaville – Seed Co-op Space 3.00-5.00 (confirmed) Tue 20 Feb – Mangawhai – Domain Hall 11.30-1.30 (awaiting confirmation) Wed 21 Feb - Opononi – War Memorial Hall 10.00 -12.00 (venue availability confirmed) Wed 21 Feb - Kaikohe –Senior Citizens’ Hall 3.00- 5.00 (confirmed)
15 March 2024	Public consultation period closes.
18 March – 5 April 2024	Consolidation of consultation documentation.
12-17 April 2024	RTC Considers submissions and recommendations.
15-26 April 2024	Completion of Funding Spreadsheets input into TIO.
8-10 May 2024	RTC approves final changes to draft RLTP and release to NRC for approval to submit to Waka Kotahi.
13-17 May 2024	Preparation of paper to NRC.
28 May 2024	NRC approves submission of RLTP to Waka Kotahi.
14 June 2024	Approved RLTP submitted to Waka Kotahi.

Due to the tight timelines, any further delays to the compilation, consultation, and approval of the Draft Regional Land Transport Plan 2021/2027 – Three Year Review is likely to prevent the submission of this funding application within the prescribed time.

Strategic Front End.

At the 4 December, meeting RTC the committee approved the draft Regional Land Transport Plan 2021/2027 – Three Year Review (RLTP), subject to amendments sought by the Chair. Staff have been working with the Chair and are pleased to advise that the draft RLTP is complete and ready for public consultation.

A copy of the Draft Front End of the Draft Regional Land Transport Plan 2021/2027 – Three Year Review will be distributed separately.

Attachments/Ngā tapirihanga

Nil

TITLE: **2024/27 Regional Speed Management Plan – Impact of Government Announcement on the 2024/27 Regional Speed Limit Plan and Associate Consultation**

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 24 January 2024

Whakarāpopototanga / Executive summary

This Report updates the Committee on the 2024-2027 Regional Speed Management Plan based on the Minister of Transport announcement on 13 December 2023.

Elizabeth Stacey, Road Safety and Traffic Engineer, Northland Transportation Alliance will speak to this paper.

Ngā mahi tūtohutia / Recommendation

1. That the report '2024/27 Regional Speed Management Plan – Impact of Government Announcement on the 2024/27 Regional Speed Limit Plan and Associate Consultation' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 24 January 2024, be received.

Background/Tuhinga

On 4 December 2023 the Regional Transport Committee (RTC) approved, for consultation, the proposed Regional Speed Management Plan (SMP) which included the proposed three-year implementation programme for speed limit changes across all three councils. Consultation was scheduled to begin in February 2024.

Subsequent to the RTC approval for consultation, the new Minister of Transport made announcements amending the 2022 Setting of SMP's. Those amendments came into effect on 15 December 2023. The amendments to the Rule are as follows:

- The requirement to develop speed management plans is now discretionary rather than mandatory.
- The Minister of Transport, rather than the NZ Transport Agency Waka Kotahi, now has the authority to set a deadline for any of the steps involved in developing, varying or replacing SMPs.
- Any previous deadlines set out under the Rule are revoked.
- Regional Transport Committees (RTCs) and Road Controlling Authorities (RCAs) no longer need to meet the previous deadlines associated with setting speed limits outside schools as set out in the Rule.

The Minister intends to develop a new Rule for setting of speed limits and the expectation is that further information on the scope and process for the new Rule will be available in early 2024.

Based on the amendment to the Rule, staff will be going back to each RCA to determine how they would like to proceed with their speed limit programme, noting the Minister has requested RCAs to wait for the new Rule before developing or completing new SMP's.

At this time all consultation on the proposed Regional Speed Management plan has been placed on hold and staff will consult with Councils to receive further direction on, and progression of, their speed management programme.

Attachments/Ngā tapirihanga

Attachment 1: Letter from Director of Land Transport [!\[\]\(339a16584d5da0f0a3ca4e9ec17bf6a1_img.jpg\)](#) 



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13 December 2023

Kia ora koutou,

Re: Amendments to the Land Transport Rule: Setting of Speed Limits 2022

I am writing about changes made by the Minister of Transport to the Land Transport Rule: Setting of Speed Limits 2022 (The Rule) announced on Tuesday 12 December.

The changes to the Rule progress the Coalition Government's 100-day plan in relation to speed management.

I understand the Minister has provided a written update outlining the intent of the changes, which are as follows:

- The requirement to develop speed management plans is now discretionary rather than mandatory
- The Minister of Transport, rather than the NZ Transport Agency Waka Kotahi (NZTA), now has the authority to set a deadline for any of the steps involved in developing, varying or replacing Speed Management Plans (SMPs)
- Any previous deadlines for RCAs to prepare SMPs are revoked
- Regional Transport Committees (RTCs) and Road Controlling Authorities (RCAs) no longer need to meet the previous deadlines associated with setting speed limits outside schools as set out in the Rule.

These amendments to the Rule do not change the function of the Director of Land Transport to certify Speed Management Plans which RCAs choose to submit, however RTCs and RCAs should note the intention from the Minister to develop a new Rule. The Minister has encouraged RCAs to wait for this new Rule before developing or completing SMPs.

I acknowledge the implications of these changes may raise some questions around the progression of speed management plans, including those already submitted for certification. I have provided key information on how these changes may affect you and will provide more details as they become available.

This information along with any further updates will also be made available on the NZTA and Ministry of Transport websites.

Key information

- The Minister intends to replace the Rule and has encouraged RTCs and RCAs to wait until the new Rule is in place before developing or submitting SMPs;
- An RCA can choose to submit a SMP to the Director of Land Transport for certification.
- If a SMP has been submitted, but not yet certified, the RCA can withdraw the SMP prior to certification.
- Implementation of certified SMPs can continue.
- Speed limits which have migrated into the National Speed Limit Register remain valid.
- RTCs and RCAs retain the ability to target harm reduction through safety management responses including SMPs and infrastructure improvements;
- Work on the new Rule has commenced. The expectation is that further information on the scope and process for the new Rule will be available in early 2024.

If you have any concerns, please get in touch with your NZTA Area Programme Manager or Director of Regional Relationships for guidance and support.

Ngā mihi nui,



Brent Alderton
Director of Land Transport

TITLE: 2021/27 RLTP Key Performance Indicators Achievement Update

From: Chris Powell, Transport Manager - Northland Transportation Alliance and Kayla Gunson, Regional Transport Coordinator

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 26 January 2024

Whakarāpopototanga / Executive summary

This report serves to update the Regional Transport Committee on the progress made on the Key Performance Indicators contained in the Regional Land Transport Plan 2021/2027.

Ngā mahi tūtohutia / Recommendation

1. That the report '2021/27 RLTP Key Performance Indicators Achievement Update' by Chris Powell, Transport Manager - Northland Transportation Alliance and Kayla Gunson, Regional Transport Coordinator and dated 26 January 2024, be received.

Background/Tuhinga

The Northland Regional Land Transport Plan 2021/2027 (RLTP) has a number of Key Performance Indicators (KPI) to assist in tracking the progress of the RLTP through each funding period.

These KPI's are listed under their respective Transport Priority section below.

- Transport Priority 1: - Safety
 - Key Performance Indicators: -
 - Reduction in deaths and serious injuries (DSIs).
 - Improve ambient air quality - PM10 and PM2.5.
 - Increase kilometres of unsealed road treated to manage dust emissions.
- Transport Priority 2: - Connectivity
 - Key Performance Indicators: -
 - Reduction in average journey times.
 - Reduction in number of road closures.
 - Increased Interregional Public Transport options (i.e. buses, rail and ferries)
- Transport Priority 3: - Route Resilience
 - Key Performance Indicators: -
 - Availability of viable alternatives to high-risk and high-impact routes.
 - Identify future high-risk areas prone to flooding and coastal inundation.
- Transport Priority 4: - Economic Development
 - Key Performance Indicators: -
 - Increase in number of visitor nights in accommodation.
 - Increased number of walkers and cyclists.

- Transport Priority 5: - Environmental Effects
 - Key Performance Indicators: -
 - Percentage of Euro 5 low emission vehicles in service on for CityLink Whangarei.
 - Increased percentage of zero-emission vehicles in service for CityLink bus service in Whangarei.
 - Metres of T2/bus lanes in Northland.
 - Number of publicly accessible electric vehicle charging facilities in Northland.
 - Percentage completion of the strategic walking and cycling networks.
- Transport Priority 6: -
 - Key Performance Indicators: -
 - Punctuality – public transport.
 - Increase in the percentage of people living within 500m of a bus stop in Whangārei.
 - Number of bus stops (and shelters) supporting rural based bus services.
 - Increase access to key economic destinations - number of contracted rural bus services connecting to towns and services.









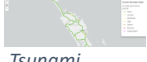

Attachment 1 provides a high-level indication of how each KPI is tracking and directs the reader to relevant internet resource documents that provide additional national and regional information.

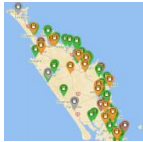
Attachments/Ngā tapirihanga

Attachment 1: 2021-2027 RLTP Key Performance Indicators to Date [↓](#) 

2021 – 2027 Regional Land Transport Plan Key Performance Indicators

Transport Priority	KPI	2021 – 2022	2022 – 2023	2023 – 2024 (current)	Notes
1- Safety	Reduction in deaths and serious injuries (DSIs)	Serious Injuries: 166 Deaths: 27	Serious Injuries: 184 Deaths: 43	Serious Injuries: 70 Deaths: 21 (up to 16 Jan 2024)	DSIs are sourced from the NZTA Crash Analysis System. 2023/2024 data is provisional and includes data up to 16 January 2024.
1- Safety	Improved ambient air quality - PM10 and PM2.5	PM10: 12.03 PM2.5: 6.26	PM10: 12.55 PM2.5: 5.3	PM10: 11.23 PM2.5: 5.13 (up to 31 December 2023)	The data is sourced from the Northland Regional Council air quality monitoring sites. Average annual PM10 concentrations are well below WHO guidelines in Whangarei. PM2.5 concentrations exceed the WHO guideline of 5 µg/m³ for all three years.
1- Safety	Increased kilometres of unsealed road treated to manage dust emissions	37.0 total lane km	33.1 total lane km	33.4 total lane km completed to date.	This information is sourced from the maintenance records of the respective councils. FNDC and WDC dust suppressant activities are funded by the Council. KDC sites funded are by forestry.
2- Connectivity	Reduction in average journey times (Journey Time Savings).	-	-	-	Information is not available for these years at this current time.
2- Connectivity	Reduction in the number of road closures.	<u>Planned:</u> 68	<u>Planned:</u> 58 <u>Unplanned*:</u> (Cyclone Gabrielle) Whangarei- 68, Kaipara- 60, Far North- 55	<u>Planned to date:</u> 26	*Refer to: <i>Cyclone Gabrielle 2023 Regional Recovery Plan for Northland, page 17 (Northland CDEM, 2023), and Actions to address the compounding effects of 2022/23 extreme weather events, page 5 (Northland Transportation Alliance, 2023)</i>
2- Connectivity	Increased interregional Public Transport options (i.e., buses, rail, and ferries)	1	1	1 to date	Commercial Intercity bus services only. No interregional passenger transport rail or ferry services are presently in operation.
3- Route Resilience	Availability of a viable alternative to high-risk and high-impact routes	https://detours.myworksites.co.nz/	https://detours.myworksites.co.nz/	https://detours.myworksites.co.nz/	Please find attached the link to Waka Kotahi's State Highway high-risk and high-impact deviation routes. Refer to page 43 Network Resilience Business Case Study Report - Phases 1 to 3A for a map of Northland's network detour

Transport Priority	KPI	2021 – 2022	2022 – 2023	2023 – 2024 (current)	Notes
				 <p>Detour points</p> <p>NZTA-approved detour routes</p>	points, and page 48 for a map of the NZTA-approved detour routes.
3- Route Resilience	Identify future high-risk areas prone to flooding and coastal inundation	 <p>Storm disruption</p>  <p>Tsunami disruption</p>  <p>Sea level rise</p>	 <p>Storm disruption</p>  <p>Tsunami disruption</p>  <p>Sea level rise</p>	 <p>Storm disruption</p>  <p>Tsunami disruption</p>  <p>Sea level rise</p>	<p>The relevant information and data can be obtained from the following links:</p> <p>https://nzta.maps.arcgis.com/apps/MapSeries/index.html?appid=5a6163ead34e4fdab638e4a0d6282bd2</p> <p>https://searise.takiwa.co/map/6245144372b819001837b900/embed</p>
4- Economic development	Increase in the number of visitor nights in accommodation.	1,300,300 guest nights	1,757,200 guest nights	517,100 guest nights (up to 1 November 2023)	<p>The data is sourced from the Accommodation Data Programme which can be viewed at the following link:</p> <p>https://www.mbie.govt.nz/immigration-and-tourism/tourism-research-and-data/tourism-data-releases/accommodation-data-programme/</p>
4- Economic development	Increased number of walkers and cyclists.	-	761,904	544,037 (up to 31 December 2023)	<p>Seven fixed cameras were installed in October 2022 to capture pedestrian, scooter, cycling and mobility traffic counts. Data includes the counts from November 2022 through December 2023.</p>
5- Environmental effects	Percentage of Euro 5 low-emission vehicles in service for	100%	100%	100% to date	<p>The existing CityLink fleet comprises 14 x Scania K280 LBs (Euro 5).</p>

Transport Priority	KPI	2021 – 2022	2022 – 2023	2023 – 2024 (current)	Notes
	CityLink Whangārei				
5- Environmental effects	Increased percentage of zero-emission vehicles in service for CityLink bus service in Whangārei	0%	0%	0% to date	Oversubscription nationally for available funding in years 1 and 2. National funding for the decarbonisation of public transport vehicles is being reviewed by the new government.
5- Environmental effects	Metres of T2/bus lanes in Northland	0m	0m	0m to date	Whangarei District Council are currently working on the consultation phase and finalisation of plans for the Kamo bus/T2 lanes.
5- Environmental effects	Number of publicly accessible electric vehicle charging facilities in Northland	26	26	29 to date  Public EV chargers	To date, there are 29 publicly accessible electric vehicle charging facilities in Northland with another 4 sites being investigated. The location of the electric chargers in Northland can be obtained from the links below. https://charge.net.nz/map/ https://www.plugshare.com/map/
5- Environmental effects	Percentage completion of the strategic walking and cycling networks	26%	31%	43% to date	This information has been calculated from the Whangarei District Council Walking and Cycling Strategy which can be accessed via the following link: https://www.wdc.govt.nz/Council/Council-documents/Strategies/Walking-and-Cycling-Strategy
6- Better transport options	Punctuality – public transport	99%	99%	99% to date	Reports from council-contracted passenger transport operators show 99% punctuality for reasons within the operator's control.
6- Better transport options	Increase in the percentage of people living within 500m of a bus stop in Whangārei	49%	49%	49%	In the Whangarei City area, 49% of the population lives within 500m of a bus stop. This is data from the Stats NZ website from the 2018 census via the following link: https://www.stats.govt.nz/tools/2018-census-place-summaries/whangarei-district The 2023 census data will be made available sometime this year.

Transport Priority	KPI	2021 – 2022	2022 – 2023	2023 – 2024 (current)	Notes
6- Better transport options	Number of bus stops (and shelters) supporting rural-based bus services	Unknown	Unknown	Unknown	This relates predominantly to the Ministry of Education and intercity-type services. The Northland Transportation Alliance is in the process of including all rural stops and shelters in their RAMM database.
6- Better transport options	Increase access to key economic destinations - number of contracted urban and rural bus services connecting to towns and services	5	5	5 to date	The Bream Bay Link is the only contracted rural service presently being reviewed to accommodate increased patronage. In addition, the Northland Regional Council is working with Hikurangi to introduce a community-operated on-demand shuttle service.

TITLE: Northland Road Safety Activity Update

From: Chris Powell, Transport Manager - Northland Transportation Alliance; Nicole Cauty, Road Safety Project Manager and Kayla Gunson, Regional Transport Coordinator

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 26 January 2024

Whakarāpopototanga / Executive summary

This Report updates the Committee on the progress of Northland's Road to Zero program for local roads in Northland.

Ngā mahi tūtohutia / Recommendation

1. That the report 'Northland Road Safety Activity Update' by Northland Transportation Alliance staff dated 26 January 2024, be received.

Background/Tuhinga

The three district councils in conjunction with Waka Kotahi have developed a comprehensive multifaceted program of capital improvements and road safety promotion activities to meet the expectations of The Governments 10-year road safety strategy *a Road to Zero*. Road to Zero has a targeted goal of reducing Death and Serious Injuries from road trauma by 40% by 2030.

This report focuses on three key responses to the Road to Zero goal.

1. Infrastructure Improvements – improvements to roads and roadsides
2. Speed Management – speed limit reviews and supporting infrastructure
3. Road User Choice – encourage safer choices and safer behaviours on our roads

Infrastructure Improvements

When the Regional Land Transport Programme (RLTP) is adopted, staff will provide a summary of the infrastructure Improvements planned for 2024-27 to reduce the likelihood of death and serious injuries from road trauma.

Speed Management – Speed Limit Reviews

A separate paper "Northland Road Safety – Speed Limits Review Update" will be presented to the February 2024 RTC Meeting outlining the current status of Speed Management reviews and options based on the Minister of Transport announcement on 13 December 2023.

Holiday period fatal crash update:

These crashes are still under investigation, but it was a tragic holiday period for Northland made worse with the ages of the deceased.

Date	Time	Location	RCA	Age of deceased
22/12/23	18.40	Beach Road, Onerahi	WDC	17
23/12/23	20.05	Te Ahu Ahu Road, Waimate North	FNDC	18
29/12/23	11.39	Russell Whakapara Road, Russell	FNDC	18
29/12/23	17.15	Fern Flat Road, Peria	FNDC	4 and 6
2/1/24	17.00	Waima Valley Road, Waima	FNDC	1
4/1/24	11.45	Lake Road, Kaitaia	FNDC	1

Calendar Year 2023 - 1 January – 31 December, Provisional Road Fatalities Statistics

Fatalities Jan – Dec 2023	Far North	Whangārei	Kaipara	Northland	National
Local roads	8	8	0	16	157
State highways	9	8	5	22	184
TOTAL	17	16	5	38	341

Northland had the same number of fatal injuries as in 2022, the national total decreased by 31.

Calendar Year 2024 - 1 January – 31 December, Provisional Road Fatalities Statistics

Fatalities Jan – Dec 2024	Far North	Whangārei	Kaipara	Northland	National
Local roads	2	1	1	4	13
State highways	0	0	1	1	8
TOTAL	2	1	2	5	21

Breakdown of the 2023 Deaths year to date: 38 Deaths

Fatal crashes per month												
Month	Jan	Feb	Mar	April	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Fatal	5	2	2	1	6	5	2	3	0	3	4	5

Fatal crashes by gender	
Male	28
Female	10
Total	38

Fatal crashes by role	
Driver	21
Passenger	11
Motorcyclist	5
Cyclist	0
Pedestrian	1
Total	38

Fatal crashes by age group	
0 – 14 years	2
15 – 19 years	6
20 – 24 years	2
25 – 39 years	13
40 – 59 years	7
Over 60 years	8
Total	38

Fatal crashes by speed corridors (Local Roads)		Fatal crashes by speed corridors (State Highways)	
100 km/h	10	100 km/h	15
80 km/h	4	80 km/h	2
70 km/h	1	70 km/h	1
50 km/h	1	50 km/h	4
Total	16	Total	22

Upcoming road safety promotional events:

- Aotearoa Bike Challenge – the month of February. There will be a share the road campaign running for February and March.
- Northland Field Days – 29 February, 1 and 2 March in Dargaville. There will be a road safety tent with safety information and demonstrations. This is in collaboration with NZTA Waka Kotahi, New Zealand Police, ACC, Auckland Transport and Northland Transportation Alliance.
- Road Safety Week 20 to 26 of May celebrating road safety heroes and raising awareness of concerns in Northland.

Northland Road Police Report

Summer campaigns and enforcement

Northland Police were supported by staff from the Commercial Vehicle Safety Teams from both Auckland and Northland, along with three sections of staff from Road Policing Teams across Tamaki Makaurau. These deployments were predominantly over the week of 28 December – 2 January but included some weekends in both December and January.

Breath tests carried out over the district during this time included 12,280. There were 53 apprehensions during this time for excess breath/blood alcohol.



Fatalities

We ended 2023 with 38 fatalities across Northland roads, the same number as 2022. Unfortunately, we have suffered 7 fatalities already in 2024 (at the time of writing). These have included two infants.

Licencing

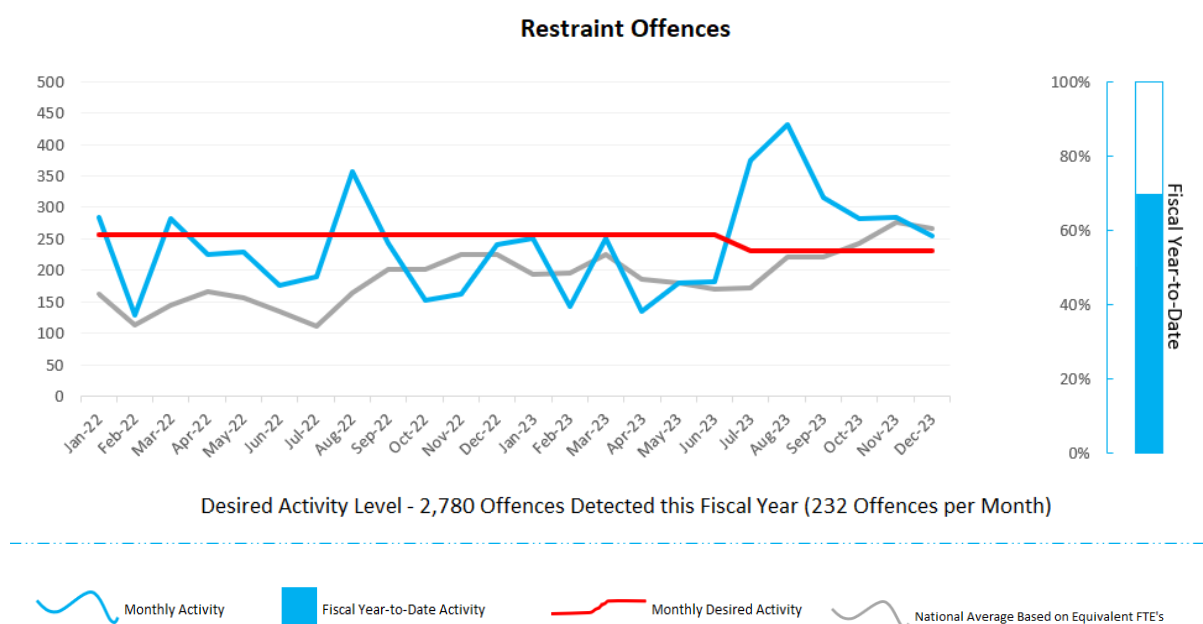
We continue to support young people across Northland with our Youth Road Policing officer who currently works with 13 secondary schools across the district. Since its initiation, the Te Kakàno i Whakatò programme has supported over 1,000 young people to gain various stages of their driver's licence (predominantly Learners). Knowing that breach of licence conditions or lack of driver's licence is a key entry point into the criminal justice system (and that employment chances increase seven-fold with a licence), this programme is achieving great results. There is a high achievement rate with nearly 90% passing on the first attempt and a 97% pass rate for resits.

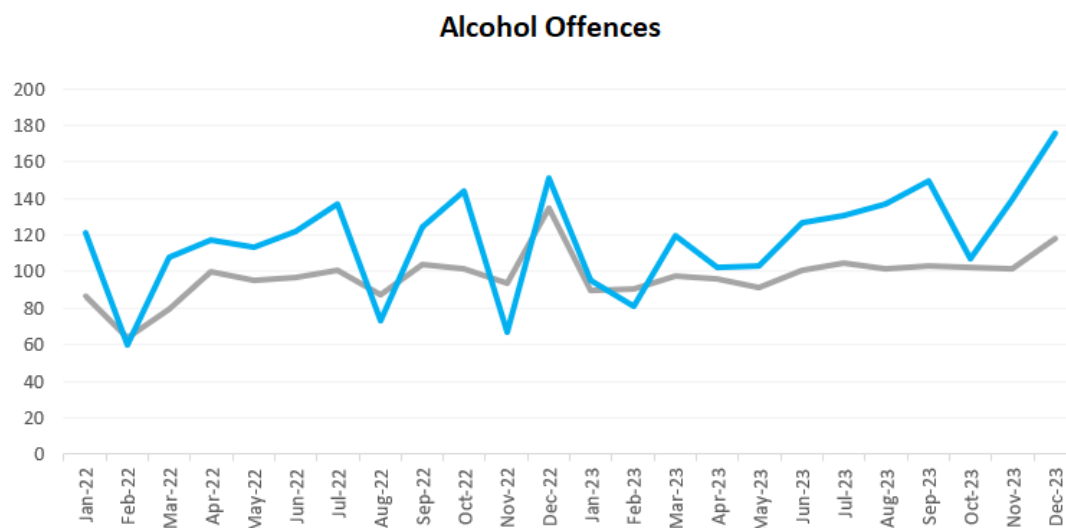
Enforcement data

Six-month activity July – December 2023:

Enforcement Activity	Number
Lack of restraint wearing	1,942
Use of phones while driving	618
Officer-issued speed offences	7,906
Breath screening tests	62,587
Excess breath alcohol apprehensions	840
Drug-impaired driving apprehensions	89

The number of checkpoints and breath screening has increased over the summer period to date. Apprehensions related to driving with excess breath or blood alcohol have increased significantly, in line with the increase in breath testing. Lack of restraints continues to be an issue.





Planning is occurring in relation to public holidays for 2024, anti-social traffic offending (eg boy-racers and dirt bike use on roads) and prevention activities for RIDS offending.

Attachments/Ngā tapirihanga

Nil

TITLE: Official Information Request to NZTA: SH1 South Side of the Brynderwyns

From: Louisa Gritt, Group Manager - Community Resilience

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 31 January 2024

Whakarāpopototanga / Executive summary

This is a covering report for the papers received in response to the Chair's Official Information Act (OIA) request to NZTA regarding the SH1 south side of the Brynderwyns.

Ngā mahi tūtohutia / Recommendation

1. That the report 'Official Information Request to NZTA: SH1 South Side of the Brynderwyns' by Louisa Gritt, Group Manager - Community Resilience and dated 31 January 2024, be received.


Background/Tuhinga

Councillor Carr, Chair of the RTC lodged an official information Act request to NZTA on 3 January 2024. The request is at attachment 1. This request has been acknowledged and NZTA have advised that a response should be received on or around 13 February.

Attachments 2-10: is the response received from NZTA on 5 February 2024.

Attachments/Ngā tapirihanga

Attachment 1: Official information Act request to NZTA on 3 January [↓](#) 

Attachment 2: OIA - 14361 Response [↓](#) 

Attachment 3: 1. Board - Waka Kotahi Cyclone Recovery April 2023 excerpt [↓](#) 

Attachment 4: 2. I&D - Cyclone recovery Update May 2023 excerpt_Redacted [↓](#) 

Attachment 5: 3. Board - Strategic Recovery Framework July 223 excerpt [↓](#) 

Attachment 6: 4. I&D - Resilience Strategic Response September 2023 excerpt_Redacted [↓](#) 

Attachment 7: 5. I&D Whangarei to Dome Valley Resilience Strategic Response Buisness Case Summary September 2023 [↓](#) 

Attachment 8: 6. Transport Services Funding Decisions November 2023 Board paper excerpt [↓](#) 

Attachment 9: 7. Board - Transport Services Report NOvember 2023 excerpt_Redacted [↓](#) 

Attachment 10: 8. I&D - Transport Services Report December 2023 excerpt [↓](#) 

Erica Wyatt

From: Joe Carr
Sent: Wednesday, 3 January 2024 11:52 am
To: nicole.rosie@nzta.govt.nz; info@ombudsman.govt.nz; sjones@ministers.govt.nz; enquiry@oag.parliament.nz
Cc: Louisa Gritt; Jonathan Gibbard; Geoff Crawford
Subject: OFFICIAL INFORMATION REQUEST
Attachments: OIA Request NZTA 03 January 2024.docx

M. Nicole Rosie
CEO NZTA

Dear M. Rosie please find attached OIA information request pertaining to the SH 1 South Brynderwyns.
To enable the compilation of the February 2024 Northland Regional Transport Committee agenda please also cc information to Louisa Gritt.

Yours faithfully

Joe Carr
Chair
Northland Regional Transport Committee

Cr Joe Carr

Chair Northland Regional Transport Committee

03 January 2024

M Nicole Rosie

CEO New Zealand Transport Agency (NZTA)

Official Information Act request for information. Items requested are shown in bold.

The purpose of this request is to enable the Northland Regional Transport Committee to have sufficient information to meet the committee's statutory reporting and advisory requirements to the Northland Regional Council.

Most of this information has been requested previously from NZTA, but has not been provided by you. A copy of this letter has been sent to the Associate Minister of Finance Hon Shane Jones and to the Office of the Government Ombudsman and to the Office of the Auditor General for their information and assistance.

As the Northland Regional Transport Committee's next meeting is on 13 February 2024 and the information is of vital interest, the information is required urgently.

Information required

As previously requested from NZTA by email on 17/11/2023

Subject: Brynderwyns

Good morning Nicole

The elected members of the Northland Regional Transport Committee urgently request information pertaining to the recent NZTA Board's decision for an extensive work program on SH1 South side of the Brynderwyns.

- * An electronic copy of the full agenda item and decision, which I assume includes the full extent of the works that the Board has allegedly agreed to**
- * A list of reports that NZTA has on SH1 South Side of the Brynderwyns between the bridge by Atlas Quarry entrance and the Brynderwyns SH1 Summit.**
- * Executive summaries from the above reports, or where that is difficult the full report.**
- * The full Geotechnical Report that supports the NZTA Board's Agenda referred to above**
- * Previous advice that the Board has received pertaining to the Level of Stability of this section of SH1 and Waterfall Corner in particular.**

Nicole, the Transport Committee is concerned that our relationship with NZTA is significantly enhanced and we would like to meet with you possibly with our Members of Parliament.

Kind Regards Joe Carr

Chair Northland Regional Transport
Committee

RTC MEETING 2023 12 04

South Brynderwyns

Request made in person to M. Liz Maguire NZTA, the Executive Team Member in attendance at the 04 December 2023 Northland Regional Transport Committee meeting.

Enclosed:

The Regional Transport Committee for Northland (RTC) requests the following information regarding NZTA's intention to close SH1 Brynderwyns as part of a work package costing **\$180 M**. THIS will require 2 months of full road closure starting just after Waitangi Weekend 2023 and a further up to 10 months of 'traffic management'.

Please note that there has been no detailed reporting from NZTA to the Regional Transport Committee regarding this matter. The intended prolonged closure of SH1 Brynderwyns will be extremely disruptive and very costly to Northland. Northland Inc. assert that the daily cost will exceed \$2.8 million per day. 2 months @ 2.8 M/day = **\$170 M**.

The RTC is not stating that such a works program may not be required.

Please provide the following critical information:

- **The independent peer reviews of the geotechnic investigation reports and of the consequent engineering design that NZTA intends to proceed with. I.e. that includes a 10 metre bank cut back widening of the existing SH1 South Brynderwyns road.**
- **The evaluation of the risk to the stability to the under slopes of the road because of increased intrusion of water into the freshly cut up-slope batters that will be exposed as a consequence of these earthworks.**
- **The financial measures that NZTA/Government will implement to mitigate the economic costs to the transport industry and their clients and the tourist industry**
- **The options analysis for this work considered by the NZTA Board.**

SHOULD AN INDEPENDENT PEER REVIEW REFERRED TO IN THE FIRST BULLET POINT HAVE NOT BEEN COMPLETED, THE REGIONAL TRANSPORT COMMITTEE FOR NORTHLAND REQUESTS ONE TO BE COMPLETED AS A MATTER OF EXTREME URGENCY AND PROVIDED TO THE RTC MEMBERS.

The Regional Transport Committee considers that this request for information is consistent with the level of information that NZTA should have, on its own volition, provided for inclusion in RTC Agendas.

We note and share the concerns expressed by the Ombudsman regarding the lack of public disclosure and transparency in TLA and Government decision making.

Yours faithfully

Joe Carr

RTC Chair

Ministerial Meeting at Kaiwaka on 10 October 2022 with Kaipara Mayor Craig Jepson, Whangarei Mayor & Deputy Mayor Vince Cocurullo and Phil Halse and Chair of Northland Regional Transport Committee Joe Carr, Willow Jean Prime MP for Northland and Steve Mutton NZTA staff.

I refer to the letter of 13 October 2023 from Transport Minister Hon David Parker following meeting with Northland leaders regarding the South Brynderwyns options.

“Having done the work you have commissioned, (RTC 4-lane South Brynderwyns option 4) you asked me as Minister of Transport to request Waka Kotahi to put early effort now into obtaining a preliminary Geotech report on this route. You note that if there are serious complications in ground conditions which are show stoppers, you would like to know this now.

And

I said I would support your request to Waka Kotahi for a preliminary Geotech report on the route, which I do.

NZTA staff member Steve Mutton confirmed to Minister Parker that the preliminary Geotech report walkover would be done the following week on the RTC 4-lane South Brynderwyns option 4 route.

Note NZTA staff have recently spent extensive time on the Atlas Quarry site where it is planned to dump the 150,000 cubic metres of cut to waste from NZTA's current planned emergency works on the South-side of the Brynderwyns.

Please provide the following information:

The report from the *Waka Kotahi for a preliminary Geotech report on the above route as agreed to by Minister Parker.*

Confirmation that the NZTA dump site on the Atlas Quarry property will not compromise in any way the construction and viability of the RTC 4-lane South Brynderwyns option 4 route.

The NZTA preliminary Geotech report for the two bypass options identified by NZTA to the west of the Brynderwyns. The urgent need for this report was also discussed with Minister Parker, because if there were any ‘show stoppers’ on these NZTA Western Brynderwyn alignment options over the McCallum property to SH1 north of Brook Road then the fatally flawed Western options would need to be expunged. The implication of a fatal flaw in the Brynderwyns Western Bypass options is serious as it would mean the only other known 4-lane bypass option is the Eastern option through Atlas Quarry. Currently NZTA’s faith in a viable Brynderwyns Western Bypass option is not shared by other roading engineers.

Yours faithfully

Joe Carr

Chair, Northland Regional Transport Committee



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5 February 2024

Louisa Gritt
Group Manager Community Resilience
Northland Regional Council
louisag@nrc.govt.nz

REF: OIA-14361

Dear Louisa

Request made under the Official Information Act 1982

Thank you for your email of 20 December 2023 requesting the following information under the Official Information Act 1982 (the Act):

The chair of the RTC has asked that an item be included in the agenda for 13 Feb 2024 RTC meeting entitled "NZTA South Brynderwyns work proposal". He has asked that the item includes "the full NZTA Board papers for the meeting where the decision was made to proceed with their current proposal and includes the independent peer review".

The documents in the document schedule fall within the scope of your request and are enclosed.

Certain information has been withheld from attachment four under section 9(2)(g)(i) of the Act to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold this information. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

If you would like to discuss this reply with Waka Kotahi, please contact Steve Mutton, Director Regional Relationships (Northland/Auckland), by email to steve.mutton@nzta.govt.nz.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'M. Kinvig', with a stylized flourish at the end.

Mark Kinvig
National Manager Infrastructure Delivery

OIA-14361 Document Schedule

Ref	Document	Date	Description
1.	1. Board - Waka Kotahi Cyclone Recovery April 2023 excerpt	20 April 2023	Released in full.
2.	2. I&D – Cyclone recovery Update May 2023 excerpt	24 May 2023	Released in full.
3.	3. Board – Strategic Recovery Framework July 2023 excerpt	6 July 2023	Released in full.
4.	4. I&D – Resilience Strategic Response September 2023 excerpt	September 2023	Certain information is withheld under section 9(2)(g)(i).
5.	5. I&D Whangarei to Dome Valley Resilience Strategic Response Business Case Summary September 2023	September 2023	Released in full.
6.	6. Transport Services Funding Decisions November 2023 Board paper excerpt	November 2023	Released in full.
7.	7. Board – Transport Services Report November 2023 excerpt	November 2023	Released in full.
8.	8. I&D – Transport Services Report December 2023 excerpt	December 2023	Released in full.

waka kotahi board 20 April 2023 - waka kotahi cyclone recovery

Waka Kotahi Cyclone Recovery

April 2023



Te Kāwanatanga o Aotearoa
New Zealand Government

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Waka Kotahi Board 20 April 2023 - Waka Kotahi Cyclone Recovery

Northland

- State Highway 1 over the Brynderwyn Hills was opened in both directions for the first time since Cyclone Gabrielle hit last month. The road will close again from 17 April for two weeks to complete major earth works and drainage installation before permanently opening the road in May. We monitor the road and weather conditions, and the road may be closed at short notice should conditions become unsafe for road users. Unless further resilience work is undertaken this section of SH1 will be prone to future closures.
- An early high-level scope has been confirmed for future recovery work which will be further clarified by Strategic Planning work to be completed by the end of June. Currently the footprint being considered is SH1 south of the Brynderwyns to Whangarei, including SH12, SH14 and local road alternate routes used during the response phase.
- Strategic planning will consider options for building resilience into existing highways and alternate routes, and also a major re-alignment for the Brynderwyn section using previous planning work undertaken.
- A significant amount of technical work has already been completed with earlier Programme Business Case work that looked at the entire SH1 corridor between Whangarei and Auckland.
- A Project Director has been identified, who is currently managing the Mangamuka rebuild and we will start organising additional resources to support the project as we build more clarity into the recovery scope.

Investment & Delivery Committee 24 May 2023 - Cyclone recovery update

Waka Kotahi Cyclone Recovery

May 2023

ELT & issue owner **Brett Gliddon, GM Transport Services**



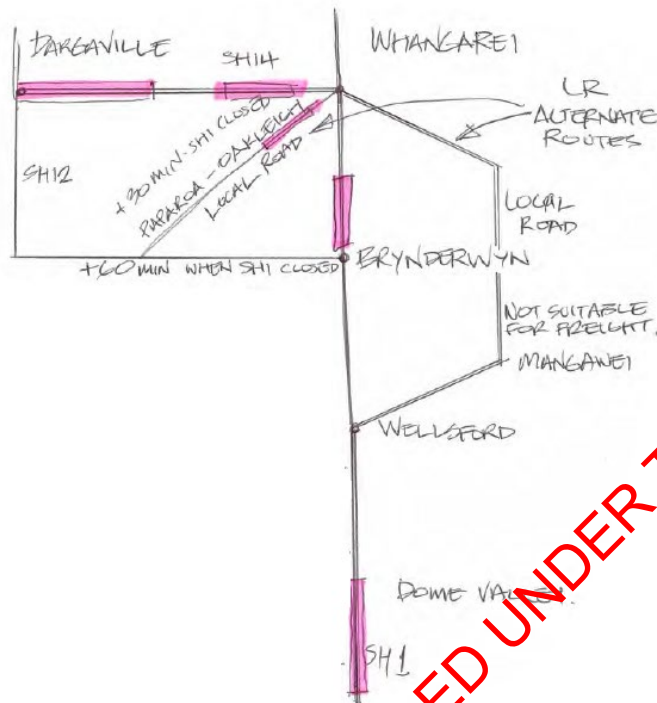
Te Kāwanatanga o Aotearoa
New Zealand Government

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Investment & Delivery Committee 24 May 2023 - Cyclone recovery update

Northland

The geographical scope of the Northland recovery and rebuild extends from SH1 Dome Valley to Whangarei. It also includes the main Northland SH1 state highway alternate route – SH12 and SH14 via Ruawai and Dargaville. Local Road alternate route options that run to the west of SH1 between Paparoa and Oakleigh and east of SH1 via Mangawhai are also under consideration.



Recovery Status

- High level state highway scopes to determine recovery works to reinstate our transport corridors back to their prior state before the Cyclone events have been developed for the region. Preliminary inspections identified 122 recovery slip sites of varying sizes requiring remediation.
- A Project Director has been appointed to lead all Recovery and Rebuild physical works determined to be outside of that which can be managed within the capacity of the local NOC (Fulton Hogan).
- Recovery works meeting this criteria will transition to the remit of the Project Director over the next couple of months; this will include works on SH's 2, 12 & 14. The work underway on SH1 Mangamuka will be also included within the overall work package.
- State Highway 1 Brynderwyn Range opened 1 May 2023 ahead of schedule after works to address the major over slip and carry out drainage work. This section of SH1 will continue to be susceptible to future closures until a strategic plan to improve resilience of this section of SH1 is implemented. A Trigger Action Response Plan remains in action for this corridor.

Strategic Work Stream

- Work on the strategic case for Northland has started.
- Far North Resilience SH 1 Mangamuka – the business case for long term resilience for the Far North is underway. Joint workshops have been held with community and Iwi representatives to develop the long list of options. The short list options are currently being prioritised and costed and we expect to complete the business case by the end of the current financial year.
- A similar approach will be undertaken for Whangarei to Dome Valley, including considering alternate corridor access while a longer-term resilient solution is determined for SH1.
- The likely recommendation for significant rebuild activity will be the realignment of the section through the Brynderwyn Range. It is also likely that resilience improvements to the State Highway alternate route (SH12 & 14) and the existing SH1 through the Brynderwyn Range will be proposed as part of interim resilience improvements.

Investment & Delivery Committee 24 May 2023 - Cyclone recovery update

Northland

Procurement

- Similar to Coromandel, an assessment to determine which recovery works will remain with the NOC contractor is underway, and what will be managed under the Northland Recovery and Rebuild programme under the newly appointed Programme Director.
- All Northland Recovery and Rebuild physical construction activity (excluding that which remains with the NOC, and SH1 Mangamuka) will be managed under one Recovery and Rebuild programme of work.
- The Project Director will be responsible for preparing a procurement strategy for the recovery works, identifying contractors who can provide specialist skills where necessary.

Communications and engagement

- We have communication plans in place for the specific corridors that have been impacted (Mangamuka and Brynderwyn), with Dome Valley picked up under existing safety improvement work communications.
- This includes messaging around the detour routes, which are now critical links for communities while our work takes place.
- Iwi engagement is ongoing and will be constant through all work streams.
- Proactive release of positive outcomes is already taking place and will continue as work progresses.



Investment & Delivery Committee 24 May 2023 - Cyclone recovery update

Iwi Engagement

out of scope

Northland

- We are currently mapping out work areas to ensure we are engaging with the correct Iwi and Hapū, in some cases there will likely be engagement with more than one for a single project. Ensuring we capture all the relevant parties is critical.
- A hui with the local Iwi has been arranged for SH1 Brynderwyn strategic planning.
- We are not experiencing any issues or concerns regarding engagement and relationships with local Iwi and Hapū in this region.

Waka Kotahi Board 6 July 2023 - Strategic recovery framework



A more resilient SH1 Whangārei to Dome Valley Strategic Transport Network

Northland recovery - draft emerging programme (under development)

The challenge

- » Recurrent severe weather events have resulted in declining performance and closures of SH1 between Whangārei and Dome Valley as well as local road detour routes.
- » The geology of the Brynderwyn Hills makes it particularly susceptible to weather events, closures and future challenges (e.g. climate change).
- » Damage to several sections of highways has resulted in significant road closures and disruptions for customers and the wider economy. Emergency works to reopen roads are short-term only.
- » Given the reliance on the state highways the levels of disruption, severance and isolation occurring are untenable for communities and industry. The region has a high Māori population, high level of socio-economic deprivation, significant tourism economy and freight activity.

Way forward

- » Waka Kotahi, iwi, hapū and key stakeholders collaborating on the future direction of the regional transport system.
- » A step-change in resilient access, and confirmation of funding as options and interventions are further developed.
- » Delivery to be staged with three phases of works:
 - Short term/immediate projects include strengthening detour routes for freight, completing Whangārei to Te Hana SSBC and immediate works on Brynderwyn Hills and Dome Valley
 - Medium term projects include overslips, underslips and slip management along with preventive flooding maintenance with culvert clearing and upgrades
 - Long term projects include long term Whangārei to Te Hana solution (pending outcome SSBC), Ara Tūhono Warkworth to Wellsford (when DBC triggers are met)
- » Straightforward and smaller scale projects start immediately using existing contracting models. The more complex projects require further investigation and public consultation.

Key outcomes

- » More reliable and equitable critical lifeline access. Enable future disaster response and recovery.
- » Safer and more resilient transport network providing for greater reliability of access for freight.
- » Future recovery works in response to events avoided through proactive works.
- » Partner with iwi and hapū to understand aspirations, and to support local businesses and job creation during rebuild.
- » Increased confidence to invest, retain and grow employment, increase tourism, and attract industry due to transport investment in region.



Northland industry contribution of \$8B GDP annually



Key sections of SH1 closed for 73 days in early 2023.



Contractor claims exceed \$10 million for Brynderwyn Hills and Dome Valley emergency response so far this year.



30% Māori population in Whangārei district and 25% in Kaipara district



Recommended programme

Indicative programme costs to the short and medium term interventions are \$600-800million, inclusive of property. Costs for longer term works will be confirmed through the business case development.

State Highway (between Whangārei and Dome Valley)

Maintaining SH1, as the critical lifeline to Northland, is incredibly important given the growth and economic prosperity and confidence in Northland relies on this critical connection. It also provides critical access to NorthPort, higher education, health services and international airport collections, for local people and freight operating on the "just in time" model to serve the North. Targeted investment to remove current deficiencies and deliver resilient access by increasing maintenance and rebuilding infrastructure to standards that will withstand future events in the immediate to medium term.

Recommended programme includes:

- » Confirming the long-term infrastructure solution by completing the Whangārei to Te Hana SSBC with our mana whenua and Council partners in the immediate/short term
- » Undertake route protection for the long-term solution in the medium to long term
- » Significant immediate/short term enhancements (drainage, slip prevention) to the Brynderwyn Hills
- » Enhanced overslip, underslip and slip management across both the state highway and local road network using the design already being completed through the emergency funds
- » Prioritised preventative flooding measure through culvert management and upgrades for the Brynderwyn Hills and Dome Valley
- » Non infrastructure solutions like enhanced signage, variable messaging signs and sensors to monitor slips.

Local road detour - Oakleigh Road - Paparoa Road

Targeted resilience enhancements to provide temporary HPMV access alternative to SH1 that is constructed to modern standards and will withstand future events.

Potential to expand to include one-lane bridge replacements to allow for temporary HPMV use, route improvements with localised widening, as well as underslip management to maintain availability during weather events.

Local road detour - Cove Road - Mangawhai Road

Targeted resilience enhancements to provide temporary HPMV access alternative to SH1 that is constructed to modern standard what will withstand future events.

SH12/14 detour and SH16/Woodcocks Road detour

Minor resilience enhancements with limited works, focusing on maintaining access through flood management, preventative maintenance, culvert investigation, slip and rockfall management.

Proposals and timeframes are subject to further refinement, options assessment, engagement, planning and property acquisition processes.
*Cost ranges are indicative only and subject to funding, further design and investigation. Excludes inflation and escalation.

Whangārei to Dome Valley Resilience Strategic Response Outcomes, Programme Phasing and investment profile

The Programme is designed to maintain and improve corridor resilience between Whangārei and Auckland, through minimising both the likelihood of a natural hazard event resulting in the closure of SH1, and the duration that the highway will be closed. The lack of robust alternatives to SH1, particularly for freight, has been addressed by upgrading some of the critical detour routes to enable temporary but appropriate heavy vehicle access to maintain connectivity into and out of Northland keeping people and goods moving during critical events.

Measures are considered short to medium term treatments to maintain an appropriate level of service for a National Strategic Highway that has no/limited alternative accesses.

The longer-term strategy for the corridor will be developed early in this resilience programme through the Whangārei to Te Hana Single Stage Business Case. This has been prioritised to enable all short and medium term measures to build towards this long term direction therefore minimising re-work and abortive work. In the draft GPS 2024 the Government identified strategic investment projects for the Warkworth to Whangārei corridor. Realistically, these long term solutions will be 10+ years away and so there is still an immediate resilience need in the short to medium term to make the existing network as resilient as possible.

Projects (or stages within projects) have been grouped into two phases for delivery:

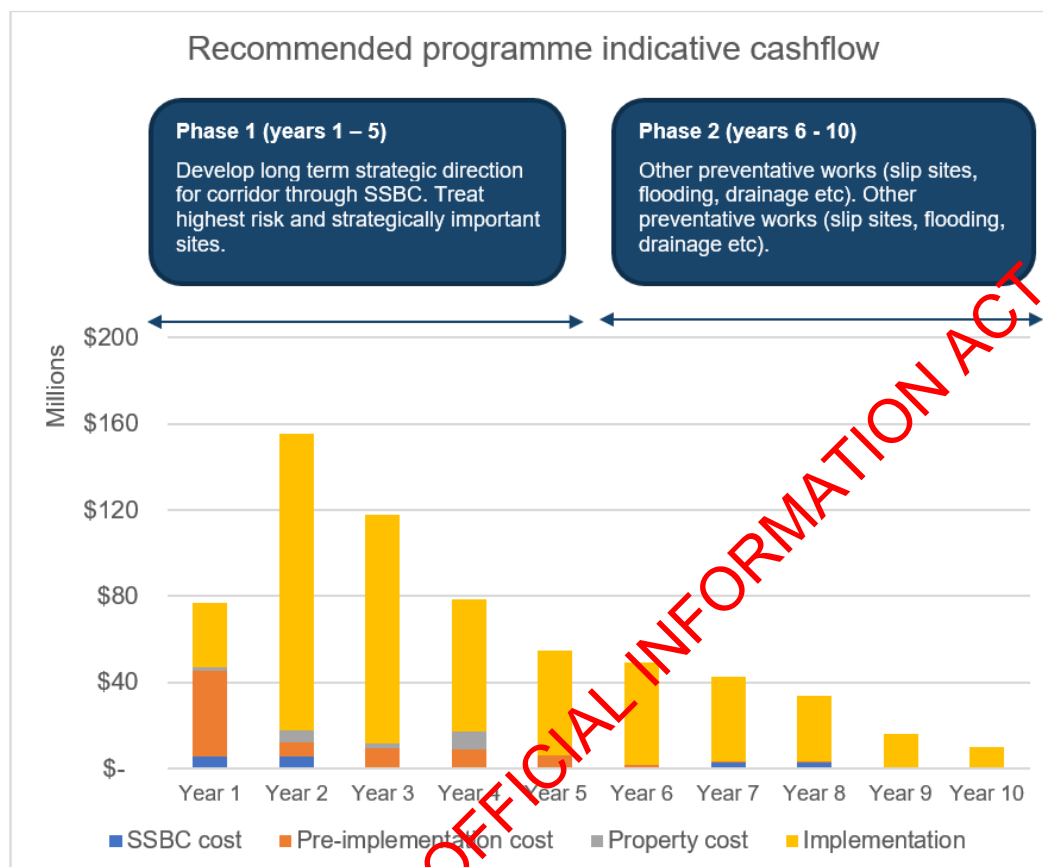
Phase 1 (years 1 – 5)

- Whangārei to Te Hana Single Stage Business Case (SSBC) to determine the Long-Term Strategic direction of the corridor (\$41m)
- Upgrade of four detour routes to be suitable as alternative HPMV routes: Oakleigh Road/Paparoa Road, Mangawhai Road/Cove Road, SH12/SH14 and SH16/Woodcocks Road (approximately 250km in total). Includes removing geometric constraints and upgrading bridges to two-lane bridges (\$141M) (note: completed in phase 2)
- Slip management works to significantly reduce the number of closures anticipated in Dome Valley (\$190m) and the Brynderwyn Hills (\$57m) to maintain critical access to Northland for people and goods and maintain investor confidence
- Preventative works programme to minimise the road closures along the remainder of the 100km long SH1 corridor such as stream and culvert clearing, culvert and drainage improvements to reduce flooding and road deterioration and slip management. Proactive and improved response measures for customers, though signage and interagency coordination and real time information. (\$81M) (note: completed in phase 2)
- section 9(2)(g)(i)

Phase 2 (years 6 – 10)

- Complete upgrade of detour routes (\$44M)
- Complete preventative works on SH1 (Phase 2 \$77M)
- Implementation business case for Ara Tūhono – Warkworth to Wellsford (\$5m).

Whangārei to Dome Valley Resilience Strategic Response Investment Profile and Phasing



	Phase 1 (years 1 - 5)	Phase 2 (years 6 - 10)	Total
Business Case cost	\$11.2	\$5.0	\$16.2
Pre-implementation cost	\$70.4	\$3.3	\$73.8
Property cost	section 9(2)(g)(i)		
Implementation	\$383.2	\$142.3	\$525.5
	\$483.0	\$150.9	\$633.9

Investment & Delivery Committee - Resilience Strategic Response

A more resilient SH1 Whangārei to Dome Valley Strategic Transport Network

Northland recovery - draft emerging programme (under development)

The challenge

- » Recurrent severe weather events have resulted in declining performance and closures of SH1 between Whangārei and Dome Valley as well as local road detour routes.
- » The geology of the Brynderwyn Hills makes it particularly susceptible to weather events, closures and future challenges (e.g. climate change).
- » Damage to several sections of highways has resulted in significant road closures and disruptions for customers and the wider economy. Emergency works to reopen roads are short-term only.
- » Given the reliance on the state highways the levels of disruption, severance and isolation occurring are untenable for communities and industry. The region has a high Māori population, high level of socio-economic deprivation, significant tourism economy and freight activity.

Way forward

- » Waka Kotahi, iwi, hapū and key stakeholders collaborating on the future direction of the regional transport system.
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- » Straightforward and smaller scale projects start immediately using existing contracting models. The more complex projects require further investigation and public consultation.

Key outcomes

- » More reliable and equitable critical lifeline access. Enable future disaster response and recovery.
- » Safer and more resilient transport network providing for greater reliability of access for freight.
- » Future recovery works in response to events avoided through proactive works.
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30% Māori population in Whangārei district and 25% in Kaipara district

Recommended programme

Indicative programme costs for the short and medium term interventions are **\$600-800million**, inclusive of property. Costs for longer term works are not included in this figure and will be confirmed through the business case development.

State Highway (between Whangārei and Dome Valley)

Maintaining SH1, as the critical lifeline to Northland, is incredibly important given the growth and economic prosperity and confidence in Northland relies on this critical connection. It also provides critical access to NorthPort, higher education, health services and international airport connections, for local people and freight operating on the "just in time" model to serve the North.

Targeted investment to remove current deficiencies and deliver resilient access by increasing maintenance and rebuilding infrastructure to standards that will withstand future events in the immediate to medium term.

Recommended programme includes:

- » Confirming the long-term infrastructure solution by completing the Whangārei to Te Hana SSBC with our mana whenua and Council partners in the immediate/short term
- » Undertake route protection for the long-term solution in the medium to long term
- » Significant immediate/short term enhancements (drainage, slip prevention) to the Brynderwyn Hills
- » Enhanced overslip, underslip and slip management across both the state highway and local road network using the design already being completed through the emergency funds
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Potential to expand to include one-lane bridge replacements to allow for temporary HPMV use, route improvements with localised widening, as well as underslip management to maintain availability during weather events.

Local road detour - Cove Road - Mangawhai Road

Targeted resilience enhancements to provide temporary HPMV access alternative to SH1 that is constructed to modern standard what will withstand future events.

SH12/14 detour and SH16/Woodcocks Road detour

Minor resilience enhancements with limited works, focusing on maintaining access through flood management, preventative maintenance, culvert investigation, slip and rockfall management.

Proposals and timeframes are subject to further refinement, options assessment, engagement, planning and property acquisition processes.
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WAKA KOTAH
NZ TRANSPORT
AGENCY

Te Kōwhiriwhiri o Aotearoa
New Zealand Government

Whangārei to Dome Valley Resilience Strategic Response

1 EXECUTIVE SUMMARY

1.1 Introduction

In early 2023 severe weather events caused widespread damage to State Highway 1 and detour routes between Whangārei and Dome Valley and caused road closures. This has had considerable impacts on communities and businesses who live in and move through the region which provides lifeline access between Auckland and Northland.

The SH1 corridor is the critical transport connection providing access between Auckland and all of Northland. The lack of a reliable and available transport network is a problem for the Northland region and risks worsening or entrenching the poor economic performance of the region when compared to other regions of New Zealand.

The most prominent issues caused by the 2023 weather events were slips and flooding, with the most affected areas being the Brynderwyn Hills and Dome Valley. In 2023 so far, the Brynderwyn Hills have been closed (both partial and full) for 73 days and Dome Valley has been closed for 14 days and 20 hours, both of which are now open. When SH1 is closed typically the local road detour routes also face the same resilience challenges and are also closed or have limited operational capacity. The closures of SH1 result in no alternative routes for HPMVs and long and costly detour for other vehicles. As such, the increased volumes of state highway traffic on the detour routes have resulted in damaged as they are not designed for the sustained increase in traffic volumes, particularly heavy vehicle volumes (and not resilient when facing similar weather events). The impact of resilience of the closure

The Resilience Strategic Response Programme for the Whangārei to Dome Valley corridor has been developed to increase the resilience of the transport network over time to better cope with future natural hazard events. Through the development of the response, it was identified early that there is no overall confirmed long term strategic direction for SH1 and surrounding transport network. This is seen as critical to providing the long term direction to confirm any interventions align with the strategic direction and staging to enable the right level of investment to be undertaken at the right locations. The topography, geology and other constraints highlight the difficulty of providing a long term solution without further detailed investigations. As such, the Resilience Strategic Response seeks to address the short- and medium-term resilience requirements of the strategic transport network, with the long term resilience needs to be defined as part of strategic direction for the Whangārei to Auckland corridor during the next phase of work.

1.2 Identifying the recommended programme

The recommended RSR programme has been developed with key partners and stakeholders including mana whenua and councils. The Waka Kotahi Business Case Approach principles have been applied in developing this business case using an agile approach.

With iwi/hapu partners and local council stakeholders the first workshop identified the resilience issues faced in the project study area. This informed the development of a long list of options, with over 150 options. Options were assessed using an MCA which including how well the options achieved the Economic Confidence, Improved Resilience and Lifeline Access investment objectives.

Column A - 4. Finance and funding

The Waka Kotahi Strategic Recovery Framework was then applied to each segment to understand the current and future resilience levels of service and performance based on the Framework. Based on this assessment two to three 'approaches' were identified for each segment.

Programmes at each segment were developed for each identified approach. This resulted in 58 Programmes across the entire study area being identified. These Programmes were then assessed against the MCA criteria.

Based on the above assessment an overall Recommended Programme across the entire area was then identified as well as an Alternative (lower cost) programme.

1.3 The recommended programme

The Recommended Programme is estimated to cost \$600m - \$800m over a 10-year period and has identified to deliver:

- Whangārei to Te Hana single stage business case to determine the long-term strategic direction of the corridor.
- Slip management to reduce the number of closures anticipated in both Dome Valley and the Brynderwyn Hills to maintain critical access to Northland for people and goods and maintain investor confidence.
- Upgrade of ~250km on four detour routes (Oakleigh Road/Paparoa Road, Mangawhai Road/Cove Road, SH12/SH14 and SH16/Woodcocks Road) to enable the geometric constraints to be removed and bridges to be upgraded to two-lane bridges to be suitable as alternative HPMV routes.
- A programme of preventative works to minimise the road closures along the remainder of the 100km long SH1 corridor such as stream and culvert clearing, culvert and drainage improvements to reduce flooding and road deterioration and slip management.
- Proactive and improved response measures for customers, though signage and interagency coordination and real time information.
- Implementation business case for Ara Tūhono – Warkworth to Wellsford.

Column A - 4. Finance and funding



The expected benefits of the RSR programme are:

- Improved resilience of the transport network to natural hazard events resulting in a reduction in number and duration of closures.
- Improved reliability of travel time which will in turn improve community access to opportunities and encourage business investment in the northland region.
- Reduced emergency response spend and faster recovery of any failures sites that do occur in the future.
- Improved safety outcomes
- Reliable connection between the Far North and the rest of the country.

Based on the expected benefits and cost range for the programme the benefit cost ratio is estimated to be 0.6–0.8 based on the high and lower cost estimate. With wider economic benefits the BCR is estimated at 0.7–0.9. As stated in the economic case, the economic analysis is considered conservative, meaning there could be additional benefits that could be realised.

An alternative programme has also been developed which could be considered if funding allocations are unable to deliver the full recommended programme. Costing \$400m – \$500m the alternative programme has the down sides of delivering a less resilient roading network and greater inefficiencies when recovering and restore future access.

1.4 Delivering the programme

The programme delivery is designed to address the corridor sections and resilience issues based on the consequence and the impact of risk and is recommended to take place over a 10-year period. It is expected that further investigations will be required for more complex components, such as corridor section DBCs to investigate options and prioritise levels of investment across the corridors accordingly to achieve the resilience LOS as set out in the recommended programme. Whilst this is being completed, prevention works can be undertaken to help improve network resilience and personal safety in immediate term.

The highest priority sections for resilience upgrade works are Brynderwyn Hills and Dome Valley sections of SH1, and Paparoa-Oakleigh Road and SH16/Woodcocks Road detour routes.

It is expected that a standard delivery model utilising Design and Construct (D&C) and/or traditional procurement arrangements will be used. The delivery model is still to be determined and will depend on the extent of funding made available.

Longer term and more complex works such as the two business cases will be procured through the standard approach to refine the long-term strategic direction for the corridor. The approach for delivering the longer-term works will be develop through these business case projects.

1.5 Managing programme risks

There are several programme risks which are outlined in more detail in various sections of this business case. As noted this business case was completed using an agile approach within 12 weeks. The 12-week approach, while robust, means that there are several uncertainties, assumptions, and risks that will need to be managed through delivery. These are documented throughout the business case. Some of the key risks to manage are:

- The programme may not meet community aspirations for resilient access and the inclusion of additional roading improvements such as new offline alignments, corner realignment, and passing lane facilities. Only targeted engagement has been undertaken in order to meet the required timeframes. Waka Kotahi will continue to work with partners and communities to help increase understanding of the trade-offs that have been made and why.
- The cost estimates are indicative and based on a desktop analysis. As more detailed site by site analysis takes place the costs will conform to normal Waka Kotahi cost estimation practices. For the longer term works, refined cost estimates will be developed through the Whangārei to Te Hana SSBC.
- Market capacity and capability is becoming thin as other regions also look for qualified contractors to undertake repair and remediation works throughout the North Island. Waka Kotahi will develop forward work programmes to help provide greater certainty and work with central government partners to help upskill local second and third tier contractor to support the delivery.
- There is a reputational risk of a perception of sunk costs, particularly where resilience improvement works are proposed on sections which may be affected by the long-term strategy. To ensure all works align with the long-term strategy, the Whangārei to Ta Hana is proposed to proceed early in the programme at pace. This will minimise rework or abortive work in the short to medium term.
- The extent of funding allocation which will be made available for this programme is currently unknown, as is the assurance processes that will apply to the funding. This risk may need to be managed by triaging the sites within the recommended programme to

reduce the total cost, and/or adapting the implementation process to meet assurance requirements.

The management of these and other risks is outlined in more detail within the business case. The project steering group will hold accountability for these risks, while the project team will be responsible.

1.6 Next steps

Once approval has been gained, the project team will focus on setting the programme up for delivery. The key steps for delivering the programme are:

- Secure funding via MoT and Treasury assurance processes from the National Resilience Plan.
- Continue to engage and work with iwi and hapū representatives and where necessary refine the programme as required
- Continue to work with local councils to refine the programme and delivery arrangements as required
- Set up the processes necessary to enable block funding to deliver the programme.
- Scope and procure the business case work to define the long-term strategy of the corridor.
- Develop a detailed programme plan to identify works:
 - Can be started as soon as possible (the majority of the programme), subject to funding
 - That require design prior to construction
 - That require additional investigations to identify the optimal option.
- Set up the programme and project resources required to support delivery.

Waka Kotahi Board - Transport Services updates

Transport Services Funding Decisions

November 2023

ELT & issue owner **Brett Gliddon, GGM Transport Services**



New Zealand Government

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Waka Kotahi Board - Transport Services updates

1. SH1 Brynderwyn Hills Recovery Works (1/2)

Purpose:

To secure funding and approval to proceed with the repairs of the SH1 Brynderwyn Hills as part of the Northland Recovery Works.

Reason for inclusion:

Business rules require the \$61m funding to be approved by the Board.

The implementation methodology requires a SH1 closure that will be of significant external interest.

WAKA KOTAHĪ

Background

- Damage from Cyclone Gabrielle and the extreme weather events of 2023 left SH1 through the Brynderwyn Hills fragile with high risk of failures.
- The response to date opened the road in the short term while further investigations scoped 44 interventions required to restore the road back to its pre-event level of service.
- \$61m, together with an 8-week full SH1 closure with a subsequent 12-month (two-way traffic, one southbound and one northbound lane under traffic management) construction period, is required for these recovery works. It is not possible to perform the repairs without the initial full closure due to space constraints and areas where the road has been completely undermined.
- This section of SH1 is a lifeline route to Northland with detour route limitations. As such, careful planning and network management considerations are required.
- In September 2023 the Waka Kotahi Value Outcome and Scope Committee (VOS) endorsed commitment to the works. An initial \$15m for four months to support urgent enabling work and the planning required was approved by the Chief Financial Officer on the condition Board approval would be sought for the full \$61m (inclusive of the \$15m).
- In October 2023 the Northland Regional Transport Committee (RTC) met with Minister David Parker and tabled their thinking around possible alternative alignments for a SH1 bypass along this section.
- Minister Parker requested Waka Kotahi assess the RTC options. The RTC are of the view that no further investment should go into repairing SH1, but instead these funds should be diverted into building their alignment option, which in their view would be done faster and cheaper. We will be commencing this assessment in November.
- This funding is needed now to enable the balance of emergency repair works to proceed in order to return the road to its pre-event condition.

Waka Kotahi Board - Transport Services updates

1. SH1 Brynderwyn Hills Recovery Works (2/2)

Decisions for noting

It is recommended the Board:

- **Approves** \$61m from the approved Crown appropriation for state highway recovery to fund restoring the SH1 Brynderwyn Hills to its pre-event level of service.

Affordability

- After a quantitative risk assessment and peer review was concluded the collaborative team of contractors, designers, iwi and Waka Kotahi estimated that \$61m (P80) will be required for the 44 interventions, which include creating more space, all repairs, and preventative work. This includes \$12m contingency.
- This will be funded from the Crown appropriation approved in July 2023 as a result of which \$506m is available for state highway recovery (noting separate \$15m for Bailey Bridges).
- In conjunction with the requirements to fund other state highway recovery activity, there is a significant risk that the appropriations approved to date are insufficient to meet the full costs of state highway recovery. In this case, if additional Crown funding were not approved, the NLTF (predominately state highway improvements) would need to fund any shortfall reducing funding intended for other improvements planned in 2024-27.

Risks and mitigations

- The main risks are network disruption and further failures. To manage disruption we will schedule work between Waitangi Weekend and Easter, and focus on detour routes, early engagement and communications, and mobilising adequate resource. To mitigate further failures we will review technical solutions, focus on creating space, and undertake further drilling and investigation.

Waka Kotahi Board - Transport Services updates

Transport Services Report

November 2023

ELT & issue owner **Brett Gliddon, GM Transport Services**

ATTACHMENT ONE: Health, Safety and Wellbeing Performance Update

ATTACHMENT TWO: NLTP Funding Outlook

IN CONFIDENCE/LEGALLY PRIVILEGED (AS MARKED)



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Cyclone recovery update (1/2)



out of scope

State Highway 1, Brynderwyn Hills

We are progressing investigations regarding the recommended repair option, and how to construct this while minimising disruption to road users. Work is progressing on alternative routes to ensure the wider network is resilient ahead of the summer and any potential disruption on SH1.

out of scope

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Waka Kotahi Board - Transport Services updates

NLTP position & funding approvals

out of scope

Funding Approvals

- The \$61M funding request to restore SH1 Brynderwyn Hills to its pre-event level of service, following the North Island Weather Events (NIWE) is affordable within the State Highway Maintenance Activity class and NIWE Crown appropriations.
- out of scope

Investment & Delivery Committee - Transport Services report

Transport Services Report

December 2023

ELT & issue owner **Brett Gliddon, GM Transport Services**
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IN CONFIDENCE/LEGALLY PRIVILEGED (AS MARKED)



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State Highway 1 Brynderwyn Hills (1/2)



We're providing an update on SH1 Brynderwyn Hills following recent adverse media about closing the road for works, which preceded engagement with stakeholders about when and how to close the road. The update provides information on the work needed, how we determined that we need to close the road and next steps.

SH1 Brynderwyn Hills suffered significant damage from the severe weather events in early 2023. The severe under and overslips resulted in two full closures totalling 73 days of disruption to road users. Work to date has focused on the short-term emergency response including temporary walls and retaining systems and restoring the route for people and freight.

Additional repairs are needed as SH1 Brynderwyn Hills is susceptible to further weather events and disruptions. If only reactive works continue to be carried out, the approach will not be sustainable as SH1 Brynderwyns will be susceptible to further weather events and disruptions this coming winter and in the immediate years to follow. The work will lift the LoS, by creating space to enable us to maintain the corridor more appropriately, without having to close the road as often.

The confirmed option was selected based on criteria of:

- Quality - reducing the likelihood of future unplanned closures
- Cost - to implement and maintain over the coming years
- Disruption - to the network now and over the coming years
- Constructability - the safety of road users now and over the coming years.

Extensive investigation has determined that a full closure is the safest and most efficient way to accommodate this recovery and enabling work. Other options considered included partial, overnight, staggered or delayed closures. These options were not selected as they would result in significantly longer disruptions.

State Highway 1 Brynderwyn Hills (2/2)



Decision making about the funding and public release of information was challenging as it coincided with the caretaker period. We also experienced complex challenges while trying to balance a no surprises approach, confidentiality and completing the due diligence needed to inform advice provided to the Board when considering the request for funding approval. The project team's consideration of the option of closing the road between Waitangi weekend and Easter was made public before any engagement with the community.

A media release was issued on 24 November 2023 advising that conversations are underway with community and businesses to help inform our next steps and that planning work is ongoing as we and the community consider the best timing for critical recovery and enabling works. This needs to consider how we can minimise disruptions around key travel periods and make use of the drier weather needed to complete these critical works.

A Steering Group of Senior Business Leaders from Northland has been established. We're using RAPID to underpin our approach to working with this group and stakeholders, including the community.

We have the Steering Group's agreement that they will provide a recommendation and detailed information about the impacts of closing the road and that we'll make the decision. The Steering Group's recommendation and our decision will be informed by community input. This is important because the community provides valuable information relevant to traffic management (they've told us that last time the place the trucks parked was a problem), key lessons from previous closures, minimising disruption and how we can best communicate road closure to them while reassuring people that Northland is still open.

We've drafted a survey to capture the community's views on timing, use of the road and how we can improve their experience from previous closures. We're planning for the survey to be live on 4 December for one week.

We'll inform you of the outcome of the community engagement and work with the Steering Committee.

TITLE: **Formal reporting by the RTC to NRC and the 3 Northland RCA TLAs**

From: Louisa Gritt, Group Manager - Community Resilience

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 31 January 2024

Whakarāpopototanga / Executive summary

The Chair has proposed a motion to compile a report to the Northland Councils advising them on matters pertaining to the Southside of the Brynderwyns and the Northland Councils CEO's Aldridge Review (also referred to as Section 17a review of Northland's transportation services). The draft report will be circulated to RTC members for their consideration and possible amendment prior to sending to respective councils.

Ngā mahi tūtohutia / Recommendations

1. That the report 'Formal reporting by the RTC to NRC and the 3 Northland RCA TLAs' by Louisa Gritt, Group Manager - Community Resilience and dated 30 January 2024, be received.
2. That the Chair of the RTC compiles a draft report to the Northland Councils advising on the following matters:
 - a. The Southside of the Brynderwyns including the need for an OIA request from NZTA,
 - b. Matters pertaining to the NTA/ Northland councils 'CEO's' Aldridge Review.

Background/Tuhinga

Not Applicable.

Attachments/Ngā tapirihanga

Nil

TITLE: **Review of Northland Transportation Services - Update**

From: Louisa Gritt, Group Manager - Community Resilience

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 31 January 2024

Whakarāpopototanga / Executive summary

Following concerns raised by the RTC chair, this report confirms that the review of the delivery of northland transport services is on track to deliver a first draft by the end of February 2024 and will be in line with the scoping document that has previously been agreed.

Ngā mahi tūtohutia / Recommendation

1. That the report 'Review of Northland Transportation Services - Update' by Louisa Gritt, Group Manager - Community Resilience and dated 31 January 2024, be received.

Background/Tuhinga

The RTC The review is being driven by the four Council General Managers (GMs) and is focused on the scope established in late 2023. This includes a Section 17a review and 13 questions aimed at specific areas of transportation delivery. The report will provide sufficient quantitative and qualitative evidence to address the 13 questions set out in the scope. This evidence is being collected through interviews, case study analysis as well as analysis of processes, reports and databases. In most cases the panel has received the information that they have asked for. Some of the financial information has been more difficult to source but the review team are confident that they will have the evidence needed to provide an evidence-based report.

To date the review team have not been able to confirm total costs of the Northern Transport Alliance and there are ongoing discussions with the Councils finance and transport teams to obtain the information needed to produce the report.

The review has not been scoped back to a s17a review, however it is noted that Kaipara District Council have needed to make some early decisions for which they have engaged a consultant separately. Staff do not consider it necessary to seek the advice and assistance of the OAG and the Office of the Ombudsman at this stage.

GMs met with CEOs to discuss the Regional Review in January 2024. An update on the review progress for RTC members was planned for the 13 Feb RTC workshop.

The report has not yet been completed. The GMs are working with the review team to have a first draft to Road Controlling Authorities by the end of February 2024. Staff will work with the RTC Chair on a process to share the report with those RTC members outside the Road Controlling Authorities to receive their feedback.

Attachments/Ngā tapirihanga

Nil

TITLE: NZTA update

From: Steve Mutton, NZTA - Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 30 January 2024
Group Manager/s:

Whakarāpopototanga / Executive summary

The report will be taken as read. Steve Mutton will provide a verbal update on the main points.


Ngā mahi tūtohutia / Recommendation


1. That the report 'NZTA update' by Steve Mutton, NZTA - Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau and dated 30 January 2024, be received.
-

Background/Tuhinga

NZ Transport Agency will provide a report to the Regional Transport Committee on their Northland activities.

Attachments/Ngā tapirihanga

Attachment 1: RTC - NZTA update fo Te Tai Tokerau February 2024 [↓](#) 

Attachment 2: NZ Transport Agency Waka Kotahi - Northland Programme Activity Update February 2024 [↓](#) 

Regional Transport Committee

NZTA Update for Te Tai Tokerau
February 2024



Northland Summary

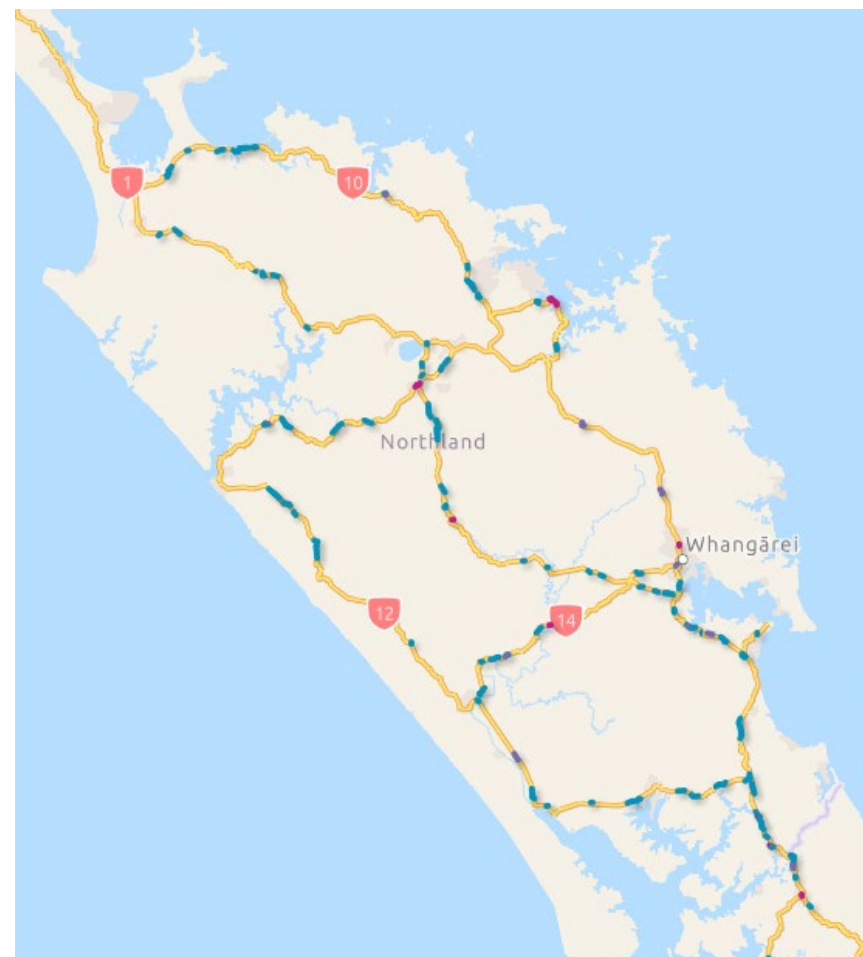
- The 2023/24 maintenance programme has been impacted by the poor weather experienced at the start of the construction season. We are reviewing resourcing levels to recover the programme in this quarter.
- NZTA have made significant progress in Mangamuka Gorge with physical works underway on 13 of the 15 critical slip sites. Three shifts are running day and night. We are expecting the road to open in late 2024. We continue to look at ways to improve our programme.
- Following extensive community engagement SH1 Brynderwyn Hills will be closed from 26 February for approximately 9 weeks. A public information campaign will start in February letting people know of the alternative routes to access Northland. Design work, consents and detour route repairs are all on track to be completed for the start of the closure. NZTA remains committed to considering options for longer term resilience and investigations for SH1 Brynderwyn Hills, including options suggested by the Northland community.
- Infrastructure delivery is progressing well with no significant issues. The new Kaeo Bridge will take one way traffic in early February with the official opening planned for April following demolition of the old bridge.
- The Driver Licence Improvement Programme are now supporting 9 Community Driver Testing Officers in the Te Tai Tokerau region, who have taken 1,259 locals for their practical driving test. A third-party review of the Trial has noted that significant progress has been made and the trial is showing very favourable results.
- NZTA is partnering with our road safety partners NZ Police, Auckland Transport, ACC , Te Manatū Waka, Northern Transportation Alliance and Far North REAP to have a joint road safety stand at the Northland Field Days. This cross-agency stand gives us the opportunity to present a unified voice on road safety, directly engage people in the road safety conversation.

Te Tai Tokerau focus

Maintenance and Operations

February update

- The Spring/Summer maintenance programme runs from September to May and will make improvements to around 156 km throughout Northland.
- The programme is currently affected by the poor weather experienced at the start of the construction season. We are reviewing resourcing levels to recover the programme in this quarter.
- The warmer conditions during spring/summer are the best times to rehabilitate and reseal the network as the warmth and dry air helps the seal stick to the road surface.
- The current programme schedule will allow us to complete the annual schedule, as well as projects that were postponed due to extreme weather events earlier last year.



SH 1 Brynderwyn Hills recovery and enabling works

February update

- Following extensive engagement through an online survey, public webinars and input from the Northland Inc steering group meetings a hybrid option has been selected as the confirmed closure option.
- State Highway 1 Brynderwyn Hills will be closed from 26 February 2024 for a total of approximately 9 weeks.
- The road will open for a period of 6 days over the Easter holiday period.
- A public information campaign will start in February letting people know of the alternative routes to access Northland and which roads have legal restrictions.
- Design work, consents and detour route repairs are all on track to be completed for the start of the closure.
- Improved signage and wayfinding is a key area of work for us during the closure.



SH1 Brynderwyn Hills- B6 and B1&2 sites



SH1 Far North Resilience Programme (Mangamuka Gorge)

February update

- We've made significant progress in recent months with drier weather.
- Physical works are underway on 13 of the 15 critical slip sites over a 13km section of SH1 through the Mangamuka Gorge.
- Work continued over the Christmas period on a slip site that required full closure to minimise disruption to the rest of the site.
- Designs have been finalised for the remaining slip sites and the team is coordinating them into the existing programme.
- This includes a significant slip (A11) that requires a major re-alignment of the road and approximately 24,000m³ of material to be removed. Work on this slip is scheduled to commence this month.
- Work is continuing at pace, with up to three shifts running day and night.
- The teams are constantly looking at ways we can safely improve our programme, however we are still expecting the road to open in late 2024.



SH10 Kāeo Bridge upgrade

February update

- A small blessing with mana whenua took place on 24 January.
- The final concrete pour has been completed and will be followed by the asphalt layer.
- There will be some minor traffic layout changes during the final stages of the project, we ask road users to slow down and follow any signage.
- One way traffic is expected on the new bridge by early February.
- An official opening is being planned for April following demolition of the old bridge.



SH1 Loop Road Safety Improvements

February update

- Preparation across the site is complete with build preload fill and settlement has now been achieved.
- Construction of the southern tie-in southbound began at the end of 2023, with road widening, drainage, utilities, bulk fill, roading pavement and deep lift asphalt. This is expected to be completed through to the Northbound widening at the end of February.
- At the Otaika Creek Bridge the team have installed the temporary staging bridge, to allow them to install the permanent bridge piling, and alternative design (for the ground improvements) is continuing.
- Work will then start on the retaining wall construction next to Otaika Creek. The team will continue the ground improvement piling at Otaika Creek bridge and at the Oaks Road embankment fill.



(Image: Craning the temporary staging into place at Otaika Creek)



Whangārei to Wellsford safety improvements

February update

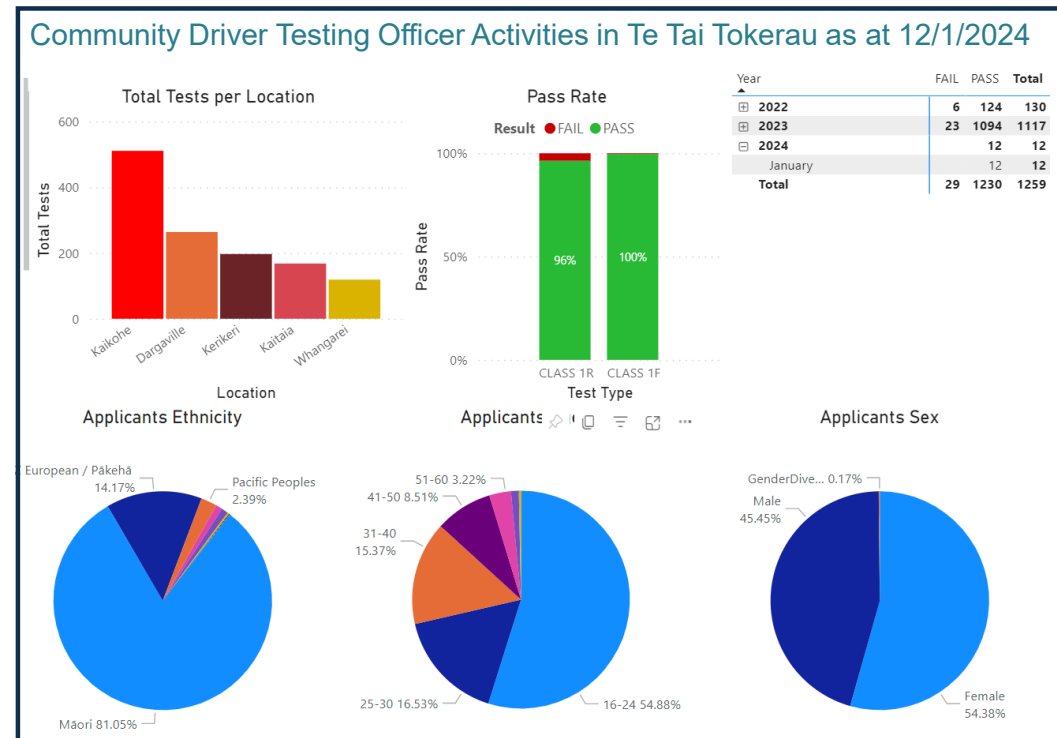
- **Northern section** – Interim safety improvements have now been completed. This project delivered additional safety interventions across 12km of State Highway 1. We now move into the 2-year maintenance period which includes maintaining flexible safety posts on the centreline for the Toetoe to Springfield section installed in 2018.
 - **Central section** – The project is being delivered in 3 packages with Package 1, from Sandford Road to the Uretiti Beach access road moving forward now. The design is finalised and will be shared with stakeholders in February. Consenting is well underway and funding approval is being sought to commence construction in late 2024.
 - **Southern section** – Stage 1 - improvements to Ross Road are complete while Topuni Corner is largely completed. Finalisation of the design for stage 2 is expected to be completed in March 2024 and shared with key stakeholders. Consenting and land acquisition discussions will begin in early 2024 and the project is expected to go to tender mid-2024.
- [SH1 Whangārei to Wellsford | NZ Transport Agency](#)



Driver licensing improvement programme

The Driver Licensing Improvement Programme continues to support increased access and participation for driver licensing in Te Tai Tokerau

- 1,259 tests have been conducted by Community Driver Testing Officers (CDTO) in Te Tai Tokerau since June 2022.
- The continued high pass rate reflects the quality of the Community Driver Training programmes on offer and that students are not put forward to test until they are ready.
- A review of the Far North CDTO trial, which is due to conclude in June 2024, was conducted in December by an independent third party. The review concluded the trial has made significant progress and is showing very favourable results.
- A new CDTO has been trained and commenced testing in Kerikeri on 15 December 2023. This is complementing the Police CDTOs who provide testing in Kerikeri one day per month.



State highway speed management activity

February update

- The Minister of Transport announced changes to the Setting of Speed Limits Rule in December 2023, and confirmed that work is underway to develop a new Rule.
- We are working through what this means for state highway speed management activity.
- We will continue to set speed limits to maintain the state highway network. For example, where there is a specific operational need, such as for infrastructure projects, temporary speed limits expiring or new roads opening.



Northland safety camera will ‘go live’ soon...

February update

- NZTA is completing final updates to the static-speed safety camera on State Highway 1 between Kawakawa and Moerewa.
- We expect to begin enforcing in the next few months.
- Before we move to enforcing with this camera, we'll:
 - Swap out the pole for a new design, which will make maintenance faster and safer and require less partial road closures and traffic management
 - Replace the camera. The new camera won't have Automated Number Plate Recognition (ANPR) technology, which is only needed for average-speed safety cameras
 - Install new signs to remind people to check their speed and slow down if needed.
- Drivers who speed past this camera can expect to receive an advisory, infringement or traffic-offence notice (whichever is relevant) from NZTA.



Northland Financial Update

February update (18-Jan-24 report)

Regional Transport Committee Financial Update for 1 July 2023 to 30 June 2024

Activity	Approved Budget for the current financial year	Actual Expenditure for the current financial year	Remaining Expenditure Forecast to the end of June 2024	Forecast Expenditure to end of June 2024
Emergency Works	\$127,682,677	\$69,492,683	\$54,136,380	\$123,629,063
Maintenance and renewals	\$51,527,449	\$18,086,562	\$43,950,033	\$62,036,595
State highway improvements	\$25,699,277	\$14,741,815	\$23,314,405	\$38,056,220
Road to Zero	\$14,237,688	\$4,712,949	\$7,740,094	\$12,453,043
Crown funding	\$15,717,769	\$465,273	\$1,506,089	\$1,971,362
Investment management (incl. Transport Planning)	\$330,506	\$201,592	\$119,281	\$320,873
Walking and cycling improvements	\$2,349,916	\$70,838	\$311,022	\$381,860
Total	\$237,545,282	\$107,771,713	\$131,077,304	\$238,849,017

National Focus

2024-27 NLTP development update

February update

- The government has the development of the GPS as part of its 100-day plan.
- The Ministry of Transport is supporting the Minister in development of the 2024 Government Policy Statement (GPS).
- Once the GPS has been approved and released, we'll revise the draft Investment Prioritisation Method (IPM) and State Highway Investment Proposal (SHIP) as needed to align with the GPS.
- In the meantime, keep developing your RLTPs.
- We'll share updates as soon as we can.



EVs subject to RUC from 1 April

February update

- Electric vehicles (EVs) including plug-in hybrid vehicles (PHEVs) will be subject to road user charges (RUC) from 1 April 2024.
- The RUC rate for light EVs will be \$76 per 1000km and for PHEVs it will be \$53 per 1000km (recognising that they also pay tax in the price of their petrol).
- EV owners will have until 31 May to buy their licence without risk of penalty.
- NZTA is contacting EV owners in January to give them a heads-up about the change. We'll contact them again in March with information about how they can buy their RUC licence and when they need to do it.



Hei konā mai



Te Kāwanatanga o Aotearoa
New Zealand Government



NZ Transport Agency – Northland Programme Activity Update

February 2024

Activity	2021 - 24 NLTP	Current Stage	Progress	Commentary (Potential issues / concerns / actions underway)
Maintenance and operations	\$180.2M (NLTP funding)	December 2023	Amber	<p>This year's summer maintenance programme ensures Waka Kotahi can deliver its annual schedule as well as projects that were postponed due to extreme weather events earlier this year.</p> <p>The maintenance programme has kicked off with more than 30% of the 156 lane kilometres program for Northland and Auckland North completed.</p> <p>We can expect to see increased temporary traffic management. This may include mobile operations and stop/go traffic management. If full highway closures are required for the construction of the road and safety of road users and workers, this will be communicated well in advance.</p> <p>The Christmas and New Year holiday period have seen an increase in traffic. All worksites have started up in full swing on Monday 8 January 2024 with a major reseal site on SH15 at the Northport entrance already completed.</p>

<u>SH1 Brynderwyn Hills recovery and enabling works</u>	\$61M (Crown funding)	Ongoing	Green	<p>Following extensive engagement with the public, freight, tourism and other key stakeholders a closure date for SH1 Brynderwyn Hills has been confirmed. With both industry and public feedback evenly divided between an earlier and a later closure a hybrid option has been chosen. This option is supported by the Northland Inc working group where there are representatives of tourism, freight and other economic groups. SH1 Brynderwyn Hills will be closed from 26 February- 27 March, with the road opening for a period of 6 days over the Easter holiday period. The road will then close again on 3 April until the closure works are completed in May. The total closure time will be approximately 9 weeks.</p> <p>During the closure, there will be a detour campaign run by NZ Transport Agency Waka Kotahi advising of the alternative routes into Northland. We are also working closely with Northland Inc to support an advertising campaign letting people know that Northland is open for business and ready to welcome visitors.</p> <p>During the closure there will be regular e-newsletter updates, social media posts and online video progress shared. The detour campaign advising of the dates and timing of the closure will be communicated through newspaper, radio, online advertising and through community and industry networks.</p> <p>To register for the e-newsletter please register through the project web page. https://www.nzta.govt.nz/projects/sh1-brynderwyn-hills/</p>
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SH1 Far North Resilience Programme (Mangamuka Gorge)	\$100M (NLTP funding)	Underway	Green	<p>We've made significant progress in recent months with drier weather. Physical works are being undertaken on 13 of the 15 critical slip sites over a 13km section of SH1 through the Mangamuka Gorge.</p> <p>The remaining slip designs have been finalised and the team is coordinating them into the existing programme.</p> <p>This includes a significant slip (A11) that requires a major re-alignment of the road and approximately 24,000m³ of material will need to be removed. Work on this slip is scheduled to start in February.</p> <p>The enabling works have included installing over 740 hard (reinforced) and soft (non-reinforced) piles throughout the gorge and stabilising the road as well as retaining and strengthening areas. The permanent works involve installing over 240 piles up to 32m deep into the ground in some places.</p> <p>Work is continuing at pace, with up to three shifts running day and night.</p> <p>Work continued over the Christmas period on a slip site that required full closure of access to minimise disruption to the rest of the site.</p> <p>The teams are constantly looking at ways we can safely improve our programme, however we are still expecting the road to open in late 2024.</p> <p>https://www.nzta.govt.nz/projects/far-north-state-highway-resilience-programme/</p>
SH10 Kaeo bridge	\$40M	Nearing completion	Green	<p>Traffic management over Christmas was successful with no reports of significant delays or disruptions.</p> <p>Overall construction progress is at 90% and tracking well. An official opening event is being planned for April 2024, with details to be announced once confirmed. Key construction milestones include chipseal and guardrails in Zone A, abutment B movement joints, splitter island kerbing and the final bridge deck pour.</p> <p>Work on the Southern tie-in and barrier install for Zone B has also started.</p> <p>A blessing took place on the 24 January with mana whenua. This allows us to start demolishing the old bridge and traffic to partially use the new bridge. One way traffic is expected on the new bridge by early February.</p> <p>Bridge demo work is due to start with construction of a crane pad on the Western riverbank, located between the new bridge and the old bridge. The temporary works are currently underway and crane pad construction started in</p>

				<p>at the end of January. The bridge demolition works is expected to start on the 12th of February.</p> <p>https://www.nzta.govt.nz/projects/connecting-northland/twin-coast-discovery-route/sh10-kaeo-bridge-upgrade</p>
SH1 Loop Road Safety improvements	\$49.65M	<p>Stage 1 - complete</p> <p>Stage 2 – Underway</p>	Green	<p>At the end of 2023 the team completed the deep lift asphalt layers out to the kerb and channel on the future southbound lane and shoulder.</p> <p>Most of the bulk preload fill across the site is now complete; we have achieved the required settlement on the northern side and completed the deep stormwater drainage.</p> <p>Construction of the southern tie-in southbound was started with road widening, drainage, utilities, bulk fill, roading pavement and deep lift asphalt.</p> <p>We've completed box cut of the northern preload site to reuse materials at the southern end of the project for bulk fill.</p> <p>At Otaika Creek Bridge the team have installed the temporary staging bridge, to allow them to install the permanent bridge piling and alternative design (for the ground improvements) is continuing.</p> <p>Through February 2024, the team will complete southern tie-in northbound widening.</p> <p>Works will then start on the retaining wall construction next to Otaika Creek and the team will continue the ground improvement piling at Otaika Creek bridge and at the Oaks Road embankment fill.</p> <p>SH1 Loop Road safety improvements NZ Transport Agency</p>

SH1 Whangārei to Wellsford Safety Improvements	\$4M	TBC – sections will be staged	Green	<p>Northern section – Interim safety improvements have now been completed. This project delivered additional safety interventions across 12km of State Highway 1. We now move into the 2-year maintenance period which includes maintaining flexible safety posts on the centreline for the Toetoe to Springfield section installed in 2018.</p> <p>Central section – The project is being delivered in 3 packages with Package 1, from Sandford Road to the Uretiti Beach access road, now moving forward. The design is finalised and will be shared with stakeholders in February. Consenting is well underway and funding approval is being sought to commence construction in late 2024.</p> <p>Southern section – Stage 1 - improvements to Ross Road has now been completed while Topuni Corner is largely completed. The finalisation of the design for stage 2 is expected to be completed in March 2024 and shared with key stakeholders. Consenting and land acquisition discussions will begin in early 2024 and the project is expected to go to tender mid-2024.</p> <p>SH1 Whangārei to Wellsford NZ Transport Agency</p>
Driver Licensing Improvement Programme		Ongoing	Green	<p>As of 12 January 2024, 1,259 practical driver license tests had been undertaken by community driver testing officers in the Te Tai Tokerau region. Testing using CDTOs is occurring regularly in Kaikohe, Dargaville, Kerikeri and Whangarei. An interim review of the trial, which runs through until 30 June 2024, was undertaken in December by a third party. The review concluded that the trial has made significant progress and is showing very favourable results.</p>

Speed management in Northland		In progress	Amber	<p>The Minister of Transport announced changes to the Setting of Speed Limits Rule in December 2023, and confirmed that work is underway to develop a new Rule.</p> <p>We are working through what this means for state highway speed management activity.</p> <p>We will continue to set speed limits to maintain the state highway network. For example, where there is a specific operational need, such as for infrastructure projects, temporary speed limits expiring or new roads opening.</p> <p>Interim State Highway Speed Management Plan</p> <p>Northland and north Auckland Speed Review</p>
Kawakawa Safety Camera		In progress	Green	<p>NZTA is completing final updates to the static-speed safety camera on State Highway 1 between Kawakawa and Moerewa. We expect to begin enforcing in the next few months.</p> <p>Before we move to enforcing with this camera, we'll:</p> <ul style="list-style-type: none"> • Swap out the pole for a new design, which will make maintenance faster and safer and require less partial road closures and traffic management. • Replace the camera. The new camera won't have Automated Number Plate Recognition (ANPR) technology, which is only needed for average-speed safety cameras. • Install new signs to remind people to check their speed and slow down if needed.

TITLE: **Kiwi rail update**

From: Eric Hennephof, KiwiRail - Programme Director Northland

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 31 January 2024
Group Manager/s:

Whakarāpopototanga / Executive summary

Verbal update from Eric Hennephof, KiwiRail - Programme Director Northland

TITLE: **Committee members priorities and updates**

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 24 January 2024
Group Manager/s:

Whakarāpopototanga / Executive summary

The purpose of this agenda item is to provide each member of the Northland Regional Transport Committee the opportunity to communicate the key strategic transportation issues identified by their respective Council/Organisation via either a written report or verbal update.

Calvin Thomas, General Manager, Northland Transportation Alliance will present this paper.

Ngā mahi tūtohutia / Recommendation

1. That the report 'Committee members priorities and updates' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 24 January 2024, be received.
2. The supplementary verbal updates provided by Regional Transport Committee members be received.

1. Background/Tuhinga

Under the Northland Regional Transport Committee Terms of Reference, the functions of the Committee are defined as:

1. To prepare for approval by the Northland Regional Council:
 - a) a Regional Land Transport Plan for the Northland region, or any variations to the plan or any reports on the plan prepared under the Act;
 - b) a Regional Public Transport Plan, or any variations to the plan prepared under the Act; and
 - c) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.
2. To adopt a policy that determines significance in respect of variations made to the Regional Land Transport Plan.
3. To regularly monitor and review progress towards the adoption and implementation of the Regional Land Transport Plan.
4. To approve procedures and requirements for implementing the council's public passenger transport service registration functions under the Act.
5. To advise the council on any significant legislative changes, programmes, plans or reports relating to the region's land transport system.
6. To liaise with Ministry of Transport, New Zealand Transport Agency, the Commissioner of Police, district councils, Northland's Road Safety Forum and other interests on land transport matters and advise the council on appropriate new initiatives.
7. To regularly monitor and review progress towards the performance targets and outcomes relative to land transport contained in the current Long-Term Plan and Annual Plan. members are tasked to regularly monitor and review progress towards the performance targets and outcomes related to land transport contained in the current Council Long-Term Plan and Annual Plan.

The objective of these regular member updates is to provide staff with clear understanding of the Regional Transport Committee's key strategic issues and priorities to inform works associated with developing the 2024/2027 RLTP (and individual Council LTP's where applicable)

At the time of finalising this Agenda item no written Member reports had been received by staff for inclusion, with the Chair requesting for District Council representatives to provide Member updates verbally at meeting.

Attachments/Ngā tapirihanga

Nil

