

Regional Transport Committee
Tuesday 5 April 2022 at 11.00am

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the Remotely via Zoom link
on Tuesday 5 April 2022, 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 Rick Stolwerk	FNDC Councillor Ann Court	WDC Councillor Greg Martin
KDC Councillor David Wills	NZTA Representative Steve Mutton	Deputy Chair Terry Archer

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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 - 8 December 2021

From: Nicky Hansen, PA to GM Community Resilience

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 29
Group Manager/s: March 2022

Ngā mahi tūtohutia / Recommendation

That the minutes of the Regional Transport Committee meeting held on 8 December 2021, be confirmed as a true and correct record.

Attachments/Ngā tapirihanga

Attachment 1: 2021 12 08 Regional Transport Committee Minutes - unconfirmed [↓](#) 

Regional Transport Committee
8 December 2021

Regional Transport Committee Minutes

Meeting held via audiovisual link
on Wednesday 8 December 2021, commencing at 9.30am

Tuhinga/Present:

Chairperson, NRC Councillor Rick Stolwerk
FNDC Councillor Ann Court
WDC Councillor Greg Martin
Waka Kotahi NZTA Representative Steve Mutton
KDC Councillor David Wills – *joined via audiovisual link 10.30am*

I Tae Mai/In Attendance:

Full Meeting

NRC Group Manager - Community Resilience, Victoria Harwood
NRC Policy Specialist, Michael Payne
NTA General Manager, Calvin Thomas
FNDC CEO, Shaun Clarke
FNDC, Andy Finch
NZ Police, Hayden Walker
NTA, Ian Crayton-Brown
NRST, Ashley Johnston (Northland Road Safety Trust)
NTA, Chris Powell
NTA, Dawn Spence
NTA, Sharlene Selkirk
ACC, Craig Crawford
NTA, Jeff Devine
KDC, Sue Davidson
NTA, Nicole Korach
NTA, Greg Monteith
NTA, Nick Marshall
NTA, Dean Mitchell
NRC Digital Coordinator - Social & Content, Papanui Polamalu

The Chair declared the meeting open at 9.32am.

Ngā Mahi Whakapai/Housekeeping (Item 1.0)

Newly appointed NRC Group Manager - Community Resilience, Victoria Harwood, was introduced to the Committee.

Regional Transport Committee
8 December 2021

Ngā whakapahā/Apologies (Item 2.0)

Moved (Stolwerk / Martin)

That the apologies from KDC Councillor David Wills, NRC Councillor Terry Archer, and Waka Kotahi Jacqui Hori-Hoult for non-attendance be received.

Carried

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 - Regional Transport Committee 13 October 2021 (Item 4.1)

Report from Laura Exton, Community Resilience Executive Assistant

Moved (Stolwerk/Martin)

That the minutes of the Regional Transport Committee meeting held on 13 October 2021 be confirmed as a true and correct record.

Carried

Receipt of Action Sheet (Item 4.2)

Report from Laura Exton, Community Resilience Executive Assistant

Moved (Martin/Court)

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

Ngā mahi tūtohutia / Recommendation

That the action sheet be received.

Carried

Action: as an extension of Action Item 12 “Waka Kotahi to provide the Regional Transport Committee with a report on the findings of the enquiry into the 2019 driver licensing system, and the steps they’re proposing to address the challenges this presents to rural New Zealand”, it was requested that Waka Kotahi provide an update at the next Regional Transport Committee meeting regarding the Designing Driver Licensing Strategy which commenced 07/12/2021.

Regional Transport Committee
8 December 2021

Northland Regional Land Transport Plan 2021-2027 Funding Uptake (Item 5.1)

Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Court/Stolwerk)

That the report 'Northland Regional Land Transport Plan 2021-2027 Funding Uptake' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 18 November 2021, be received.

Carried

Action: *NTA are to include the forecast expenditure in the next Regional Transport Committee meeting agenda.*

Northland Road Safety Update (Item 6.1)

Report from Ian Crayton-Brown, Transport Projects Officer

Moved (Stolwerk/Court)

That the report 'Northland Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer and dated 25 November 2021, be received.

Carried

Action: *Waka Kotahi are to report back to the Regional Transport Committee on roadworks planned in the Uretiti area.*

Action: *NTA General Manager to send the Regional Transport Committee members the link to the Northland Police Checkpoints information.*

Waka Kotahi New Zealand Transport Agency Report to Regional Transport Committee (Item 6.2)

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

Moved (Martin/Court)

That the report 'Waka Kotahi New Zealand Transport Agency Report to Regional Transport Committee' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 26 November 2021, be received.

Carried

Action: *'speed limit review process for our State Highway networks' is to be added as an agenda item for the next Regional Transport Committee workshop.*

Meeting Dates 2022 (Item 6.3)

Report from Laura Exton, Community Resilience Executive Assistant

Moved (Stolwerk/Martin)

That the report 'Meeting Dates 2022' by Laura Exton, Community Resilience Executive Assistant and dated 26 November 2021, be received.

Regional Transport Committee
8 December 2021

Secretarial Note: *As per standing order 23.4 the mover and seconder agreed to substitute the motion with the following amendment:*

Moved (Stolwerk/Martin)

1. That the report 'Meeting Dates 2022' by Laura Exton, Community Resilience Executive Assistant, and dated 26 November 2021, be received.
2. That the Committee meeting frequency be reduced to 4 times yearly – March, June, September and December.
3. That prior to the March, June and September meetings, a Regional Transport Committee Workshop will be held to allow for in-depth discussions.

Carried

Whakamutunga (Conclusion)

The meeting concluded at 10.57am.

TITLE: Receipt of Action Sheet

From: Nicky Hansen, PA to GM Community Resilience

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 29
Group Manager/s: March 2022

Whakarāpopototanga / Executive summary

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

Nga mahi tutohutia / Recommendation

That the action sheet be received.

Attachments/Ngā tapirihanga

Attachment 1: Regional Transport Committee Action Sheet - as at 29 March 2022 [!\[\]\(6bb0e4f14c4133b37d2887cb37e67ddd_img.jpg\)](#) 

Regional Transport Committee - action tracker						
as at 29 March 2022						
Action Item	Meeting date	Item	Action	Responsible staff	Status	Notes
2	9/06/2021	Waka Kotahi New Zealand Transport Agency Report to Regional Transport Committee (Item 6.2)	A paper is to be tabled at the 11 August 2021 meeting of the Regional Transport Committee to consider the strategy moving forward (in relation to resolution two pertaining to Item 6.2, which was " <i>That the Regional Transport Committee request a report from Waka Kotahi on the Auditor General's audit report "New Zealand Transport Agency: Maintaining State Highways Through Network Outcomes Contracts" regarding the current conditions and trends for the Northland State Highway Network."</i>).	Waka Kotahi	In Progress	08/12/2021 - it was agreed that this should go to a Workshop in 2022 - April so that the Committee can understand the advocacy role they might be required to take to address shortcomings or deficits they see in the network. Waka Kotahi have deferred this paper to the next Regional Transport Committee meeting on 13 October 2021. 29/07/2021 - Committee Secretariat emailed this request to Waka Kotahi.
5	11/08/2021	Northland Regional Land Transport Plan 2018-2021 Funding Uptake (Item 5.1)	The Chair and the GM Customer Services – Community Resilience will bring the following issues up with Labour MPs next week on behalf of Northland Regional Council and Regional Transport Committee: 1. How do Waka Kotahi decide which projects to fund – is it possible for projects to be funded without being included in our RLTP? 2. The delay in the release of the NLTP is causing issues with our contractors – uncertainty, aren't able to provide a continuous pipeline of work. 3. Timing of safety improvements.	The Chair NRC GM - Community Resilience	In Progress	28/03/2022 - The meeting with Labour MPs took place on Tuesday 22 March 2022. Items relating to the RTC were Climate Change and Transportation and the large infrastructure projects including the Kiwi Rail Spur and SH1 improvements. The appetite for progressing the 4 lane highway and dry dock at the Port. The Funding Items and delays in the NLTP in the Action sheet #5 were not part of the final agenda. 08/12/2021 - The August meeting with Labour MPs has been postponed due to COVID-19 Delta Variant Resurgence.
7	11/08/2021	Northland Road Safety Update (Item 6.1)	Waka Kotahi to send the report relating to a recent fatal crash in Kaipara District to Cr Wills once it has been released.	Waka Kotahi	In Progress	08/12/2021 - report is yet to be released. 05/10/2021 - from Waka Kotahi action register: report is yet to be released.
8	11/08/2021	Waka Kotahi New Zealand Transport Agency Report to Regional Transport Committee (Item 6.4)	Waka Kotahi are to provide a copy to the Regional Transport Committee of the New Zealand Auditor General's Report titled 'New Zealand Transport Agency: Maintaining state highways through Network Outcomes Contracts' dated July 2020 on the level of services provided to Northland.	Waka Kotahi	In Progress	08/12/2021 - This should be workshopped in 2022 -April. Understanding the implications of funding in light of the auditor general's recommendations and funding model. 13/10/2021 - there won't be a formal outcome in the next year for the Auditor General Report. Waka Kotahi have already started working on the recommendations in the report, and provide regular updates to the Auditor General. 05/10/2021 - from Waka Kotahi action register: The Auditor General's report on Waka Kotahi Network Outcome Contracts (maintenance contracts) can be found at: https://oag.parliament.nz/2020/nzta-contracts/docs/nzta-contracts.pdf
9	11/08/2021	Waka Kotahi New Zealand Transport Agency Report to Regional Transport Committee (Item 6.4)	Waka Kotahi are to provide information on this independent audit (ISBN978-0-9951321-9-1) taken on how Waka Kotahi spend their money. This will start a discussion regarding sustainability of the funding model moving forward (e.g. rail network investment programme – where is this money coming from?).	Waka Kotahi	In Progress	08/12/2021 - to be workshopped in 2022 Date to be confirmed. 05/10/2021 - from Waka Kotahi action register: 13/10/2021: Independent audit ISBN978-0-9951321-9-1 is the Auditor General's report on Waka Kotahi Network Outcome Contracts (see 009 above) and can be found at: https://oag.parliament.nz/2020/nzta-contracts/docs/nzta-contracts.pdf Waka Kotahi has received the OAG audit and are focused on the report recommendations. OAG has presented to the House of Representatives Select Committee on New Zealand Transport Agency audit - Maintaining state highways through Network Outcomes Contracts. OAG noted that Waka Kotahi had made good progress on closing out the recommendations. OAG will be meeting with Waka Kotahi over the coming months to monitor remaining progress. The video of the select committee meeting can be found here: https://www.facebook.com/1071822692902898/videos/1090188194721210/?__so__=channel_tab&__rv__=all_videos_card In response to the sustainability of the funding model question, there will be a funding review initiated by MOT within the next 12 months to support sustainable revenue sources for the NLTP both in the short and long term.
12	11/08/2021	Rural Driver License Testing and Mentoring in Northland (Item 7.1)	Waka Kotahi to provide the Regional Transport Committee with a report on the findings of the enquiry into the 2019 driver licensing system, and the steps they're proposing to address the challenges this presents to rural New Zealand.	Waka Kotahi	In Progress	08/12/2021 - Waka Kotahi are to provide an update at the next Regional Transport Committee meeting regarding the Designing Driver Licensing Strategy which commenced 07/12/2021. 1/12/2021 - the RTC have not received a report from Waka Kotahi.

17	13/10/2021	Confirmation of Minutes - Regional Transport Committee Meeting 11 August 2021 (Item 4.1)	It was recommended in the 11 August 2021 meeting that the Regional Transport Committee obtain a quote to undertake a re-review of the cost of 4-laning.	Regional Transport Committee NTA	In Progress	28/03/2022 - An update will be provided by Waka Kotahi on the 4 laning in the 5 April RTC meeting. - NTA will provide an update as soon as possible. 08/12/2021 - NTA will provide an update as soon as possible. 13/10/2021 - NTA will provide an update as soon as possible.
20	13/10/2021	National Land Transport Programme 2021-2024 Report (Item 5.2)	Councillor David Wills (KDC) and Calvin Thomas (NTA) to take their discussion offline regarding Waka Kotahi submissions/funding for bridges and cycleways.	Councillor David Wills (KDC) Calvin Thomas (NTA)	In Progress	08/12/2021 - NTA General Manager advised that NTA are still finalising cost of the low cost low risk programme. An update will be provided to Cr David Wills as soon as this information is available. 18/11/2021 - NTA General Manager has followed up with Andy Brown (NTA) regarding this item.
21	13/10/2021	National Land Transport Programme 2021-2024 Report (Item 5.2)	Waka Kotahi to provide the Regional Transport Committee with more detail regarding why many of Northland's proposed mode-share programmes were rejected, and how the Regional Transport Committee can address this moving forward.	Waka Kotahi	In Progress	08/12/2021 - this should be workshopped in 2022 - April. As of 1/12/2021 , the RTC have not received a report from Waka Kotahi.
24	13/10/2021	Waka Kotahi New Zealand Transport Agency Report to Regional Transport Committee (Item 6.3)	Councillor Ann Court requested that Waka Kotahi modify the graphs in their presentation so every citizen can understand them – avoiding lingo.	Waka Kotahi	Completed	COMPLETED 08/12/2021
25	8/12/2021	Northland Regional Land Transport Plan 2021-2027 Funding Uptake (Item 5.1)	NTA are to include the forecast expenditure in the next meeting agenda.	NTA	In Progress	28/03/2022 - NTA representatives have included the forecast expenditure into the regular Funding Uptake agenda item update.
26	8/12/2021	Northland Road Safety Update (Item 6.1)	Waka Kotahi are to report back to the Regional Transport Committee on roadworks planned in the Uretiti area.	Waka Kotahi	Not Started	
27	8/12/2021	Northland Road Safety Update (Item 6.1)	NTA General Manager to send the Regional Transport Committee members the link to the Northland Police Checkpoints information.	NTA General Manager	Completed	COMPLETED 08/12/2021
28	8/12/2021	Waka Kotahi New Zealand Transport Agency Report to Regional Transport Committee (Item 6.2)	Speed limit review process for our State Highway networks' is to be added as an agenda item for the next Regional Transport Committee workshop.	Committee Secretariat NTA	Not Started	28/03/2022 - To be workshopped in 2022 - April.

TITLE: Northland Regional Land Transport Plan 2021-2027 Funding Uptake

ID: A1444810

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary

This report covers the subsidy claims submitted to Waka Kotahi NZ Transport Agency for the first financial year of the 2021-2024 three-year funding period and details the funding uptake by each approved authority for the eight-month financial period 1 July 2021 to 31 March 2022.

Recommendation

That the report 'Northland Regional Land Transport Plan 2021-2027 Funding Uptake' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 16 March 2022, be received.

Background

Reports relating to the progress made on the funding uptake of the Northland Regional Land Transport Plan 2021-2027 are to be tabled at each Regional Transport Committee (RTC) meeting.

These reports serve to update the RTC on the progress of those Activities/Programmes approved for funding assistance in the National Land Transport Programme 2021-2024 for the Far North District Council, Whangarei District Council, Kaipara District Council, and the Northland Regional Council.

These reports are designed to make comparisons of Budgeted Expenditure against Actual Expenditure by Activity Class/Programme for the relevant financial period.

Please note that the attached spreadsheets have been amended as follows: -

- The column titled "*Probability of Full Funding Uptake in 2021/2022 Financial Year*" will now be colour coded to provide for a Traffic Light reporting system.
- A section titled "*Regional Strategic Objectives Being Met*" has been included to better reflect where the various projects and work categories are supporting the five Regional Strategic Objectives included in the Regional Land Transport Plan 2021-2024
- A section titled "*Regional Priorities Being Met*" has been included to better reflect where the various projects and work categories are supporting the seven Regional Priorities included in the Regional Land Transport Plan 2021-2024

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 October 2021 subsidy claims as submitted by the approved authorities.

Any questions regarding the information reflected in the **attached** can be directed to the relevant approved Road Controlling Authority.

Attachments

Attachment 1: RTC Funding Uptake Report for April 2022 Meeting [!\[\]\(c3d993ca47bfe2a953c700506ce31fa0_img.jpg\) !\[\]\(c468cde8f04e2e2a6ba3c2a373e05c45_img.jpg\)](#)

Attachment 2: RTC Funding Uptake Report for April 2022 Meeting Graphs 1 [!\[\]\(d66ff64371a51729ac8c1cdaa685ba6f_img.jpg\) !\[\]\(0f31ebba7abcd47777e178db26f29705_img.jpg\)](#)

Attachment 3: RTC Funding Uptake Report for April 2022 Meeting Graphs 2 [!\[\]\(e3f8612927870f2e0f9f5989e6dd3064_img.jpg\) !\[\]\(a86c7d1c9cb81c81614634a31267440d_img.jpg\)](#)

Authorised by Group Manager

Name: Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience,

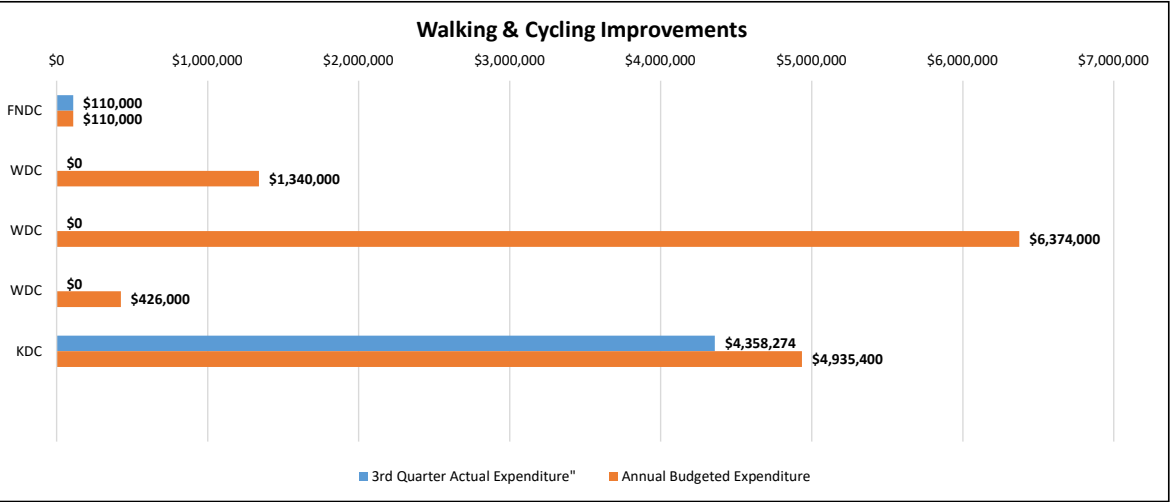
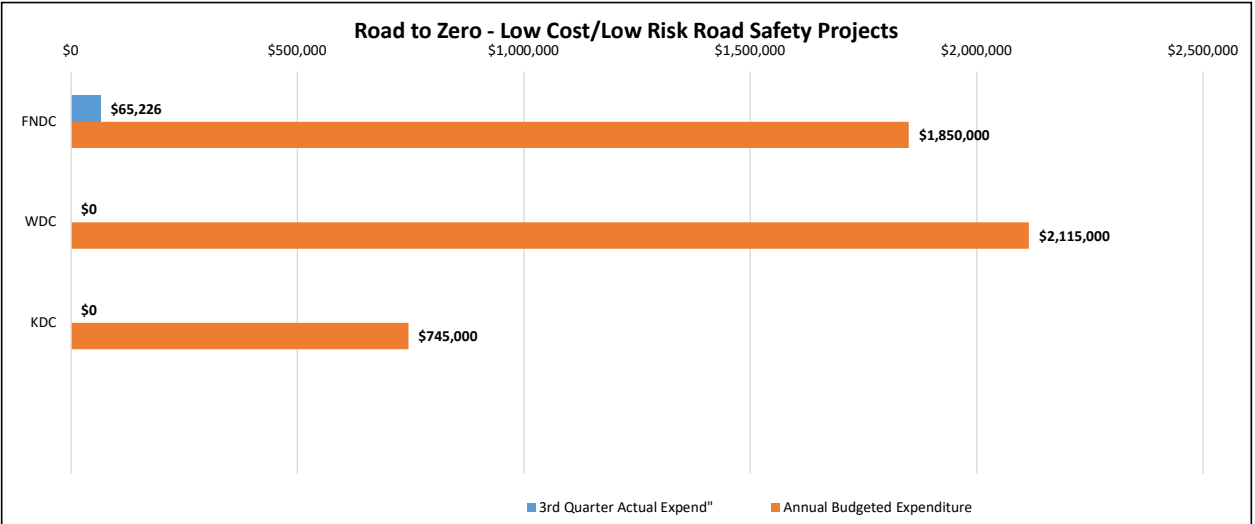
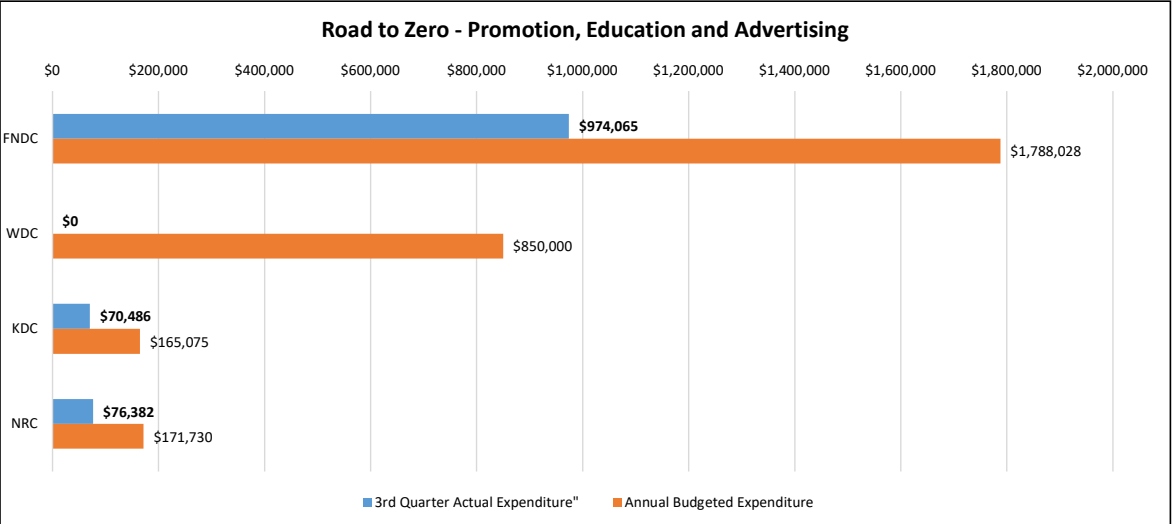
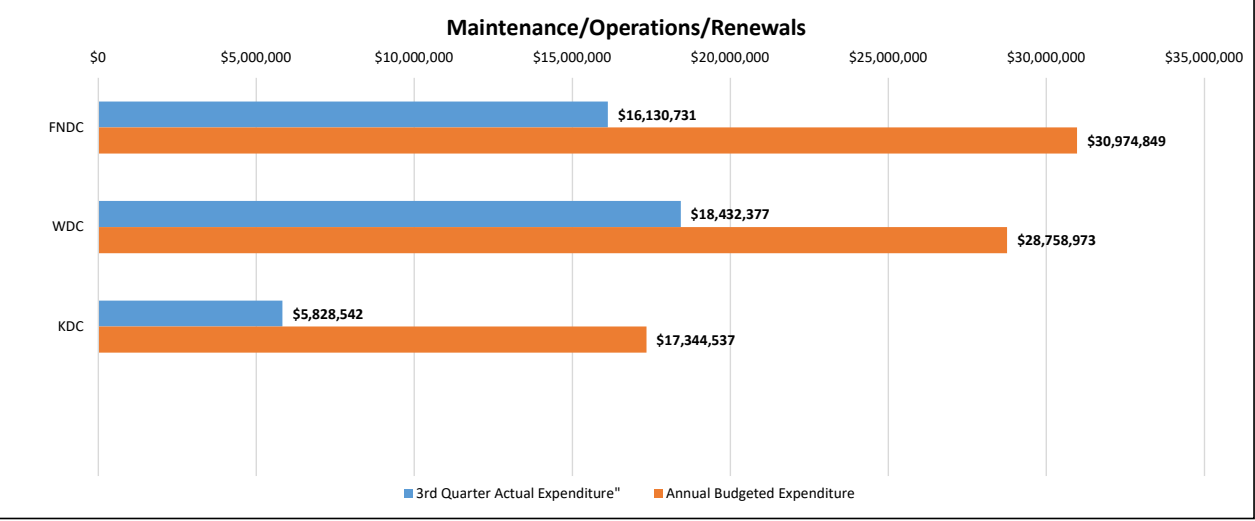
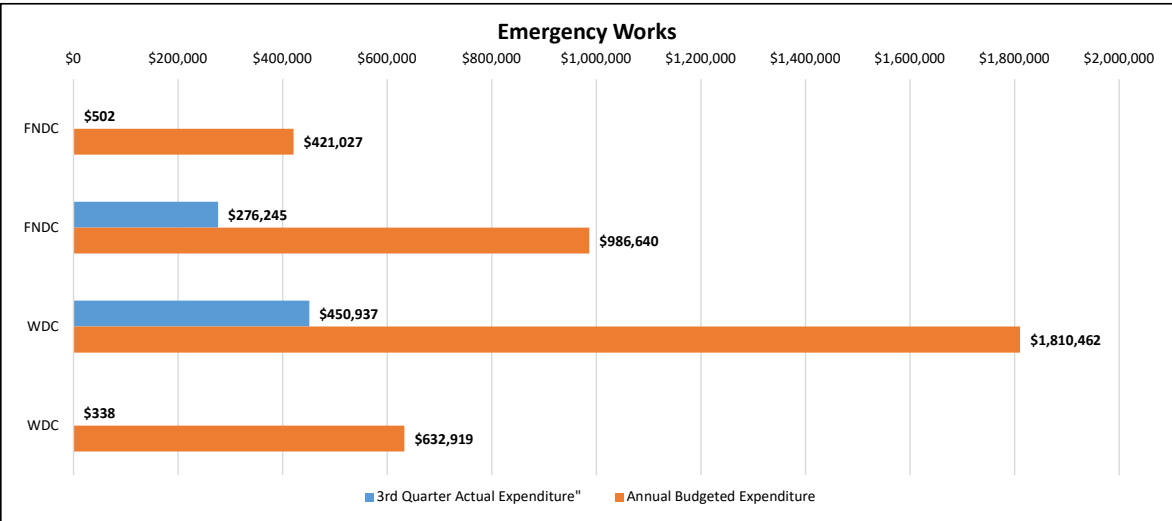
Title: Group Manager - Customer Services - Community Resilience

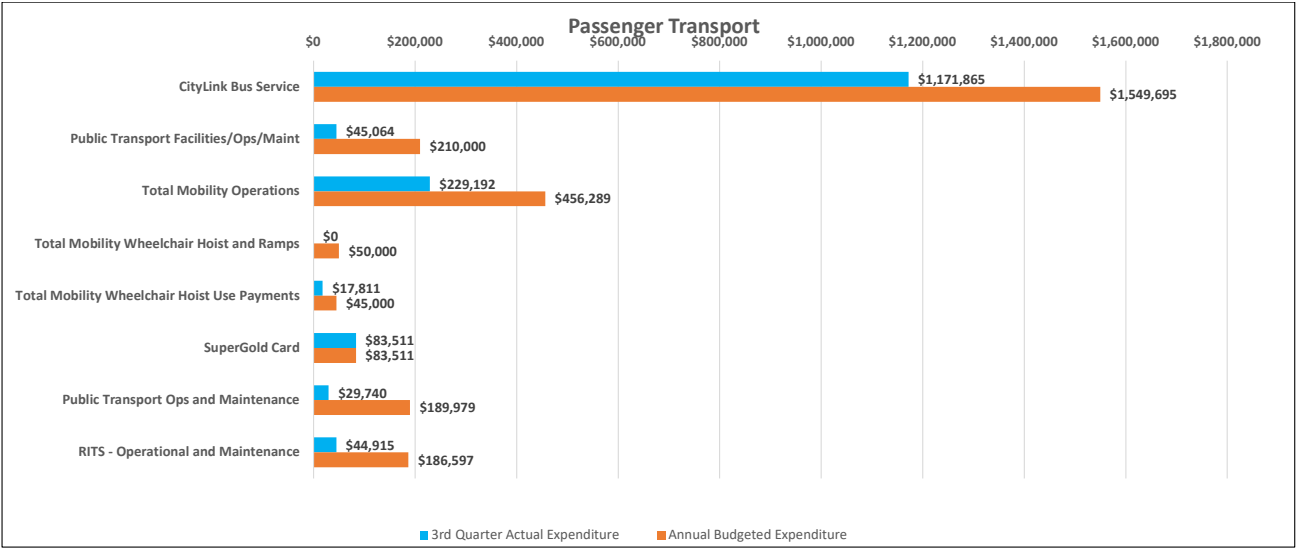
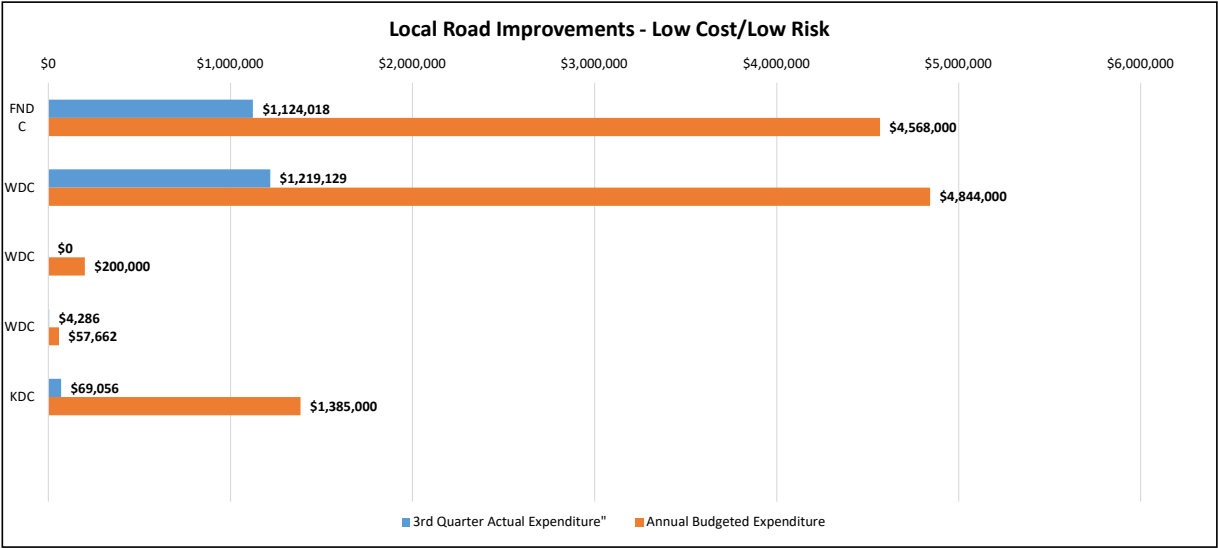
Date: 28 March 2022

Regional Land Transport Plan 2021/2024 - Funding Uptake for the 2021/2022 Financial Year

RLTP Funding 1st Quarter = 1 July 2021 - 28 February 2022

Activities/Programmes	W/C	App Auth	FAR	Status	2021/2022 Financial Year				Cumulative 1st, 2nd & 3rd Quarters			Probability of Full Funding Uptake in 2021/2022 Financial Year	Regional Strategic Objectives Being Met					Regional Priorities Being Met							Reasons for Variance and Remedial Action to be Taken
					Annual Budgeted Cost	Total Actual Expenditure to Date	Annual Progress %	Remaining Expenditure 2019/2020	Forecast Expenditure to March 2022	Actual Expenditure	Progress		Growth, Resilience, Sustainability & Environment	Choice People of Northland have transport choices	Safety Design & build for human vulnerability, promote safer choices & behaviour	Culture Acknowledge & reflect rich culture of Northland	Integration Improve integration of transport needs in land use planning	Priority 1 Reduced transport-related deaths & serious injuries	Priority 2 Regional & national connectivity	Priority 3 Route resilience & route security	Priority 4 Economic & tourism development	Priority 5 Reducing the environmental effects of the transport network	Priority 6 Provide better transport options & consider transport disadvantaged	Priority 7 Future proofing & long term planning	
Emergency Works																									
E/W July 2020 - LR Maintenance	141	FNDC	69%	App	\$421,027	\$502	0%	\$420,525	\$210,776	\$502	0%	High	X		X			X				X			Emergency response on target to complete this financial year.
September/October 2021 - Construction	141	FNDC	69%	App	\$986,640	\$276,245	28%	\$710,395	\$150,000	\$276,245	184%	High	X		X			X				X			Emergency response on target to complete this financial year.
EW Storm Event 17 July 2020 - LR Maintenance	141	WDC	53%	App	\$1,810,462	\$450,937	25%	\$1,359,525	\$1,450,000	\$450,937	31%	Medium	X		X			X				X			Both EW projects tendered together but no award as Contractor pulled tender due to COVID and lack of material availability. Land slip site 2 (Anzac Road Intersections) has been re-tendered. Depending on the new contractor's ability to undertake the works and obtain the materials (material availability), the works may have to be carried over to 2023.
EW Storm Event June 2020 - LR Maintenance	141	WDC	53%	App	\$632,919	\$338	0%	\$632,581	\$338	\$338	100%	High	X		X			X				X			Both EW projects tendered together but no award as Contractor pulled tender due to COVID and lack of material availability. Land slip site 1 (High Street) re-evaluated and a lower cost higher risk solution to be implemented before end of financial year.
Maintenance/Ops/Renewals																									
	111 - 222	FNDC	69%	App	\$30,974,849	\$16,130,731	52%	\$14,844,118	\$20,658,722	\$16,130,731	78%	High	X	X	X	X	X	X	X	X	X	X	X	X	Maintenance, Operations and Renewals are on target to complete this financial year.
	111 - 222	WDC	53%	App	\$28,758,973	\$18,432,377	64%	\$10,326,596	\$21,200,000	\$18,432,377	87%	High	X	X	X	X	X	X	X	X	X	X	X	X	On track for full subsidy uptake.
	111 - 222	KDC	62%	App	\$17,344,537	\$5,828,542	34%	\$11,515,995	\$11,877,186	\$5,828,542	49%	High	X	X	X	X	X	X	X	X	X	X	X	X	On track for full subsidy uptake.
Road to Zero																									
Safety Promotion, Education and Advertising	432	FNDC	69%	App	\$1,788,028	\$974,065	54%	\$813,963	\$1,250,785	\$974,065	78%	High			X			X				X	X		REAP Contract underway and other activities are on target to complete this financial year.
	432	WDC	53%	App	\$850,000	\$0	0%	\$850,000	\$570,000	\$0	0%	High			X			X				X	X		On track for full subsidy uptake.
	432	KDC	62%	App	\$165,075	\$70,486	43%	\$94,589	\$123,806	\$70,486	57%	High			X			X				X	X		no variance
	432	NRC	54%	App	\$171,730	\$76,382	44%	\$95,348	\$140,000	\$76,382	55%	High	X	X	X	X		X		X		X	X	X	Funding will be fully uplifted by financial year end.
Low Cost/Low Risk Road Safety Projects	341	FNDC	69%	App	\$1,850,000	\$65,226	4%	\$1,784,774	\$925,000	\$65,226	7%	Medium	X	X	X	X		X		X		X	X		Due to the knock on effects from late funding approvals, some projects were not able to be fully implemented in this financial year and as such will continue into the next financial year.
	341	WDC	53%	App	\$2,115,000	\$0	0%	\$2,115,000	\$1,000,000	\$0	0%	Medium	X	X	X	X		X		X		X	X		Delays experienced in programme approval resulting in projects not being completed fully this financial year. Works deferred to 22/23.
	341	KDC	62%	App	\$745,000	\$0	0%	\$745,000	\$360,000	\$0	0%	High	X	X	X	X		X		X		X	X		On track for full subsidy uptake.
Walking & Cycling Improvements																									
Low Cost/Low Risk Walking and Cycling Improvements	341	FNDC	69%	App	\$110,000	\$110,000	100%	\$0	\$110,000	\$110,000	100%	High	X	X	X	X		X		X		X	X		The W&C projects will be able to be implemented this financial year.
Low Cost/Low Risk Walking and Cycling Improvements	341	WDC	53%	App	\$1,340,000	\$0	0%	\$1,340,000	\$956,650	\$0	0%	Medium	X	X	X	X		X		X		X	X		Delays experienced in programme approval (Active Transport Network - road network improvement) resulting in this project not being completed fully this financial year. Works deferred to 22/23.
Cycleways Construction 2018/21 - Implementation	452	WDC	53%	App	\$6,374,000	\$0	0%	\$6,374,000	\$4,780,500	\$0	0%	Low	X	X	X	X		X		X		X	X		Delays experienced in programme approval resulting in this project not being completed fully this financial year. Works deferred to 22/23.
Cycleway Construction 2018/21 - Pre. Imp	452	WDC	53%	App	\$426,000	\$0	0%	\$426,000	\$426,000	\$0	0%	Low	X	X	X	X		X		X		X	X		Delays experienced in programme approval resulting in this project not being completed fully this financial year. Works deferred to 22/23.
Mangawhai Shared Path - Implementation Phase 1	341	KDC	62%	App	\$4,935,400	\$4,358,274	88%	\$577,126	\$3,701,550	\$4,358,274	118%	High	X	X	X	X		X		X		X	X		On track for full subsidy uptake.
Local Road Improvements																									
Low cost / low risk improvements 2021-24-Local Roads	341	FNDC	69%	App	\$4,568,000	\$1,124,018	25%	\$3,443,982	\$2,667,554	\$1,124,018	42%	Medium	X												Due to knock on effects from late funding approvals only investigations and design works have been undertaken for several structural projects, but these should be implemented in the following construction/financial year.
Low cost / low risk improvements 2021-24-Local Roads	341	WDC	53%	App	\$4,844,000	\$1,219,129	25%	\$3,624,871	\$2,000,000	\$1,219,129	61%	Medium	X	X	X	X		X		X		X	X		Delays experienced in programme approval for bridge/structure projects, resilience projects, and Kamo Road/Whau Valley Intersection resulting in these not being completed fully this financial year. Works deferred to 22/23.
Maunu Rd/Porowini Ave Int Improvements	324	WDC	53%	App	\$200,000	\$0	0%	\$200,000	\$0	\$0	0%	High	X		X			X							Single Stage business case to be completed this financial year.
Maunu Rd/Porowini Ave Int Improvements	324	WDC	53%	App	\$57,662	\$4,286	7%	\$53,376	\$57,662	\$4,286	7%	Low	X		X			X							Deferred to Year 2.
Low cost / low risk improvements 2021-24-Local Roads	341	KDC	62%	App	\$1,385,000	\$69,056	5%	\$1,315,944	\$1,038,750	\$69,056	7%	Medium	X	X	X	X		X		X		X	X		Delays experienced in programme approval resulting in this project not being completed fully this financial year. Works deferred to 22/23.
Provincial Growth Fund																									
Far North District Council																									
Ngapipito and Peria Rds Construction	324	FNDC	100%	App	\$7,538,110	\$3,369,514	45%	\$4,168,596	\$4,952,647	\$3,369,514	68%	Medium	X		X					X					Ngapipito Road complete, Peria road may not be complete this financial year due to slips to be addressed.
Ruaapekapeka Rd Construction	324	FNDC	100%	App	\$5,509,806	\$2,370,648	43%	\$3,139,158	\$3,895,440	\$2,370,648	61%	Medium	X		X					X					The second phase (new Contractor) is underway but will not be complete until the following financial year.
Whangarei District Council																									
	324	WDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	N/A													N/A
Kaipara District Council																									
Poutu Rd Seal Extension - Const. - Stage 1	324	KDC	100%	App	\$3,912,456	\$2,943,594	75%	\$968,862	\$2,934,342	\$2,943,594	100%	High	x		X			X		X		X			On track for full subsidy uptake.
Poutu Rd Seal Extension - Pre Imp. - Stage 2	324	KDC	100%	App	\$310,000	\$0	0%	\$310,000	\$232,500	\$0	0%	High	x		X			X		X		X			On track for full subsidy uptake.
PGF Programme Support - Detailed Business Case	324	KDC	100%	App	\$360,587	\$20,765	6%	\$339,822	\$270,440	\$20,765	8%	High	x		X			X		X		X			On track for full subsidy uptake.
Waipoua River Bend - Pre-imp - Construction	324	KDC	100%	App	\$1,259,356	\$434,174	34%	\$825,182	\$944,517	\$434,174	46%	High	x		X	X		X		X		X			On track for full subsidy uptake.
Passenger Transport																									
CityLink Bus Service	511	NRC	54%	App	\$1,549,695	\$1,171,865	76%	\$377,830	\$1,287,000	\$1,171,865	91%	High	X	X	X	X		X		X		X	X		Funding will be fully uplifted by financial year end.
Public Transport Facilities/Ops/Maint	514	NRC	54%	App	\$210,000	\$45,064	21%	\$164,936	\$140,000	\$45,064	32%	High	X	X	X	X		X		X		X	X		Funding will be fully uplifted by financial year end.
Total Mobility Operations	517	NRC	60%	App	\$456,289	\$229,192	50%	\$227,097	\$280,000	\$229,192	82%	Medium	X	X	X	X		X		X		X	X		Client travel lower due to Omicron. Promotion of the service continues.
																									Provision for installation of wheelchair hoist. If not utilised, declared surplus at financial year end.
Total Mobility Wheelchair Hoist and Ramps	519	NRC	60%	App	\$50,000	\$0	0%	\$50,000	\$25,000	\$0	0%	Low	X	X	X	X		X		X		X	X		Funding will be fully uplifted by financial year end.
Total Mobility Wheelchair Hoist Use Payments	521	NRC	100%	App	\$45,000	\$17,811	40%	\$27,189	\$35,000	\$17,811	51%	High	X	X	X	X		X		X		X	X		Funding will be fully uplifted by financial year end.
SuperGold Card	522	NRC	100%	App	\$83,511	\$83,511	100%	\$0	\$83,511	\$83,511	100%	High	X	X	X	X		X		X		X	X		Funding will be fully uplifted by financial year end.
Public Transport Ops and Maintenance	524	NRC	54%	App	\$189,979	\$29,740	16%	\$160,239	\$121,000	\$29,740	25%	Medium	X	X											





TITLE: **Waka Kotahi Northland Activity and Funding update**

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

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 28
Group Manager/s: March 2022

Whakarāpopototanga / Executive summary

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

Waka Kotahi's focus in 2022 includes:

- Reviewing land transport revenue with the Ministry of Transport
- Updating emissions reduction and adaptation strategy
- Forging ahead with Road to Zero initiatives

- public awareness campaign
- Implementing the One Network Framework
- speed management programme
- safety camera transfer and expansion
- vehicle safety rating updates

- Delivering the Waka Kotahi 2021-24 NLTP commitments

- SH1 Whangarei to Wellsford Safety Improvements
- NZUP Northern Package – Safety Improvements
- Speed Review
- SH10 Kaeo Bridge upgrade
- SH1 Loop Road
- Maintenance and Operations
- Funding Update
- Northland Projects Update

- Beginning planning for 2024-27 NLTP development.

Ngā mahi tūtohutia / Recommendation

That the report 'Waka Kotahi Northland Activity and Funding update' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 21 March 2022, be received.

Background/Tuhinga

Steve Mutton, Waka Kotahi Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau, will be speaking to this paper and presentation.

Attachments/Ngā tapirihanga

Attachment 1: Waka Kotahi Northland RTC Updates 220405 [↓](#) 

Northland Regional Transport Committee

Update - 5 April 2022



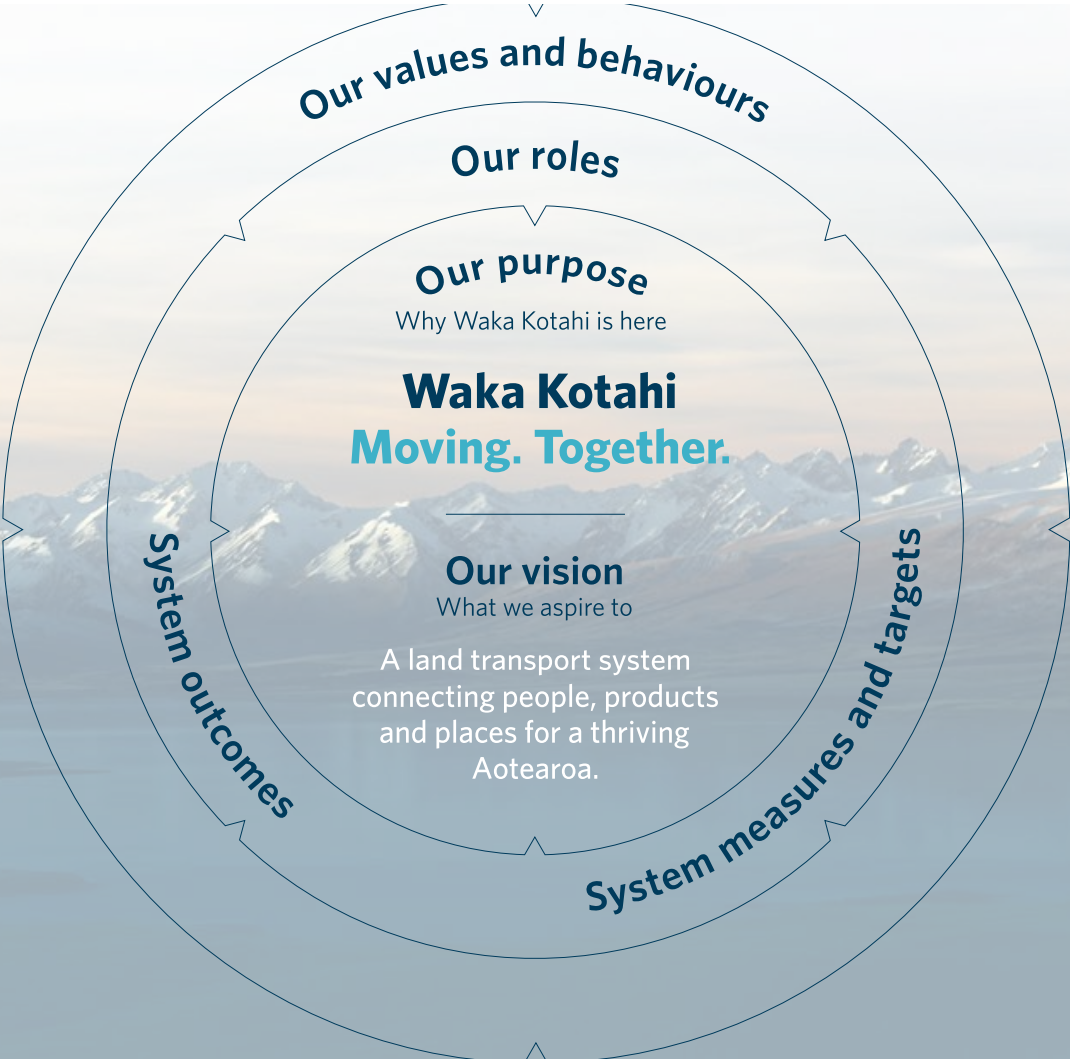
New Zealand Government

Our focus in 2022

- Reviewing land transport revenue with the Ministry of Transport.
- Updating our emissions reduction and adaptation strategy.
- Implementing the One Network Framework.
- Forging ahead with Road to Zero initiatives:
 - public awareness campaign
 - speed management programme
 - safety camera transfer and expansion, and
 - vehicle safety rating updates.
- Delivering our 2021-24 NLTP commitments
- Beginning planning for 2024-27 NLTP development.

Te kāpehu

Our compass



Land transport revenue review

- NLTF funding has been under pressure for some time from:
 - increasing demands
 - rising cost of labour and materials, and
 - the impact of COVID-19.
- The review is focused on short-term changes – it will be completed by August 2022.
- The review is an important first step in future-proofing our land transport system.



Our new regulatory funding model

- We've developed a new regulatory funding model so that we can deliver:
 - improved compliance, and
 - safety outcomes.
- The new model will mean that :
 - our regulatory functions are appropriately funded, and
 - the right people paying for the right things.
- Consultation on the new funding model will begin on 21 March.



Consultation on the new model

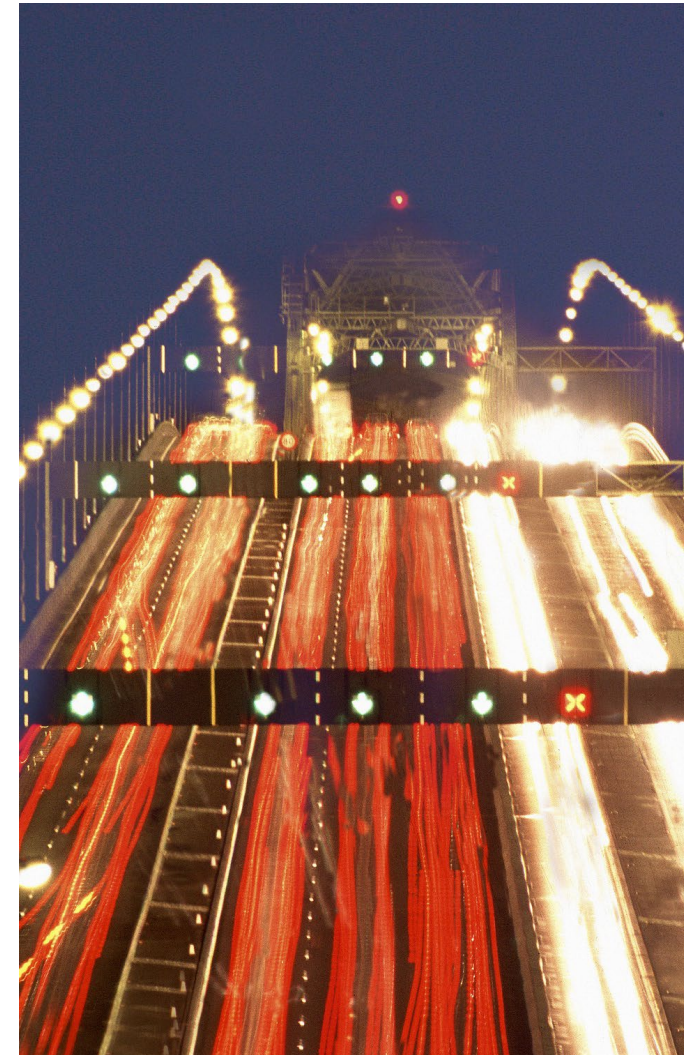
Proposed changes cover eight areas

- How land transport revenue is allocated to regulatory activities.
- Charges for data access on the motor vehicle and driver license registers.
- Fees and charges for:
 - driver licencing and testing
 - fees for motor vehicle licensing and registration
 - road user charges administration
 - transport service license holders
 - motor vehicle certifier activities, and
 - electronic road user charges providers.



Reducing emissions

- The Emissions Reduction Plan is on target to be finalised in May 2022.
- We are also working on the National Adaptation Plan to be released around August 2022.
- We anticipate that this is going to impact on our work.
- We are looking at how we make investment decisions and how these can help achieve national climate change mitigation and adaptation objectives.



Public awareness campaign

Road to Zero

- We launched the campaign in February and there are three phases:
 - **Disrupt**
We address complacent attitudes to road safety – it's time we stopped paying the road toll.
 - **Vision**
We explain our vision of zero deaths and serious injuries on New Zealand roads by 2050.
 - **System**
We demonstrate the Safe System and how all the different parts of the road system work together to keep us safe.
- Resources are available to help you join this important conversation.



One Network Framework

Links with Road to Zero

- Each RCA has classified their networks using the Framework's categories.
- The next step is to classify:
 - public transport routes,
 - freight, walking and cycling paths,
 - and general traffic, alongside a future function view of the network.
- Over the next 18 months, our focus is to integrate the Framework into policies and processes.
- This includes how the street categories link with speed management planning.
- We aim to deliver the Framework in time for the development of the 2024-27 NLTP.



Speed Management Programme

Road to Zero

- What we're working on in 2022:
 - a new speed management framework
 - the new Aotearoa New Zealand Speed Management Guide
 - introducing the National Speed Limit Register
 - a new Speed Management Planning Solution, and
 - updating MegaMaps.



Safety camera transfer and expansion

Road to Zero

- We'll begin to transfer the management of safety cameras from mid-2023
- We are implementing a new approach on how we use safety cameras, including:
 - expanding the network, and
 - putting cameras on the highest-risk roads.
- We are increasing the number of safety cameras and want to work with you about where they should go.



Vehicle safety rating update

Road to Zero

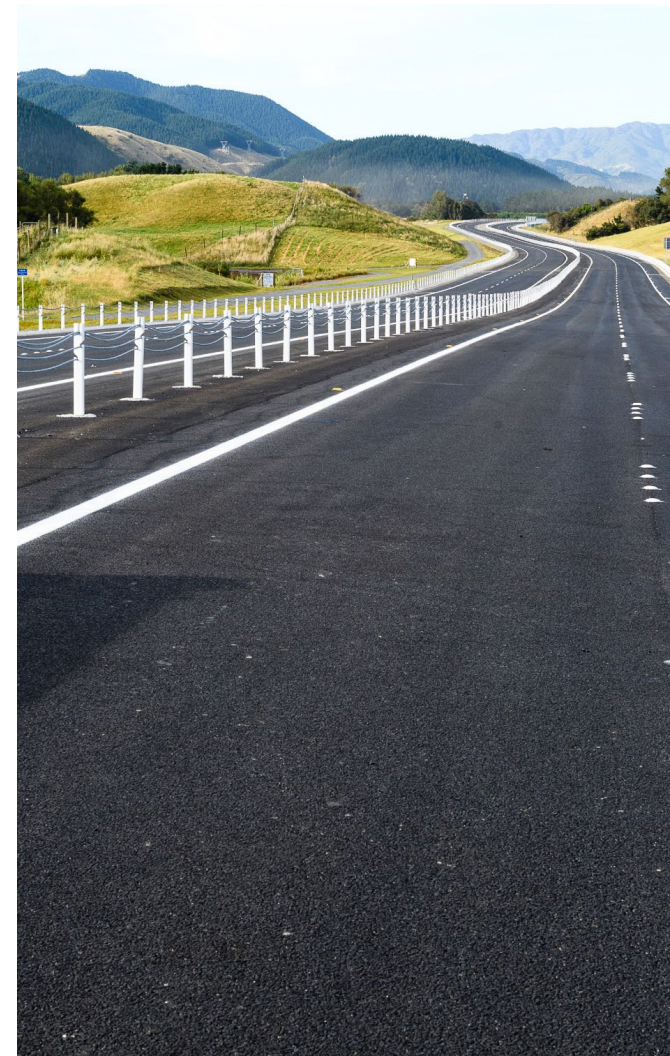
- The Rightcar website has been updated with the latest vehicle safety ratings.
- The ratings assesses the safety of all road users including:
 - drivers
 - people in other cars
 - pedestrians
 - cyclists
 - and motorcyclists.
- Carbon emissions values were also updated.



Public attitudes to road safety

Road to Zero

- 1,600 New Zealanders were surveyed for the report, which has some key findings including:
 - 44% of respondents think deaths from road crashes are acceptable.
 - 23% of respondents believe there's not much chance of a crash if you are careful when you speed.
 - Three in four respondents support lower speed limits around schools in urban areas.
- We're publishing a report each year so that we can get public feedback and monitor trends around road safety.



SH1 Whangārei to Wellsford safety improvements

Part of Road to Zero

SH1 Whangārei to Wellsford Northern

- Early planning work is underway on safety improvements proposed for this section.

SH1 Whangārei to Wellsford Central

- Alternative designs for Waipū intersections being developed after feedback from the community and stakeholders.
- Planned early works for mid-2022 include wider centre lines, flexible median barrier and side safety barrier near Ruakaka School.

SH1 Whangārei to Wellsford Southern

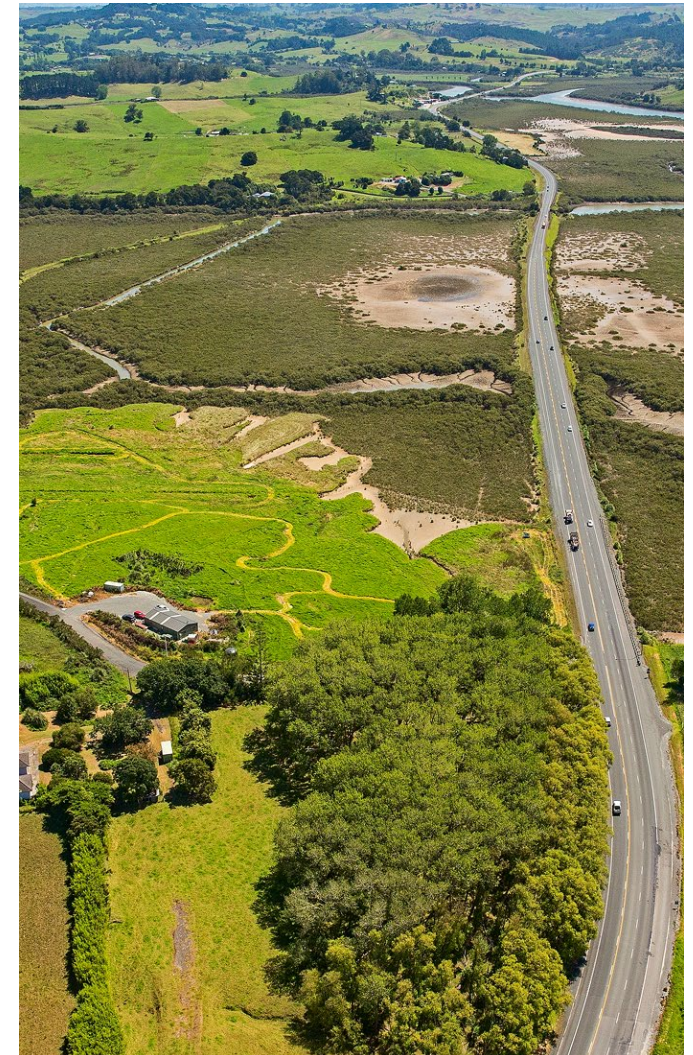
- Detailed design is in progress.
- Planned early works for 2022 include wider centre lines, flexible median barrier and improved lane marking and signage.



NZUP Northern Package - Safety Improvements

Update

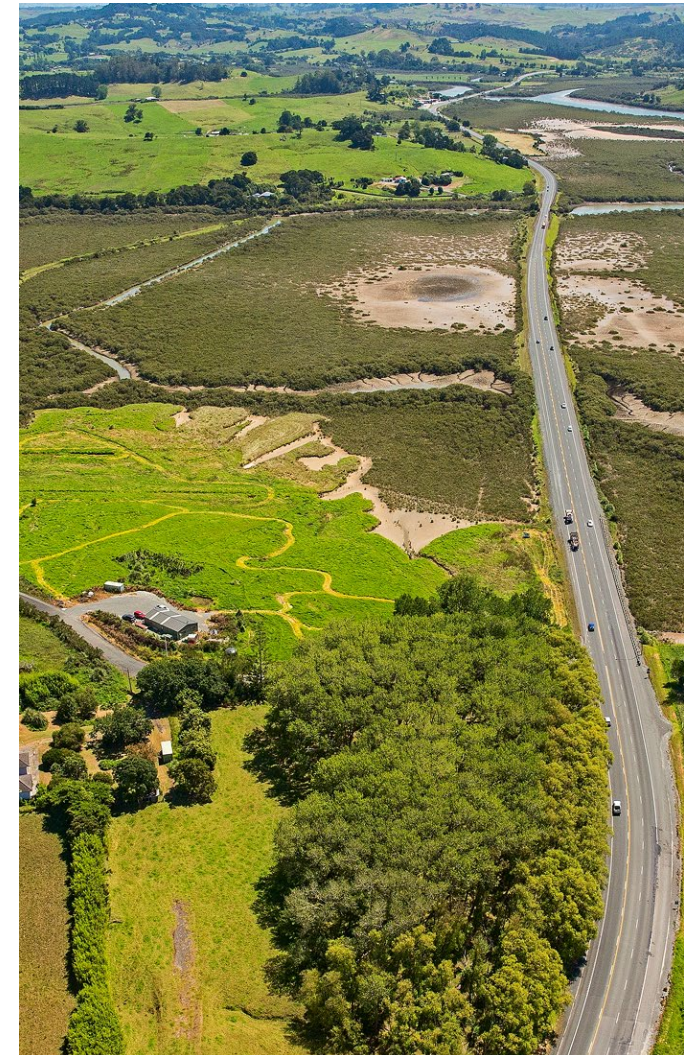
- The Government has instructed Waka Kotahi to implement a new option that focuses on safety improvements along the existing state highway, and the construction of a new rail line link to Northport
- **Northern Package** - Waka Kotahi Safety improvements on SH1 (\$150-250M) and a new Rail link from the North Auckland rail line to Northport and Otiria to Whangārei rail line upgrade (\$450-550M)
- **Target Outcomes** - support Northland's economic growth, improve supply chain resilience, reduce emissions, improve road safety
- The Government is committed to an investment broadly similar to previously announced for Northland – about \$700m.



NZUP Northern Package - Safety Improvements

Update continued

- Waka Kotahi sought community feedback on safety improvements to improve safety on this corridor. This included:
 - Barriers because 75% of DSI crashes are head-on
 - Widening the footpath to create a shared path in the urban section to reduce potential conflict between people on foot and bikes with vehicles
- Waka Kotahi and KiwiRail are now working to develop their prospective business cases for consideration by ministers including the scope, cost and timing.



Speed Review

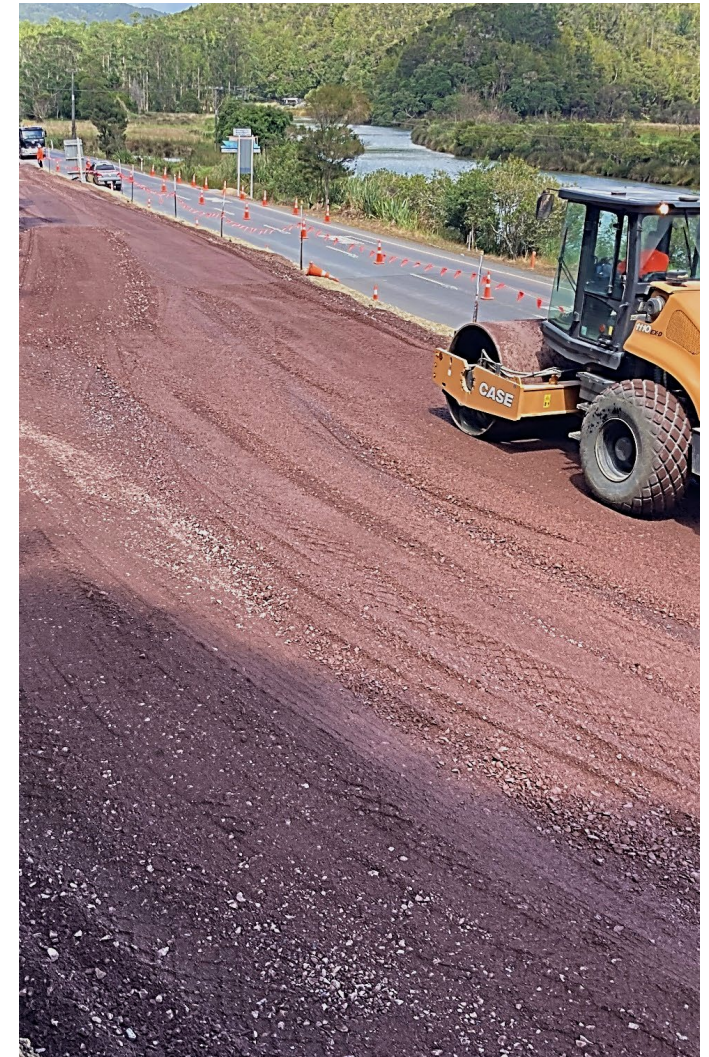
- Te Tai Tokerau Northland and Tāmaki Makaurau north Auckland speed reviews are still underway.
- Our vision is an Aotearoa where no one is killed or seriously injured on our roads. It's going to take every person playing a part to reach our target of zero deaths and serious injuries by 2050.
- We have listened to feedback and are considering it carefully alongside the technical assessments.
- Next steps are to confirm the detailed proposals, and then move to public consultation. Stakeholders will be updated at each stage on how to have their say.



SH10 Kaeo Bridge upgrade

Progress to date

- Works progressing on schedule (project completion in 2024)
- Temporary road (pictured) is due to be completed in mid-March, allowing traffic to flow while new roundabout is being built
- Protected wildlife (including kauri snail, copper skink, land snail, cave weta and coastal katydids) relocated to nearby Kukupaere Reserve



SH1 Loop Road

Update

- COVID-19 has made construction challenging and has impacted the scheduled programme of work
- The final layer of asphalt was laid pre-Christmas during nightworks to minimise disruptions for commuters. Work was then paused over the holiday period to enable traffic to flow more freely.
- The remaining completion works for this stage is scheduled to be completed by the middle of the year.
- The construction programme for stage two (southbound taper lane and a new bridge over Otaika Stream to enable the roundabout to be increased to two lanes) is yet to be confirmed, however we expect to have these details in the coming months.

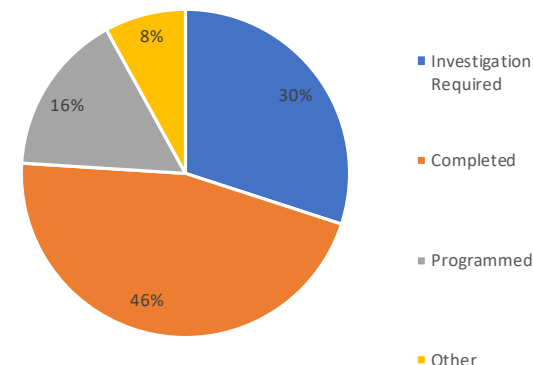


Maintenance & Operations

Update

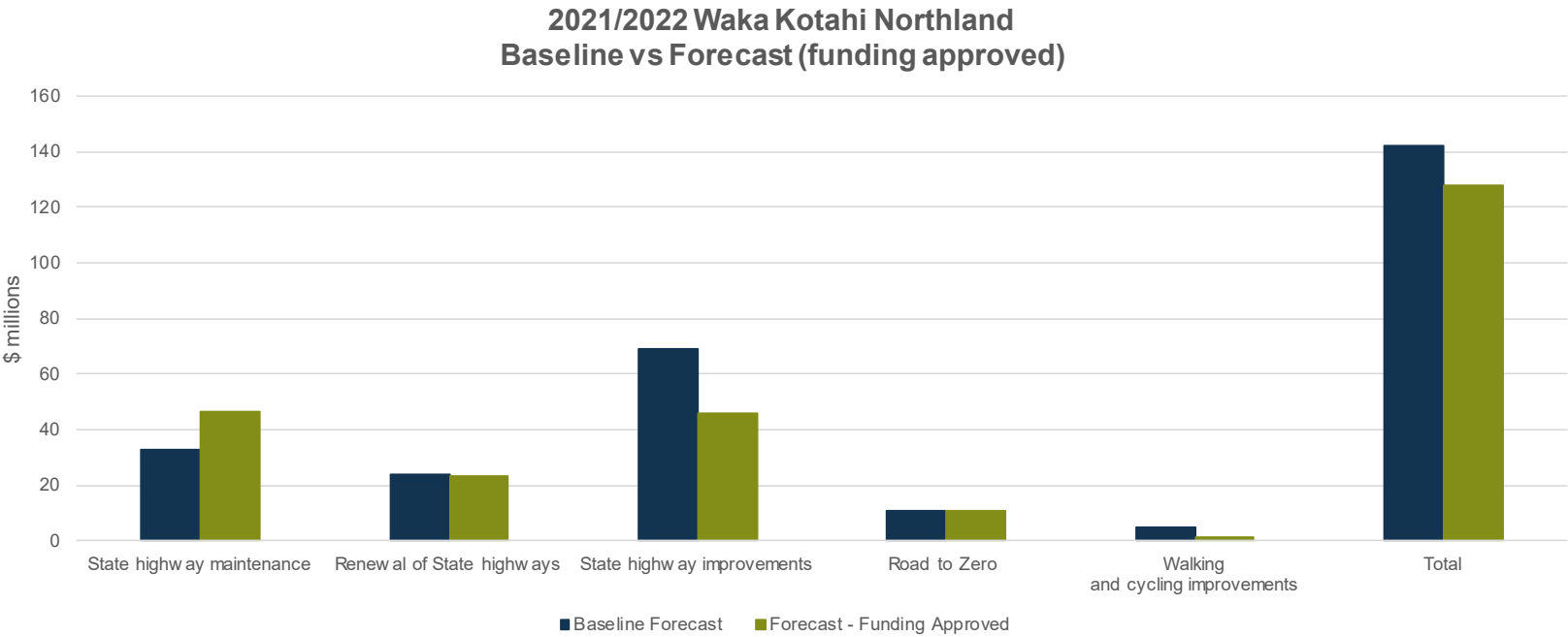
- 2021/22 Pavement and surfacing program is 60% complete
- COVID has impacted:
 - Delivery of the pavement and surfacing programme
 - Cyclic maintenance activities - some lower priority maintenance activities have been stopped
 - Shortage on supply on materials e.g. Signs, barriers, etc.
- Highlights
 - Scabbing – Within the seasons pavement and surfacing programme, 5 of the larger scabbing areas on the network have been addressed. Others will be done within the NLTP period
 - ‘Call to action’ is progressing well with a few items to be completed within this sealing season.

Northland Call to Action Plan



Funding Update

2021/2022 Waka Kotahi Northland - Baseline vs Forecast (funding approved)



Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
State highway maintenance, operations and renewals	\$91.5M	60%	Amber	A total of 179 lane kilometres will be delivered in this construction season, which is more than the previous year. Weather has had a delay to the program, but we are confident that we will complete the program during the Northland sealing season.
Low Cost / Low Risk	\$5.3m	95%	Green	<p><u>Far North District Council Projects</u></p> <p>SH10 Bush Point works - repairs to be carried out this year.</p> <p>SH12 Omapere to Opononi (3km) - Detailed Design for Stage 1 completed and survey completed for whole route. Awaiting confirmation of funding to proceed to physical works.</p> <p>SH1 Kawakawa Pedestrian Crossing - A raised platform and pedestrian crossing to the east of the township has been implemented by Waka Kotahi with the FNDC Innovative Streets Project team.</p> <p>Mangamuka Gorge: Currently open to all traffic. Final works to be undertaken 14 – 16 March, subject to Covid-19 impacts and weather.</p>
SH1: Dome Valley Safety Improvements	\$31.7M	Mid 2022	Green	Work continues either side of the Dome peak. All ongoing work are planned to be completed in mid-2022.

Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
Northland speed review		2022	Green	Te Tai Tokerau Northland speed reviews are still underway. Waka Kotahi has listened to feedback over the past few months and is considering it carefully alongside the technical assessments. Detailed proposals will be shared in the coming months, and the next step will be to move to public consultation.
SH1 Whangārei to Wellsford safety improvements (Road to Zero)	\$4M	Underway	Green	<p>Pre-implementation underway for Central (Port Marsden Highway to Schultz Road) and Southern (Piroa Stream Bridge to Wellsford) sections, including topographical, geotechnical and ecological investigations.</p> <p>Central section: Conversations and briefings with key stakeholders, communities and affected landowners are underway, including engagement with the Waipū community regarding intersections near the township. Extensive engagement has resulted in consideration of alternative design options for the Waipu area. These will be shared with the community, as will an engagement summary in April 2022.</p> <p>Some light construction (flexible median barriers, wider centrelines, side safety barriers) is now scheduled to commence middle of 2022, with main construction expected to commence late 2022 (subject to funding and approvals).</p> <p>Southern section: Conversations with affected landowners have begun and permissions for ecological surveying have been sought.</p>

Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
SH1 Warkworth to Wellsford		Route protection	Green	<p>On 25 March Auckland Council granted resource consents, subject to conditions, for the Warkworth to Wellsford project. Waka Kotahi confirmed the NoR on 11 May 2021. The appeal period for the NoR closed on 1 July 2021 and several appeals have been filed with the Environment Court.</p> <p>Both resource consent and NoR appeals will now progress via usual Environment Court process. Once the Environment Court process has concluded Waka Kotahi will provide further information on the outcome of this process.</p> <p>Completing the route projection phase for this project will provide long term certainty for property owners, adjacent communities and the wider region. Waka Kotahi does not anticipate any works on the corridor commencing this decade.</p>
SH1 Whangārei to Te Hana <ul style="list-style-type: none"> Whangārei to Port Marsden Highway - NZ Upgrade Programme Port Marsden Highway to Te Hana 		TBC		<p>The Government has instructed Waka Kotahi to implement a new option for the corridor that focuses on safety improvements along the existing state highway, and the construction of a new rail line to Northport. The new option will support Northland's economic growth, improve supply chain resilience, reduce emissions and improve road safety. The current proposal to upgrade State Highway 1 to four lanes will not continue.</p> <p>Waka Kotahi and KiwiRail are now working together to further develop these projects for consideration by ministers. This will include confirming the scope, costs and timelines for the re-scoped projects, as well as carrying out economic analysis. The significant work already completed for the four-laning project will inform this development work.</p> <p>We expect to complete the business case for the Safety Improvements project between mid-late 2022.</p>

Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
SH1 Loop Road Safety improvements	\$49.65M	Stage 1: mid-2022 Stage 2: TBC	Amber	<p>The final layer of asphalt for stage one was laid pre-Christmas. This work was carried out as nightworks to minimise disruptions for commuters. Work was then paused over the Christmas and New Year period to enable holiday traffic to flow more freely.</p> <p>Remaining completion works for stage one, including road surfacing and traffic island installation at the northern end of site, will be carried out during the first half of this year.</p> <p>Stage two of the project involves the construction of a southbound taper lane on SH1 and a new bridge over Otaika Stream to enable the roundabout to be increased to two lanes. State highway traffic will then merge back into a single southbound lane before the upgraded Portland Road intersection.</p> <p>The construction programme for stage two is yet to be confirmed, however we expect to have these details in the coming months.</p>
SH10 Kaeo bridge	\$40M	Early 2024	Green	<p>Construction is progressing on schedule, with works focused on preloading and earthworks on the western approach and creating a temporary road at the site of the planned roundabout to give crews space to work on the eastern bridge abutment. Traffic will be one-way through the site for the duration of the project, with ongoing traffic management measures.</p>

Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
SH10 Waipapa corridor improvements	\$24.5M	Completed	Green	Minor defects are now almost complete. Modifications to the traffic islands and sealing of car park outside liquor store on SH10 are completed.
SH1/11 Kawakawa intersection improvements (NZ Upgrade Programme)	\$6M	May 2022	Green	Traffic is flowing through operating roundabout and works are complete. Completion event with Minister has been rescheduled for 13 May 2022. Cultural design elements (pou, wall carvings) have been designed and constructed with Ngāti Hine and are being completed and will be installed for unveiling at the event.
SH10 Papakawau Culvert Replacement	\$5M	April 2022	Green	The Papakawau Culvert Replacement project restores and enhances the natural marine environment in the Aputerewa Creek's upper estuary. The reinstatement of the channel and installation of a bridge will increase and re-establish more natural tidal flows and contribute to the ecological function, including fish passage, of the upper estuary and creek system. The project is on track for completion by the end of March 2022 and a small blessing will be held prior to opening the new bridge to traffic.

Hei konā mai



New Zealand Government

TITLE: **Waka Kotahi Designing Driver Licencing Strategy report**

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

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 28
Group Manager/s: March 2022

Whakarāpopototanga / Executive summary

A multi-agency approach has been taken to ensure a whole of system view is considered, while also integrating work already underway at a national, regional, and local level to resolve inequitable barriers.

The Ministry of Transport (MoT), Police, Ministry of Social Development (MSD), Iwi representatives, and Community groups are all working to improve employment, road safety and justice outcomes. Waka Kotahi believe the together better societal outcomes can be achieved while improving the integrity of the graduated driver licensing system and contributing to Road to Zero objectives of fewer deaths and serious injuries on our roads.

The changes we make will seek to improve equity and enhance the safety of the land transport system for the benefit of all New Zealanders.

Ngā mahi tūtohutia / Recommendation

That the report 'Waka Kotahi - Designing Driver Licencing Strategy' by Steve Mutton, Waka Kotahi Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau, and dated 23 March 2022, be received.

Background/Tuhinga

This report provides an update on activities Waka Kotahi NZ Transport Agency has undertaken or committed to that will improve access to the driver licencing system.

New Zealand introduced a graduated driver licensing system (GDLS) in 1987. The principal purpose of the GDLS is to manage the crash risk of drivers learning to drive in three licence stages – learner, restricted and full licence. It recognises age and experience are factors and allows these drivers to gain confidence and skills while their cognitive and risk assessment processes are still maturing. Restrictions reduce at each licence stage, allowing drivers to develop safer driving skills while minimising the risks they present and face.

Most people hold the class 1 (car licences); however, the process is also replicated through classes 2-5 (heavy vehicles) and class 6 (motorcycles).

A driver licence is intended to be a transport document, however today, it is more than just a permit to drive a vehicle, it has a range of social benefits attached to it and is an official form of identification for various transactions, including obtaining credit or buying alcohol.

Holding a valid driver licence and having access to a vehicle is often a necessity for personal and community mobility, access to employment, education, and training, and to social connections for individuals, family and whānau. This is especially true in areas where other transport options are not available, such as rural areas and where people have greater distances to travel.

Being transport disadvantaged is closely associated with a lack of access to, and the ability to legally drive, a private vehicle. The structure, delivery, and costs of the GDLS create barriers for some groups to access and progress through the GDLS, particularly those in higher levels of socioeconomic deprivation.

Not holding a valid driver licence can contribute to a range of other negative outcomes for the individuals involved and New Zealand overall. For example, driver licence offending (driving without a licence, breaching licence conditions etc.) can result in financial penalties and loss of licence, which in turn may hinder an individual's ability to access or retain employment. These types of offences often become an individual's first interaction with the justice system.

Improvements in 2021

Review of the GDLS

Te Manatū Waka, Ministry of Transport (MoT) and Waka Kotahi are currently working on options to progress legislative changes to aspects of the GDLS consulted on in 2019. Furthermore, Waka Kotahi has committed to improving the operation of the driver licencing system and increasing the equitable access to licences.

Driver testing services

Waka Kotahi concluded a review of driver testing services across the Waikato region in 2021. Following the completion of the review and operational considerations, the decision was made to re-introduce driver testing in Cambridge and Matamata to ease pressure on the existing sites in Hamilton (at Frankton and Te Rapa), Te Awamutu, Morrinsville and Tokoroa.

Waka Kotahi has a standard review process for driver testing sites that considers what locations would provide the most benefit and relief to a region, the accessibility of testing services, and the practicality and financial viability of providing services. The viability of driver testing services is based on applicant demand, traffic volumes, the roading network and testing locations.

Any region looking to have testing sites reviewed will have this approach applied. Northland testing services will be considered as part of the NZ Driver Licence Improvement Programme.

Time Limited Licences

A Rule change on 1 December 2021 removed the 5-year time limit for learner and restricted driver licences (back to 10 years as per the full licence), the 90-day restriction on licence renewal, and the requirement for the licence holder to re-sit and pass a theory test to renew their licence.

Despite efforts to encourage drivers to progress through the licence stages within five years, drivers have not moved to a higher licence stage for valid reasons, and this has had no clear benefit or impact on road safety. These changes allow drivers to gain the skills and confidence to progress to the next licence stage at their own pace or stay at their stage if they choose to. They also make getting a licence more accessible by removing the cost, stress and anxiety that comes with having to renew a learner or restricted licence every 5 years and re-sit a theory test.

Driver licensing improvement programme

Access to a licence and road safety outcomes are intrinsically linked. The more licenced drivers there are, the safer our roads will be as drivers will be trained to drive safely.

Waka Kotahi is committed to increasing access to driver training and licensing to deliver better outcomes for New Zealanders. If we can improve access to a driver licence by reducing the barriers

to entry and progression through the GDLS, the number of safe, licensed drivers on our roads should increase and open more employment and accessibility opportunities for individuals and communities. We are reviewing our operational strategy for the driver licensing system to improve access, content, costs and delivery of tests and the way they are administered.

Over the next five years we will improve the driver licensing system and increase the equitable access to licences, by exploring solutions and outcomes for vulnerable communities, partnering within communities to identify options that address individual as well as economic aspirations. We will take a multi-agency approach to ensure a whole of system view is considered, while also integrating work already underway at a national, regional, and local level to resolve inequitable barriers.

While a long-term strategy and plan for the GDLS is being developed, we are looking to make some immediate improvements to address access and equity issues. Local initiatives are being identified in Te Tai Tokerau and Tairāwhiti that can be rolled out in other regions. Solutions being considered include increasing testing officers in the right locations, improving access to the driver testing booking system, addressing language and literacy barriers, and improving access to learning and practice resources.

The changes we make will seek to improve equity and enhance the safety of the land transport system for the benefit of all New Zealanders.

Attachments/Ngā tapirihanga

Nil

TITLE: Northland to Auckland Four Lane Highway Update

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

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 28
Group Manager/s: March 2022

Whakarāpopototanga / Executive summary

The government has instructed Waka Kotahi and KiwiRail to deliver a new option that focuses on safety improvements along the existing state highway, and the construction of a new rail line to Northport.

The current proposal to upgrade State Highway 1 to four lanes will not continue as part of the NZ Upgrade Programme. Therefore, the project has been renamed to **NZUP - Northland Package**.

An update to the joint Ministers (Finance and Transport) on the Northland package will be provided in March for direction. A final business case is expected to be presented to the Waka Kotahi board and Ministers in mid-2022 where they will consider the funding for this project from the total funding set aside for Northland road and rail projects.

Ngā mahi tūtohutia / Recommendation

That the report 'Northland to Auckland Four Lane Highway Update' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 21 March 2022, be received.

Background/Tuhinga

The government has instructed Waka Kotahi and KiwiRail to deliver a new option that focuses on safety improvements along the existing state highway, and the construction of a new rail line to Northport. This means the current proposal to upgrade State Highway 1 to four lanes will not continue as part of the NZ Upgrade Programme. Therefore, the project has been renamed to **NZUP - Northland Package**.

Waka Kotahi and KiwiRail are currently working together to further develop the \$692 million Northland package for consideration by ministers. The outcomes sought for the Northland Package include safety on State Highway 1 (SH1) and mode shift and economic growth by moving freight more efficiently by rail, in line with Government decarbonisation objectives.

On State Highway 1 Waka Kotahi are investigating upgrades to help people get where they need to go safely. Amongst the safety improvements being considered are installation of centre median barriers in the rural section, intersection improvements, traffic signals and provisions for walking and cycling in urban Whangārei.

Work continues with KiwiRail as they develop the Marsden Point Rail Link ("Northland Rail Spur") business case. The detailed business case includes the preliminary design of the project, site investigation and assessment of geotechnical risks, commercial modelling, and engagement with Waka Kotahi to ensure the final scope fits within the total Northland NZUP funding envelope. KiwiRail is 45% (60 of 133 hectares) of the way through the land acquisition programme to secure the rail corridor for the new Spur.

Background note - Northland Rail

The Government is progressing two rail projects in Northland through the New Zealand Upgrade Programme (NZUP).

The NZUP Northland Rail Package comprises of:

- the **Whāngarei to Otiria project** - upgrading the line to an 18-tonne axle capability and providing system improvements including yard/container transfer sites and log loading areas, and
- the **Marsden Point Rail Link project** - establishing a rail link between Northport and the North Auckland Line (NAL), providing increased opportunity for freight transfer from road to rail.

Attachments/Ngā tapirihanga

Nil

TITLE: Northland Road Safety Update

From: Ian Crayton-Brown, Transport Projects Officer and Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 28
Group Manager/s: March 2022

Whakarāpopototanga / Executive summary

This report serves to update the Regional Transport Committee (RTC) on the progress regarding Northland's evidence-based road safety issues since the 8 December 2021 RTC meeting.

Ngā mahi tūtohutia / Recommendation

That the report 'Northland Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer and Chris Powell, Transport Manager - Northland Transportation Alliance and dated 22 March 2022, be received.

Background/Tuhinga

ROAD SAFETY UPDATE

Road Trauma Update

Comparisons of crash fatality statistics for 2020 calendar year compared to the same period in 2021.

1 January – 31 December 2020 - Road Fatalities Statistics

Fatalities Jan – Dec 2020	Far North	Whangārei	Kaipara	Northland	National
Local roads	7	7	1	15	153
State highways	5	7	0	12	165
TOTAL	12	14	1	27	318

1 January – 31 December 2021 - Road Fatalities Statistics

Fatalities Jan – Dec 2021	Far North	Whangārei	Kaipara	Northland	National
Local roads	4	3	4	11	178
State highways	7	8	7	22	142
TOTAL	11	11	11	33	320

Comparisons of crash fatality statistics for 1 January to 20 March 2021 compared to the same period in 2022.

1 January – 20 March 2021 - Road Fatalities Statistics

Fatalities Jan – Mar 2021	Far North	Whangārei	Kaipara	Northland	National
Local roads	1	0	1	2	38
State highways	3	1	1	5	31
TOTAL	4	1	2	7	69

1 January – 20 March 2022 - Road Fatalities Statistics

Fatalities Jan - Mar 2022	Far North	Whangārei	Kaipara	Northland	National
Local roads	0	1	0	1	41
State highways	0	1	1	2	29
TOTAL	0	2	1	3	70

This year-to-date total Northland road fatalities have halved compared to the same timeframe in 2021.

Motorcycle Safety - Ride Forever (R4E) Rider Training Update -

- R4E – 2020/2021 – 186 riders completed the courses (July 2020-June 2021)
- R4E – 2021/2022 – 111 riders have completed the courses to date 01/07/2021 to 31/03/2022:
 - 51 Bronze Course
 - 35 Silver Course
 - 25 Gold Course

Motorcycle Safety: Northland Motorcycle Safety Strategy

- Preliminary work is still under way to progress this initiative which focuses on identifying unsafe motorcycle routes and infrastructure required to improve safety for the increasing numbers of motorcycles using Northland roads. A literature search and analysis of motorcycle crash data is helping develop a better understanding of the problems and possible affective interventions to further improve safety for motorcyclists.
- The literature search will highlight the importance of the role that a 'Safe System Approach' makes, together with continually improving the roading standards and quality which the KiwiRap model seeks to achieve by improving road safety ratings to Class 3 or better.

See Attachment I or for more information regarding KiwiRAP, or please refer to the following link.

<http://www.kiwirap.org.nz/index.html>

Northland Road Safety Forum & Northland Freight Group Meetings Postponed

Both the Road Safety Forum and Freight Group quarterly meetings have again been postponed affected by access & meeting restrictions due to COVID.

Northland Road Safety Association Driver Reviver/Fatigue Stops

A northbound Driver Reviver Stop is scheduled for Easter, **Thursday 14 April 2022**. A decision will be made closer to the event date whether this will go ahead. This fatigue stop will be supported by IAG Insurance, a new road safety partner.



Waka Kotahi Road Safety Promotion/Media Themes for March & April 2022

Road safety promotional and media related themes for the above-mentioned months will concentrate around:

- Drugs, Distractions, Speed, Safe Vehicles.

At the local level, Northland continues to utilise radio, print and other social media to provide road safety messages specific to Northland, whilst complimenting the 'Road to Zero' and 'Safe System Approach'.

"Seatbelts On" Messaging and Promotion

Planning is underway with the Northland Rugby Union (NRU) and the New Zealand Police to work in partnership promoting the 'Seatbelts On' message. In previous years, the campaign included the 'Seatbelts On' message on the back of the National Provincial Championship (NPC) team shorts.

This message was also used on face masks, tote bags and a 'Bus Back' incorporating the popular Taniwha image. The NRU have also used their social media platform to help promote road safety messaging.

Regional Road Safety Contracts

Reflected in the "Regional Road Safety Snapshot" is a brief description of what contracts the Northland Transportation Alliance road safety partners have been concentrating on. These partners are: -

- Far North Reap.
- Northland Road Safety Trust (Kaipara and Whangarei).
- Bike Northland.



Regional Road Safety Snapshot

Road safety promotion in the Northland Region has had its challenges during these Covid times but Northland Road Safety Trust (Whangarei District Council and Kaipara District Council contract), Bike Northland (Whangarei District Council contract) and Far North REAP (Far North District Council contract) have been working tirelessly and creatively to ensure they deliver what is required over the Northland district.

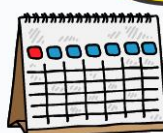
Northland Road Safety Trust is continuing to provide evidence-based programmes to individuals who have made poor behavioural decisions while driving and have just introduced a new drug impaired programme aimed at offenders convicted of driving while under the influence of drugs. The first course is being held this month (March). Other driver licensing initiatives, along with their usual, are in progress, including the Silver Fern Farms initiative which was delayed due to a national lockdown and getting driver licensing courses in High School's so students are leaving school with their learner licence – Northland Health School was the most recent to sign up to this.

Bike Northland's programme of delivering bike skills in schools has been very successful even with Covid disruptions. The team are fully booked for the remainder of the financial year and the feedback received has consistently been very positive with average score of 4.5 and 5 out of 5 for all aspects surveyed.

Far North REAP are continuing to show their creativity with the launch of theparty.co.nz (as pictured below on an NRC bus back). The initiative was aimed at getting the user to make decisions for the characters in an interactive video and seeing the outcome of those decisions. This type of campaign was the first of its kind in New Zealand and there have been some good learnings from it and the full analytics of the campaign will be completed on its conclusion in May.



The learner and restricted driver licence courses are still getting good attendance despite the challenges faced by Covid.



Will you be our Road Safety Hero?

The Northland Road Safety partners have come together to organise a Covid friendly Road Safety Week (RSW) event.

We are holding a relay where we will be asking a member from a number of different organisations who are champions for road safety to run/walk/scoot/cycle a couple of kms on a loop to remember the 33 people who lost their lives on Northland roads in 2021. The idea is that 33 kms will be covered in total.

It would be great if an RTC elected member would agree to participate to show their support on behalf of the whole RTC.

The event will be supplemented with other media coverage such as write up's on local road safety heroes and giveaways for the public for sharing their stories of their own heroes. **So would you like to be our road safety hero?**



Important dates:

- 14/04/22 - Uretiti Fatigue stop
- 9-15/05/22 Road Safety Week - Road Safety Heroes



Restraints



Impairment

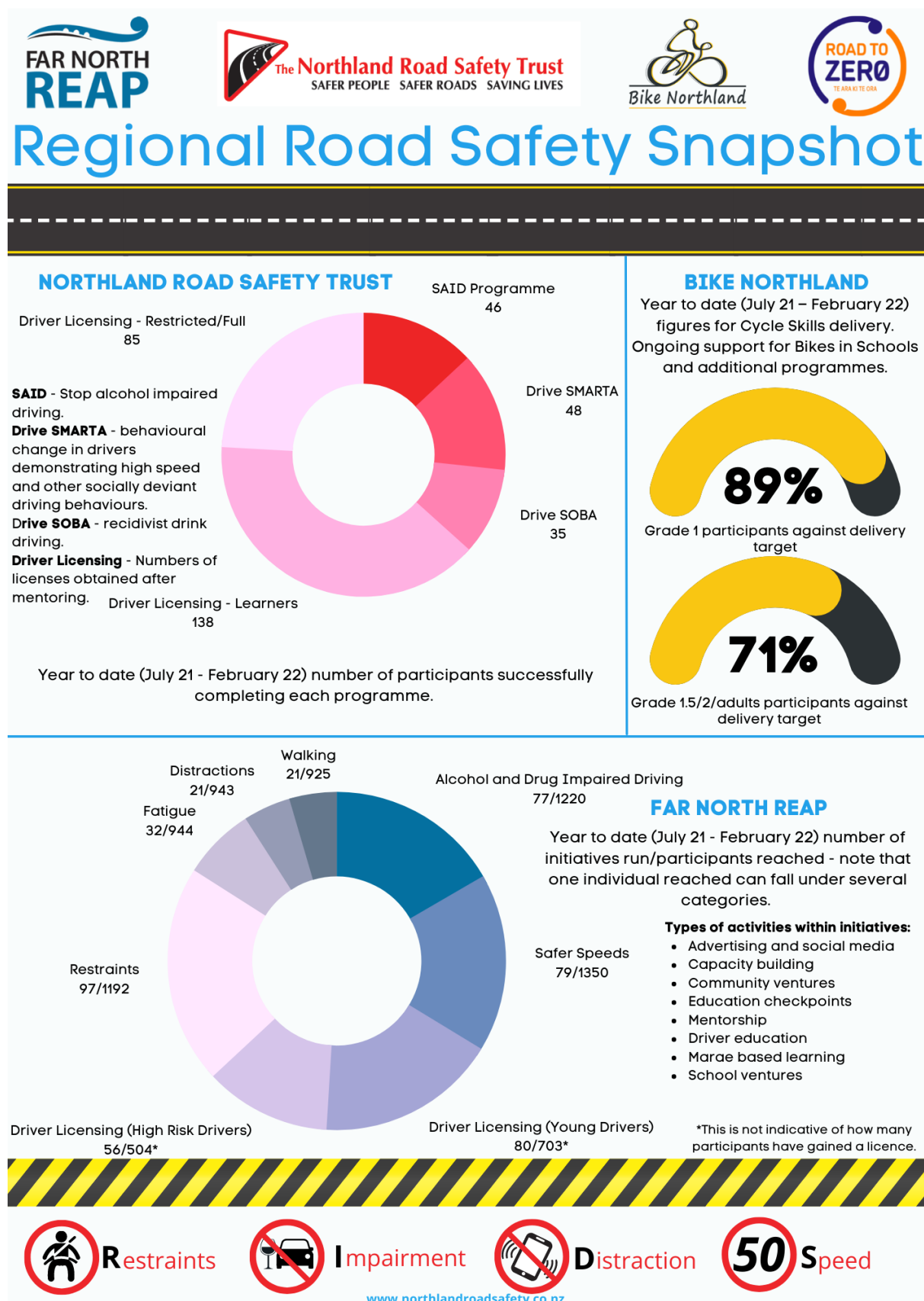


Distraction



50 speed

www.northlandroadsafety.co.nz



A representative from the New Zealand Police will be providing an update at the meeting.


See **Attachment I** for a copy of the New Zealand Police presentation.


A Representative from the Northland Transportation Alliance will be presenting on the work being undertaken on the Regional Road Safety Action Plan Related Speed Limit Reviews

See **Attachment II** for a copy of the Speed Limit Review presentation.

Attachments/Ngā tapirihanga

Attachment 1: KiwiRap Star Rating [↓](#) 

Attachment 2: New Zealand Police RTC Presentation - April 2022 [↓](#) 

Attachment 3: Road Safety Action Plan Speed Limit Reviews - April 2022 [↓](#) 

Attachment I

Kiwi RAP Star Rating Bands

The Road Protection Score rating bands in the table below describe the typical features found within each Star Rating.

Rating scale	Description of features	
	Divided road	Undivided road
5-Star *****	Straight with good line marking, wide lanes and sealed shoulders, safe roadsides and occasional grade separated intersections. Roads with a local, minor or major at-grade intersection cannot achieve a 5-Star Rating.	No undivided road can achieve a 5-Star Rating.
4-Star ****	Deficiencies in some road features such as lane width, shoulder width or roadside hazards.	Straight with good overtaking provision, good line marking and safe roadsides. Such a road will not achieve a 4-Star Rating if it has high traffic volumes.
3-Star ***	Major deficiencies in some road features. These may include poor median protection against head-on crashes, many minor deficiencies and /or poorly designed intersections at regular intervals.	Deficiencies in some road features such as alignment, roadsides, and /or poorly designed intersections at regular intervals.
2-Star **	Many major deficiencies such as poor alignment, poor roadside conditions and median protection, and poorly designed intersections at regular intervals.	Major deficiencies in some road features such as poor roadside conditions and /or many minor deficiencies such as insufficient overtaking provision, narrow lanes, and /or poorly designed intersections at regular intervals.
1-Star *	Poor alignment, in mountainous terrain, narrow lanes, narrow shoulders, severe roadside conditions and many major intersections.	Poor alignment, in mountainous terrain, narrow lanes, sealed shoulders, poor line markings and severe roadsides conditions.

For more information regarding KiwiRAP, please refer to the following link.

<http://www.kiwirap.org.nz/index.html>



NZ Police

Deaths and Serious Injuries 2021

Fatal Crashes 30

Speed: 9

Alcohol: 12

Drug: 14

Seatbelt: 8

Both alcohol and drug: 7



Serious Injury Crashes *

34 crashes causing 67 injuries

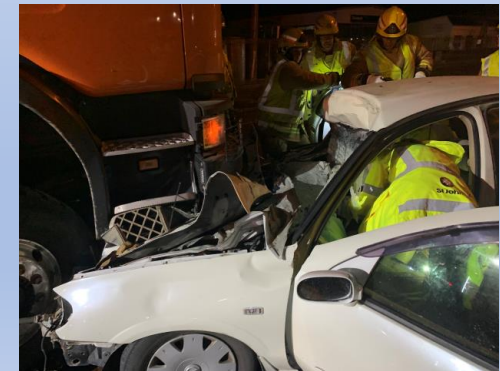
Speed: 6

Alcohol: 6

Drug: 2

Seatbelt: 6

Both alcohol and drug: 1



* Crashes with 1 or more serious injuries

Deaths and Serious Injuries 2022

Fatal Crashes 3
(2 x motorcycles)

Serious Injury Crashes
9 crashes causing **17 injuries**



Draft Northland Road Policing Plan 2022

General Deterrence

- Adopt the 3-3-3 method of operation
- Implement District Road Policing days
- Execute planned weekend operations bi-monthly
- Create a safe place for learning by the wider team of Police
- RIDS focus



Specific Deterrence

- Obtain greater Intelligence in terms of risk and locations
- Align and target messaging
- Social Media
 - Manage expectations
 - Use storytelling
- Align activity with partners and link in with advertising themes



Specialised/Intensive Focus

- Assign Road Policing staff portfolios including:
 - Road workers
 - High-risk drivers
 - Restraints
 - Drug impairment
 - Alcohol impairment
 - Speed
 - Distractions
 - Locations
 - Motorcyclists /cyclists
 - Licences
 - Suspensions
 - Social media (linkage across district, insights, planning, storytelling)
- Conduct specific operations for high-risk drivers (sustainable monitoring)
- Carry out joint activities with partners on the Road Safety calendar

Partners

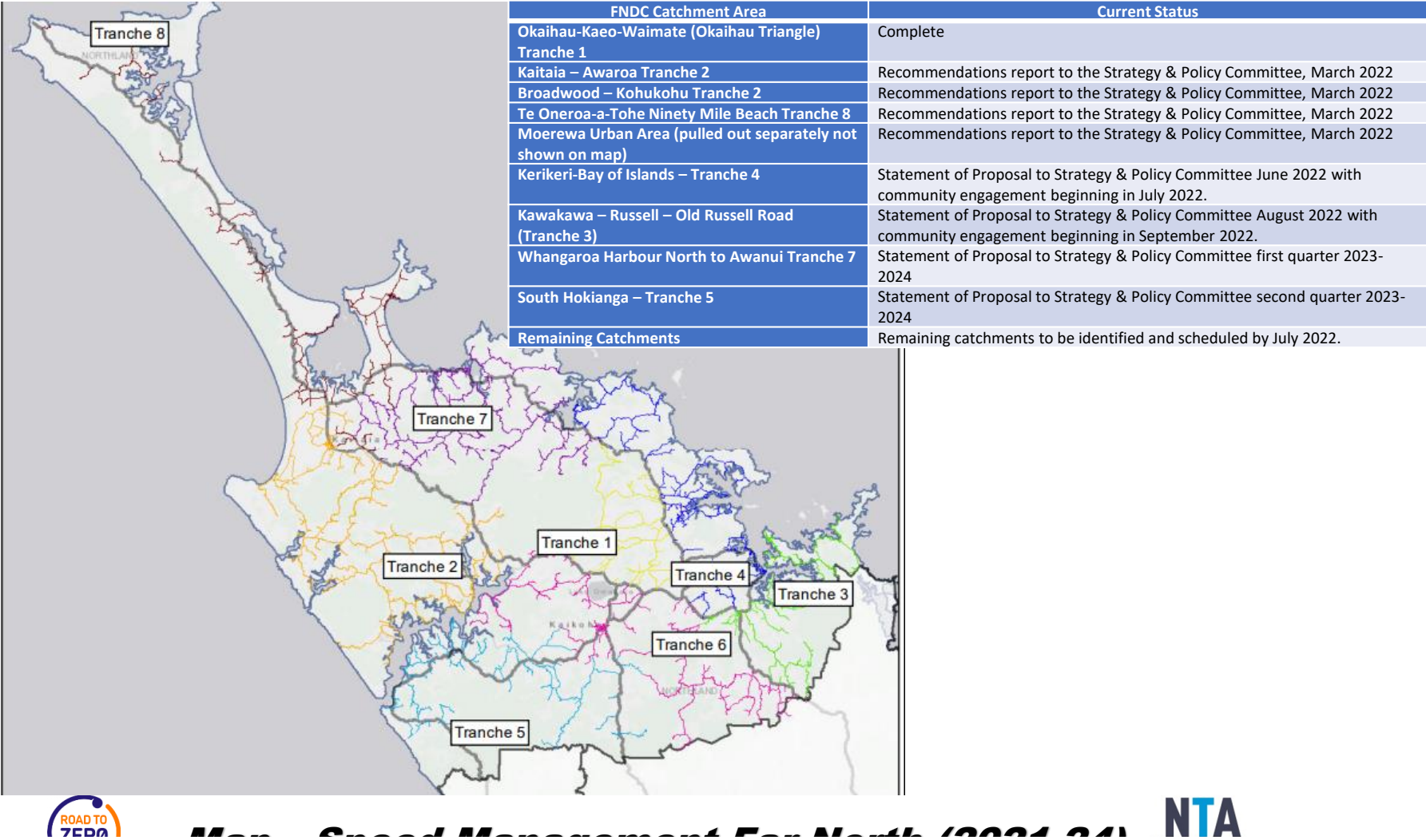
- Integration work with Waka Kotahi and other partners – how we collectively coordinate our activities and approach to risk
- Explore ways to work with Iwi to reduce risk to Maori
- Conduct checkpoints in collaboration with Iwi
 - education
 - prevention
 - referrals
 - enforcement
- Work with the Regional Transport Committee
 - Linkage
 - Stories
 - Accountability
- Build a ride-along programme for partners

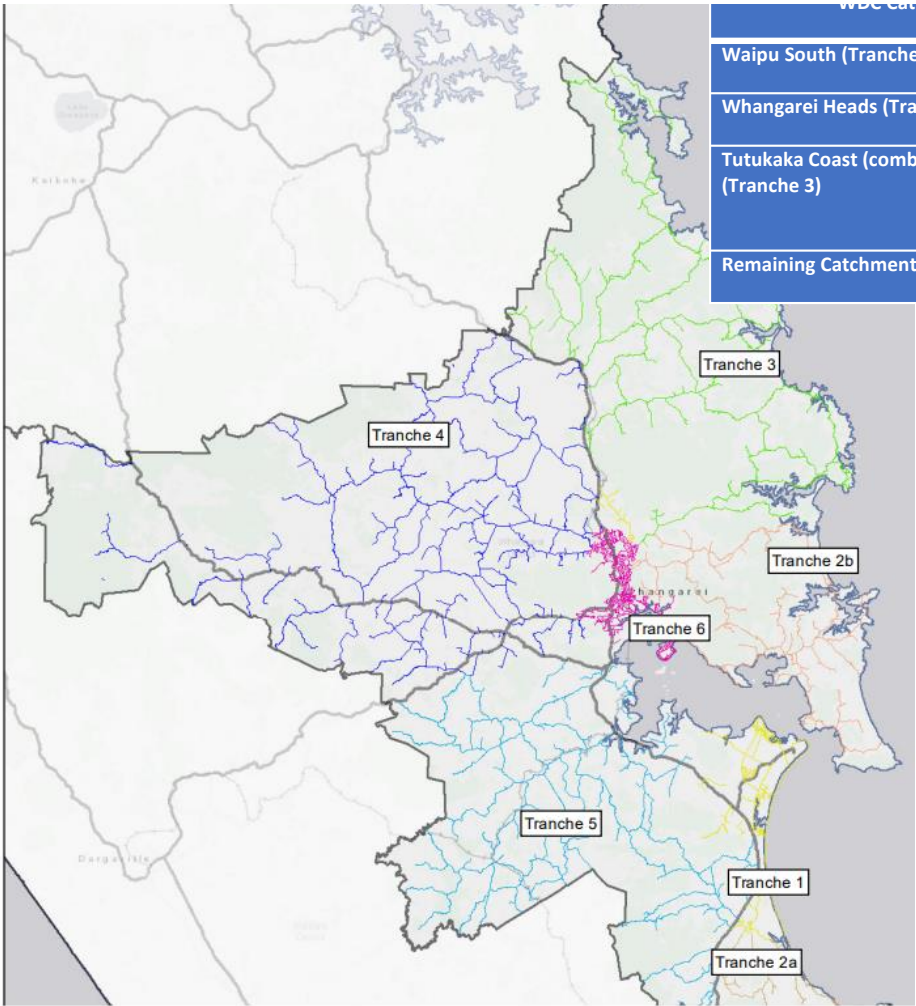
Internal

- Create rotational NCO positions in both Areas
- Build on Senior leadership buy-in and the front-footing of messaging
- Create internal competitions between sections and teams
- Ensure line up interaction
- Weekly reporting – insights
 - Include Waka Kotahi
- Improve storytelling



Humanity and fairness Informed decision-making Supported resolutions Strengthening partnerships Behaviour change Mindset



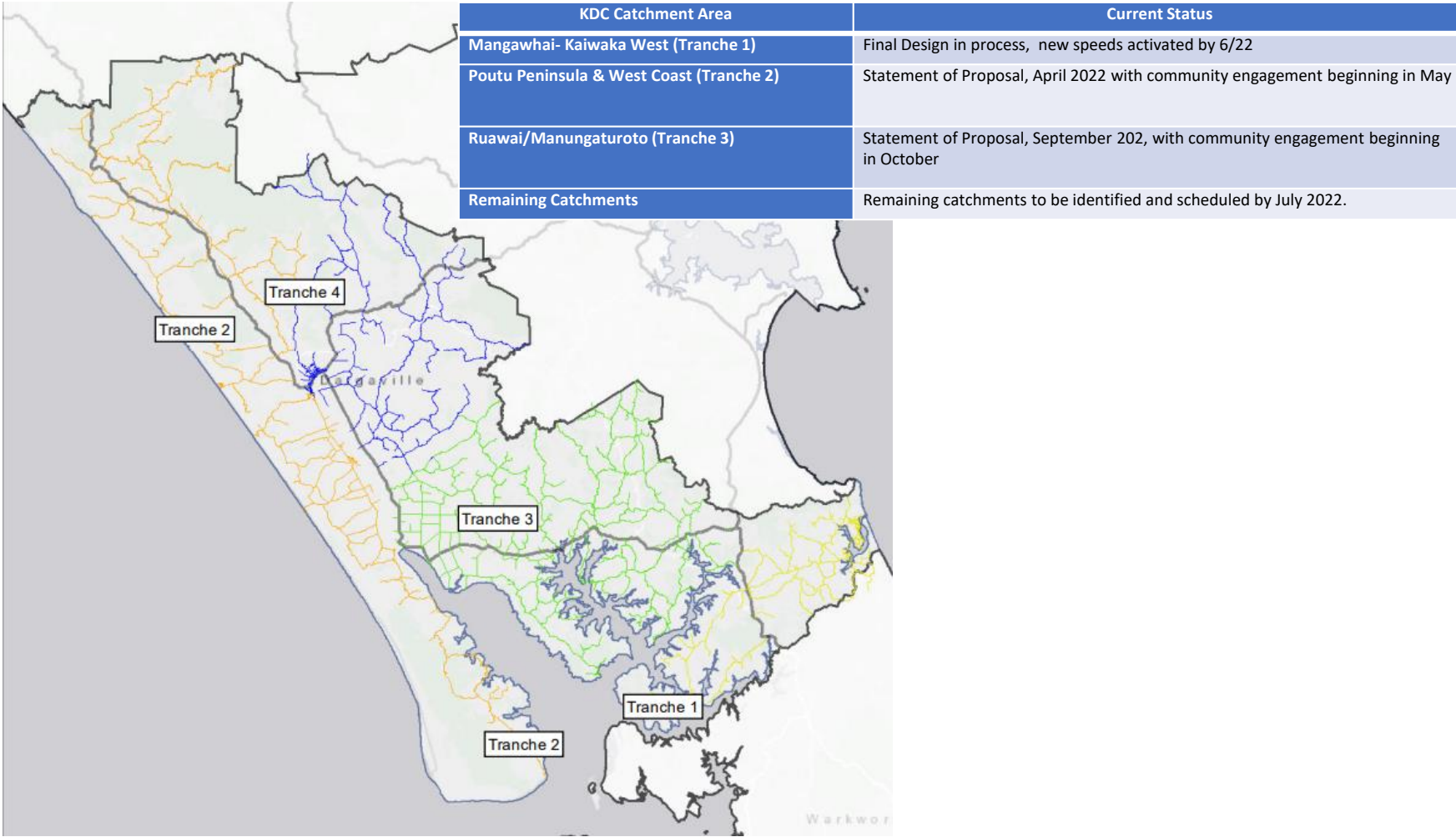


WDC Catchment Area	Current Status
Waipu South (Tranche 2A)	Final Design in process, new speeds activated by 6/22
Whangarei Heads (Tranche 2B)	Recommendations report to Strategy & Policy Committee, August 2022
Tutukaka Coast (combined with Russell above) (Tranche 3)	Statement of Proposal to Strategy & Policy Committee August 2022 with community engagement beginning in September 2022.
Remaining Catchments	Remaining catchments to be identified and scheduled by July 2022.



Map - Speed Management Whangarei (2021-24)





Map Speed Management KDC (2021-24)



TITLE: **Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System**

From: Chris Powell, Transport Manager - Northland Transport Alliance

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 28
Group Manager/s: March 2022

Executive summary/Whakarāpopototanga

The Ministry of Transport (MoT) is seeking feedback on the proposed changes to the present Road User Charge (RUC) system through its Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System.

This report serves to provide a summary on what is being reviewed and concludes with a recommendation that the Regional Transport Committee make a written submission on the proposals.

Recommendation(s)

1. That the report 'Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 22 March 2022, be received.
2. That the Northland Regional Transport Committee delegate to representatives of the Northland Transportation Alliance to compile a draft regional submission on the Committees behalf based on the recommendations made in Attachment II.
3. That the draft submission be circulated to all elected members for comment.
4. That a final submission be compiled incorporating agreed changes and this be circulated to the Regional Transport Committee members for final approval.
5. That the Chair of the Regional Transport Committee be given authority to make minor formatting and grammatical changes and sign the final submission prior to the document being sent to the Ministry of Transport before the consultation closing on 22 April 2022.

Options

No.	Option	Advantages	Disadvantages
1	The Regional Transport Committee make a written submission on the 'Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change:	That Northland has the opportunity to have a say on one of the most important sources of revenue for land transport.	None

	Reviewing the Road User Charges System		
2	The Regional Transport Committee does not make a written submission on the 'Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System	None	That Northland loses the opportunity to have a say on one of the most important sources of revenue for land transport.

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

Considerations

1. Environmental Impact

The environmental impact can only be fully assessed when a final decision is made by government on what course of action they wish to follow.

2. Community views

Consultation on the Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System is being undertaken by the Ministry of Transport and is open to all for comment.

3. Māori impact statement

No impacts to Māori have been identified at this early stage.

4. Financial implications

The financial implications can only be fully assessed when a final decision is made by government on what course of action they wish to follow.

5. Implementation issues

No implementation issues have been identified at this early stage.

6. Significance and engagement

No significance and engagement issues have been identified at this early stage.

7. Policy, risk management and legislative compliance

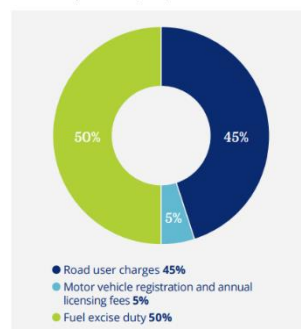
No policy, risk management or legislative compliance issues have been identified at this early stage

Background/Tuhinga

Road User Charges (RUC) imposes charges on RUC vehicles for their use of the roads that are in proportion to the costs that the vehicles generate.

Since its introduction in 1978, RUC has been updated and simplified several times to allow for technological advancements and to modernise the system. It needs to be able to adapt to changes in technology and changes in the transport sector, such as the increasing importance of light vehicles to RUC revenue and the increasing use of fuels other than petrol and diesel.

Figure 1: Main sources of revenue for the National Land Transport Fund (NLTF) in 2020/2021



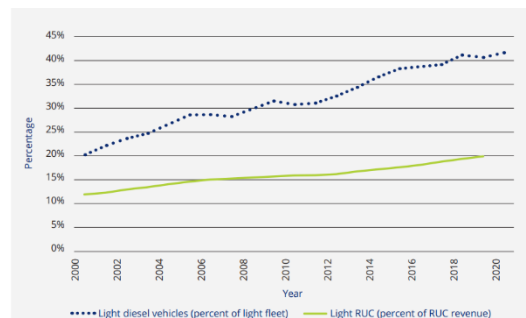
Under the Road User Charges Act 2012 (RUC Act), operators of all vehicles that do not use a fuel that is charged fuel excise duty (FED) (primarily diesel vehicles), or heavy vehicles with a gross vehicle mass (GVM) greater than 3.5 tonnes (primarily trucks, buses and some trailers), are subject to RUC.

Currently, almost all RUC vehicles are diesel powered vehicles, but vehicles using other fuels such as electricity, hydrogen and biodiesel are also subject to RUC. Light Electric Vehicles (EV) (mainly cars) are currently exempt from paying RUC until 31 March 2024 and heavy EVs (trucks and buses) are exempt until the end of 2025 as part of existing measures to encourage people to buy and use them.

The Ministry of Transport (MoT) also want to consider whether RUC should be able to address wider Government priorities and not focus solely on recovering direct costs.

In the 2020/21 financial year, RUC contributed nearly \$2 billion in revenue to the National Land Transport Fund (NLTF) out of a total of \$4.3 billion. Of this the operators of the 800,000 light RUC vehicles purchased approximately \$800 million in RUC licences, while the operators of the 190,000 heavy vehicles (including trailers towed by heavy vehicles) purchased \$1.1 billion. The owners of roughly 3 million light petrol vehicles contributed around \$2.1 billion in FED and another \$230 million was collected in registration and license fees.

Figure 2: Diesel vehicles within the light fleet and percentage of revenue from light RUC



The last major suite of amendments to the RUC Act were made in 2012. In the intervening years the number of light diesel vehicles subject to RUC has increased significantly and these are often operated by private motorists, rather than companies. Heavy diesel vehicles, which are mainly operated by companies, remain the core of the scheme, but are now only responsible for around sixty percent of RUC revenue. Light diesel vehicles, which now make up 20 percent of the light vehicle fleet, contribute the other 40 percent

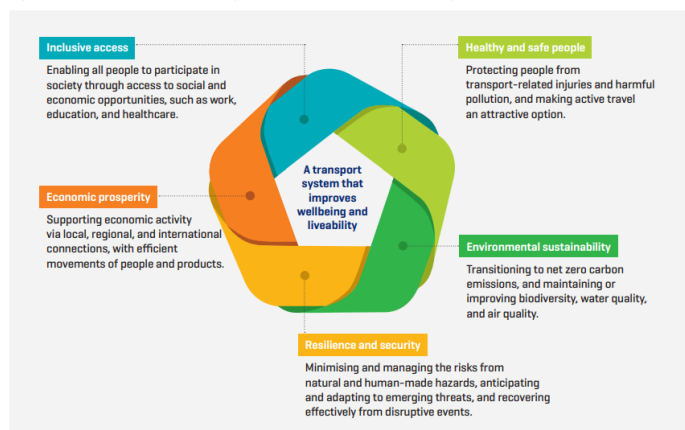
of RUC revenue. Once the light Electric Vehicles (EV) RUC exemption ends on 31 March 2024, and heavy EV RUC exemption ends on 31 December 2025, owners of EVs will also pay RUC in ever increasing numbers.

The current RUC legislation is focussed on recovering the costs of damage to our road network, especially that caused by heavy vehicles, and ensuring that operators of vehicles that cause the damage pay the appropriate amount.

This approach remains key, but the current system does not recognise other costs imposed by vehicle use, such as pollution or congestion. There is a growing interest in using the RUC system to also capture some of those other costs, or to offset the higher costs faced by some emerging technologies, ahead of their widespread adoption.

The transport system creates significant social and economic benefits but also many costs.

Figure 4: Te Manatū Waka's five aspirational outcomes for the transport system



The Government is progressing policies to support these outcomes by developing programmes that focus on road safety, vehicle emissions, regulatory development, and smart infrastructure investments. The RUC system could also potentially support these outcomes

Currently the RUC legislation provides for the setting of RUC rates to be in proportion to the costs that the vehicles generate. These costs have historically been limited only to the direct costs of damage caused by the vehicles' use of the roads, along with the wider costs of building and maintaining the transport system.

Proposed Changes to the RUC

Contained in the 'Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System' are a number of proposed changes to the present system.

A copy of the Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System' can be sourced through the following link: -
<https://www.transport.govt.nz/assets/Uploads/RUCDD-2022.pdf>

See **Attachment I** for a copy of the Summary document titled "Driving Change: Reviewing the Road User Charges System".

The list of questions being asked by the MoT are provided in **Attachment II**

Regional Transport Committee Submission



The Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System contains 89 questions relating to the subjects covered.

Based on the above, it is recommended that the Regional Transport Committee makes a written submission which reflects a regional perspective.

The proposed body of the submission is provided in **Attachment III**

Consultation period ends on 22 April 2022.

Attachments/Ngā tapirihanga

Attachment 1: Attachment I  

Attachment 2: Attachment II  

Attachment 3: Attachment III  

5 April 2022

Attachment I

Te huringa taraiwa: Te arotake i te pūnaha utu kaiwhakamahi rori | Driving Change: Reviewing the Road User Charges System

Considering climate change, simplifying compliance and making better use of technology as our transport system changes.

Road user charges (RUC) charge some vehicles for their use of public roads, in proportion to the costs those vehicles generate. Vehicles using fuels other than petrol or with a gross vehicle mass greater than 3.5 tonnes are subject to RUC. Light electric vehicles will pay RUC from 1 April 2024. This system remains world-leading but needs to be adaptable to changes in technology and in the transport sector.

We are considering whether RUC should address wider Government priorities and not focus solely on recovering direct costs. This would fundamentally change RUC's purpose and needs to be well thought through.

Improving user experience and enforcement

These proposals intend to reduce costs, simplify compliance and ensure that all users contribute fairly to the land transport system. These include:

- Whether electric motorbikes and very light EVs should pay RUC once the light EV RUC exemption ends**
Whether these types of vehicles should be exempted permanently, if they should pay RUC – most likely at a lower rate – or pay an additional amount as part of the vehicle licence fee.
- Whether eRUC should be mandated for all heavy vehicles**
Having RUC collected electronically reduces compliance costs which is advantageous to both the road user and Waka Kotahi, but raises important issues around protecting privacy and need to mitigate operating costs.
- Whether to remove requirement for light vehicle owners to display a RUC licence**
Not having to display a RUC licence would make RUC simpler and more cost-effective. RUC licence purchasing could be automated, such as through a smartphone app or in-vehicle device.
- Assisting new RUC payers to start paying RUC**
When the light EV exemption ends on 31 March 2024, EV owners will need to start paying RUC and Waka Kotahi will need to know the distance from which they need to pay RUC.
- Improving enforcement**
Policies to improve Waka Kotahi's and NZ Police's ability to administer and enforce the RUC system.

The Climate Change Commission's recommendations

The Climate Change Commission has recommended Government encourage the production and use of low greenhouse gas-emission fuels. This can be helped by:

- Amending the RUC legislation to support the uptake of low carbon fuels**
Exemptions from paying RUC can help reduce costs of transport fuels other than petrol and diesel, especially while technologies are becoming established.
- Charging for factors other than road damage**
These factors could include costs associated with the contribution to congestion, noise pollution, and especially greenhouse gas emissions. This would also be a major change to how we think of RUC costs.

Minor and technical amendments will improve the RUC system's administration

Minor and technical amendments will improve the RUC system's administration. These are complicated areas, so RUC supporters we work with the transport industry to develop solutions. These could include:

- Amending the overweight permit regime**
An evaluation of the RUC Act found this regime needs reviewing.
- Redefining RUC vehicle types for eight-axle combinations**
The maximum mass allowable for standard vehicles was increased when a Land Transport Rule changed. We want to address the implications of this.

In the 2020/21 financial year

RUC contributed nearly \$2 billion
to the total National Land Transport Fund revenue of \$4.3 billion.

800,000
contributed \$800 million

190,000
contributed \$1.1 billion

800,000 light RUC vehicles contributed \$800 million in RUC licences, while 190,000 heavy vehicles (including trailers towed by heavy vehicles) contributed \$1.1 billion.

3 million
The owners of the roughly 3 million light petrol vehicles contributed around \$2.1 billion in Fuel Excise Duty and another \$230 million was collected in registration and licence fees.

The growing importance of light RUC vehicles to the NLTF

Main sources of revenue for the NLTF in 2020/21

Indicative timing of RUC amendment process – actual timing subject to Parliamentary process

Jan 2022 – April 2022	29 April 2022	Aug 2022	Late 2022	Late 2022	2023	Late 2023	Late 2023 – early 2024	March 2024
Consultation period	Written submissions close	Package of measures submitted to government	First batch of regulations proposed for consultation	First regulations come into effect	RUC Act amendments considered by Parliament	RUC Act amendments anticipated to come into effect	Implementation of regulations enabled by RUC Act amendments	Light EV RUC exemption ends

We want your views:

The deadline for written submissions is 29 April 2022. You can make a submission by:

1. Emailing it to RUCConsultation2@transport.govt.nz
2. Using the online form at www.landtransport.govt.nz/RUCConsultation2
3. Or you can send a hard copy to: RUC Consultation 2022, Te Manatū Waka Ministry of Transport, PO Box 3175, Wellington 6140.

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Attachment III

Question 1 - What are the advantages and disadvantages of using RUC to recover more than the direct costs of building, operating, and maintaining the land transport system?

- a. There are no advantages to using RUC to recover more than the direct cost of building and maintaining the land transport system.
- b. RUC is an easily understood method of providing funds for the NLTP to be used to fund the maintenance of the network that heavy vehicles cause damage to.
- c. RUC requires some refining to account for all the diesel-powered light vehicles that are now caught in the system. However, RUC is still the best way of capturing these vehicles.

As a single source, single use tax system hypothecated to the NLTP RUC must be left to fill this function until such time as a fully reviewed NLTP funding system that takes account of the new fuel types and much heavier electric vehicles (electric buses for example) is developed that may take its place.

There are only disadvantages to watering down an already accepted process for recovering heavy vehicle costs that damage our transport network. The current RUC system can easily accommodate new fuel types if required.

Question 2 - If RUC should not be used for recovering more than road costs, what alternative approach might be appropriate for recovering those other costs?

- a. Externalities such as emissions and climate change are already considered to some degree in setting the tax on each fuel type. Continuing this approach for emissions is an appropriate method of gaining revenue that is to be used for expenditure outside the NLTP.
- b. The whole transport funding issue needs to be reviewed taking a holistic approach to covering any additional areas such as externalities. However, the basic fundamental of RUC and Fuel excise tax being collected and hypothecated to the NLTP for maintenance of the transport network must be a fundamental unpinning principle of any new system.

Road transport causes a range of positive and negative impacts, and these are referred to as externalities.

These externalities can include environmental damage such as air or water pollution, noise pollution, road damage, accidents, or other harms such as congestion. Other than road damage, these externalities are not explicitly considered when setting RUC, or FED rates for petrol vehicles

We want to look at whether we should be able to consider some of these other costs when setting RUC; especially those associated with greenhouse gas emissions. At the same time, we need to ensure that we continue to raise sufficient revenue for the transport system to operate in a way that achieves our other transport outcomes.

The transport sector is responsible for over 21 percent of New Zealand's gross domestic greenhouse gas emissions and road transport is the fastest-growing domestic source of greenhouse gas emissions. Around two-thirds of our transport emissions come from cars, SUVs, utes and vans. Heavy road vehicles are responsible for around a quarter of transport greenhouse gas emissions, even though they are only responsible for six percent of the total annual vehicle kilometres travelled (VKT) on our roads

Decarbonising land transport is going to be challenging and a comprehensive set of measures will be needed to achieve the reductions recommended by the Climate Change Commission. We are going to

need a wide range of incentives (and potentially disincentives) to move away from fossil fuels. The RUC system could provide the Government with greater flexibility to manage the economic and equity impacts of its greenhouse gas reduction commitments, while continuing to raise enough revenue to maintain the road transport network

Pricing externalities can recover these other costs – fully or partially – by passing them on to those who created the costs. Managing externalities through pricing could be a fairer way to allocate costs and benefits of transport options and it could be used to influence travel or purchasing decisions.

USING THE RUC ACT TO DO MORE THAN RECOVER ROAD COSTS

Using RUC to charge motorists for externalities other than road damage would be a significant shift in taxation policy generally and RUC policy specifically.

It would also raise questions about how to address equity between motorists paying RUC and those paying FED as it would not be as easy to apply similar distance-based charges to petrol vehicles. We would need to decide if any charges for externalities were in addition to the current charges, or if they were only used to create discounts (such as the current EV RUC exemptions)

Alternatively, we would change the way we calculate RUC to include new elements, such as contribution to air pollution, in the calculations. This might shift costs between users but not change the total raised overall.

We would also need to consider if the revenue from a component of RUC associated with externalities would be 'land transport revenue'. Would it be part of the National Land Transport Fund (NLTF), spent on the transport system directly, or should it be allocated to a fund that addressed the externality? For example, a charge for noise pollution could be used to fund local councils to install sound insulation in affected houses near local roads

Question 3 - What advantages and disadvantages are there to considering externalities when setting RUC rates?

- a. There are no advantages to using RUC to recover more than the direct cost of building and maintaining the land transport system.
- b. RUC is an easily understood method of providing funds for the NLTP to be used to fund the maintenance of the network that heavy vehicles cause damage to.
- c. RUC requires some refining to account for all the diesel-powered light vehicles that are now caught in the system. However, RUC is still the best way of capturing these vehicles.
- d. The emissions trading scheme is the model for considering emissions and their effect on climate change. Emissions come from vehicle fuels so the greater use the greater emissions produced. Therefore, tax on emission source is the appropriate way of considering these externalities. The funds are not linked to the NLTP and can be used to offset or subsidise low emission vehicles into the fleet. Such vehicles would still pay their RUC to cover the costs of damage to the network.
- e. Until the whole Transport Funding system is reviewed, and a holistic approach taken to revenue gathering to meet the maintenance requirements of our transport network then changes such as proposed are only going to lead to further inequities and potential perverse outcomes. Taxing fuel source will not lead to that and will allow the government to use the funds collected for climate change and emission reduction programmes.

Question 4 - If externalities were to be considered, what criteria could be used to determine what externalities should be taken into account in setting RUC rates?

- a. Emissions from transport contribute to climate change so taking emissions into account will automatically be taking climate change into account. The current method of taking emissions into account is a suitable and easily administered method that allows the collected funds to be directed to climate related reductions.
- b. Until the whole Transport Funding system is reviewed, and a holistic approach taken to revenue gathering to meet the maintenance requirements of our transport network then changes such as proposed are only going to lead to further inequities and potential perverse outcomes. Taxing fuel source will not lead to that and will allow the government to use the funds collected for climate change and emission reduction programmes.

Question 5 - If externalities were to be considered, how should these costs be set?

- a) Based on the emissions produced by the various emission producing fuels. Fuel tax would be the method of collection either through tax at pump or from wholesaler.
- b) Until the whole Transport Funding system is reviewed, and a holistic approach taken to revenue gathering to meet the maintenance requirements of our transport network then changes such as proposed are only going to lead to further inequities and potential perverse outcomes. Taxing fuel source will not lead to that and will allow the government to use the funds collected for climate change and emission reduction programmes.

Question 6- Would charges for externalities be in addition to the current form of RUC, and potentially used to address the externalities directly, or be a core part of total land transport revenue?

- a) The need to be collected outside of the RUC system and not become part of the core transport funding system.
- b) Until the whole Transport Funding system is reviewed, and a holistic approach taken to revenue gathering to meet the maintenance requirements of our transport network then changes such as proposed are only going to lead to further inequities and potential perverse outcomes. Taxing fuel source will not lead to that and will allow the government to use the funds collected for climate change and emission reduction programmes.

Question 7 - How would vehicles not paying RUC be affected?

- a) All vehicles should be paying either RUC or tax to contribute to the NLTF for funding the maintenance of our transport network. Collection of a tax outside of the RUC system would allow the funds to be used to subsidise low emission vehicles or other mechanisms to reduce the transport emission outputs.
- b) Until the whole Transport Funding system is reviewed, and a holistic approach taken to revenue gathering to meet the maintenance requirements of our transport network then changes such as proposed are only going to lead to further inequities and potential perverse outcomes. Taxing fuel source will not lead to that and will allow the government to use the funds collected for climate change and emission reduction programmes.

One of the key recommendations from the Climate Change Commission was for Government to encourage the production and use of low greenhouse gas-emissions fuels.

One of the main reasons to allow climate policy or greenhouse gas emissions to be considered when setting RUC rates is that vehicles powered by low-carbon fuels are currently more expensive than their fossil fuel counterparts. They either require the use of fuels that are more expensive to

purchase, such as biofuels, or require the purchase of new and more expensive vehicles, as in the case of EVs. In the case of hydrogen, both the vehicles and the fuel are significantly more expensive than diesel or electric alternatives. These costs are expected to reduce as global production increases and technology matures, but at this stage that timing is very uncertain.

Providing an exemption or reduced rate of RUC could help support and promote the uptake of new fuels. This assistance would be most relevant while the transition to low-carbon fuels, and to lower cost technologies, is occurring. This assistance would most likely be through exempting vehicles subject to RUC (as happens with EVs), or through charging a lower RUC rate than equivalent petrol or diesel vehicles, to offset higher operating costs. RUC exemptions or reduced rates would most likely need to be temporary, as with the current EV RUC exemption, in order to minimise any long-term risk to the funding of the land transport system at a time when there are significant demands for investment.

There are risks with changing the purpose of RUC

Providing reduced costs for operators of vehicles using low-carbon fuels may be supported, especially by those receiving the benefit. However, we do not have good information on how important the existing RUC exemptions have been in promoting EV uptake, or what effect exemptions or discounts would have for supporting the uptake of other low-carbon fuels. This would need to be better understood before further exemptions could be proposed and this is why we are seeking feedback on this issue. There may also be other opportunities where it would be more efficient or effective to spend NLTF revenue (that is, revenue from RUC and FED) directly to reduce carbon emissions rather than forego RUC revenue. Potentially a RUC exemption could also be treated as an expense under the NLTF and subject to the same processes for approval as other funding decisions, through the Government Policy Statement on land transport.¹³ This would ensure that the impacts of any exemptions on transport revenue were fully considered.

RUC exemptions and reduced RUC rates risk undermining the key principle of the RUC system, that vehicle owners should pay for the use of roads including pavement damage. They would also reduce the incentive to choose vehicle combinations that minimise damage to the road network.

Some in the transport sector may not support using RUC to provide discounts or exemptions because it would undermine the principles of the RUC system, that vehicle owners should pay for their use of the roads. Wider use of discounts or exemptions could also lead to a decline in funds available for building and maintaining transport infrastructure and the likelihood of additional increased costs for other road users to offset the expected revenue loss.

As well as offering a tool to support new technologies through RUC exemptions or discounted rates, there is a strong correlation between transport emissions and the distance or vehicle kilometres travelled (VKT), when vehicles are fuelled by fossil fuels. As a distance-based charge, RUC is a direct way to influence distance travelled and it would be possible to set RUC rates to also reflect greenhouse gas emissions of the fuels being used. However, these are already addressed through the ETS which is included in the price of all transport fuels so accounting for them in RUC rates would duplicate costs.

Using RUC to provide support separately from the ETS may also cause issues where vehicles can use more than one fuel, and these fuels would have different greenhouse gas emissions which may be subject to different incentives. For example, some hydrogen fuel cell electric vehicles can also recharge their batteries directly from an electrical source, which makes them an electric vehicle under our current law. Should these types of vehicles be considered hydrogen or electric vehicles?

RUC exemptions come at a cost in terms of reduced revenue for the NLTF. Any revenue not collected (foregone), that is not offset by increased costs imposed on other RUC vehicles, will increase the

pressure on the NLTF. The foregone revenue will need to be balanced against the Government's existing GPS investment priorities that may need to be deferred or delayed as a result of the reduced revenue. We are interested in your views as to whether it would be more efficient or effective to spend NLTF revenue directly to reduce carbon emissions, rather than forego RUC revenue.

Question 8 - What are the advantages and disadvantages involved in changing the purpose of the RUC Act so that climate policy generally, or greenhouse gas emissions specifically, can be considered when setting RUC rates?

- a) There are no advantages to changing the purpose of the RUC Act so that climate policy generally or greenhouse gas emissions specifically can be considered when setting RUC rates.
- b) RUC is an easily understood method of providing funds for the NLTP to be used to fund the maintenance of the network that heavy vehicles cause damage to.
- c) RUC requires some refining to account for all the diesel-powered light vehicles that are now caught in the system. However, RUC is still the best way of capturing these vehicles.
- d) The emissions trading scheme is the model for considering emissions and their effect on climate change. Emissions come from vehicle fuels so the greater use the greater emissions produced. Therefore, tax on emission source is the appropriate way of considering these externalities. The funds are not linked to the NLTP and can be used to offset or subsidise low emission vehicles into the fleet. Such vehicles would still pay their RUC to cover the costs of damage to the network.
- e) Until the whole Transport Funding system is reviewed, and a holistic approach taken to revenue gathering to meet the maintenance requirements of our transport network then changes such as proposed are only going to lead to further inequities and potential perverse outcomes. Taxing fuel source will not lead to that and will allow the government to use the funds collected for climate change and emission reduction programmes.

Question 9 - What advantages and disadvantages would there be if there was an explicit requirement to consider RUC exemptions as part of the development of the Government Policy Statement on land transport?

- a) Consideration of RUC exemptions should not be part of the GPS as RUC is required from all network users to maintain the network through the NLTF.
- b) The GPS could be used to indicate subsidies available for low emission vehicles or to assist in providing low emission alternatives to the motor car particularly in larger cities where options are available. The funding coming from emission producing vehicles through a fuel tax system.
- c) Until the whole Transport Funding system is reviewed, and a holistic approach taken to revenue gathering to meet the maintenance requirements of our transport network then changes such as proposed are only going to lead to further inequities and potential perverse outcomes. Taxing fuel source will not lead to that and will allow the government to use the funds collected for climate change and emission reduction programmes.

Question 10 - What are the advantages and disadvantages of enabling consideration of greenhouse gas emissions when setting RUC rates?

- a) Refer to question 8 and 9.

Question 11 - How should the RUC rates be set for vehicles that could use more than one fuel and these fuels had different greenhouse gas emissions?

- a) This does not need to be a consideration if the tax is on fuels used and not on RUC. Keep RUC on all vehicles for the maintenance of the network and let a system outside of the NLTF take care of the rest.
- b) Until the whole Transport Funding system is reviewed, and a holistic approach taken to revenue gathering to meet the maintenance requirements of our transport network then changes such as proposed are only going to lead to further inequities and potential perverse outcomes. Taxing fuel source will not lead to that and will allow the government to use the funds collected for climate change and emission reduction programmes.

Question 12 - What advantages and disadvantages are involved in using NLTF revenue to reduce carbon emissions rather than foregoing RUC revenue?

- a) RUC is required from all vehicles through the NLTF to maintain the network and allow mobility using the most appropriate vehicles. Foregoing RUC to reduce emissions will only put additional pressure on an already overloaded NLTF.
- b) Tax on fuel used outside the NLTF system is the best way of targeting high emission vehicles and providing funds to assist in mode choice efforts and lower emission vehicles.
- c) Until the whole Transport Funding system is reviewed, and a holistic approach taken to revenue gathering to meet the maintenance requirements of our transport network then changes such as proposed are only going to lead to further inequities and potential perverse outcomes. Taxing fuel source will not lead to that and will allow the government to use the funds collected for climate change and emission reduction programmes.

Including fuel type, origin, and blend in RUC rates

Questions 1 to 12 generally apply to funding and where the funding is applied in the NLTF.

Questions 13 to 89 are less relevant to the RTC and apply more to the industry and specific users.