

Regional Transport Committee
Tuesday 7 June 2022 at 11.00am

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the Council Chamber
36 Water Street, Whangārei
on Tuesday 7 June 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

KARAKIA / WHAKATAU

RĪMITI (ITEM)

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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 - 5 April 2002

From: Nicky Hansen, PA to GM Community Resilience

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 30 May
Group Manager/s: 2022

Ngā mahi tūtohutia / Recommendation

That the minutes of the Regional Transport Committee meeting held on Tuesday 5 April 2022, be confirmed as a true and correct record.

Attachments/Ngā tapirihanga

Attachment 1: 2022 04 05 Regional Transport Committee Minutes - unconfirmed [!\[\]\(05be7c7a8995decd503647c99211f7c2_img.jpg\)](#) 

Regional Transport Committee
5 April 2022

Regional Transport Committee Minutes

Meeting held in the Remotely via Zoom link
on Tuesday 5 April 2022, commencing at 11.00am

Tuhinga/Present:

Chairperson Rick Stolwerk
FNDC, Councillor Ann Court
KDC, Councillor David Wills
WDC Alternate, Councillor Phil Halse
Waka Kotahi Representative, Steve Mutton

I Tae Mai/In Attendance:

Full Meeting

NRC Chair, Penny Smart
NRC Group Manager - Community Resilience, Victoria Harwood
NZ Police, Anne-Marie Fitchett
NRC Ex Secretariat, Laura Exton
NRC Secretariat, Nicky Hansen
FNDC, Andy Finch
Waka Kotahi, Brian Palalagi
NTA, Chris Powell
NTA, Ian Crayton-Brown
Waka Kotahi, Kobus Du Toit
Waka Kotahi, Louisa Mutu
NTA, Calvin Thomas
NTA, Jeffery Devine
FNDC, Kelly Stratford
NTA, Nick Marshall
Far North REAP, Angelene Waitohi
NRC Digital Coordinator - Social & Content, Meloney Tupou

Part Meeting

NRC Councillor Jack Craw attended 12.37pm

The Chair declared the meeting open at 11.02am.

Ngā Mahi Whakapai/Housekeeping (Item 1.0)

Ngā whakapahā/Apologies (Item 2.0)

Moved (Halse / Stolwerk)

That the apologies from WDC Councillor Greg Martin, NZTA Jackie Hori-Hoult for non-attendance be received.

Carried

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Secretarial note: Apologies from Deputy Chair Terry Archer were received during the meeting, he was unable to join due to technical difficulties.

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 - 8 December 2021 (Item 4.1)

Report from Nicky Hansen, PA to GM Community Resilience

Moved (Wills/Stolwerk)

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

Carried

Receipt of Action Sheet (Item 4.2)

Report from Nicky Hansen, PA to GM Community Resilience

Moved (Wills/Stolwerk)

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

Carried

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

Report from Chris Powell, Transport Manager - Northland Transportation Alliance

Moved (Stolwerk/Court)

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.

Carried

Waka Kotahi Northland Activity and Funding update (Item 6.1)

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

Moved (Court/Halse)

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.

Carried

Action: Chair Councillor Stolwerk and Councillor Court are to discuss an approach moving forward to strengthen the Regional Transport Committee's voice in standing up for what Northland needs

Regional Transport Committee
5 April 2022

(involvement in national conversations and decisions being made regarding funding, projects, mode-sharing). Produce a plan that is workable. A way forward is to be discussed at the next RTC Workshop or Meeting.

Action: *Waka Kotahi are to provide a breakdown of the funding allocation for the railway connecting the Whangārei Port (requested by Councillor Wills).*

Action: *Chair Councillor Stolwerk is to circulate the response from the Labour MPs to the Regional Transport Committee elected members once it is received, including a summary of what was originally tasked.*

Waka Kotahi Designing Driver Licencing Strategy report (Item 6.2)

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

Moved (Court/Stolwerk)

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.

.Carried

Northland to Auckland Four Lane Highway Update (Item 6.3)

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

Moved (Stolwerk/Martin)

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.

Carried

Northland Road Safety Update (Item 6.4)

Report from Ian Crayton-Brown, Transport Projects Officer and Chris Powell, Transport Manager - Northland Transportation Alliance

Moved (Wills/Stolwerk)

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.

Carried

Action: *Inspector Anne-Marie Fitchett, Road Policing Manager, NZ Police, to provide final copy of the police report (Northland Road Policing Plan 2022).*

Action: *Councillor Court has volunteered to be a "Road Safety Hero", as referenced on page 53 of the Regional Transport Committee 5 April 2022 Agenda. Chair Councillor Stolwerk would also be interested in participating.*

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Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System (Item 7.1)

Report from Chris Powell, Transport Manager - Northland Transportation Alliance

Moved (Wills/Court)

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.

Submission: Cr Court if we charge more for trucks we pay more for goods received. What is productivity impact? Refer to Question 8 (page 80).

All five recommendations be moved and all and any replies to be received and completed to one final submission.

Carried

Whakamutunga (Conclusion)

The meeting concluded at 12.47.

TITLE: **Receipt of Action Sheet**

From: Nicky Hansen, PA to GM Community Resilience

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 30 May
Group Manager/s: 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 25 May 2022 [!\[\]\(6bb0e4f14c4133b37d2887cb37e67ddd_img.jpg\) !\[\]\(5677a36a9444aca55c9ef7a9b7d8dd5c_img.jpg\)](#)

Regional Transport Committee - action tracker						
as at 25 May 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	Completed	<p>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.</p> <p>Waka Kotahi have deferred this paper to the next Regional Transport Committee meeting on 13 October 2021.</p> <p>29/07/2021 - Committee Secretariat emailed this request to Waka Kotahi.</p>
5	11/08/2021	Northland Regional Land Transport Plan 2018-2021 Funding Uptake (Item 5.1)	<p>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:</p> <p>1. How do Waka Kotahi decide which projects to fund – is it possible for projects to be funded without being included in our RLTP?</p> <p>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.</p> <p>3. Timing of safety improvements.</p>	The Chair NRC GM - Community Resilience	In Progress	<p>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. A response from Ministers has not yet been received.</p> <p>08/12/2021 - The August meeting with Labour MPs has been postponed due to COVID-19 Delta Variant Resurgence.</p>
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	<p>08/12/2021 - report is yet to be released.</p> <p>05/10/2021 - from Waka Kotahi action register: report is yet to be released.</p>
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	Completed	<p>05/04/2022 - This was workshopped on April RTC Workshop</p> <p>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.</p> <p>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.</p> <p>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</p>
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	Completed	<p>19/05/2022 - The indepentent audit information was provided at the April RTC Meeting. A workshop will be held at a future date to discuss sustainability of the Waka Kotahi / MoT funding model. This item has been moved to a new action sheet item number 35</p> <p>05/04/2022 - To be workshopped in June 2022</p> <p>08/12/2021 - to be workshopped in 2022 Date to be confirmed.</p> <p>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\</p>
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	Completed	<p>05/04/2022 Completed and report received at RTC meeting</p> <p>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.</p> <p>1/12/2021 - the RTC have not received a report from Waka Kotahi.</p>

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	<p>10/05/2022 - Action escalated to Mayoral forum and assigned to CE's to progress.</p> <p>05/04/2022 - Next steps will be addressed by the Chair of the RTC at the next meeting in June 2022.</p> <p>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.</p> <p>08/12/2021 - NTA will provide an update as soon as possible.</p> <p>13/10/2021 - NTA will provide an update as soon as possible.</p>
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)	Completed	<p>05/04/2022 - Both parties have resolved the discussion offline</p> <p>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.</p> <p>18/11/2021 - NTA General Manager has followed up with Andy Brown (NTA) regarding this item.</p>
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	Completed	<p>05/04/2022 - This was workshopped in April 2022</p> <p>08/12/2021 - this should be workshopped in 2022 - April.</p> <p>As of 1/12/2021, the RTC have not received a report from Waka Kotahi.</p>
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	Completed	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	05/04/2022 - no update provided
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	In Progress	<p>05/04/2022 - The process and explanation was covered in the RTC workshop.</p> <p>28/03/2022 - To be workshopped in 2022 - April.</p>
29	5/04/2022	Waka Kotahi Northland Activity and Funding update (Item 6.1)	Chair Councillor Stolwerk and Councillor Court are to discuss an approach moving forward to strengthen the Regional Transport Committee's voice in standing up for what Northland needs (involvement in national conversations and decisions being made regarding funding, projects, mode-sharing). Produce a plan that is workable. A way forward is to be discussed at the next RTC Workshop or Meeting.	The Chair NRC Councillor Ann Court	In Progress	05/04/2022 - To be workshopped in June 2022 alongside the "what is Northland's story" and addressed in the June RTC meeting to next steps
30	5/04/2022	Waka Kotahi Northland Activity and Funding update (Item 6.1)	Waka Kotahi are to provide a breakdown of the funding allocation for the railway connecting the Whangārei Port (requested by Councillor Wills).	Waka Kotahi	Not Started	
31	5/04/2022	Waka Kotahi Northland Activity and Funding update (Item 6.1)	Chair Councillor Stolwerk is to circulate the response from the Labour MPs to the Regional Transport Committee elected members once it is received, including a summary of what was originally tasked.	The Chair NRC	Not Started	
32	5/04/2022	Northland Road Safety Update (Item 6.4)	Inspector Anne-Marie Fitchett, Road Policing Manager, NZ Police, to provide final copy of the police report (Northland Road Policing Plan 2022).	NZ Police	Not Started	
33	5/04/2022	Northland Road Safety Update (Item 6.4)	Councillor Court has volunteered to be a "Road Safety Hero", as referenced on page 53 of the Regional Transport Committee 5 April 2022 Agenda. Chair Councillor Stolwerk would also be interested in participating.	Councillor Ann Court The Chair NRC	Completed	19/05/2022 - Road Safety Hero event completed

34	5/04/2022	Workshop Action	Councillor Court asked Waka Kotahi to provide a Productivity Commission Report / Forensics Examination on the success of reducing speed limits compared to other safety efforts, such as engineering design and construction, enforcement, education and promotion and what, if any actions have arisen from the examination.	Waka Kotahi	In Progress	
35	11/08/2021	Waka Kotahi New Zealand Transport Agency Report to Regional Transport Committee (Item 6.4)	Workshop to start a discussion regarding sustainability of the Waka Kotahi and MoT funding model moving forward (e.g. rail network investment programme – where is this money coming from?).	Waka Kotahi	Not Started	19/05/2022 - This is to be set for a n RTC Workshop discussion in 2022

TITLE: Funding Uptake Report

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 30 May
Group Manager/s: 2022

Whakarāpopototanga / 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 30 April 2022.

Ngā mahi tūtohutia / Recommendation

That the report 'Funding Uptake Report' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 10 May 2022, be received.

Background/Tuhinga

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.

In addition to abovementioned comparisons made, the attached spreadsheets serve to provide the Regional Transport Committee with information relating to how each activity: -


- Is tracking in regard to the uptake of the funding assistance approved through the National Land Transport Plan 2021-2024 for the relevant financial year.
- Will support the five Regional Strategic Objectives reflected in the Regional Land Transport Plan 2021-2024
- Will support 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 April 2022 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/Ngā tapirihanga

Attachment 1: Funding Uptake Quarterly Report - May 2022 [↓](#) 

Attachment 2: Funding Uptake Quarterly Report - Graph 1 [↓](#) 

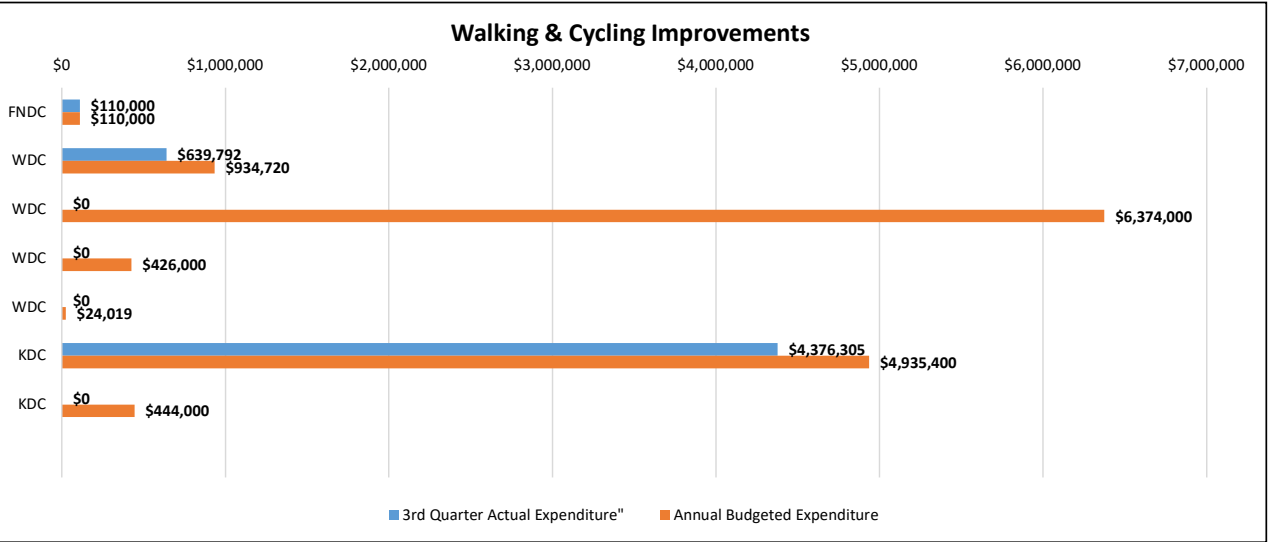
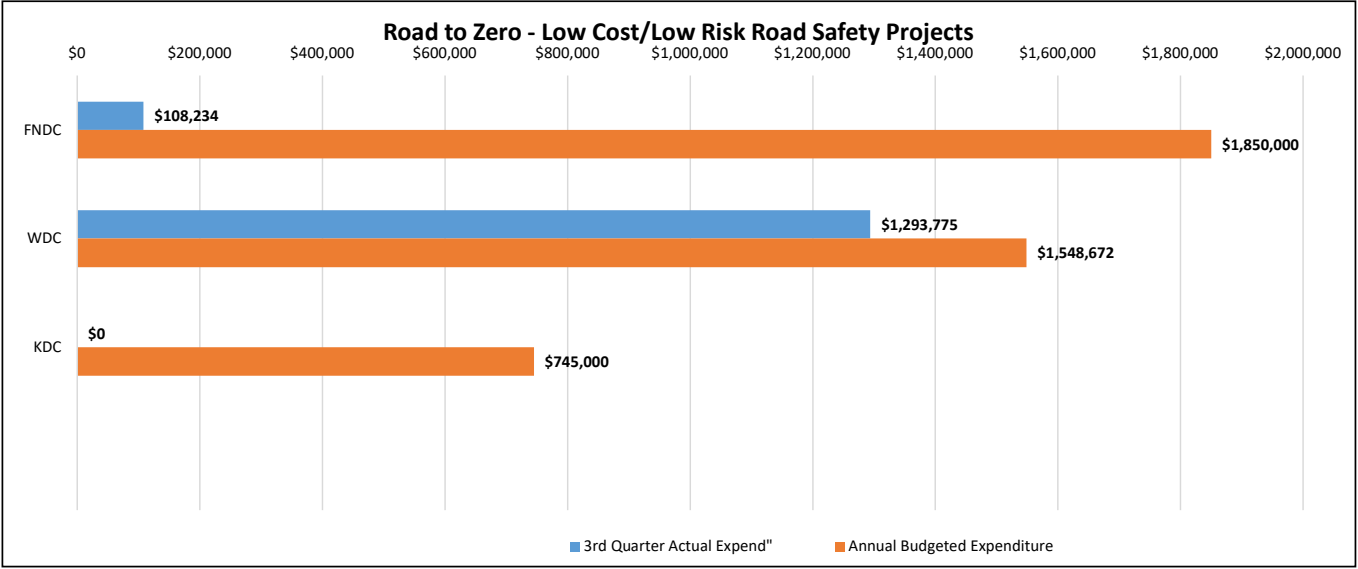
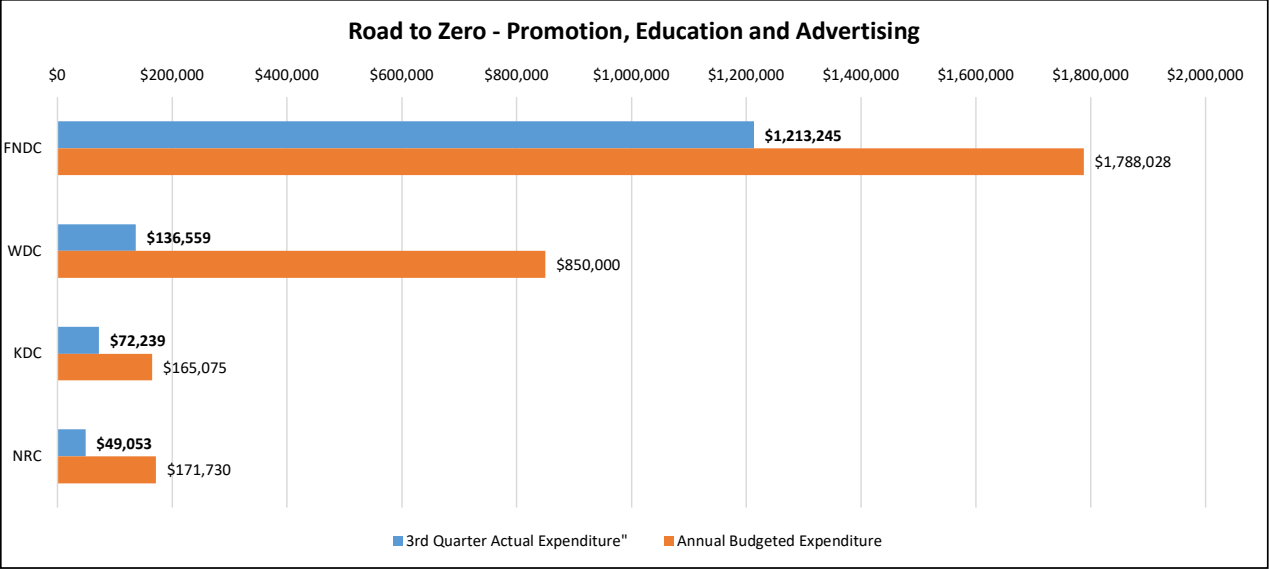
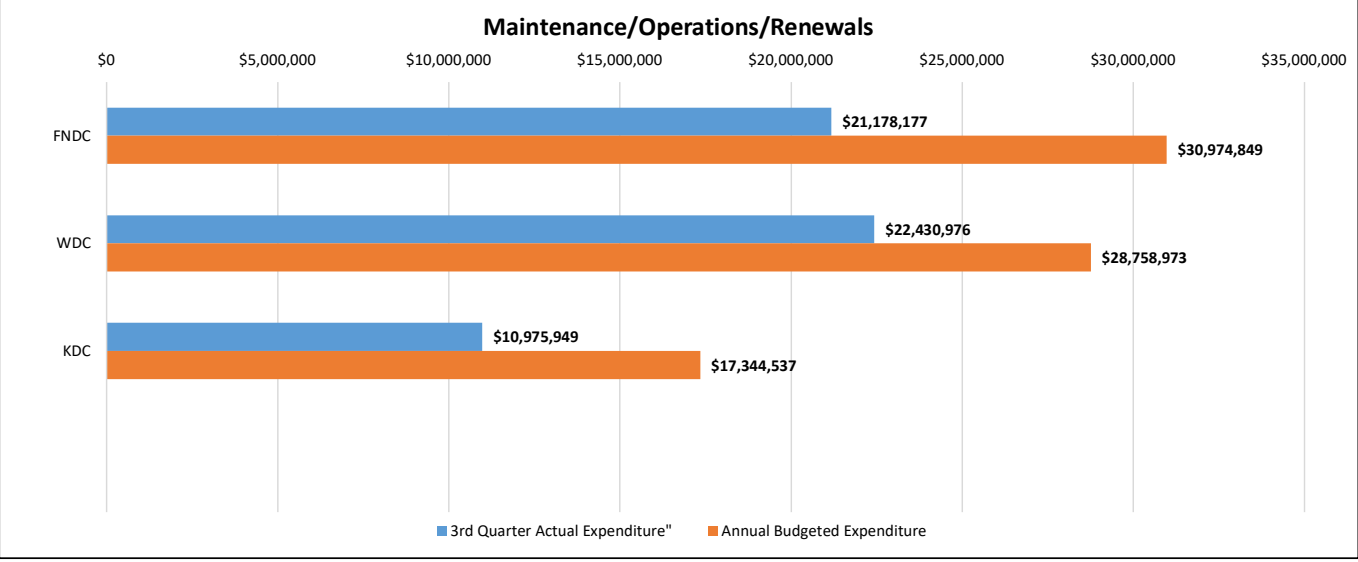
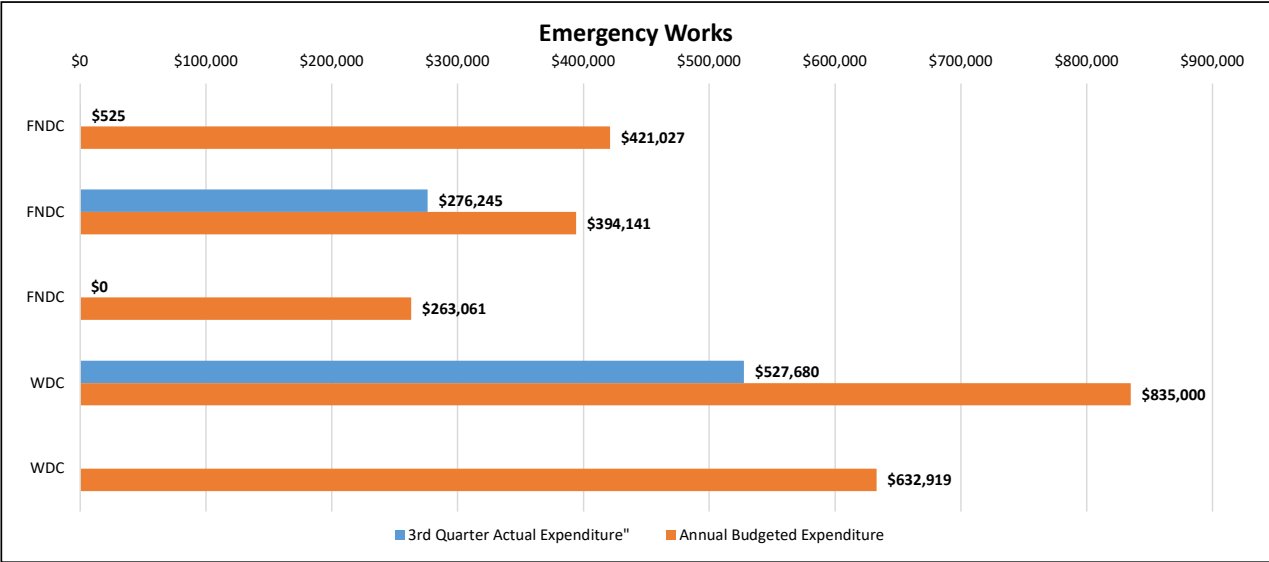
Attachment 3: Funding Uptake Quarterly Report - Graph 2 [↓](#) 

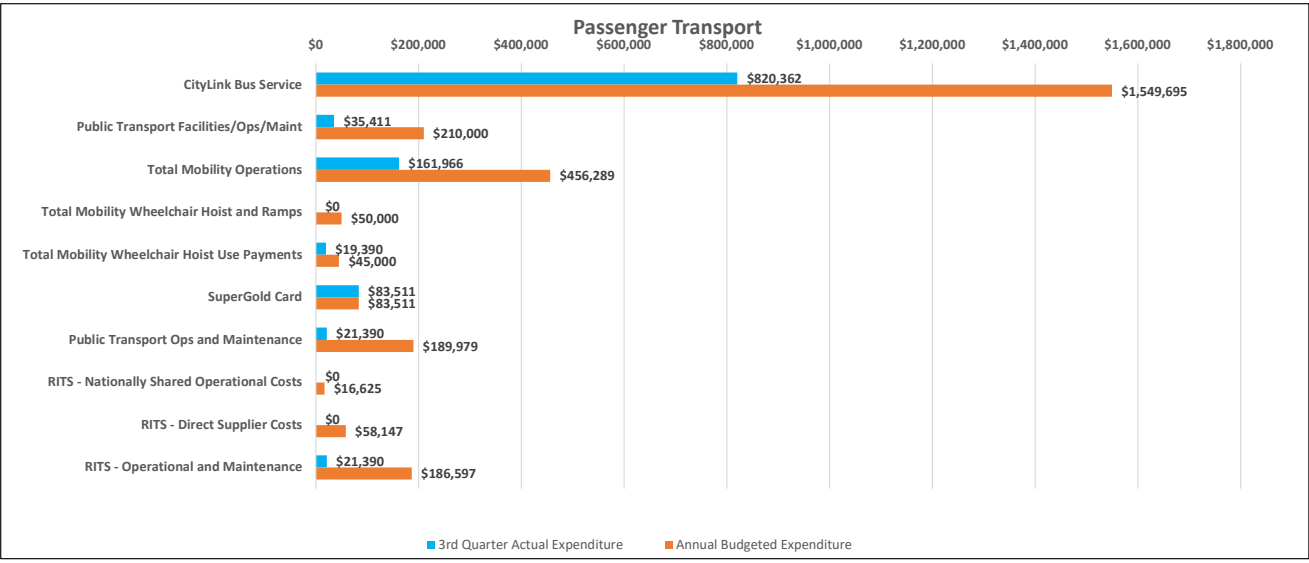
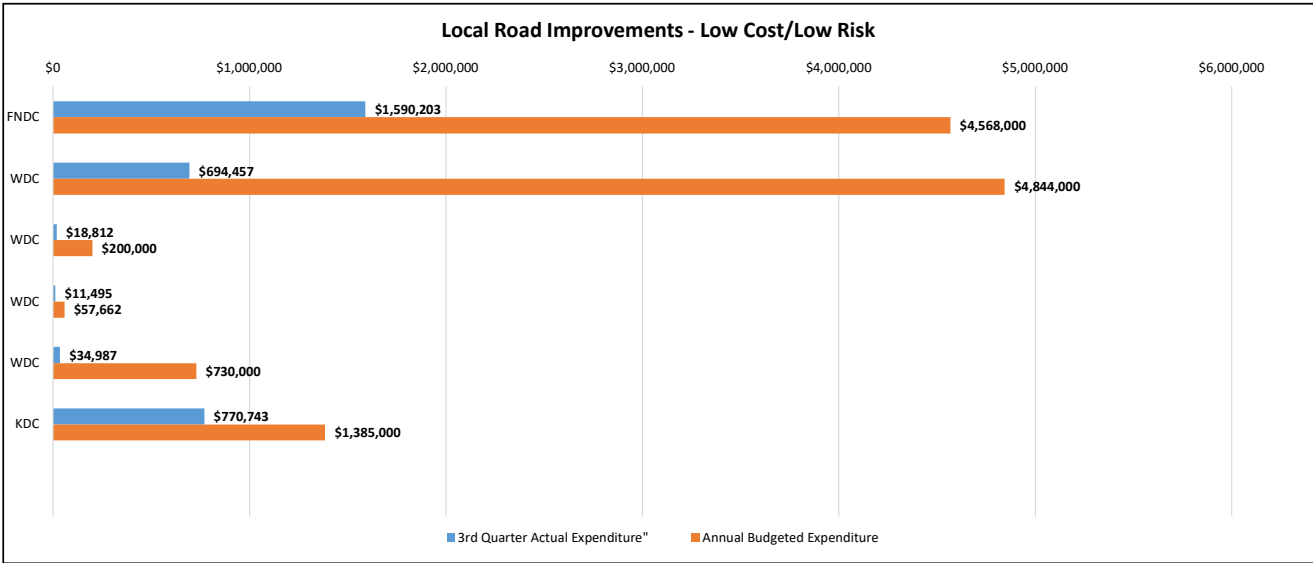
Regional Land Transport Plan 2021/2024 - Funding Uptake for the 2021/2022 Financial Year

RLTP Funding 3rd Quarter = 1 July 2021 - 30 April 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																										
W July 2020 - LR Maintenance	141	FNDC	69%	App	\$421,027	\$525	0%	\$420,502	\$210,776	\$525	0%	High	X		X			X				X			Emergency response on target to be completed this financial year. Initial Response works completed this financial year, two major slips will be constructed and completed in 2022/23. Initial Response works completed this financial year. Both EW projects tendered together but the award was delayed as Contractor pulled tender due to COVID and lack of material availability. Land slip site 2 (Anzac Road Intersections) was 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. Both EW projects tendered together but the award was delayed 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, which will carry forward to 22/23. Project deferred. Awaiting approval of Business Case.	
W September/October 2021 - Construction	141	FNDC	69%	App	\$394,141	\$276,245	70%	\$117,896	\$150,000	\$276,245	184%	Medium	X		X			X				X				
W February 2022 Cyclone Dovi - LR Maintenance	141	FNDC	69%	App	\$263,061	\$0	0%	\$263,061		\$0	0%	High	X		X			X				X				
													X									X				
W Storm Event 17 July 2020 - LR Maintenance	141	WDC	53%	App	\$835,000	\$527,680	63%	\$307,320	\$800,000	\$527,680	66%	Medium			X			X								
													X									X				
W Storm Event June 2020 - LR Maintenance	141	WDC	53%	App	\$632,919	\$338	0%	\$632,581	\$200,000	\$338	0%	Low			X			X								
W Baylis Beach Entrance 7 Oct 2021 Event	141	KDC	62%	App	\$205,513	\$0	0%	\$205,513	\$0	\$0	0%	Low	X					X				X				
Maintenance/Ops/Renewals																										
	111 - 222	FNDC	69%	App	\$30,974,849	\$21,178,177	68%	\$9,796,672	\$20,658,722	\$21,178,177	103%	High	X	X	X	X	X	X	X	X	X	X	X	X	Maintneance, Operations and Renewals are on target to be completed this financial year. Maintneance, Operations and Renewals are on target to be completed this financial year. Maintneance, Operations and Renewals are on target to be completed this financial year.	
	111 - 222	WDC	53%	App	\$28,758,973	\$22,430,976	78%	\$6,327,997	\$21,200,000	\$22,430,976	106%	High	X	X	X	X	X	X	X	X	X	X	X			
	111 - 222	KDC	62%	App	\$17,344,537	\$10,975,949	63%	\$6,368,588	\$11,877,186	\$10,975,949	92%	High	X	X	X	X	X	X	X	X	X	X	X			
Road to Zero																										
afety Promotion, Education and Advertising	432	FNDC	69%	App	\$1,788,028	\$1,213,245	68%	\$574,783	\$1,250,785	\$1,213,245	97%	High				X		X				X	X		Far North REAP Contract well underway and other activities are on target to be completed this financial year. Outstanding claims being processed. \$80k to be deferred to 22/23 due to delayed approval of funds and Covid lockdowns. Funding will be fully uplifted by financial year end. Funding will be fully uplifted by financial year end.	
	432	WDC	53%	App	\$850,000	\$136,559	16%	\$713,441	\$570,000	\$136,559	24%	Medium			X		X				X	X				
	432	KDC	62%	App	\$165,075	\$72,239	44%	\$92,836	\$123,806	\$72,239	58%	High			X		X				X	X				
	432	NRC	54%	App	\$171,730	\$49,053	29%	\$122,677	\$140,000	\$49,053	35%	High	X	X	X	X	X	X	X	X	X	X	X	X		
ow Cost/Low Risk Road Safety Projects																								Due to the knock on effects from late funding approvals, some projects were not be fully implemented in this financial year and as such will continue into the next financial year. Delays experienced in programme approval resulting in projects not being completed fully this financial year. Works deferred to 22/23. Outstanding claims being processed. On track for full subsidy uptake.		
	341	FNDC	69%	App	\$1,850,000	\$108,234	6%	\$1,741,766	\$925,000	\$108,234	12%	Medium	X	X	X	X		X	X	X	X	X				
	341	WDC	53%	App	\$1,548,672	\$1,293,775	84%	\$254,897	\$1,595,368	\$1,293,775	81%	Medium	X	X	X	X	X	X	X	X	X	X				
	341	KDC	62%	App	\$745,000	\$0	0%	\$745,000	\$360,000	\$0	0%	Low	X	X	X	X	X	X	X	X	X	X	X			
Walking & Cycling Improvements																										
ow 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	X	X		The W&C projects will be completed this financial year. 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. Works deferred to 22/23. The Ruamanga Cycle Path Porject had priority. This project deferred as a result. As above for design fees. Project completed. This is a previous carry over that will not spent. Funding will be fully uplifted by financial year end. project is on track but late procurement of stage 2 has delayed award and continuation, project is expected to roll into 2024/27 LTP so continuation as WIP is expected.	
ow Cost/Low Risk Walking and Cycling Improvements	341	WDC	53%	App	\$934,720	\$639,792	68%	\$294,928	\$956,650	\$639,792	67%	Medium	X	X	X	X		X	X	X	X	X	X			
ycleways Construction 2018/21 - Implementation	452	WDC	53%	App	\$152,000	\$0	0%	\$152,000	\$130,000	\$0	0%	Low	X	X	X	X		X	X	X	X	X	X			
ycleway 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	X	X			
ycleway Construction 2015/18 - Construction	452	WDC	53%	App	\$24,019	\$0	0%	\$24,019	\$24,019	\$0	0%	High	X	X	X	X		X	X	X	X	X	X			
angawhai Shared Path - Phase 1	452	KDC	62%	App	\$4,935,400	\$4,376,305	89%	\$559,095	\$3,701,550	\$4,376,305	118%	High	X	X	X	X		X	X	X	X	X	X			
angawhai Shared Path - Implementation Phase 2	451	KDC	62%	App	\$444,000	\$0	0%	\$444,000	\$3,701,550	\$0	0%	Medium	X	X	X	X		X	X		X	X	X			
Local Road Improvements																										
ow cost / low risk improvements 2021-24-Local Roads	341	FNDC	69%	App	\$4,568,000	\$1,590,203	35%	\$2,977,797	\$2,667,554	\$1,590,203	60%	Medium	X										X			Due to knock on effects from late funding approvals only investigaitons and design works have been undertaken for several structural projects, but these should be implemented in the following constuction/financial year. 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. Single Stage business case to be completed this financial year. Deferred to Year 2. New Project late approval deferred to year 2
ow cost / low risk improvements 2021-24-Local Roads	341	WDC	53%	App	\$4,844,000	\$694,457	14%	\$4,149,543	\$2,000,000	\$694,457	35%	Low	X	X	X	X		X	X	X	X	X	X			
Auunu Rd/Porowini Ave Int Improvements	324	WDC	53%	App	\$200,000	\$18,812	9%	\$181,188	\$200,000	\$18,812	9%	High	X		X			X								
Auunu Rd/Porowini Ave Int Improvements	324	WDC	53%	App	\$57,662	\$11,495	20%	\$46,167	\$11,495	\$11,495	100%	Low	X		X			X								
ort Road/Kioreroa Rd Int Improvements	324	WDC	53%	App	\$730,000	\$34,987	5%	\$695,013	\$200,000	\$34,987	17%	Low														
ow cost / low risk improvements 2021-24-Local Roads	341	KDC	62%	App	\$1,385,000	\$770,743	56%	\$614,257	\$1,038,750	\$770,743	74%	High	X	X	X	X		X	X	X	X	X	X			
Provincial Growth Fund																										
ar North District Council																										
Igapipito and Peria Rds Construction	324	FNDC	100%	App	\$7,538,110	\$4,246,763	56%	\$3,291,347	\$4,952,647	\$4,246,763	86%	Medium	X		X				X					Ngapipito Road complete. Peria Road may not be completed this financial year due to slips to be addressed. The second phase (new Contractor) is underway but will not be complete until the following financial year.		
uaapekapa Rd Construction	324	FNDC	100%	App	\$5,509,806	\$4,301,713	78%	\$1,208,093	\$3,895,440	\$4,301,713	110%	Medium	X		X				X							
Vhangarei District Council																										
	324	WDC	N/A	N/A	\$0		0%	\$0	\$0		0%	N/A													No funding requested under this work category.	
aipara District Council																										
outu Rd Seal Extension - Const. - Stage 1	324	KDC	100%	App	\$3,912,456	\$3,912,456	100%	\$0	\$2,934,342	\$3,912,456	133%	High	x		X		X	X	X	X	X	X	X		Funding will be fully uplifted by financial year end. Funding will be fully uplifted by financial year end.	
outu Rd Seal Extension - Pre Imp. - Stage 2	324	KDC	100%	App	\$310,000	\$310,000	100%	\$0	\$232,500	\$310,000	133%	High	x		X		X	X	X	X	X	X	X			

																									Designs are complete, no significant further expenditure is expected on this project as there is no funding for physical works. Design will remain as an option for future funding requests.	
GF Programme Support - Detailed Business Case	324	KDC	100%	App	\$360,587	\$160,587	45%	\$200,000	\$270,440	\$160,587	59%	Low	x		X		X			X	X		X		Funding will be fully uplifted by financial year end.	
Valpoua River Bend - Pre-Imp - Construction	324	KDC	100%	App	\$1,259,356	\$1,459,356	116%	-\$200,000	\$944,517	\$1,459,356	155%	High	x		X	X	X	X	X	X	X	X	X			
Passenger Transport																										
CityLink Bus Service	511	NRC	54%	App	\$1,549,695	\$820,362	53%	\$729,333	\$1,287,000	\$820,362	64%	High	X	X	X	X	X	X		X	X	X	X	X	Funding will be fully uplifted by financial year end.	
Public Transport Facilities/Ops/Maint otal Mobility Operations	514	NRC	54%	App	\$210,000	\$35,411	17%	\$174,589	\$140,000	\$35,411	25%	High	X	X	X	X	X	X		X	X	X	X	X	Awaiting receipt of invoices. Funding will be fully uplifted by financial year end.	
	517	NRC	60%	App	\$456,289	\$161,966	35%	\$294,323	\$280,000	\$161,966	58%	Medium	X	X	X	X	X	X		X	X	X	X	X	Outstanding subsidy claims still to be processed	
otal 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	X	X	X	Provision for installation of wheelchair hoist. If not utilised, declared surplus at financial year end.	
	521	NRC	100%	App	\$45,000	\$19,390	43%	\$25,610	\$35,000	\$19,390	55%	Medium	X	X	X	X	X	X		X	X	X	X	X	Outstanding subsidy claims still to be processed	
uperGold Card	522	NRC	100%	App	\$83,511	\$83,511	100%	\$0	\$83,511	\$83,511	100%	Medium	X	X	X	X	X	X		X	X	X	X	X	Funding will be fully uplifted by financial year end.	
	524	NRC	54%	App	\$189,979	\$21,390	11%	\$168,589	\$121,000	\$21,390	18%	High	X	X	X	X	X	X		X	X	X	X	X	Coding of hours worked to be checked.	
ITS - Nationally Shared Operational Costs	524	NRC	54%	App	\$16,625	\$0	0%	\$16,625	\$0	\$0	#DIV/0!	High	X	X	X	X	X	X		X	X	X	X	X	Awaiting receipt of invoices. Funding will be fully uplifted by financial year end.	
ITS - Direct Supplier Costs	524	NRC	65%	App	\$58,147	\$0	0%	\$58,147	\$25,000	\$0	0%	High	X	X	X	X	X	X		X	X	X	X	X	Awaiting receipt of invoices. Funding will be fully uplifted by financial year end.	
ITS - Operational and Maintenance	525	NRC	54%	App	\$186,597	\$21,390	11%	\$165,207	\$100,000	\$21,390	21%	High	X	X	X	X	X	X		X	X	X	X	X	Awaiting receipt of invoices. Funding will be fully uplifted by financial year end.	
ow Cost Low Risk Improvements 21-24 - Public ransport Services	532	NRC	54%	App	\$2,185,972	\$0	0%	\$2,185,972	\$420,000	\$185,797	44%	Low	X	X	X	X	X	X		X	X	X	X	X	Project running behind time. Awaiting outcome of the Business Case yet to be submitted and approved by Wakak Kotahi for construction of T2 Lanes. These T2 lanes must be completed prior to an increase bus service being introduced.	
ow Cost Low Risk Improvements 21-24 - Public ransport Infrastructure	532	NRC	54%	App	\$1,160,000	\$0	0%	\$1,160,000	\$700,000	\$0	0%	Low	X	X	X	X	X	X		X	X	X	X	X	T2 Lanes construction still scheduled for completion within the 22/23 financial year.	
ublic Transport Facilities & Infra. - Renewals	534	NRC	54%	App	\$110,000	\$30,282	28%	\$79,718	\$55,000	\$30,282	55%	High	X	X	X	X	X	X		X	X	X	X	X	Awaiting receipt of invoices. Funding will be fully uplifted by financial year end.	
egional Land Transport Planning Management	1	NRC	54%	App	\$358,034	\$71,120	20%	\$286,914	\$150,000	\$71,120	47%	Low	X	X	X	X	X	X	X	X	X	X	X	X	Work on RLTP 24/27 has just commenced. Unspent funds will be carried over into 22/23 financial year	
egional Road Safety Action Planning	3	NRC	54%	App	\$267,512	\$0	0%	\$267,512	\$200,634	\$0	0%	High	X		X	X		X		X					Waka Kotahi funding approved in late April 2022. Funding will be fully uplifted by financial year end.	
egional Public Transport Plan	3	NRC	54%	App	\$6,247	\$0	0%	\$6,247	\$0	\$0	0%	High	X	X	X	X	X	X	X	X	X	X	X	X	Funding will be fully uplifted by financial year end.	





TITLE: **Regional Transport Committee Submission on the “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 Transportation Alliance

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 30 May
Group Manager/s: 2022

Whakarāpopototanga / Executive summary

A report titled “Regional Transport Committee Submission on the “Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System”. was tabled at the Regional Transport Committee meeting held on 5 April 2022 with a recommendation that the Regional Transport Committee make a written submission on the proposals.

This report serves to update the Regional Transport Committee on the progress made since the last meeting

Ngā mahi tūtohutia / Recommendation

That the report ‘Regional Transport Committee Submission on the “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 Transportation Alliance and dated 10 May 2022, be received.

Background/Tuhinga

At the Regional Transport Committee meeting of 5 April 2022, a report titled “Regional Transport Committee Submission on the “Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System”. was tabled with the following recommendations being made and approved:

1. That the report ‘Regional Transport Committee Submission on the “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 10 May 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.

A draft copy of the submission was forwarded to all elected representatives on Tuesday 12 April 2022 with a request for feedback/comment on the content.


The draft submission was amended to reflect the feedback and comments received.

The finalised document was forwarded to the Regional Transport Committee Chair for final approval and signing.

See Attachment 1 for copy of the approved submission.

The completed submission was forwarded to the Ministry of Transport on the required date of 22 April 2022.

Attachments/Ngā tapirihanga

Attachment 1: 2022 04 21 RTC Submission on the Te Huringa Taraiwa [↓](#) 



Date: 21 April 2022

A submission by: The Northland Regional Transport Committee

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

Contact Address: Councillor Rick Stolwerk
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Whangārei Mail Centre 0148

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The Regional Transport Committee wishes to thank Te Manatu Waka, Ministry of Transport for the opportunity to make a submission on the “Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System” consultation document January 2022.

Please find below the Regional Transport Committee’s (RTC) comments regarding the Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System.

In this instance, the RTC will not be answering all the questions provided in the Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System consultation document.

This submission concentrates more on those issues that are that are considered to have a regional impact.

Whilst this submission is made on behalf of the RTC, it included input from the: -

- Northland Regional Council.
- Far North District Council.
- Whangarei District Council
- Kaipara District Council.



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This submission also serves to support individual submission made by any of the abovementioned councils.

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?



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- 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) They 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



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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

Regional Transport Committee 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)



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- 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)
- 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.

Questions 1 to 12 generally apply to funding and where the funding is applied in the NLTP. Questions 13 to 89 are less relevant to the RTC and apply more to the industry and specific users.

Additional Comments

1. If the principle is that RUC and FED pay for road construction and maintenance, then using this as a vehicle to pay for the governments Climate Change objective is a serious departure from script. This is captured in the statements: -
 - a) *"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."*
 - b) *"Broadly, road users have accepted regular increase to RUC (and fuel taxes) as well as the idea that heavier vehicles should pay more because they cause more damage to the roads. This consensus is in stark contrast to other jurisdictions where there can be significant protest and unrest when fuel taxes are raised, or where taxes have not been able to be raised, often for decades."*
2. Whilst offering discounts to purchasers of clean vehicles may work towards achieving the Governments Emission Reduction Goals, it will have a profound negative financial impact on lower social economic groupings who may potentially require corresponding support from a separate government funding bucket to achieve this.

In addition, the costs of delivered goods and services will rise correspondingly. Ultimately, the consumer will end up having pay additional for the government's objectives.

3. It is noted on Page 26 of the report, the following statement is made: -



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“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.”

The costs of building and maintaining roads doesn't go away or is it diminished by the type of vehicle that uses them, so a scheme that focuses on weighted costs during the transition phase, imposes costs on those who can least afford them. Whilst this is recognized in the report on pages 25 and 27

- a) *“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.”*
- b) *“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.”*

4. Rural residents would be affected the most: -

Page 27 of the report states that: -

“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 would duplicate costs.”

Given the lion's share of modal choice funds are metro focussed, this is prejudicial to the rural and provincial economy who have limited to no alternate mode share yet are the primary producers of the nation.

5. As New Zealand has 90,000km of road, any suggestions that there is going to be a dramatic move of large volumes of freight to an alternate mode is idealistic at best.

As stated in the report NZ Taxes are designed for revenue generation and are not levers to change behaviour. With the notable exceptions of tobacco and alcohol where excise taxes are designed to influence health impacts.

Fuel excise levies already exist to manage the impact of the transport task on the costs associated with the movement of goods and people. Significant changes to the principles of NZ taxation system would need to be the subject of considered public



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consultation if the nation is going to be asked to move to a behavioural influencing taxation system.

6. ERUC may have an opportunity to improve accountability for off-road refund claims and manage tax evasion however it needs to be simple and cost effective for small and short haul operators.

Data transmission will continue to be problematic for areas with unreliable internet. Disruptors such as internet hackers will continue to pose risks for any system that is reliant solely on internet. Therefore, data integrity and security features will need to be carefully considered and monitored.

The question that must be raised here, is that are matters of improved productivity, compliance and safety outcomes really a matter for a taxation instrument?

Moving from a system where the RUC Act prevents the use of RUC data for enforcement is fraught. Privacy in all of its instruments is not a matter to be addressed via a taxation instrument and needs to be carefully considered and not implemented by stealth.

7. It is noted on page 75 that: -
“NZ road user charges (RUC) regime was first set in place in 1977. There have been multiple substantive reviews and analysis of the system since its introduction. However, throughout the time it has been in place its core concept, that charges are derived based on a VKT and contribution to road wear remains unchanged. Despite its age NZ RUC system is considered world leading. And are used to provide the NLTF with the revenue to deliver the governments land transport priorities.

Given the Cost Allocation Model is based on a set of physical engineering principles (space, weight, pavement wear, common costs, policing then the question arises as to if this is the appropriate vehicle to charge for the governments climate change agenda.



Thank you again for the opportunity for RTC to provide a submission on the Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System..

The Regional Transport Committee **does wish to appear and be heard** at the Select Committee hearings for the Te Huringa Taraiwa: Te Arotake I Te Punaha Utu Kaiwhakamahi Rori/Driving Change: Reviewing the Road User Charges System.

Signed on behalf of Northland Regional Transport Committee

A handwritten signature in black ink, appearing to read "Rick Stolwerk".

Councillor Rick Stolwerk
(Chairperson)

Dated: 21 April 2022

TITLE: RTC Chair Response to Ministers and Northland Voice

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

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 30 May
Group Manager/s: 2022

Whakarāpopototanga / Executive summary

A meeting on 22 March 2022 with Northland Labour Ministers and Northland Regional Council elected members and senior management, gave opportunity to raise regional transport priorities. Councillor Rick Stolwerk, Northland Regional Transport Committee (RTC) Chair, presented the RTC's priorities and concerns.

Ngā mahi tūtohutia / Recommendation

That the report 'RTC Chair Response to Ministers and Northland Voice' by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience and dated 10 May 2022, be received.

Background/Tuhinga

Northland Regional Council elected members met with Northland Labour Members of Parliament (MP) the Hon Willow Jean-Prime MP, Hon Kelvin Davis MP and Hon Emily Henderson MP to discuss priorities for Northland across council operations. Councillor Rick Stolwerk, Regional Transport Committee Chair, presented the main concerns of the Northland Regional Transport Committee (RTC) as part of the infrastructure projects discussion as follows:

Infrastructure Projects	What we want	What we have done	What we need help with
<p>Championing and supporting an improvement in the region's infrastructure which is a crucial requirement for achieving our vision of developing a strong economy that serves the people of Taitokerau while enhancing environmental sustainability</p> <p>Key NRC contact(s): Auriol Ruka, Pou Manawhakahaere – GM Governance and Engagement aurioler@nrc.govt.nz</p> <p>Victoria Harwood Pou Tiaki Hapori – GM Community Resilience victoriah@nrc.govt.nz</p> <p>Darryl Jones Economist</p>	<p>There are several key infrastructure projects that we wish to see progress in the region. Most of these projects are being led by central government agencies. These include:</p> <ul style="list-style-type: none"> four laning between Whangarei and Ruakaka focus on safety of Northland roads development of the Marsden Point rail link establishment of Northland as a Renewal Energy Zone (REZ) further investment in broadband and mobile coverage expansion of NorthPort including a drydock facility 	<ul style="list-style-type: none"> Working with other councils to request government to review its decision to not proceed with the four-laning proposal between Whangarei and Ruakaka. Commitment to work with Waka Kotahi to support and advocate for the initiative Road to Zero 2050. Engaging with KiwiRail on their work to prepare the implementation case for the Marsden Point rail link. It has proven difficult to engage with KiwiRail. Met with NorthPower and Top Energy to understand the opportunities presented in the Transpower consultation on establishing a Northland REZ. Making a joint submission with other Northland councils. The four councils wrote a joint letter to Hon David Clark, Minister for the Digital Economy and Communications, in Dec 2021 requesting an opportunity to discuss several issues including tower capacity, expanding the Ultra-Fast Broadband (UFB) coverage area, how the remaining 1.4% of Northlanders unable to access adequate broadband can be 	<ul style="list-style-type: none"> Support for four-laning remains strong across the four councils. What is the government's appetite for revisiting the four-laning issue and how best should councils' approach? How can we work together to support an improvement in the quality and safety of Northland roads in general? What support can councils provide to influence the government's decision on the implementation case for the Marsden Point rail link when they receive it? The development of a REZ appears to be a positive development for Northland and supports the transition to more sustainable power generation. However, we do not want to see the relatively poorer areas of Northland further disadvantaged by an outcome that focus on the cheapest solution. The outcome needs to proceed with a different criterion than simply cost. Councils are still waiting for a response from Minister Clark (approx.3 months).

Post the Ministers online meeting, a list of questions was compiled including questions on behalf of the RTC to Ministers. An NRC council workshop planned for June, with Minister Kelvin Davis, will pose the following questions for response.

- Can we have some feedback on the four-lane highway from Whangarei to Marsden Point status? A timeframe for any possible re-consideration of this project as it is still No.1 on Northland RLTP.
- Update on when decisions are being made on Marsden Rail Link and safety improvements SH1 Wellsford to Whangarei.
- How can the Northland RTC represent Northland effectively and be listened to in the national decision-making process? How can the RTC be more proactive in advancing the roading issues in Northland, could RTC representatives visit Wellington on a formal basis once a year to discuss the issues at ministerial level? What would Ministers advise would have the largest impact so Northland's voice can be heard?
- Concerns over the funding structure for Waka Kotahi and the availability of funds for rural regions in the future. What is being done to secure funding for transport and support both transport infrastructure and climate change priorities in rural regions?

An update of responses will be reported to the RTC when received.

Attachments/Ngā tapirihanga

Nil

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 30 May
Group Manager/s: 2022

Whakarāpopototanga / Executive summary

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

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 10 May 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: Northland Regional Transport Committee update – 7 June 2022 [↓](#) 

Regional Transport Committee

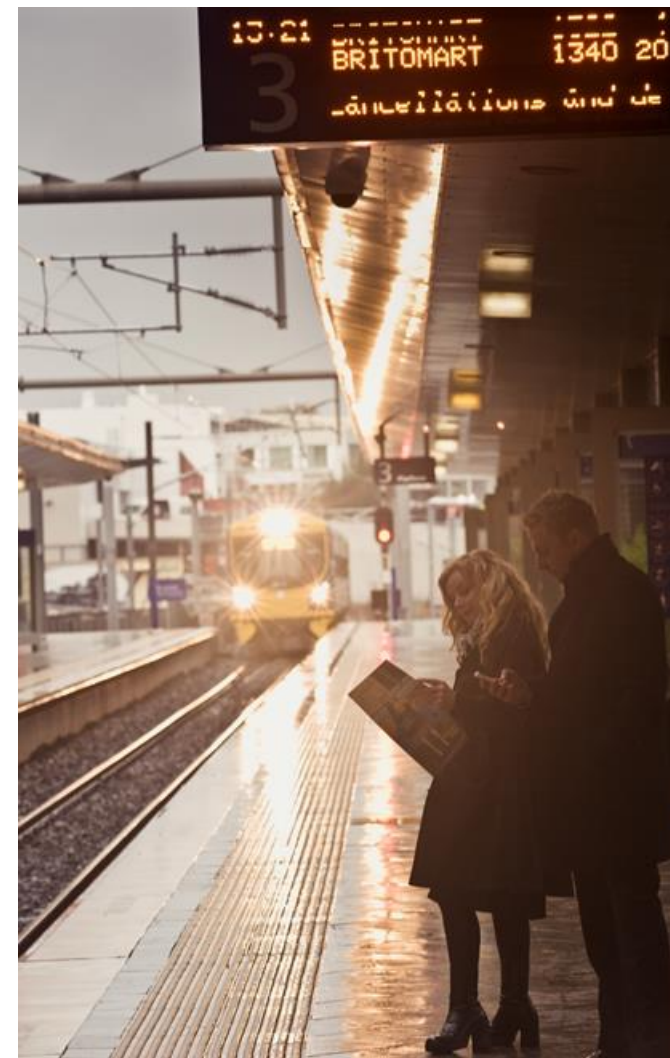
Updates 7 June 2022



New Zealand Government

Emissions Reduction Plan

- The transport targets in the emissions reduction plan set us on a path to net-zero transport.
- The plan calls for a 41 percent reduction in emissions from the transport sector by 2035 (from 2019 levels).
- Three focus areas guide how the sector will reduce transport emissions:
 - Reducing reliance on cars and supporting people to walk, cycle, and use public transport.
 - Rapidly adopting low-emissions vehicles,
 - Beginning work now to decarbonise heavy transport and freight.
- We're waiting for advice from the Minister on how to reflect the Emissions Reduction Plan in our new investment decisions



Business Case Refresh

- We want to simplify the Business Case process – where we can – helping reduce the time and cost of developing business cases.
- The consultation document outlining the proposed changes with the process, and the online feedback survey, are now available on our website.
- The refresh aims to:
 - make the approach easier to understand
 - make it easier to navigate
 - build sector capability.
- We encourage you – and your teams - to take the time to provide feedback and if there are any areas that still need our attention.
- Consultation closes 5pm Thursday 23 June.



Land Transport Rule: Setting of Speed Limits 2022

- Tackling Unsafe Speeds proposals were agreed by Cabinet on 19 April. The new Land Transport Rule came into force on 19 May.
- The rule: Removes the requirement to set speed limits through bylaws; transitions to lower speed limits around all kura | schools by 2027; and considers a more effective approach to using road safety camera.
- The new framework provides: a faster and easier process; greater regional consistency; and aligns the speed conversation with infrastructure and enforcement.



He tohu huarahi Māori

Māori bilingual traffic signs programme update

- Kura School signs are now required when:
 - existing signs need to be replaced, or
 - new projects are initiated.
- We are partnering with Te Mātāwai and local government to enable the use of bilingual traffic signs.
- Waka Kotahi, alongside Te Mātāwai, will be releasing a selection of other traffic signs for public consultation later this year.
- There are some te reo Māori only signs that are being used now, for example 'Marae' signs.



He Tirohanga Whakamua

30-Year Plan: Baseline Network Version

- This is a digital tool that provides an overview of the major work planned:
 - on inter-regional strategic networks
 - in New Zealand's main urban areas, and
 - for the future focus areas for the state highway network.
- It will help with planning work on local transport systems.
- It represents the first step in developing our 30-Year Plan which will:
 - set out what Waka Kotahi understands the land transport will need to look like in 30 years, and
 - steer what we and our partners should do to achieve this to support government's long-term outcomes.



Pūhoi to Warkworth

18.5km four-lane extension to the
Northern Motorway (SH1)

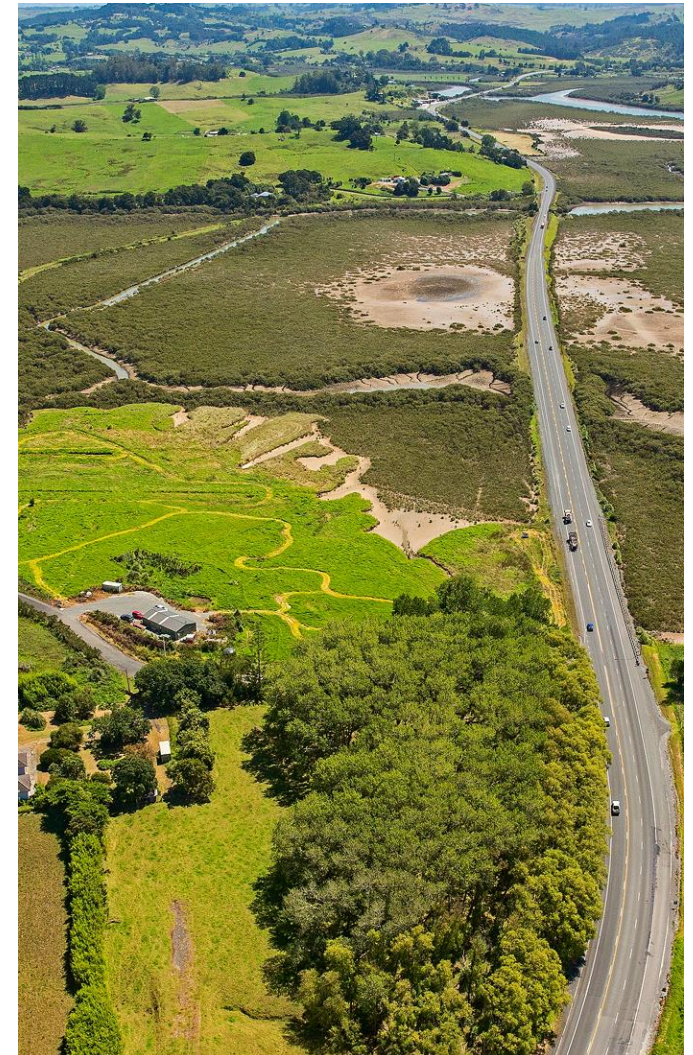
- COVID-19 coupled with ongoing supply chain constraints has caused significant delays to the programme of work.
- Waka Kotahi has provided a public update that the road will now be open in 2023.
- A short southern connection over the Arawhiti ki Ōkahu (Ōkahu viaduct) has opened



NZUP Northern Package – Whangārei to Port Marsden Highway Safety Improvements

Update

- The Government has instructed Waka Kotahi to assess a new option as part of a new package that focuses on safety improvements along the existing state highway, and the construction of a new rail line link to Northport.
- Waka Kotahi and KiwiRail continue to develop their respective business cases for consideration by Ministers including the scope, cost and timing.
- A final business case is expected to be presented to the Waka Kotahi board and Ministers in August for approval.



Safety Infrastructure Programme

Making Northland safer

Central section

- We have secured funding for early works around Ruakaka school
- We have listened to the community and the alternative intersection improvements are still being work through

Southern section

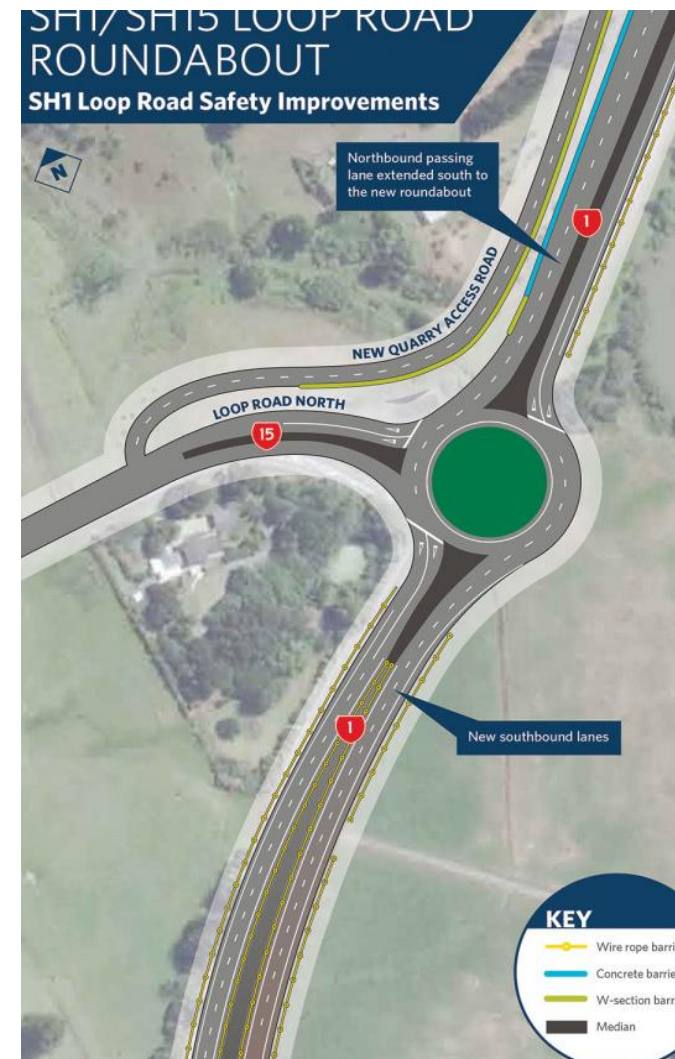
- We are focused on engaging with landowners and completing geotechnical investigations, which will inform design



SH1 Loop Road

Update

- As previously communicated, Waka Kotahi has identified an issue with the surfacing on the northern end of the site which was laid earlier in 2021
- As this is critical connection to Northland, we have taken the time to understand the cause and to investigate the best way to resolve the issue
- To ensure a reliable and resilient corridor, a temporary surface will be laid with the final surfacing being completed in the next summer construction season later this 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.



SH10 Kaeo Bridge upgrade

Progress to date

- Project is on schedule for completion in mid 2024
- Team is focused on getting the ground conditions right to ensure there is a good platform for above ground construction
- Road diversion is operating well. This has allowed the team to work safely and efficiently



Te Tai Tokerau Northland and Tāmaki Makaurau north Auckland speed review

Making our townships, schools and marae safer

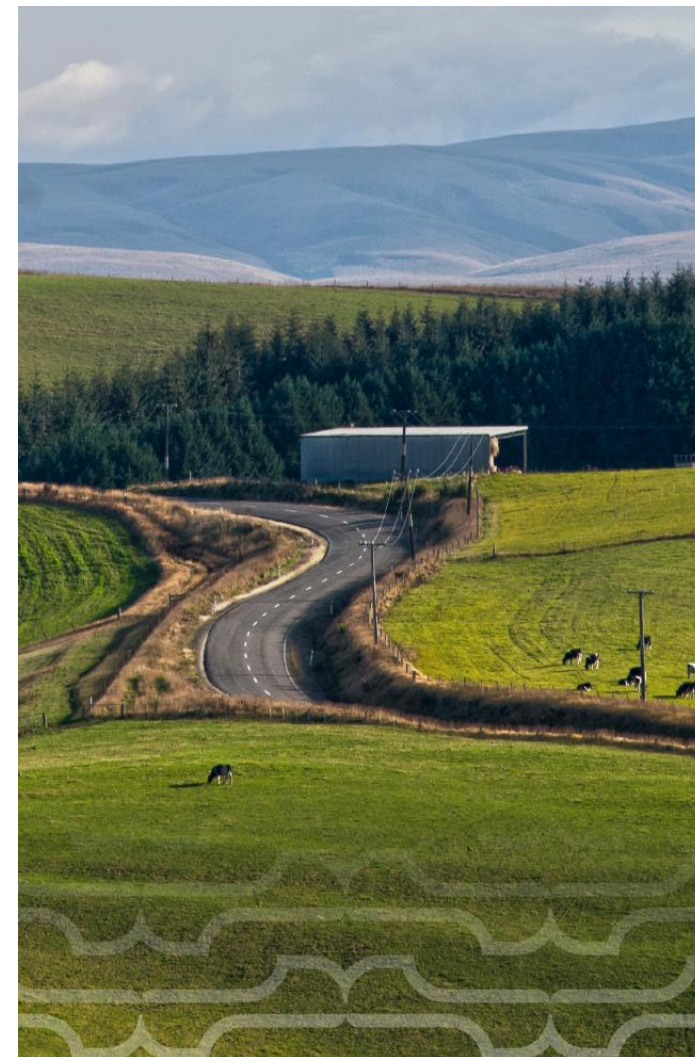
- Public consultation is now open on new proposed speed limits at schools and townships on 11 corridors of state highway.
- This stage also includes working with iwi and hapū on signage for marae.
- Everyone is encouraged to have their say. Detailed proposals and information about making a submission is available at **nzta.govt.nz/naklspeedreviews**
- Consultation closes at 11pm on 14 June 2022.



Maintenance & Operations

Update

- We have completed the planned pavement and resurfacing programme for this season of 179 lane km
- Our pavement and resurfacing programme for 2022/23 has been confirmed at 187 lane km
- Five of our large scabbing areas have been addressed within this programme. The remaining areas will be addressed in future programmes.
- We are working with KiwiRail to improve their visibility in the condition of rail crossing surfacing on State Highways



Funding Update

Waka Kotahi Northland - Baseline vs Forecast

- Information to be provided at the meeting

Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
State highway maintenance, operations and renewals	\$91.5M	100%	Completed	The total lane kilometres that was approved in the Waka Kotahi tracker including the SCRIM program was 179 kms and the full pavement and surfacing program has now been complete.
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. Northland Delivery Team now working on procurement of contractor to deliver stage 1.</p> <p>SH1 Kawakawa Pedestrian Crossing – NOC pricing for delivery of pedestrian crossing point between Gilles St and Old Whangae Road this financial year. Please note this project is for a crossing point only – there won't be a formal (zebra) pedestrian crossing.</p> <p>Mangamuka Gorge: Currently open to all traffic. Final works (including graffiti removal) being planned.</p>
SH1: Dome Valley Safety Improvements	\$31.7M	Mid 2022	Green	Work continues in stages 3 and 5 of the project, which includes widening of the centreline, adding in new median flexible barriers as well as right-turn bays. All ongoing work is planned to be completed by mid-2022. Construction crews facing delays due to lack of staffing resources as a result of COVID and reprioritisation towards more critical projects.

Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
Northland speed review		2022	Green	Formal consultation on Te Tai Tokerau Northland and Tāmaki Makaurau north Auckland speed review will open on Tuesday 17 May. Information with the proposed speed limit changes - at schools and through townships - will be available publicly from 17 May at nzta.govt.nz/naklspeedreviews . As part of the consultation, Waka Kotahi will collaborate with iwi and hapū on signage for marae. Communities are encouraged to have their say by sharing feedback online, via email, phone or post. Two online drop-in sessions will also be advertised. Consultation closes at 11pm on 14 June 2022.
SH1 Whangārei to Wellsford safety improvements (Road to Zero)	\$4M	Underway	Green	<p>Implementation phase now 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: Funding confirmed for early wins work (at northern and southern ends of project corridor), including median and side safety barriers near Ruakaka School. Alternative design options for the Waipu area are being finalised. These will be shared with the community, as will an engagement summary in June 2022.</p> <p>Early wins construction (flexible median barriers, wider centrelines, side safety barriers) is now scheduled to commence from 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> <p>Northern section: Scope and design currently being explored.</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. Several appeals have been filed with the Environment Court and will 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>Waka Kotahi does not anticipate any works on the corridor commencing this decade.</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. Temporary road at the site of the planned roundabout is now operating and will 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>
SH1/11 Kawakawa intersection improvements (NZ Upgrade Programme)	\$6M	May 2022	Green	<p>Traffic is flowing through the operating roundabout and works are complete. A completion celebration was held on 13 May 2022 to bless the cultural design elements (pou, wall carvings), which have been designed and constructed with Ngāti Hine.</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 at the roundabout and immediate approached was laid pre-Christmas. This work was carried out as nightworks to minimise disruption for commuters. Work was then paused over the Christmas and New Year period to enable holiday traffic to flow more freely. The remaining completion works for stage one, including road surfacing and traffic island installation at the northern end of site, is scheduled to be completed by June.</p> <p>Waka Kotahi also identified an issue with the surfacing on the northern end of the site which was laid earlier in 2021. Depending on the type of road being constructed, different pavement mixes are often needed based on the volume of traffic travelling on it, along with the type of vehicles whether it's largely freight, oversized vehicles, or general traffic. Like when baking a cake, all the necessary ingredients were present when the surface was laid, but the mix wasn't quite right, and it has taken a bit of time to understand the best way to resolve the issue. It's important that we get this right as this section of the state highway is such a critical part of Northland's transport network.</p> <p>We're very close to confirming the best solution and expect to get to work soon, with the aim to be complete with a fully operational site by mid-2022. A more detailed schedule of work will be available in the coming weeks and the community will be updated again at this time.</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>

Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
NZ Upgrade Programme - Northland package (SH1 Whangārei to Port Marsden Highway)	NZUP funded	TBC		<p>We are in the final stages of the business case for the SH1 Whangārei to Port Marsden safety improvements which will provide upgrades to help people get where they need to go safely. The work we have done shows that at a minimum what is needed is centre median barriers in the rural section, intersection improvements, traffic signals and provisions for walking and cycling in urban Whangārei.</p> <p>This reflects the Government's direction for 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 Government is committed to an investment broadly similar to previously announced for Northland – about \$700m.</p> <p>Waka Kotahi has a strong focus now on identifying how the safety upgrades would be delivered. This includes procurement planning, identifying what consents will be required and the timings for delivery. We are also looking at the potential to start work as quickly as possible in areas where consents aren't needed.</p> <p>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. We are working closely with KiwiRail as they develop their business case for the rail link. A final business case is expected to be presented to the Waka Kotahi board and ministers in August for approval. Subject to approvals, we plan to then carry out community and landowner engagement.</p>

Hei konā mai



New Zealand Government

TITLE: **Waka Kotahi Auditing State Highway Capital Projects**

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

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 30 May
Group Manager/s: 2022

Whakarāpopototanga / Executive summary

Cost is seen as a major measure of a successful project for Waka Kotahi. Getting the estimate right and having robust cost control and audit processes in place is a necessary project management activity in every phase of a Waka Kotahi capital project. Waka Kotahi is focused on project cost outcomes and ensuring that capital projects stay within budget, while getting the work done on time and with the correct degree of quality.

Ngā mahi tūtohutia / Recommendation

That the report 'Waka Kotahi Auditing State Highway Capital Projects' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 10 May 2022, be received.

Background/Tuhinga

Cost is seen as a major measure of a successful project for Waka Kotahi. Getting the estimate right and having robust cost control and audit processes in place is a necessary project management activity in every phase of a Waka Kotahi capital project.

Waka Kotahi is focused on project cost outcomes and ensuring that capital projects stay within budget, while getting the work done on time and with the correct degree of quality.

There are three critical phases during the life cycle of a project. Getting the estimate right, getting the cost control right and getting governance reporting right.

The estimate

Most projects are developed in accordance with the Business Case Approach. There will normally be six types of cost estimate produced within the project development and delivery phases.

1. Programme Business Case Estimate (PBE)
2. Indicative Business Case Estimate (IBE)
3. Detailed Business Case Estimate (DBE)
4. Pre-implementation phase Estimate 1 (PE1)
5. Pre-implementation phase Estimate 2 (PE2)
6. Implementation Estimate (IE)

Cost estimates are required for:

- financial planning
- programming
- option selection
- project specification
- funding approval via stage gates
- committing contracts

- cost control
- portfolio management.

Financial Planning: Waka Kotahi requires cost estimates of all projects in the Waka Kotahi long-term programme to help with financial planning. Waka Kotahi requires expenditure forecasts so they can advise Government of long-term revenue requirements and for Waka Kotahi to arrange alternative funding where appropriate.

Once a particular project is identified (Strategic Case) and a Programme Business Case completed, the project is programmed according to its priority. Waka Kotahi manages a 10 Year Forecast using its SAP portfolio and project management system (PPM). The 10 Year Forecast is continually updated as more information on individual projects is gained and as project priorities change. Any changes to a project estimate are reflected in a change to the 10 Year Forecast. Each phase of each project is included in the 10 Year Forecast, so reliable estimates of each phase are therefore required. The Expected Estimate will be used in the 10 Year Forecast and for long-term financial planning.

Programming: As the Crown agency responsible for planning, developing, and operating the state highway network, Waka Kotahi works to achieve government priorities. It is necessary to use funding prioritisation processes based on the Waka Kotahi allocation process which has a number of criteria. One of these is efficiency, which is largely based on BCR. This helps to determine the optimum timing of a project. Waka Kotahi use of the BCR requires reliable estimates of cost throughout the development of projects so that they can be developed and delivered at the optimum time.

Option Selection: The cost estimates of options (or solutions) are used to select the preferred option for the development of each project. In particular, reliable estimates are required for the differences in option costs to compare with the differences in option benefits. Estimates of the costs of options are generally developed in an Indicative Business Case or Single Stage Business Case where options are being short-listed, and in the Detailed Business Case where the preferred option is being selected.

Project Specification: Waka Kotahi uses cost estimates to help determine appropriate standards and mitigation measures to be adopted for each project.

Funding Approval: Waka Kotahi requires reliable cost estimates in order to seek funding approval for these project development and delivery stages:

- Indicative Business Case
- Detailed Business Case
- Single Stage Business Case
- Pre-implementation
- Implementation

The funding allocation for each stage is based on the Expected Estimate including future escalation. The cashflow forecasts are based on the Expected Estimate of expenditure in each year.

Committing Contracts: The cost estimate is updated once tenders are received and evaluated. By this time, any pricing risk has been closed out and some risks may have changed as a consequence of tender offers. Cost estimates need to be updated following selection of preferred tenders to adjust funding allocations, if necessary, and make appropriate contingency provisions.

Cost Control

To maintain optimal programme performance, cost estimates including annual cashflows need to be continually updated during project development and delivery, in addition to use of scope control.

Cost control on projects include:

- Establish a budget for the construction phase
- Track estimates against cash flow and schedule progress
- Monitor expenditures as work progresses
- Manage actual changes
- Examine cost trends and control impact of cost changes
- Forecast the cost of the remaining works to complete frequently

On large projects, Waka Kotahi use an independent auditor, to provide Waka Kotahi assurance that suppliers are providing 'value for money'. The role of the auditor also reviews processes to ensure the suppliers are working efficiently and work collaboratively with the supplier's staff by providing constructive input and advice wherever that can be done without compromising their independence.

Governance Reporting

Waka Kotahi as a Road Controlling Authority (RCA) follow the same processes as local road controlling authorities and have the same scrutiny through delegation and committees.

In addition to this, Waka Kotahi review the detailed forecast variances monthly across the NLTP State Highway spend as well as the crown funded work that Waka Kotahi deliver.

Each month, Project managers enter project accruals and update forecasts, if necessary. Portfolio and Project Controls staff perform a month-end financial review alongside the project manager.

The Waka Kotahi system, Planview, provides an agency wide view of portfolios, programmes, and projects. Financials (allocation, baseline, actuals, and forecasts) are transferred from our financial management information system (SAP PPM) to Planview each month.

Project managers update project progress each month in Planview. An explanation is required for any financial variance of 5% or more.

The primary audience for this project reporting are Senior Managers accountable for the delivery of the National Land Transport Programme.

Each month a Chief Advisor analyses the Planview data for each Regional Portfolio and carries out a Portfolio review with each Senior Manager on a bi-monthly basis. Issues are raised and tracked until they are resolved.

In addition:

- projects provide regular performance reporting, including financial performance reports, to their governance group
- programmes provide regular performance reporting, including financial performance reports, to their governance group
- portfolio financial variance reports, covering all Transport Infrastructure projects delivered by Waka Kotahi, are provided each month for input into the Waka Kotahi Financial Report to the Board

- quarterly progress reports on our Significant Capital Projects (those listed in our Statement of Performance Expectations) are provided to the Board and the Minister

Attachments/Ngā tapirihanga

Nil

TITLE: Total Mobility/Disability Transport Services in Far North - Update

From: Anita Child, Transport Project Officer

Authorised by Group Manager/s: Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 30 May 2022

Whakarāpopototanga / Executive summary

The purpose of this report is to advise the Regional Transport Committee that at the Far North District Council (FNDC) 9 February 2022 Infrastructure Committee meeting, FNDC approved release of the local share to implement a Total Mobility Scheme from July 2022.

Ngā mahi tūtohutia / Recommendation

That the report 'Total Mobility/Disability Transport Services in Far North - Update' by Anita Child, Transport Project Officer and dated 7th June 2022, be received.

Background/Tuhinga

Following from the "Transports Needs in Northland Investigation" undertaken in 2020, this report serves to update the Regional Transport Committee on the progress made in the Far North in regard to assisting people with impairments to access transport.

The Total Mobility Scheme (TM) presently operated in Whangarei only and administered by the Northland Regional Council (NRC) offers eligible clients 50 % discounted travel per single trip undertaken.

The NRC has for a number of years made submissions to the Far North District Council (FNDC) Long-Term Plans, for local share funding assistance for implementation and operation of a Total Mobility scheme.

In December 2020, the Far North District Council endorsed the development of a Total Mobility Scheme as one of the planning activities in its "Far North District Council Integrated Transport Plan". \$31,000 local share to assist the NRC in the development of trial TM services in 2022 has been included in the Far North District Council Long Term Plan 2021-2031.

The Far North Scheme will have an annual operational budget for the first year of \$75,000.

40% (\$31,000) of this is funded through local share and 60% (\$45,000) through national funding assistance.

The NRC is proposing to introduce a trial TM Scheme in the far north from July 2022. The long-term sustainability of the trial service will be dependent on client uptake which will be closely monitored.

A Far North resident may be eligible to receive a 50% subsidy (up to a maximum of \$15 per one way trip) if they have a lasting impairment (six months or more) and live in the Far North district. The maximum fare is low due to budget constraints. The maximum fare will be re-assessed in December 2022 and based on client uptake and funding availability, may be amended.

It must be noted that in order for the Scheme to operate, there must be licenced and trained service providers (operators). Currently there is one operator based and operating in Kerikeri and Kaikohe and looking to expand to Kaitia.

Attachments/Ngā tapirihanga

Nil

TITLE: Northland Road Safety Update

From: Ian Crayton-Brown, Transport Projects Officer

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 30 May
Group Manager/s: 2022

Whakarāpopototanga / Executive summary

This report serves to update the Regional Transport Committee (RTC) on combined works from the Northland Transportation Alliance in conjunction with Waka Kotahi and Northland Road Police regarding capital improvements, road safety enforcement and promotional activities to meet the expectations of the Governments 10-year road safety strategy a Road to Zero. Road to Zero has a targeted goal of reducing Death and Serious Injuries from road trauma by 40% by 2030.

Ngā mahi tūtohutia / Recommendation

That the report 'Northland Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer and dated 23 May 2022, be received.

Background/Tuhinga

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

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

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

Presentations include –

Attachment 1: Police Presentation is a document from the Northland Road Policing Manager Inspector Anne-Marie Fitchett detailing the Police 'Prevention First' operational work and statistics.

Attachment 2: Northland Road to Zero Operational Projects: Nick Marshall

Infrastrucutre Improvements

The infrastructure improvement program has key strands.

- A. High Risk Rural Roads (HRRR)
- B. High Risk Urban Corridors (HRUC)
- C. High Risk Intersections (HRI)
- D. Local Area Traffic Management (LATM)
- E. School Zones (SZ)
- F. Pedestrian Crossing Facilities (PED)

Projects are developed to target investment to the highest road safety need and endorsed by Waka Kotahi Road to Zero team. The NTA is on task to implement the following improvements to Northlands local road transport network within the 2021-24 RLTP period.

- 13 of Northlands highest risk rural roads (HRRR) ~200km
- 3 of Northlands highest risk urban corridors (HRUC) ~10km
- 6 of Northlands highest risk intersections (HRI)
- 20 of Northlands highest risk urban streets (LATM) ~10km
- 10 of Northlands highest risk school zones (SZ)
- >30 of Northlands highest risk pedestrian crossing (PED)

Speed Management – Speed Limit Reviews

Northland Transportation Alliance is leading a rolling review of speed limits on Northlands local roads (excludes State Highways) as part of the implementation of the Road to Zero National Road Safety Strategy.

The speed limit reviews are being undertaken on a road catchment area basis, with the highest benefit catchments prioritised. High benefit catchments are those areas where better speed management will lead to significantly improved road safety outcomes through a reduction in serious injury and fatal crashes. Progress in each District is set out below.

Far North District

- Okaihau-Kaeo-Waimate Review Area (176km of roads) was fully implemented in early 2021.
- Kaitaia-Awaroa, Kohukohu-Broadwood, Moerewa urban and Te Oneroa-a-Tōhē Ninety Mile Beach area (509km of roads, excluding Te Oneroa-a-Tōhē Ninety Mile Beach) is currently in the detailed design and procurement phase. Consultation was completed in 2021.
- The next planned review is in the Bay of Islands and Kerikeri area. Detailed technical assessments to comply with the Setting of Speed Limits Rule 2022 are currently underway.

Kaipara District

- Mangawhai – Kaiwaka and Kaiwaka West, incorporating Oruawhango Road and Oneriri Road (214km of roads) is currently being implemented. New speed limits are expected to come into force on 13 June 2022.
- The next planned review is Poutu Peninsula and the West Coast area (west of SH14), excluding the Dargaville urban area). Detailed technical assessments to comply with the Setting of Speed Limits Rule 2022 are currently underway.

Whangarei District

- Vinegar Hill, One Tree Point / Ruakaka and Waipu urban area (117km of roads) was fully implemented in 2021.
- Waipu South located to the east of SH1 and south of Waipu (52km of roads) is currently in the detailed design and procurement phase. Consultation was completed in 2021.
- The next planned review is in the Whangarei Heads area. Detailed technical assessments to comply with the Setting of Speed Limits Rule 2022 are currently underway.

Northland

293 kilometres of Northlands local road network has been completed, by end of June this will be over 500 kilometres. We are on track to have treated over 3,000 kilometres completed of our local roads by June 2024, this represents over 50% of our network. Our 10-year RLTP plan is to treat all roads by July 2027.

Road User Choice

Northland Road Safety Action Plan

Northland Transportation Alliance delivery partners Far North REAP, Road Safe Northland and Bike Northland have developed comprehensive multifaceted programs of behaviour change and road safety promotion activities to meet the expectations of Road to Zero.

Northland Road Safety Trust	Far North REAP	Bike Northland
Drive SOBA – drink driving programme – 3 or more offences	Driver Licensing/mentoring programmes covering the district	Bike skills training in schools
SAID – Stop Alcohol Impaired Driving – referred on first offence.	theparty.co.nz	Bikes in schools programme
RYDA – Rotary Young Drivers Awareness	Community Pop Up events	Adult bike skills programmes
SADD – Students Against Dangerous Driving	SADD – Students Against Dangerous Driving	
Child Restraints - checks	Child Restraints – checks and recycling programme.	
Drive SMARTA – targeting socially deviant driving behaviour.	School education – Bus/pedestrian/bike safety	
Young Driver Licensing Programmes	Working with sport teams to incorporate road safety into their culture	
Fatigue Stops	Speed trailer initiatives	

Northland Restraint Programme

The Northland road safety partners have had the opportunity to work with Waka Kotahi NZTA to develop a restraints programme specifically for Northland targeting our overrepresented group in road fatalities and serious injuries – young Māori men. Focus groups have been completed with over 50 participants, each group had 4 – 6 participants, all from our target at-risk group. An open and honest discussion was held, which covered a lot of topics from first experiences of being in a car, learning to drive, what safe or unsafe driving looked like, personal influences and their thoughts on current and previous advertising campaigns. The groups provided in depth personal experiences and thoughts which have been captured and currently in the process of being reported on. What became evident quickly, is that there were three distinct groups that needed attention.

The first is our tamariki aged between 9 and 11 who are requiring a more holistic education around road safety. The next group was the young drivers and how we can better support them through the licencing journey. And lastly, the more difficult group to reach, the adults who have been driving now for years with ingrained behaviours.

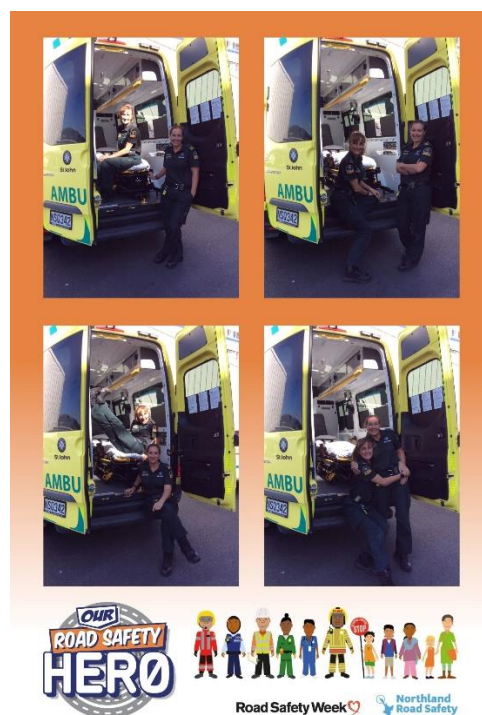
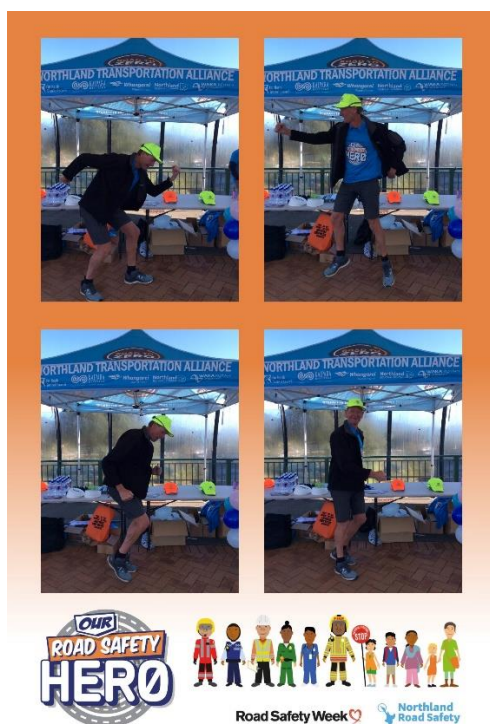
The solutions to these issues are not easy ones and Waka Kotahi NZTA are working through what some of those solutions could look like for Northland.

Road Safety Week – *Road Safety Heroes*

The Northland road safety partners worked collaboratively to put together some activities for Road Safety Week 09 to 15 May, with the theme *Road Safety Heroes*. Radio campaigns ran all week where the public were asked to provide stories and nominations of who their road safety hero was. We nominated a community road safety hero to be highlighted in the Northland Advocate each day. School patrollers were encouraged to dress as heroes and spread road safety messages to their classmates and some school classes wrote stories about their heroes which they sent in.

A hero walk was also held on Thursday the 12 May, where we asked our organisations who are road safety champions and heroes to participate to demonstrate *it takes everyone to get to no one*, and everyone was encouraged to discuss the road to zero strategy with the public. We had participants from the following organisations: *Northland Regional Council, Regional Transport Committee, Waka Kotahi, Northland Transportation Alliance, NZ Police, Northland Road Safety Trust, Far North REAP, ACC, Bike Northland, Fulton Hogan, Plunket, Northland Rugby Union, Rescue Helicopter, City Safe, Far North Basketball Team, Family of a crash victim.*





Road Trauma Update

2021 - 1 January – 23 May, Road Fatalities Statistics

Fatalities Jan – Mar 2021	Far North	Whangārei	Kaipara	Northland	National
Local roads	2	2	1	5	72
State highways	5	2	3	10	54
TOTAL	7	4	4	15	126

2022 – 1 January – 23 May, Road Fatalities Statistics

Fatalities Jan - Mar 2022	Far North	Whangārei	Kaipara	Northland	National
Local roads	3	2	0	5	86
State highways	3	2	2	7	63
TOTAL	6	4	2	12	149

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

- R4E – 2021/2022 – 151 riders have completed courses to date:
 - Bronze Course – 70
 - Silver Course – 40
 - Gold Course – 41

Northland Freight Group Meeting 19 May 2022

Waka Kotahi updated on a number of roading challenges on key locations affecting the freight sector which provided some serious concerns feedback from the sector due to ongoing delays and road conditions especially around the Loop Road section of SH1 south of Whangarei.

At the same meeting in a remotely joined presentation from the Group Manager Sales & Customer Experience, FUSO New Zealand, touched on 'Scope 1 & Scope 3 Emissions' in the trucking world. It was highlighted how ill prepared New Zealand is for the fast adoption of EV heavy vehicles rolling out across NZ.

The Government focus has been on passenger vehicles and not the freight sector who have been constantly criticised for their CO2 emissions but who are very quickly embracing EV technology as evidenced by FUSO in their current and back order EV sales.

The charging infrastructure and appropriate locations to support EV trucks is lacking across the roading network and FUSO are lobbying with both Government and Local Authorities to quickly respond to this situation so as not to further compromise the supply chains and the goals of reducing CO2 emissions.

The trucks being imported have a range of up to 500kms, can be fast charged in 45 minutes and carry full payloads.

The eCanter pictured below has a range of up to 150 kms and 80% battery charge within 45mins. A number of businesses are operating these trucks now.



Northland Road Safety Association Driver Reviver/Fatigue Stops

A joint northbound Driver Reviver Stop with IAG Insurance took place at Easter, Thursday 14 April 2022. It was a very successful Stop with approximately 300 people stopping including approximately 120 vehicles.




Waka Kotahi Road Safety Promotion/Media themes for April & May 2022


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

- Speed, Safe Vehicles, Drugs & Young Drivers

At the local level, Northland also produces radio, print, bus backs along with other social media to promote road safety messages specific to Northland and complimenting the 'Road to Zero' and 'Safe System Approach.'

Attachments/Ngā tapirihanga

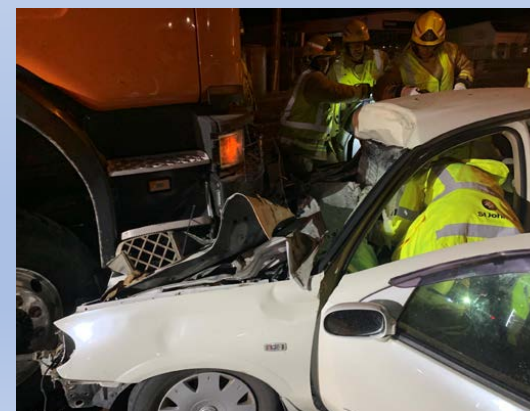
Attachment 1: Attachment I - Northland Police [!\[\]\(0f848bbd71cef6b345273b16f905912a_img.jpg\)](#) 

Attachment 2: Attachment II - Northland Road to Zero [!\[\]\(339a16584d5da0f0a3ca4e9ec17bf6a1_img.jpg\)](#) 



Impaired Drivers

- Over 70 impaired drivers in the past month
- 30 from one weekend
- The message is far from getting through
- TAG teams combining for a more effective approach – Impairment Prevention Team



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
 - Suspension
 - Social Media
 - Boy Racers (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
- Work with the Regional Transport Committee
 - Linkage
 - Stories
 - Accountability
- Build a ride-along programme for partners



Internal

- Move to a Tasking and Coordination model for Road Policing
- 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
- Work with rural staff to empower road policing action

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

Road Policing Plan Update

- Whangarei Restraint operations – linked in with Plunket and driver licencing
- Links with Fulton Hogan – road worker safety
- Far North operation – focusing on restraints, licencing and impairment
- Focusing on suspensions of high risk drivers
- Added a portfolio of ‘boy racers’
- Dirt bikes



Regional Transport Committee (RTC)

7 June 2022

Northland Road to Zero (NTA)



New Zealand Government

Road to Zero

(NZ Road Safety Strategy 2020-30)

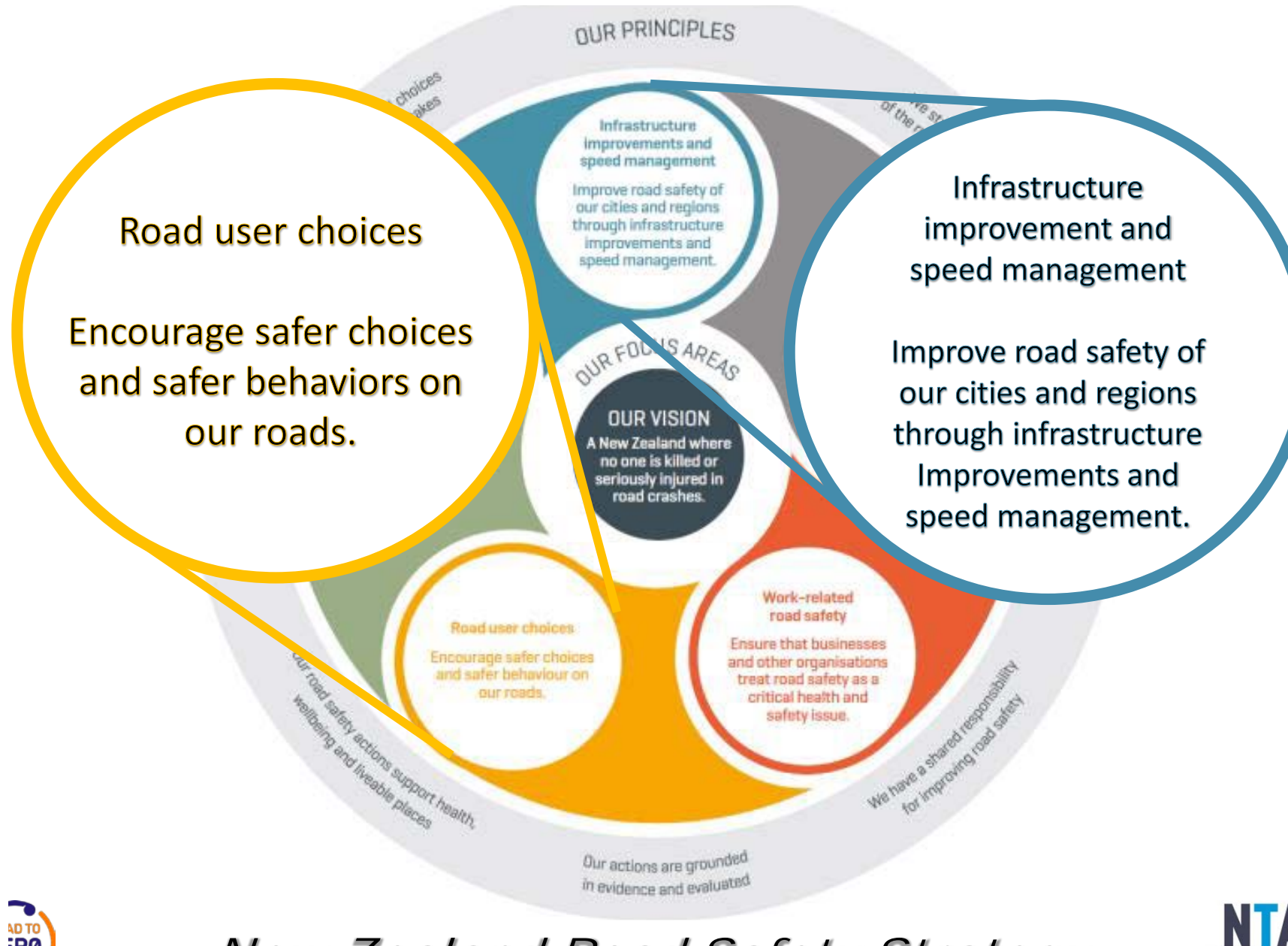
Vision

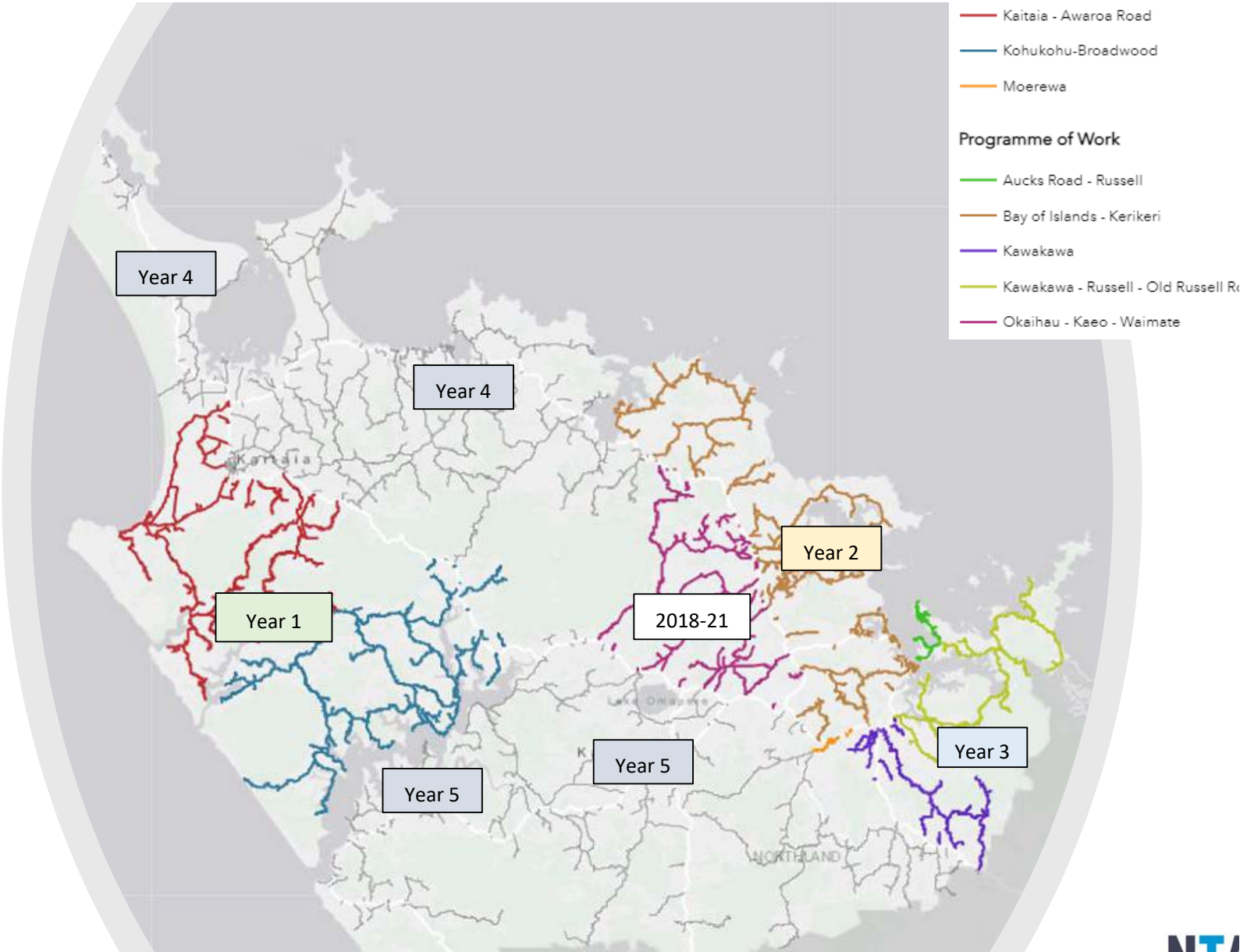
**A New Zealand where no
one is killed or seriously
injured in road crashes**

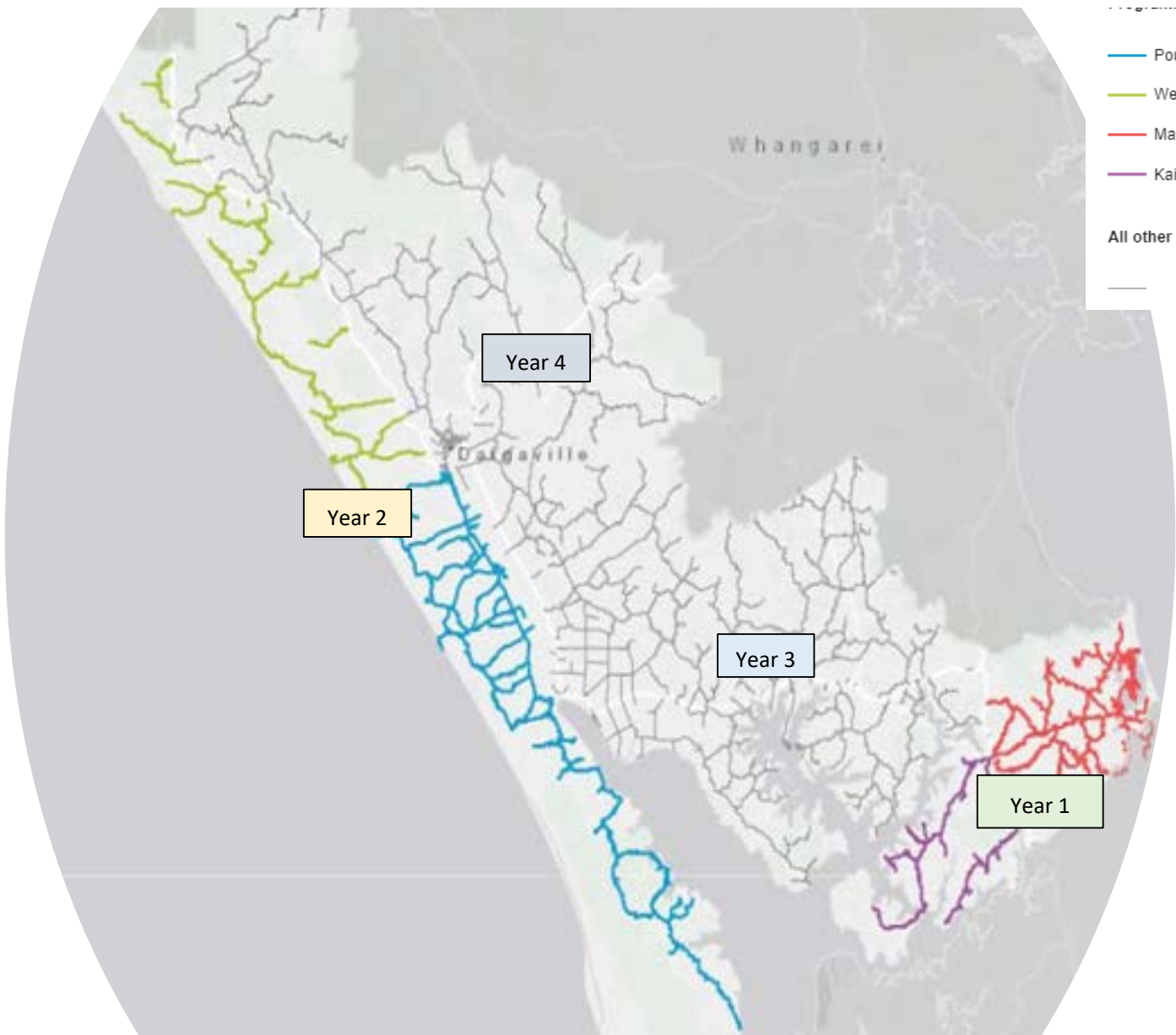
Goal

**Reduce DSI's
by 40% by 2030**



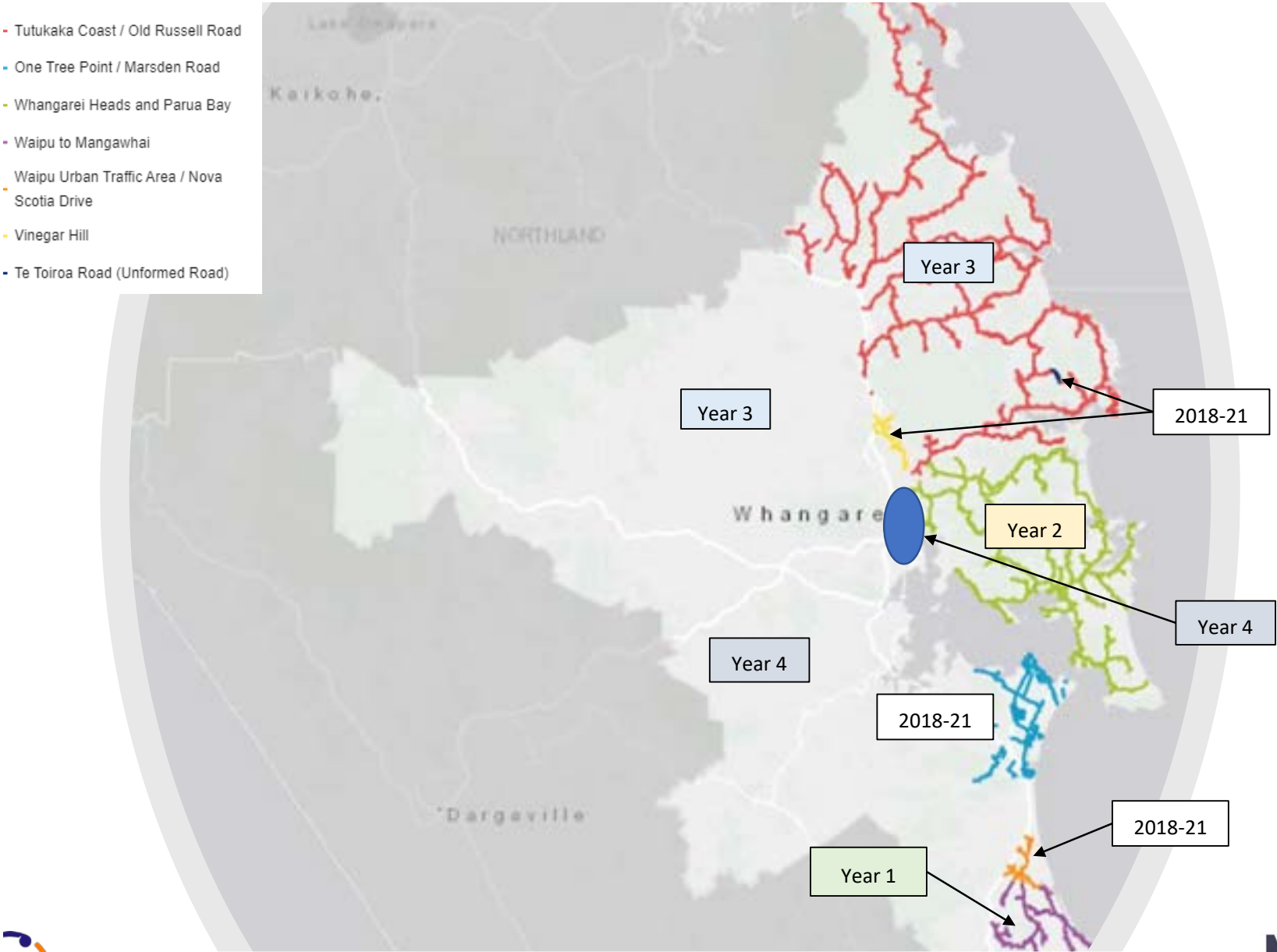






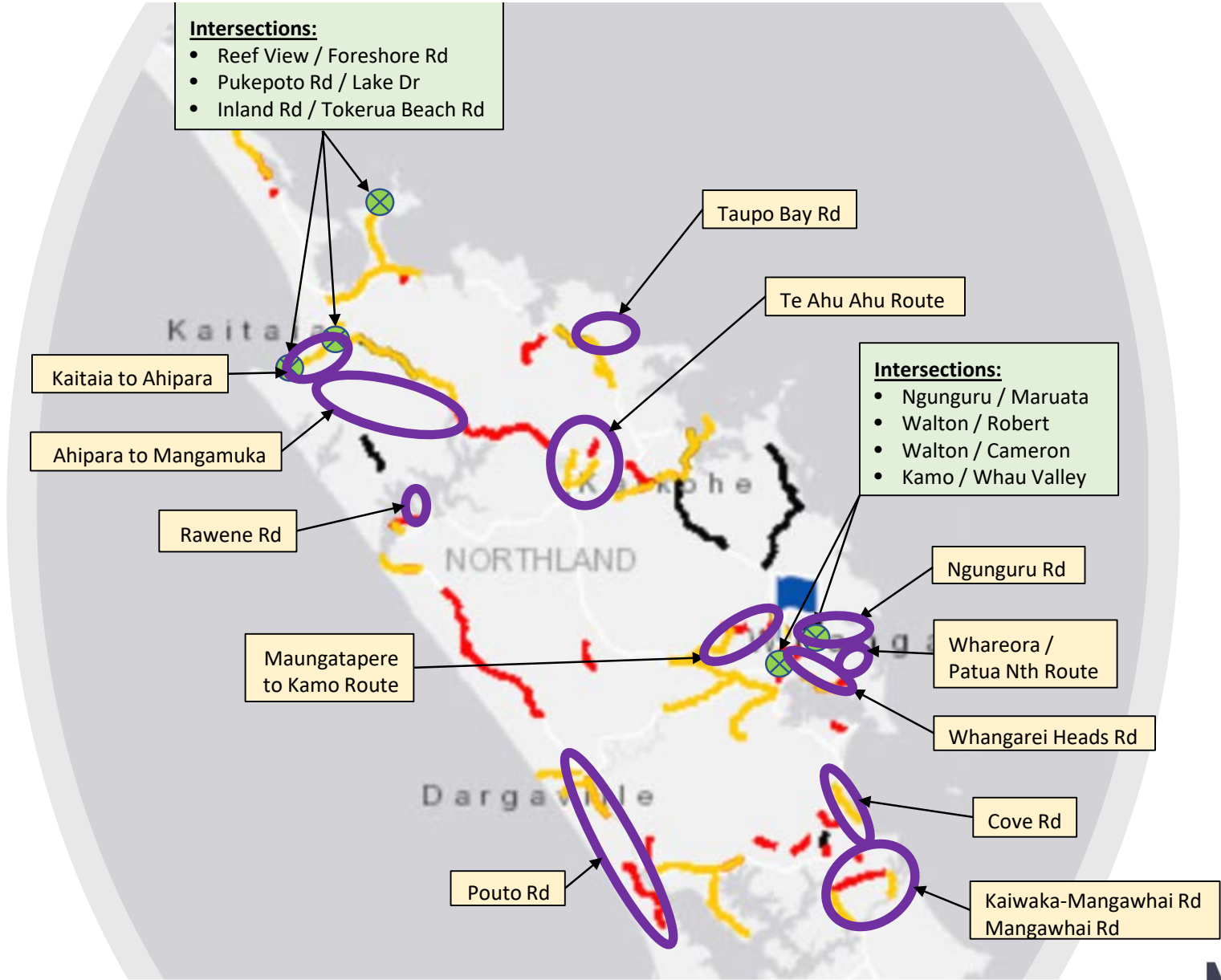
Map - Speed Management Measures (2021-24)





Map: Road Management Whangarei (2021-24)





Northland Road Safety Trust	Far North REAP	Bike Northland
Drive SOBA – drink driving programme – 3 or more offences	Driver Licensing/mentoring programmes covering the district	Bike skills training in schools
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Questions?