

Regional Transport Committee
Tuesday 2 August 2022 at 11.00am

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the Council Chamber
36 Water Street, Whangārei
on Tuesday 2 August 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, NRC Councillor Rick Stolwerk	FNDC Councillor Ann Court	WDC Councillor Greg Martin
KDC Councillor David Wills	NZTA Representative Steve Mutton	Deputy Chair, NRC Councillor Terry Archer

KARAKIA / WHAKATAU

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Opening Karakia

He hōnore, he korōria ki te Atua

He maungārongo ki te whenua

He whakaaro pai ki ngā tāngata katoa

Hangā e te Atua he ngākau hou

Ki roto, ki tēnā, ki tēnā o mātou

Whakatōngia to wairua tapu

Hei awhina, Hei manaki, hei tohutohu i a matou

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

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

Amine

Honour and glory to God

Peace on Earth

Goodwill to all people

Lord, develop a new heart

Inside all of us

Instil in us your sacred spirit

Help us, care for us, guide us

On our highways and roads across the region,

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

Amen

Closing Karakia

Unuhia, unuhia

Unuhia ki te uru tapu nui

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

Koia rā e Rongo, whakairia ake ki runga

Kia tina! TINA! Hui e! TĀIKI E!

TITLE: Confirmation of Minutes - 7 June 2022

From: Nicky Hansen, PA to GM Community Resilience

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 22 July
Group Manager/s: 2022

Ngā mahi tūtohutia / Recommendation

That the minutes of the Regional Transport Committee meeting held on Tuesday 7 June 2022, be confirmed as a true and correct record.

Attachments/Ngā tapirihanga

Attachment 1: 2022 06 07 Regional Transport Committee Minutes - unconfirmed [↓](#) 

Regional Transport Committee
7 June 2022

Regional Transport Committee Minutes

Meeting held in the Council Chamber
36 Water Street, Whangārei
on Tuesday 7 June 2022, commencing at 11.00am

Tuhinga/Present:

Chairperson Rick Stolwerk, Northland Regional Council
Far North District Council Councillor, Ann Court
Alternate – Whangārei District Council Councillor, Phil Halse
Kaipara District Council Councillor, David Wills
Waka Kotahi Representative, Steve Mutton

I Tae Mai/In Attendance:

Full Meeting

Northland Regional Council - Group Manager, Victoria Harwood (NRC)
NRC, Michael Payne
NRC Secretariat, Nicky Hansen
NRC Digital Coordinator – Social & Content, Meloney Tupou
Far North District Council, Andy Finch
NZ Police, Anne-Marie Fitchett
Northland Transportation Alliance, Nick Marshall (NTA)
NTA, Greg Monteith
NTA, Calvin Thomas
NTA, Chris Powell
NTA, Jeff Devine
NTA, Shawn Baker
Waka Kotahi, Randhir Karma
NTA, Anita Child

The Chair declared the meeting open at 11.04.

Ngā Mahi Whakapai/Housekeeping (Item 1.0)

Ngā whakapahā/Apologies (Item 2.0)

Moved (Wills / Stolwerk)

That the apologies from Deputy Chair Terry Archer, WDC Councillor Greg Martin, NZTA Representative Brian Palagi and NZTA Representative Jacqui Hori-Hoult for non-attendance be received.

Carried

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

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

Regional Transport Committee
7 June 2022

Confirmation of Minutes - 5 April 2022 (Item 4.1)

Report from Nicky Hansen, PA to GM Community Resilience

Moved (Halse / Stolwerk)

That the minutes of the Regional Transport Committee meeting held on Tuesday 5 April 2022, 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 (Stolwerk / Court)

That the action sheet be received.

Carried

Secretarial note:

Secretariat to remove completed items to-date from the action sheet, and items completed remain on the action sheet for 1 meeting following completion before being removed.

Action: Waka Kotahi to send the report relating to a recent fatal crash in Kaipara District to Cr Wills once it has been released. To date it has still not been released.

Funding Uptake Report (Item 5.1)

Report from Chris Powell, Transport Manager - Northland Transportation Alliance

Moved (Court / Stolwerk)

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

Carried

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". (Item 5.2)

Report from Chris Powell, Transport Manager - Northland Transportation Alliance

Moved (Stolwerk / Court)

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.

Carried

Regional Transport Committee
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Secretarial note:

Ann Court met with MoT representatives (x4) to discuss funding models and Northlands concerns and will keep committee informed with any outcomes.

RTC Chair Response to Ministers and Northland Voice (Item 5.3)

Report from Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience

Moved (Stolwerk / Halse)

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.

Carried

Action: Chair Councillor Stolwerk is to follow up with Minister Davis who is visiting in two weeks, regarding RTC questions.

Waka Kotahi Northland Activity and Funding Update (Item 5.4)

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

Moved (Stolwerk / Wills)

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.

Carried

Action: Waka Kotahi representative Steve Mutton will discuss funding allocations with the Chair once approval from the Waka Kotahi August 2022 board meeting.

Waka Kotahi Auditing State Highway Capital Projects (Item 5.5)

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

Moved (Court / Stolwerk)

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.

Carried

Total Mobility/Disability Transport Services in Far North - Update (Item 5.6)

Report from Anita Child, Transport Project Officer

Moved (Stolwerk / Court)

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.

Carried

Regional Transport Committee
7 June 2022

Northland Road Safety Update (Item 5.7)

Report from Ian Crayton-Brown, Transport Projects Officer

Moved (Wills / Halse)

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

Carried

Whakamutunga (Conclusion)

The meeting concluded at 12.23pm.

unconfirmed

TITLE: **Receipt of Action Sheet**

From: Nicky Hansen, PA to GM Community Resilience

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 22 July
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 2 August 2022 [!\[\]\(6bb0e4f14c4133b37d2887cb37e67ddd_img.jpg\)](#) 

Regional Transport Committee - action tracker						
as at 15 July 2022						
Action Item	Meeting date	Item	Action	Responsible staff	Status	Notes
5	11/08/2021	Northland Regional Land Transport Plan 2018-2021 Funding Uptake (Item 5.1)	The Chair and the GM Customer Services – Community Resilience will bring the following issues up with Labour MPs next week on behalf of Northland Regional Council and Regional Transport Committee: 1. How do Waka Kotahi decide which projects to fund – is it possible for projects to be funded without being included in our RLTP? 2. The delay in the release of the NLTP is causing issues with our contractors – uncertainty, aren’t able to provide a continuous pipeline of work. 3. Timing of safety improvements.	The Chair NRC GM - Community Resilience	In Progress	07/06/2022 - Labour MP Kelvin Davis meeting 15 June 2022 to answer questions. 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. 08/12/2021 - The August meeting with Labour MPs has been postponed due to COVID-19 Delta Variant Resurgence.
7	11/08/2021	Northland Road Safety Update (Item 6.1)	Waka Kotahi to send the report relating to a recent fatal crash in Kaipara District to Cr Wills once it has been released.	Waka Kotahi	Complete	07/06/2022 - Report was sent to Cr Wills on 7 June 2022. 07/06/2022 - Chris Powell reminded this is still to be circulated. - Waka Kotahi will supply after meeting. 08/12/2021 - report is yet to be released. 05/10/2021 - from Waka Kotahi action register: report is yet to be released.
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	10/05/2022 - Action escalated to Mayoral forum and assigned to CE’s to progress. 05/04/2022 - Next steps will be addressed by the Chair of the RTC at the next meeting in June 2022. 28/03/2022 - An update will be provided by Waka Kotahi on the 4 laning in the 5 April RTC meeting. - NTA will provide an update as soon as possible. 08/12/2021 - NTA will provide an update as soon as possible. 13/10/2021 - NTA will provide an update as soon as possible.
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	Complete	07/06/2022 - RTC was updated at the 7 June 2022 meeting that Waka Kotahi has no planned maintenance roadworks in the Uretiti area for this NLTP period. Waka Kotahi is delivering a safety project over the next two years as part of Road to Zero that will improve safety for road users on the stretch of State Highway 1 from the roundabout at Port Marsden Highway to the north side of the Brynderwyn Hills (this includes the Uretiti area). The safety improvements will greatly reduce the number of people killed or seriously injured along the section of state highway. 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	Complete	05/04/2022 - The process and explanation was covered in the RTC workshop. 28/03/2022 - To be workshopped in 2022 - April.
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	07/06/2022 - Question to be posed to Minister Davis on 15 June 2022. 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	In Progress	11/07/2022 - The Government is committed to an NZUP Northland Package investment broadly similar to previously announced for Northland – about \$700m. Waka Kotahi is working closely with KiwiRail as they develop their business case for the construction of a new rail line to Northport. A final business case is expected to be presented to the Waka Kotahi board and ministers in August 2022 for approval. A breakdown of the funding allocation for the rail connection will not be available until the end of August 2022.
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	In Progress	07/06/2022 - Responses recieved from Minister Davis on 15 June to be circulated. 07/06/2022 - Councillor Halse raised concerns – disconnect between funding provision and delivery for operations and maintenance. Can this be improved?
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	

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	11/07/2022 - This will be included in the Road to Zero Road Safety Initiatives material being presented at the RTC workshop on 2 August 2022. 07/06/2022 - Next workshop agenda discuss setting of speed limits 2022 regarding funding required for speed limit changes through the RLTP from Waka Kotahi.
35	5/04/2022	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	In Progress	11/07/2022 - The Ministers of Transport and Finance are overseeing an MOT review of the land transport revenue system ahead of the next Government Policy Statement on land transport (GPS) in 2024. The gap between demands on the NLTF – to deliver on the GPS - and available revenue led to a late decision to ‘top-up’ the 2021-24 NLTP with a Crown loan of \$2 billion. The current revenue for the NLTF comes from fuel excise duty and road user charges, both of which have been impacted by transport mode-shift, electric vehicles, and COVID-19, including lockdowns and the shift to working from home. The aim is to have a sustainable land transport revenue system that is capable of delivering the 2024-27 NLTP, including the repaying of the \$2 billion Crown loan. Waka Kotahi is expecting MOT to provide an update end of August 2022.
36	5/04/2022	Workshop Action	Waka Kotahi to send a copy of the report on forensics on spending to FNDC Councillor Court and take this discussion offline (awaiting email reply from Steve Mutton for clarity on the name of the report and the topic).	Waka Kotahi	In Progress	11/07/2022 - Speaking with FNDC to gain clarity on request.
37	5/04/2022	Workshop Action	ONF (One Network Framework) is to be added onto the agenda for the next Regional Transport Committee Workshop meeting on Tuesday 7 June 2022.	Waka Kotahi	Complete	07/06/2022 - This item was covered in workshop in June. 07/06/2022 - Chair Rick Stolwerk informed the meeting, if there were any questions these could be sent through the secretary for collation and forwarding to Waka Kotahi. Waka Kotahi to provide information on how they see this will benefit Northland.
38	7/06/2022	Waka Kotahi Northland Activity and Funding Update (Item 5.4)	Waka Kotahi representative Steve Mutton will discuss funding allocations with the Chair once approval from the Waka Kotahi August 2022 board meeting.	Waka Kotahi	In Progress	11/07/2022 - As per item 30, the Government is committed to an NZUP Northland Package investment broadly similar to previously announced for Northland – about \$700m. Further investigations are needed to refine project cost estimates. A final business case for the NZUP Northland Package is expected to be presented to the Waka Kotahi board and ministers in August 2022 for approval. A breakdown of the funding allocation for the rail connection will not be available until the end of August 2022.
39	7/06/2022	Workshop Action	1. Council David Wills two emailed questions are to be sent to Randhir for further comment - i. Under key challenges and opportunities, Northland - Auckland inter-regional connectivity is key for Northland's economic priority; Yet Waka Kotahi do not identify this as a focus for them. Why not? 2. In the preamble. Northland population is dispersed - Public Transport, cycling and walking mode share is limited. And yet one of the identified main focuses for Waka Kotahi is, Mode Shift to PT and active modes in major centres, Whangarei; With so many other roading issues and the already identified limitation on any potential success why is this a priority for us in Northland? 3. Randhir Karma to share his presentation with the Workshop Committee for response.	Waka Kotahi	Complete	11/07/2022 - i) With resilience and safety included as our headline focus areas, it is intended that these focus areas would also reflect the inter-regional connection between Northland and Auckland in terms of strategic route resilience and safety outcomes, noting that the Regional Story represents our short term NLTP view. Waka Kotahi is happy to amend the wording in these focus areas to make this more explicit. The 4-laning project is not specifically mentioned because the regional story is intended to be a short-term view (i.e NLTP cycles), and the strategic connection is already included on our 30 year programme. ii) Whangarei is Northland’s growth urban centre, and this presents an opportunity to focus on mode shift outcomes. This is aligned with current national strategic priorities around climate and mode shift outcomes and hence is a focus area.
40	7/06/2022	Workshop Action	Councillor Ann Court questioned In what way will the ONF assist with improving investment into Northland?	Waka Kotahi	Complete	18/07/2022 - When used on a national level, the ONF can help communicate challenges and solutions more consistently when they are being considered as part of future planning and investment decision-making. The application of the ONF gives RCAs the ability to more accurately and consistently describe their future networks. At a local level this will provide a key input into RLTP development, which will result in: a)A more robust plan of how the RTC and its constituent RCAs intend to manage the movement and place function of the transport network as it responds to growth and other challenges facing the region over the next 10 years, b)A stronger position for Te Tai Tokerau when all the bids nationally are considered and then prioritised using the Investment Prioritisation Method (IPM), which is utilised by Waka Kotahi to make investment decisions that support the aims of the GPS, and ultimately decide what is invested from the NLTF. Waka Kotahi is working to integrate the ONF into planning and investment processes, including long term plans, Regional Land Transport Plans (RLTPs) and the National Land Transport Programme (NLTP). 07/06/2022 - Waka Kotahi to provide information on how they see this will benefit Northland.

TITLE: Response from the Minister

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

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 22 July
Group Manager/s: 2022

Whakarāpopototanga / Executive summary

Questions from the Northland Regional Transport Committee were raised to the Minister of Transport Hon Wood office. Minister Woods responses were delivered by Minister Kelvin Davis at a face-to-face hui at the Northland Regional Council on 15 June 2022.

The questions from the RTC and the responses from the Minister's office are presented below.

Ngā mahi tūtohutia / Recommendation

That the report 'Response from the Minister' by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience and dated 29 June 2022, be received.

Background/Tuhinga

QUESTION: the four-lane highway from Whangārei to Marsden Point status? A timeframe for any possible re-consideration of this project as it is still No.1 on Northland RLTP.

Four-laning of Whangārei to Marsden Point

- The four-lane upgrade for general traffic is not in any current plan nor is it being progressed as part of the New Zealand Upgrade Programme (NZUP). The Government made changes to the original NZUP Whangārei to Port Marsden Highway project in June 2021 from a four-lane scheme to the current Northern Package, which consists of investment in rail infrastructure and state highway improvements.
- The investment in the state highway through the Northern Package is to address safety issues on the existing corridor.
- Further investigation is required before any decisions can be made about a four-lane highway between Whangārei and Port Marsden. Funding to carry out this work will need to be included in a future National Land Transport Programme (NLTP).
- The next NLTP is for 2024-27. While the four laning project has been identified in the Waka Kotahi long term (30 year) view, it does not appear as a priority in the Waka Kotahi 10-year project plan.

QUESTION Update on when decisions are being made on Marsden Rail Link and safety improvements SH1 Wellsford to Whangārei?

NZUP Northland Package: update on when decisions are being made on Marsden Rail Link and safety improvements SH1 Wellsford to Whangārei.

- *Rail improvements* – KiwiRail is currently progressing this business case and expects to seek approval from its Board by the end of June. Following that, a report will be provided to Ministers for consideration.

- *SH1 safety improvements* – Waka Kotahi is currently progressing the business case for the state highway safety improvements and expects to seek approval from the Waka Kotahi Board and from Ministers in Q3 2022.

QUESTION: 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 are the best options?

- It is important that the RTC work closely with Waka Kotahi officials to develop a compelling Northland investment story based on evidence that will feed in to the Regional and National Land Transport Programme.
- If the Northland RTC would like to discuss transport issues with Hon Michael Wood, Minister of Transport, they are welcome to request a meeting.

QUESTION: 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?

Funding

- To ensure a sustainable future funding model for the National Land Transport Fund (NLTF), a review of land transport funding (in conjunction with Treasury and the Ministry of Transport) is in progress.
- Funding through the 2021–24 NLTP has been targeted at delivering a land transport system that is safe and accessible; that supports Aotearoa’s economic recovery and continues our transition to a more sustainable transport system.
- During this three-year period, total investment in the land transport system will be significant, with about \$24.3 billion invested across the NLTF, Crown funding and co-investment from local councils. This includes a \$751 million investment for Northland’s land transport system, which is a large boost from the \$460 million budgeted for in the 2018 NLTP.
- Following the release of the Emissions Reduction Plan, several Climate Emergency Response Fund budget bids have been announced, including:
- \$569 million for Clean Car Upgrade, an equity-oriented pilot and rollout of a scrap-and-replace scheme, which will provide targeted assistance to lower- and middle- income households to shift to low-emission alternatives upon scrapping their old vehicle.
- \$350 million to fund Transport Choices, transport services and infrastructure investments that reduce reliance on cars and support uptake of active and shared modes. Investment areas will include rapidly rolling out urban cycleway networks, creating walkable neighbourhoods, supporting safer, greener, and healthier school travel, and making public transport more accessible and easier to use.
- \$20 million for a vehicle social leasing scheme trial, which will lease low-emission vehicles to low-income New Zealanders, making it more affordable to transition to cleaner options.
- \$61 million to support a sustainable, skilled workforce of bus drivers.

- \$40 million over four years to accelerate the decarbonisation of the public transport bus fleet to enable providers to start working towards the Government's target of decarbonising the public transport bus fleet by 2035.
- \$20 million to accelerate the decarbonisation of freight transport. This includes co-funding for low emission freight projects through a dedicated round of the Low Emissions Transport Fund delivered by the Energy Efficiency and Conservation Authority, and funding Te Manatū Waka Ministry of Transport's development of the decarbonisation aspects of the National Freight and Supply Chain Strategy and other freight-related actions in the Emissions Reduction Plan.

Northland Speed Review

- On 14 June 2022, Waka Kotahi concludes the public consultation on permanent speed limits for 11 corridors of state highway in Te Tai Tokerau Northland and Tāmaki Makaurau north Auckland.
- This consultation includes proposed lowered speed limits at schools and through townships in the region. It also includes collaboration with iwi and hapū on signage for marae.
- Keeping students safe from vehicles outside the school gates is the top priority for the review. Initially, for schools within the review area, the proposed changes include reducing existing permanent speed limits for some schools and/or using variable speed limits.
- Waka Kotahi will consider the feedback that has been provided, then make a final decision and notify the public.

Attachments/Ngā tapirihanga

Nil

TITLE: Road Safety

From: Ian Crayton-Brown, Transport Projects Officer

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 22 July
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 Police regarding capital improvements, road safety enforcement and promotional activities to meet the expectations of the Governments 10-year road safety strategy Road to Zero.

Ngā mahi tūtohutia / Recommendation

That the report 'Road Safety' by Ian Crayton-Brown, Transport Projects Officer and dated 15 July 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 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

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 National Road Safety Strategy. The Setting of Speed Limits Rule 2022 has been adopted, staff are working with Waka Kotahi to transition to the new rule. A more comprehensive report is included in the RTC Workshop.

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

- Implemented – 176km of roads.
- Next Catchment – Kaitaia-Awaroa, Kohukohu-Broadwood, Moerewa urban and Te Oneroa-a-Tohe Ninety Mile Beach area (509km of roads, excluding Te Oneroa-a-Tohe Ninety Mile Beach) is currently in the detailed design and procurement phase.
- 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

- Implemented – 214km of roads.
- Next Catchment – 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

- Implemented – 117km of roads.
- Next Catchment – 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

507 kilometres of Northlands local road network has been treated. We are working on developing the Interim Speed Management Plans (2022-24) and preparing the Regional Speed Management Plan (2024-27 and beyond).

Road Safety Promotion Contracts Year 1 Summary:

It has been a successful year of delivery for our road safety promotion contracts. There have been some interruptions with the Covid-19 pandemic, but the region has seen some successful road safety outcomes.

Bike Northland – Whangarei District

- Delivers bike skill in schools and runs adult programmes as well.

- Was contracted to deliver to 1240 Grade 1 (beginners) students and actual delivery was to 1941 students.
- Was contracted to deliver to 500 Grade 2 students and adults (taking the skills learnt in Grade 1 and riding on the road) and actual delivery was to 547 students.
- Grade 1 courses were delivered to 20 different schools in the Whangarei district and Grade 2 courses were delivered to 12 different schools.
- Has been awarded a contract to deliver in the Far North District for Year 2 and 3 and funding for Bike Skills in the Kaipara District is being sought.
- The Bikes in Schools programme is also supported by Bike Northland where schools take it upon themselves to build a bike track and own a fleet of bikes for the students to use. The focus for this year has been to support the existing programmes and upskill the teachers with using bikes. 22 schools in Northland have taken up this programme:
 - 18 in Whangarei District
 - 2 in Kaipara District
 - 2 in Far North District
 - 4 more schools are currently working with Bike Northland to implement the Bikes in Schools programme; 3 in the Whangarei District and 1 in the Kaipara District

Northland Road Safety Trust – Whangarei and Kaipara District

- On top of their well-developed programmes, this year the Northland Road Safety Trust developed several new programmes:
 - The Silver Fern Farms programme, where driver mentoring and licencing opportunities were provided to the employees on work time.
 - A new Drug Impaired Driving programme - this programme will be for drivers charged with driving under the influence of drugs (prescription or illegal), this programme was developed to support the legislation change around saliva roadside drug testing by police, although this change is not expected to take place till early 2023.
 - A new child restraint programme was established in partnership with New Zealand Police and Plunket where if the Police ticket someone for not having an appropriate restraint for their child they can get in contact with Plunket and get the support they need as well as getting their fine removed.
 - In curriculum driver licencing programmes. This has been established in two High Schools and will remain a focus for year 2 and 3.
- The Northland Road Safety Trust has intention to bring on a contracted support person to increase capacity to work on more programmes for the Whangarei and Kaipara Districts.

Far North REAP (Rural Education Activities Programme) – Far North District

- Far North REAP have had another full year of promotional activity as well as utilising their 6 district teams to host a range of road safety programmes and licensing initiatives. Some of the highlights that came out of year 1 was:
 - The launch of their promotional campaign theparty.co.nz – a new technology used in New Zealand where the user was enabled to make the decisions for the characters with a range of outcomes.
 - One Tear Too Many brand refresh – this has been a big piece of work and looking at a region wide roll out in Year 2.
 - A new child restraint programme where they are asking for people to return unused child restraints and the team works on them to decide if they can be reissued to a family in need (after a thorough check and clean) or destroyed, for example if the

child restraint is expired. The restraints are sent to Seat Smart where they are broken down and the parts can be recycled.

- The Far North Driver Licensing Improvement Programme – the team are in the middle of a pilot where Police staff have been trained to undertake restricted and full licence tests for students who have completed a programme with Far North REAP. This is alleviating some of the barriers people face when trying to graduate through the driver licence system. The hope is that this will be rolled out region wide.

Road User Choice Road Trauma Update

2021 - 1 January – 19 July, Road Fatalities Statistics

Fatalities Jan – Jul 2021	Far North	Whangārei	Kaipara	Northland	National
Local roads	2	2	2	6	97
State highways	5	3	6	14	87
TOTAL	7	5	8	20	184

2022 – 1 January – 19 July, Road Fatalities Statistics

Fatalities Jan - Jul 2022	Far North	Whangārei	Kaipara	Northland	National
Local roads	3	3	0	6	106
State highways	7	3	2	12	97
TOTAL	10	6	2	18	203

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

- R4E – 2019/2020 – 240 riders completed courses for that financial year.
- R4E – 2020/2021 – 186 riders completed courses for that financial year.
- R4E – 2021/2022 – 182 riders have completed courses for this financial year just completed.
 - Bronze Course – 78
 - Silver Course – 50
 - Gold Course – 54

Government restrictions and lockdowns around Covid have been consistent during the last two years affecting the Ride Forever Training. It is hoped that this next 12-month period will at least see a return to figures similar or better to 2019/2021 financial year period.

Motorcycle safety continues to be a high priority area of interest and focus. There have now been five motorcyclists killed on Northland roads since the beginning of this year. These crashes will be further investigated by the Police and the Coroner.

Work continues development of the draft Northland Motorcycle Safety Strategy with WSP. ACC continues to lead the Ride Forever Programme and together with Waka Kotahi NZ Transport Agency are placing safety messaging on high risk and popular motorcycle routes around Northland roads.



Waka Kotahi Road Safety Promotion/Media themes for June & July 2022

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

- Alcohol, Distractions, Speed, Safe Vehicles,

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.'

The two examples below have been designed for including in the Northern Advocate spaces booked for road safety messaging.

A horizontal banner for road safety. On the left, it says 'DID YOU KNOW?' in large letters, followed by 'Driving in the rain can reduce visibility.' and an illustration of a car in the rain. To the right, a box states 'Crash risk is increased by 71% compared to dry conditions' and 'Remember: Worn or damaged windscreen wipers can reduce visibility even more!!'. The background features a large, stylized 'ROAD TO ZERO' logo. At the bottom, the 'NORTHLAND TRANSPORTATION ALLIANCE' is listed with logos for For North District Council, Kaipara District, Whangarei District Council, Northland Regional Council, and Waka Kotahi NZ Transport Agency. A small 'ROAD TO ZERO' logo is also in the bottom right corner.



Northland Rugby Union Road Safety Partnership 2022/2023 Season:

Northland road safety partners including the Police are again working with the Northland Rugby Men's NPC team, promoting road safety. The 'Seatbelts On' message will again feature on the team shorts. We will also be able to continue using the Taniwha image/theme with our road safety print/media messaging and promotional items.

A joint road safety presentation was given with Police on Wednesday the 13 July 2022 at one of the NPC teams induction days at the Northland Rugby Union HQ & training quarters at Pohe Island, which was interactive and popular with the players and management. The feedback has been very positive.



Police 'Grip Test' device




Road Policing Manager Anne-Marie Fitchett engaging with players



Driving blind texting - Blindfold passing rugby ball exercise

Attachments/Ngā tapirihanga

Attachment 1: Northland Police Presentation 2022 08 02 [↓](#) 

New Zealand Police

Regional Transport Committee

2 August 2022



Fatalities

Deaths and Serious injuries 2011 - 2020

Crash Road	Fatalities	Serious Injured	DSI Total
SH 1N	62	248	310
SH 12	15	110	125
SH 10	18	103	121
SH 1	18	33	51

Deaths and Serious injuries 2021 – June 2022

Crash Road	Fatalities	Seriously Injured	DSI Total
SH 1	11	35	46
SH 12	5	19	24
SH 10	3	19	22

Date	Location
21 June	SH10, Taipa
23 June	SH1, Rangitihi, Kaitaia
23 June	SH1, Okaihau
25 June	SH15, Pakotai
3 July	Matapouri Road
14 July	SH1, Moerewa



Speed cameras

Road Name	TLA Territorial local authority	Regional council	Locality suburb	RCA	Posted Speed Limit	Operating Speed	Mean speed within 85% of speed limit	AADT	Corr Length
Whangarei Heads Rd North	Whangarei District	Northland Region	Tamaterau	Whangarei District	100	72	No	4880	113
01N-0266	Whangarei District	Northland Region	Otaika	Waka Kotahi	100	87	Yes	14610	144
Dent Street	Whangarei District	Northland Region	Whangarei	Whangarei District	50	34	No	22550	68
Commerce Street	Far North District	Northland Region	Kaitaia	Far North District	50	38	No	5521	128
01N-0303	Kaipara District	Northland Region	Brynderwyn	Waka Kotahi	100	86	Yes	8430	976
01N-0319	Kaipara District	Northland Region	Topuni	Waka Kotahi	100	86	Yes	9163	795
01N-0198	Far North District	Northland Region	Kawakawa	Waka Kotahi	100	80	No	7025	257
Ngunguru Rd North	Whangarei District	Northland Region	Glenbervie	Whangarei District	80	62	No	4650	402
010-0000	Far North District	Northland Region	Oromahoe	Waka Kotahi	100	85	Yes	4085	127
Ngunguru Rd North	Whangarei District	Northland Region	Kiripaka	Whangarei District	100	65	No	3880	341
01N-0104	Far North District	Northland Region	Awanui	Waka Kotahi	100	87	Yes	6188	400
01N-0211	Whangarei District	Northland Region	Hikurangi	Waka Kotahi	100	87	Yes	5988	416
014-0000	Whangarei District	Northland Region	Maungatapere	Waka Kotahi	100	87	Yes	6122	502
Kaitaia-Awaroa Road	Far North District	Northland Region	Kaitaia	Far North District	100	92	Yes	2289	172
Otiria Road	Far North District	Northland Region	Moerewa	Far North District	100	72	No	1079	167
010-0017	Far North District	Northland Region	Kaero	Waka Kotahi	100	84	No	3604	197
011-0000	Far North District	Northland Region	Kawakawa	Waka Kotahi	100	67	No	2351	284
Ahipara Road	Far North District	Northland Region	Ahipara	Far North District	100	83	No	784	220
Pouto Road	Kaipara District	Northland Region	Dargaville	Kaipara District	100	91	Yes	1900	845
15A-0000	Whangarei District	Northland Region	Ruakaka	Waka Kotahi	100	81	No	3705	845
015-0081	Whangarei District	Northland Region	Maungatapere	Waka Kotahi	100	68	No	3903	103
010-0079	Far North District	Northland Region	Kaipara	Waka Kotahi	100	84	No	2791	995

- New deployment rules around traffic camera cars/operators



Driver Licencing Initiative

Feedback:

“Why aren’t all our poupou friendly like these ones?”

“I’m telling my mates the cops gave me a licence instead of taking it off me.”

“I can apply for the job I want now.”

“Three came from one of our local businesses (forestry) and their boss can now give them the company vehicles to drive.”

“He calmed me down cause I was really nervous, this was my third time.”

“Now I can show my 6 kids, Dad has a licence.”

“I don’t have to look over my shoulder, I’m legal.”



Driver Licencing



Dave Cliff – Global Road Safety Partnership



- Speed limit reduction fundamental to reduction in DSI.
- Globally most countries would never consider 100km/hr limit on a non-divided road.
- Single biggest thing NZ can do is to get speed limits down to 80km/hr and enforce rigorously.
- NZ has a 300% higher road trauma rate than the best performing countries.
- Countries who are rolling out safe system approaches are seeing huge gains.
- The greater the speed tolerance, the worse the trauma/results. A 1km mean speed reduction = 3 – 5% trauma reduction (16 lives in NZ). A 10km/hr mean speed reduction = 20% reduction in fatal rate.
- Leadership makes the difference!

Thank you!



TITLE: **Funding Uptake Report**

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 22 July
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 financial period 1 July 2021 to 30 June 2022.

Ngā mahi tūtohutia / Recommendation

That the report 'Funding Uptake Report' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 29 June 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 June 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: RTC Funding Uptake Report for 2 August 2022 [↓](#) 

Attachment 2: RTC Funding Uptake Report for 2 August 2022 - Graphs 1 [↓](#) 

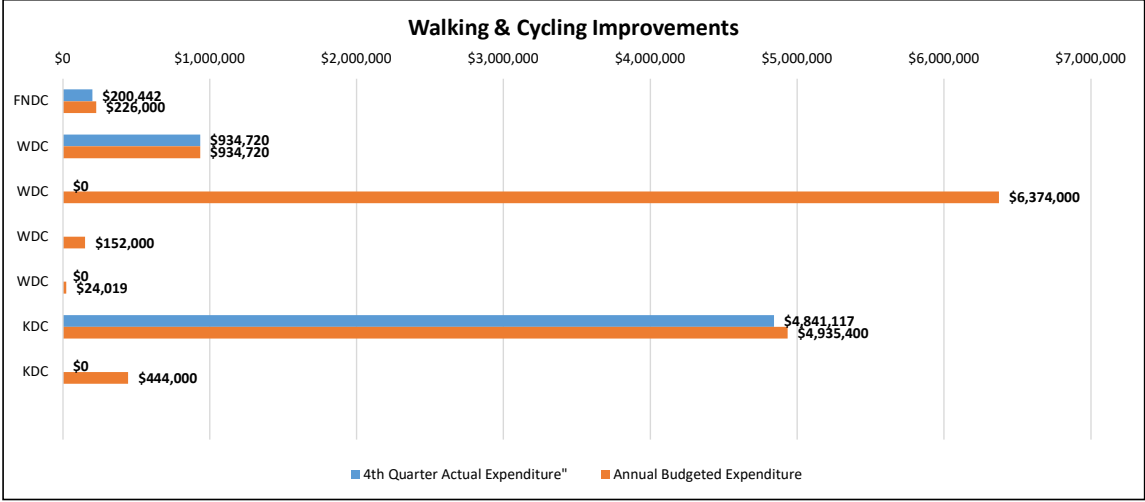
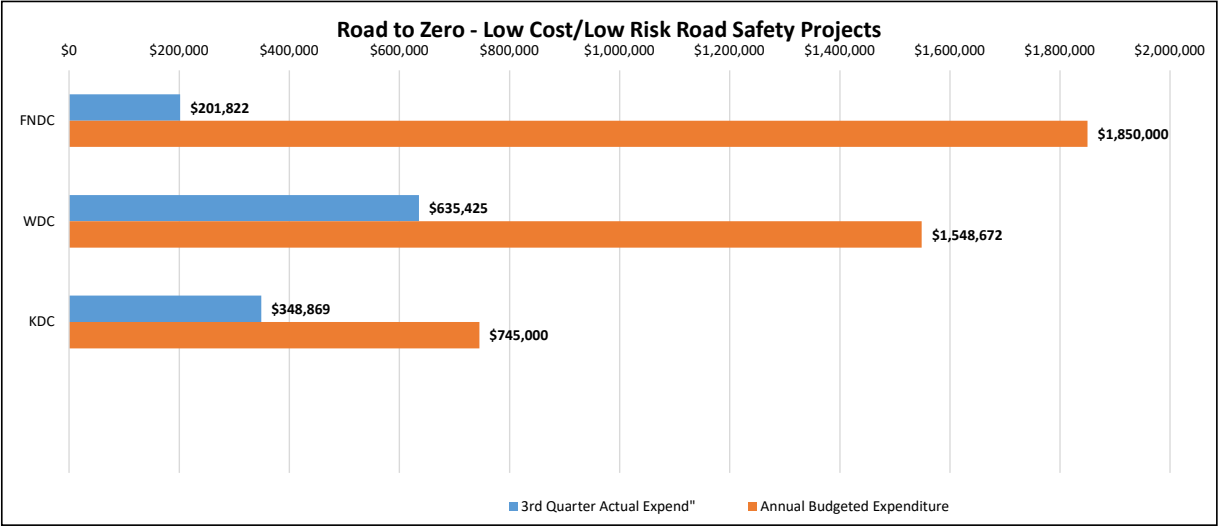
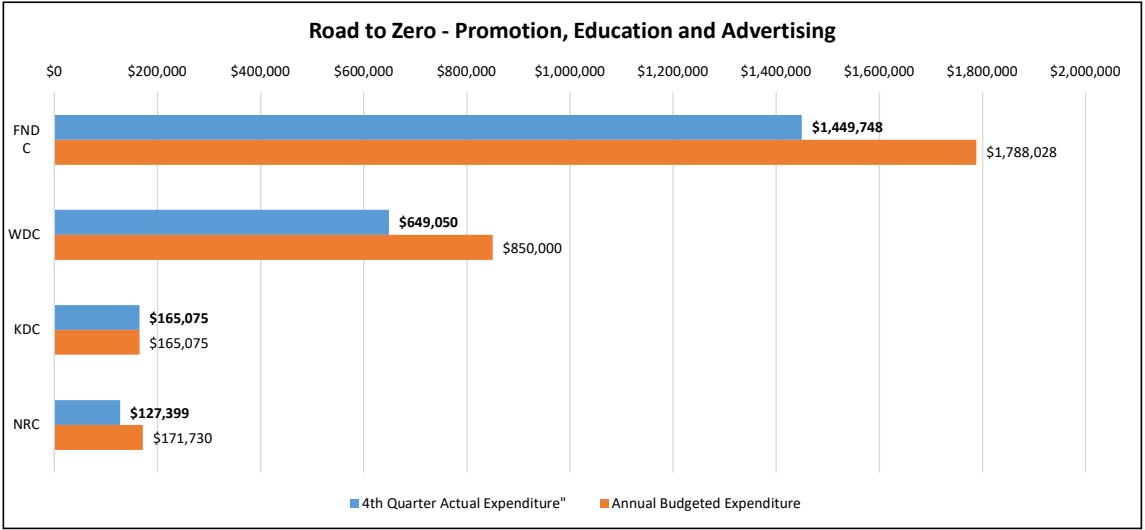
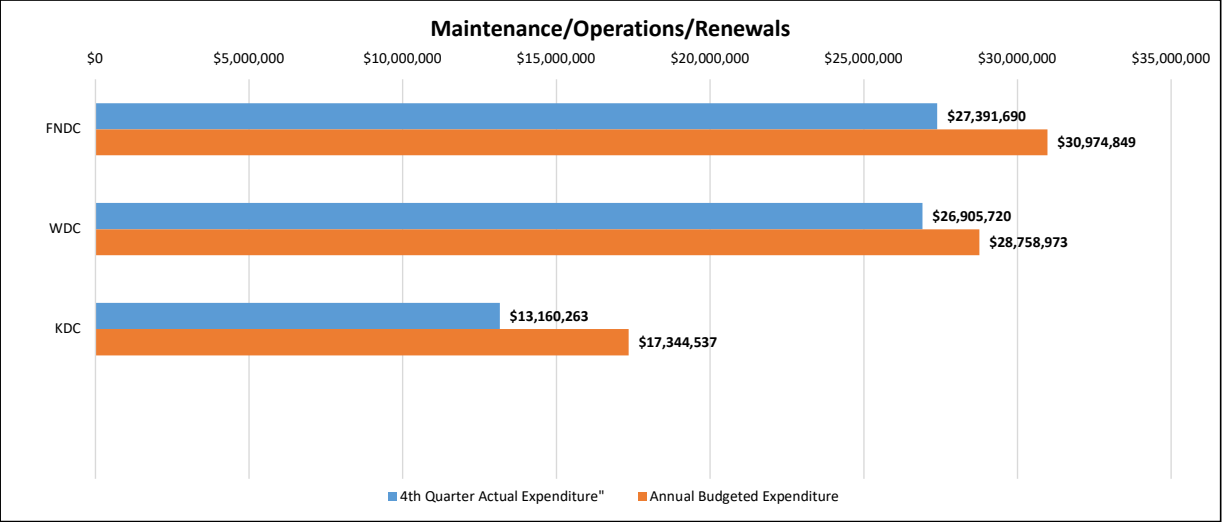
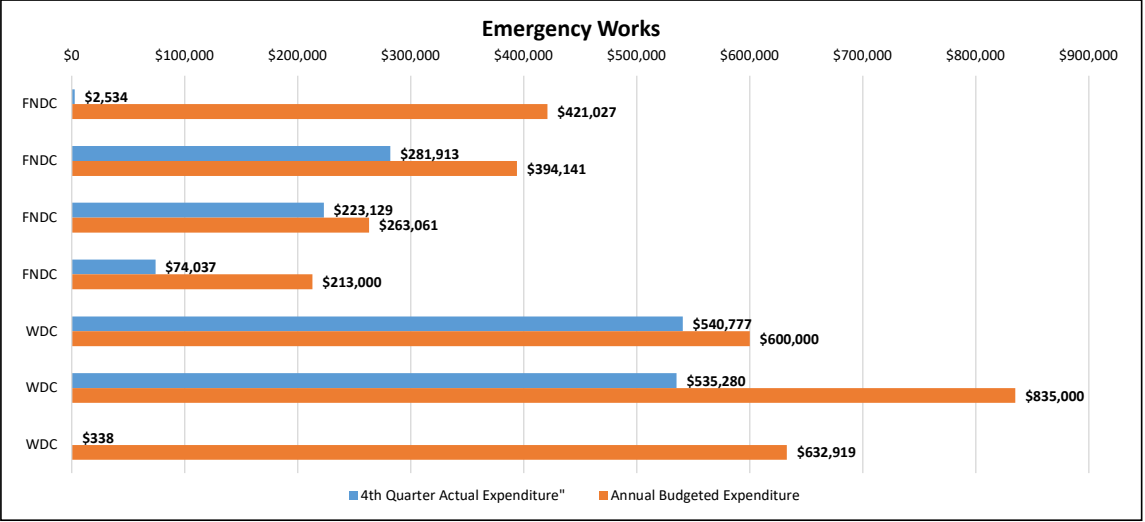
Attachment 3: RTC Funding Uptake Report for 2 August 2022 - Graphs 2 [↓](#) 

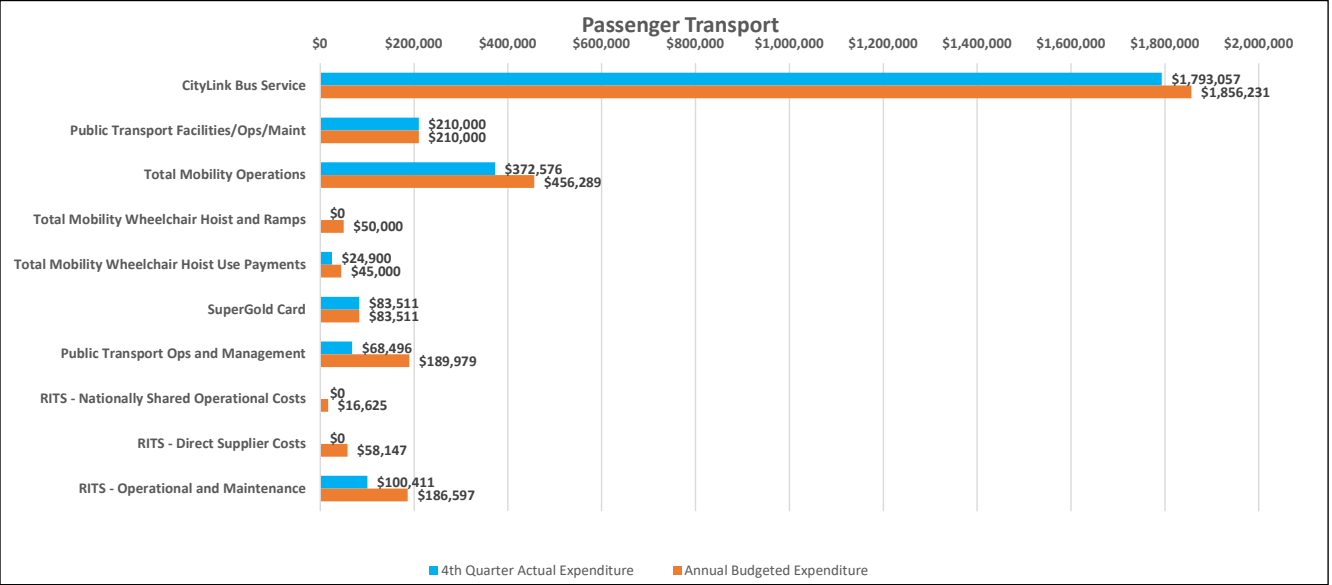
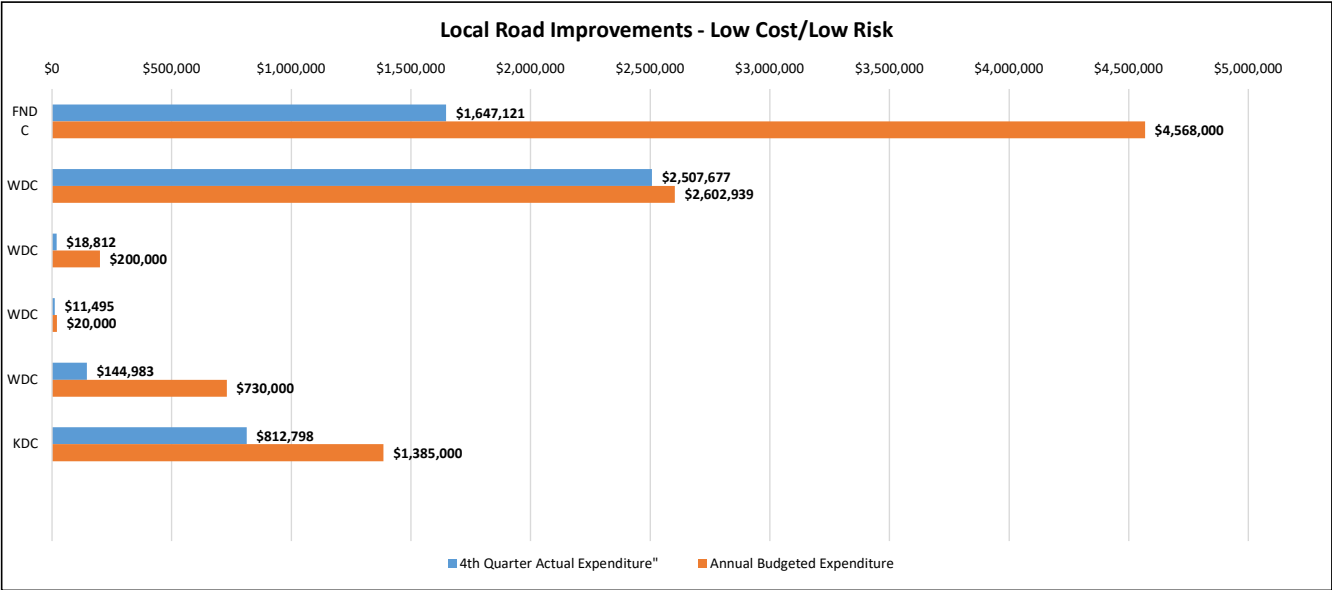
Regional Land Transport Plan 2021/2024 - Funding Uptake for the 2021/2022 Financial Year

RLTP Funding 4th Quarter = 1 July 2021 - 30 June 2022

Activities/Programmes	W/C	App Auth	FAR	Status	2021/2022 Financial Year			Remaining Expenditure 2019/2020	Cumulative 1st, 2nd, 3rd & 4th Quarters			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 %		Forecast Expenditure to June 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 environmenta l effects of the transport network	Priority 6 Provide better transport options & consider transport disadvantaged	Priority 7 Future proofing & long term planning				
Emergency Works																											
EW July 2020 - LR Maintenance	141	FNDC	69%	App	\$421,027	\$2,534	1%	\$418,493	\$421,027	\$2,534	1%	X		X			X					X			Emergency response for eight remaining sites will be completed next 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, minor repair works will be attended to in the 1st quarter of the new financial year. Initial Response works completed this financial year, minor repair works will be attended to in the 1st quarter of the new financial year. Works partially completed in 2021-22, to be fully implemented in 2022-23. Delays over tendering during 2021-22, new contract awarded for Landslip 2 (Anzac Road intersection). Commencement date dependant on arrival of material. Works to be completed during 2022-23. High St Slip Site 1 that formed during June 2020 storm. Initial tender and contract cancelled due to covid related cost increases. Site re-evaluated and a low cost solution will be carried out during 2022-23. Awaiting design. Project will be delivered in 2022/2023 financial year Reconcilliation required of RAMM. Expenditure claimed under incorrect work		
EW September/October 2021 - Construction	141	FNDC	69%	App	\$394,141	\$281,913	72%	\$112,228	\$986,640	\$281,913	29%	X		X			X				X						
EW February 2022 Cyclone Dovi - LR Maintenance	141	FNDC	69%	App	\$263,061	\$223,129	85%	\$39,932	\$263,061	\$223,129	85%	X		X			X				X						
EW March 2022 - LR Maintenance	141	FNDC	69%	App	\$213,000	\$74,037	35%	\$138,963	\$213,000	\$74,037	35%	X		X			X				X						
EW - Whangarei District - March 2022 - LR Maint	141	WDC	53%	App	\$600,000	\$540,777	90%	\$59,223	\$600,000	\$540,777	90%	X		X			X				X						
EW Storm Event 17 July 2020 - LR Maintenance	141	WDC	53%	App	\$835,000	\$535,280	64%	\$299,720	\$835,000	\$535,280	64%	X		X			X				X						
EW Storm Event June 2020 - LR Maintenance	141	WDC	53%	App	\$632,919	\$338	0%	\$632,581	\$632,919	\$338	0%	X		X			X				X						
EW Bays Beach Entrance 7 Oct 2021 Event	141	KDC	62%	App	\$205,513	\$7,743	4%	\$205,513	\$205,513	\$7,743	4%	X		X			X				X						
EW - Tropical Cyclone March 2022	141	KDC	62%	App	\$192,000	\$0	0%	\$192,000	\$192,000	\$0	0%	X		X			X				X						
Maintenance/Ops/Renewals																											
	111 - 222	FNDC	69%	App	\$30,974,849	\$27,391,690	88%	\$3,583,159	\$30,974,849	\$27,391,690	88%	X	X	X	X	X	X	X	X	X	X	X	X		Maintneance and Operations completed this financial year, however there are carryforwards on all Renewals work categories into 2022/23. All operational and maintenance activity subsidy fully uptaken, some renewals not fully uptaken due to a combination of late funding approvals and supply issues due to covid restrictions. Renewal subsidy not fully uptaken to be carried forward to year 2022-23. Late funding approval delayed program delivery. This will be caught up in 2022/2023 financial year		
	111 - 222	WDC	53%	App	\$28,758,973	\$26,905,720	94%	\$1,853,253	\$28,759,973	\$26,905,720	94%	X	X	X	X	X	X	X	X	X	X	X	X				
	111 - 222	KDC	62%	App	\$17,344,537	\$13,160,263	76%	\$4,184,274	\$17,277,870	\$13,160,263	76%	X	X	X	X	X	X	X	X	X	X	X	X				
Investment Management																											
Whangarei District Transportation Model Update	2	WDC	53%	App	\$50,000	\$0	0%	\$50,000	\$50,000	\$0	0%														Due to late submission and approval of funds, work activity unable to be carried out in 2021-22. Work due to commence and be fully implemented early in 2022-23. Due to staff shortage, three year review of the Regional Land Transport Plan 2021/2027 yet to commence. Funding not utilised will be carried over into 2022/2023 financial year. One staff member down for the 2021/2022 financial period. Unspent portion will be carried forward into 2022/2022 financial year. Provision made for minor amendments that were not required.		
Regional Land Transport Plan	1	NRC	54%	App	\$358,034	\$159,070	44%	\$198,964	\$358,034	\$159,070	44%																
Regional Public Transport Plan	3	NRC	54%	App	\$6,247	\$0	0%	\$6,247	\$6,247	\$0	0%																
Regional Road Safety Plan	3	NRC	54%	Prob	\$267,512	\$159,070	59%	\$108,442	\$267,512	\$159,070	59%																
Road to Zero																											
Safety Promotion, Education and Advertising	432	FNDC	69%	App	\$1,788,028	\$1,449,748	81%	\$338,280	\$1,788,028	\$1,449,748	81%			X		X	X				X	X			The Far North REAP Contract and Activities completed this financial year. Due to Cvoid related restrictions some programmes were unable to be run in 2021-22. New programmes to uptake full 2022-23 subsidy plus carry forward from 2021-22 to be implemented in 2022-23. Fully expended. All planned projects were undertaken. Savings incurred on one staff member under budget. Funding not utilised will be carried forward into the 2022/20223 financial year. Due to the knock on effects from late funding approvals, some projects were not fully implemented in 2021/22 and as such will continue into the next financial year. Several projects partially implemented due to late approval of funds: Investigation and designs competed but implementation due in next construction season. Two of the four speed management tranches deffered to Late funding approval delayed program delivery.		
	432	WDC	53%	App	\$850,000	\$649,050	76%	\$200,950	\$850,000	\$649,050	76%			X		X	X				X	X					
	432	KDC	62%	App	\$165,075	\$165,075	100%	\$0	\$165,075	\$165,075	100%			X		X	X				X	X					
	432	NRC	54%	App	\$171,730	\$127,399	74%	\$44,331	\$171,730	\$127,399	74%	X	X	X	X	X	X	X	X	X	X	X	X	X			
Low Cost/Low Risk Road Safety Projects	341	FNDC	69%	App	\$1,850,000	\$201,822	11%	\$1,648,178	\$1,850,000	\$201,822	11%	X	X	X	X		X	X	X	X	X	X					
	341	WDC	53%	App	\$1,548,672	\$635,425	41%	\$913,247	\$1,548,672	\$635,425	41%	X	X	X	X		X	X	X	X	X	X					
	341	KDC	62%	App	\$745,000	\$348,869	47%	\$396,131	\$745,000	\$348,869	47%	X	X	X	X		X	X	X	X	X	X					
Walking & Cycling Improvements																											
Low Cost/Low Risk Walking and Cycling Improvements	341	FNDC	69%	App	\$226,000	\$200,442	89%	\$25,558	\$226,000	\$200,442	89%	X	X	X	X		X	X	X	X	X	X				The W&C projects completed this financial year. Full subsidy uptake achieved, through new footpath construcion. Kamo stage 5 project deffered to 2022-23 and 2023-24 as works not completed on PGF Ruamunga cycle project. Kamo stage 5 project deffered to 2022-23 and 2023-24 as works not completed on PGF Ruamunga cycle project. Kamo & Tikipunga Project complete, no further subsidy uptake required. This is a continuous program spread across multiple Long Term Plans. Expenditure is expected to continue with delivery ramping up in 2022/23. Expenditure is expected to be fully utilised in the 2023/2024 financial year. This is a continuous program spread across multiple Long Term Plans. Expenditure is expected to continue with delivery ramping up in 2022/23. Expenditure is expected to be fully utilised in the 2023/2024 financial year.	
Low Cost/Low Risk Walking and Cycling Improvements	341	WDC	53%	App	\$934,720	\$934,720	100%	\$0	\$934,720	\$934,720	100%	X	X	X	X		X	X	X	X	X	X					
Cycleways Construction 2018/21 - Implementation	452	WDC	53%	App	\$6,374,000	\$0	0%	\$6,374,000	\$6,374,000	\$0	0%	X	X	X	X		X	X	X	X	X	X					
Cycleway Construction 2018/21 - Pre. Imp	452	WDC	53%	App	\$152,000	\$0	0%	\$152,000	\$152,000	\$0	0%	X	X	X	X		X			X	X	X					
Cycleway Construction 2015/18 - Construction	452	WDC	53%	App	\$24,019	\$0	0%	\$24,019	\$24,019	\$0	0%	X	X	X	X		X			X	X	X					
Mangawhai Shared Path - Phase 1	452	KDC	62%	App	\$4,935,400	\$4,841,117	98%	\$94,283	\$4,935,400	\$4,841,117	98%	X	X	X	X		X	X		X	X	X					
Mangawhai Shared Path - Implementation Phase 2	451	KDC	62%	App	\$444,000	\$0	0%	\$444,000		\$0		X	X	X	X		X	X		X	X	X					

Local Road Improvements																							
Low cost / low risk improvements 2021-24-Local Roads	341	FNDC	69%	App	\$4,568,000	\$1,647,121	36%	\$2,920,879	\$4,568,000	\$1,647,121	36%	X										X	Due to the knock on effects from late funding approvals only investigaitons and design works have been undertaken for several structural projects, but these will be implemented in the following constuction/financial year.
Low cost / low risk improvements 2021-24-Local Roads	341	WDC	53%	App	\$2,602,939	\$2,507,677	96%	\$95,262	\$2,602,939	\$2,507,677	96%	X	X	X	X		X	X	X	X		X	Subsidy virtually fully uptaken, some projects partially implemented due to late approval of funding subsidy. Design and investigaiton complete for resilience slips, but implementation will only occur in next construcion season.
Maunu Rd/Porowini Ave Int Improvements	324	WDC	53%	App	\$200,000	\$18,812	9%	\$181,188	\$200,000	\$18,812	9%	X		X			X						Implementation deferred to 2022-23
Maunu Rd/Porowini Ave Int Improvements	324	WDC	53%	App	\$20,000	\$11,495	57%	\$8,505	\$20,000	\$11,495	57%	X		X			X						Project implementaiton complete - defect liability period
Port Road/Kioreroa Rd Int Improvements	324	WDC	53%	App	\$730,000	\$144,983	20%	\$585,017	\$730,000	\$144,983	20%												Design commenced, but implementaiton deferred to 2022-23 due to knock-on delays relating to Covid supply issues.
Low cost / low risk improvements 2021-24-Local Roads	341	KDC	62%	App	\$1,385,000	\$812,798	59%	\$572,202	\$1,385,000	\$812,798	59%	X	X	X	X		X	X	X	X		X	Late funding approval delayed program delivery. This will be caught up in 2022/2023 financial year
Provincial Growth Fund																							
<u>Far North District Council</u>																							
Ngapipito and Peria Rds Construction	324	FNDC	100%	App	\$4,492,686	\$4,492,686	100%	\$0	\$4,492,686	\$4,492,686	100%	X		X				X					Ngapipito Road complete. Peria Road will not be completed this financial, and due date for completion is October 2022.
Ruaapekepa Rd Construction	324	FNDC	100%	App	\$4,459,199	\$4,230,774	95%	\$228,425	\$4,459,199	\$4,230,774	95%	X		X				X					The second phase (new Contractor) is underway and is on track for completion in December 2022.
<u>Whangarei District Council</u>																							
	324	WDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%												No Comment Required.
<u>Kaipara District Council</u>																							
Poutu Rd Seal Extension - Const. - Stage 1	324	KDC	100%	App	\$3,912,456	\$3,912,456	100%	\$0	\$3,912,456	\$3,912,456	100%	x		X		X	X	X	X	X			Fully expended
Poutu Rd Seal Extension - Pre Imp. - Stage 2	324	KDC	100%	App	\$310,000	\$310,000	100%	\$0	\$310,000	\$310,000	100%	x		X		X	X	X	X	X			Fully expended
PGF Programme Support - Detailed Business Case	324	KDC	100%	App	\$160,587	\$160,587	100%	\$0	\$160,587	\$160,587	100%	x		X		X			X	X		X	Funding was moved out of this work category into Waipoua River Bend project to offset overspend.
Waipoua River Bend - Pre-Imp - Construction	324	KDC	100%	App	\$1,459,356	\$1,459,356	100%	\$0	\$1,459,356	\$1,459,356	100%	x		X	X	X	X		X	X		X	Funding was moved from the Programme Support work category into this work category to offset overspend.
Passenger Transport																							
CityLink Bus Service	511	NRC	54%	App	\$1,856,231	\$1,793,057	97%	\$63,174	\$1,856,231	\$1,793,057	97%	X	X	X	X	X		X	X	X	X	X	Waka Kotahi approved subsidy increase to cover original overspend due to CPI cost increases.
Public Transport Facilities/Ops/Maint	514	NRC	54%	App	\$210,000	\$210,000	100%	\$0	\$210,000	\$210,000	100%	X	X	X	X	X		X	X	X	X	X	Funding fully utilised.
Total Mobility Operations	517	NRC	60%	App	\$456,289	\$372,576	82%	\$83,713	\$456,289	\$372,576	82%	X	X	X	X	X		X	X	X	X	X	Increase in Total Mobility client travel post Covid yet to materialise. Non-utilised funding will be carried forward into the 2022/2023 financial year.
Total Mobility Wheelchair Hoist and Ramps	519	NRC	60%	App	\$50,000	\$0	0%	\$50,000	\$50,000	\$0	0%	X	X	X	X	X		X	X	X	X	X	No Applications were received for the instalation of wheelchair hoists. This funding will be carried forwad into the 2022/2023 financial year.
Total Mobility Wheelchair Hoist Use Payments	521	NRC	100%	App	\$45,000	\$24,900	55%	\$20,100	\$45,000	\$24,900	55%	X	X	X	X	X		X	X	X	X	X	Increase in Total Mobility client travel post Covid yet to materialise. Non-utilised funding will be carried forward into the 2022/2023 financial year.
SuperGold Card	522	NRC	100%	App	\$83,511	\$83,511	100%	\$0	\$83,511	\$83,511	100%	X	X	X	X	X		X	X	X	X	X	Funding fully utilised.
Public Transport Ops and Management	524	NRC	54%	App	\$189,979	\$68,496	36%	\$121,483	\$189,979	\$68,496	36%	X	X	X	X	X		X	X	X	X	X	Management of services included under W/C 511.
RITS - Nationally Shared Operational Costs	524	NRC	54%	App	\$16,625	\$0	0%	\$16,625	\$16,625	\$0	0%	X	X	X	X	X		X	X	X	X	X	Awaiting final year end invoices
RITS - Direct Supplier Costs	524	NRC	65%	App	\$58,147	\$0	0%	\$58,147	\$58,147	\$0	0%	X	X	X	X	X		X	X	X	X	X	Awaiting final year end invoices
RITS - Operational and Maintenance	525	NRC	54%	App	\$186,597	\$100,411	54%	\$86,186	\$186,597	\$100,411	54%	X	X	X	X	X		X	X	X	X	X	Awaiting final year end invoices
Low Cost Low Risk Improvements 21-24 - Public Transport Services	532	NRC	54%	App	\$2,185,972	\$362,138	17%	\$1,823,834	\$2,185,972	\$362,138	17%	X	X	X	X	X		X	X	X	X	X	Planned increase in existing CityLink service to accomadate for scholar service and T2 lanes yet to be realised. The unspent will be carried over into the 2022/2023 financial year.
Low Cost Low Risk Improvements 21-24 - Public Transport Infrastructure	532	NRC	54%	App	\$1,160,000	\$0	0%	\$1,160,000	\$1,160,000	\$0	0%	X	X	X	X	X		X	X	X	X	X	Planned implementation of T2 lanes in Whangarei yet to be realised. Waka Kotahi required business case required to access national funding assistance yet to be submitted. The unspent protion will be carried forward into the 2022/2023 financial year.
Public Transport Facilities & Infra. - Renewals	534	NRC	54%	App	\$110,000	\$6,350	6%	\$103,650	\$110,000	\$6,350	6%	X	X	X	X	X		X	X	X	X	X	Costs incurred invoiced to W/C 514 in error.





TITLE: **Regional Land Transport Plan for Northland 2021/2027 - Three Year Review - Update**

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 22 July
Group Manager/s: 2022

Whakarāpopototanga / Executive summary

This report serves to brief the Regional Transport Committee on the process to be followed in the three-year review of the Northland Regional Land Transport Plan for Northland 2021/2027.

Ngā mahi tūtohutia / Recommendation

That the report 'Regional Land Transport Plan for Northland 2021/2027 - Three Year Review - Update' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 29 June 2022, be received.

Background/Tuhinga

The Land Transport Management Act 2003 (LTMA) details the requirements for the preparing and approving of Regional Land Transport Plans (RLTP).

Section 13 titled Responsibility for preparing and approving regional land transport plans stipulates that: -

- (1) *Every 6 financial years, each regional council, in the case of every region except Auckland, must—*
 - (a) *ensure that the relevant regional transport committee prepares, on the regional council's behalf, a regional land transport plan; and*
 - (b) *approve the regional land transport plan by a date appointed by the Agency*

From 2019 to 2021, the Regional Transport Committee (RTC), on behalf of the Northland Regional Council (NRC), compiled, consulted on and approved the Regional Land Transport Plan for Northland 2021-2027.

Section 18CA titled Review of regional land transport plans states that: -

- (1) *A regional transport committee must complete a review of the regional land transport plan during the 6-month period immediately before the expiry of the third year of the plan.*
- (2) *In carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.*

Whilst the LTMA provides for the review after three years, the RTC must first consider if there is sufficient cause to warrant a complete rewrite of the RLTP or whether a review is sufficient.

In making their decision, the RTC may wish to take into consideration the following: -

- Have there been any significant national changes that will affect the Strategic Objectives or Regional Priorities of the Northland Regional Land Transport Plan for Northland 2021/2027.? These national changes are normally driven through the three yearly Government Policy Statement on Land Transport.
- Have there been any significant regional or district changes that will affect the Strategic Objectives or Regional Priorities of the Northland Regional Land Transport Plan for Northland 2021/2027?
- Are there any other reasons that may warrant a full rewrite of the Northland Regional Land Transport Plan for Northland 2021/2027?

Should the RTC consider there is sufficient justification for a full rewrite, then the full process for the compilation of a six-year regional land transport plan must be followed as was done for the Northland Regional Land Transport Plan for Northland 2021/2027.

If following a review of the Northland Regional Land Transport Plan for Northland 2021/2027, the RTC consider that there has been insufficient change nationally or regionally to invoke a rewrite, it may opt to recommend to the NRC that the plan remain unchanged until 2027.

A paper will be tabled at the 6 December 2022 RTC meeting recommending that this matter be workshopped, and a formal decision be made on the way forward.

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 22 July
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 29 June 2022, be received.

Background/Tuhinga

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

Attachments/Ngā tapirihanga

Attachment 1: Waka Kotahi Northland Regional Transport Committee update – 2 August 2022 [↓](#) 

Regional Transport Committee

Waka Kotahi update for Te Tai Tokerau
2 August 2022



Photo from SH12 south of Kaikohe

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 per cent 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 for the remainder of the 2021-24 NLTP.



Taumata Taiao

We're doing our part to be more environmentally and socially responsible

- We've updated our environmental and sustainability standard – now known as Z/19 Taumata Taiao.
- It will help to better protect the environment in our work – from our capital projects to our maintenance operations
- The updates reflect our new strategies and frameworks – and the Government's Broader Outcomes framework for procurement.
- <https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/environment-and-social-responsibility/national-standards-guidelines-and-specifications/z19-taumata-taiao/>



Asset Management Data Standard

- We've started rolling out the new Asset Management data Standard.
- It's a small piece of a much larger programme to improve asset data quality – and ultimately save millions of dollars.
- The first of the 68 RCAs will be using the new standard within the next 12 months – and everyone within five years.
- It will help to better manage and plan the development of roading infrastructure, from drains and culverts to bridges and footpaths.



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.
 - 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.



Safety camera expansion and transfer

Part of Road to Zero

- We are implementing a new approach to safety cameras, which includes:
 - Expanding the network and targeting high-risk roads.
 - Adopting best-practice operations, including signed and unsigned cameras.
 - Transferring safety cameras from NZ Police and incorporating safety cameras in speed management planning.
- Planning to engage with relevant RCA staff and NZ Police in June/July to review initial list of potential camera sites.
- For the 2024-27 NLTP periods and beyond, safety cameras will be integrated into processes for developing speed management plans.



One Network Framework

Links with Road to Zero

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

Driver licensing improvements

- New programme established to address and improve access and equity of the current system
- Budget funding of \$16.95m over four years to:
 - Increase Driver Testing Officer capacity in remote areas.
 - Increase mobile theory and practical testing services.
 - Establish group booking functionality.
 - Establish new regional roles to support future community driver training and mentoring programmes.



Coastal Shipping investment

- We've worked with the wider freight industry to select four applicants for co-investment in new and enhanced coastal shipping services through the 2021-24 NLTP.
- Four preferred suppliers have been announced:
 - Coastal Bulk Shipping Ltd
 - Move International Ltd
 - Swire Shipping NZ Ltd
 - Aotearoa Shipping Alliance
- We're now working collaboratively with each preferred supplier on proposal development.



Te Tai Tokerau/Tāmaki Makaurau speed reviews

- Consultation on Te Tai Tokerau and Tāmaki Makaurau (north Auckland) speed reviews closed on 14 June 2022.
- We are now reviewing the submissions we have received and will provide a summary of feedback and our decision on any permanent speed limit changes within the coming months.
- Implementation (when we change the speed) is expected to be staged from late-2022. Staging means that while we may make decisions about speed changes at once, we could take time to implement those changes, including updating the physical speed signs.



SH1 Loop Road

Update

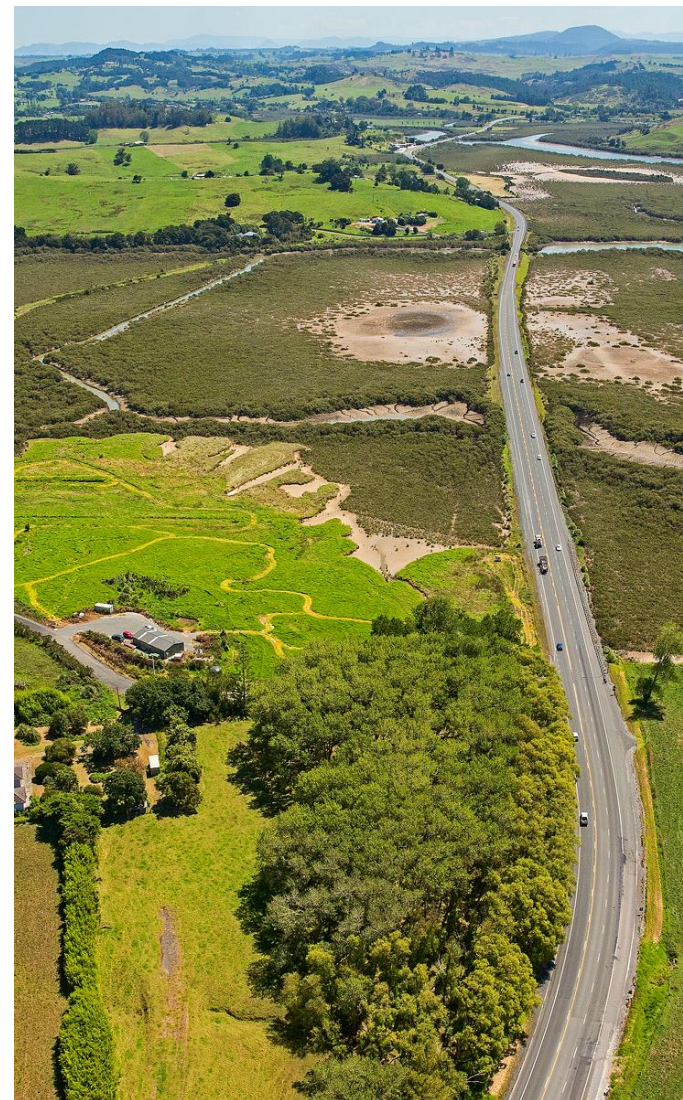
- Temporary sealing work has been carried out to improve the condition of the road surface before final surfacing, which will be completed in the next summer construction season later this year.
- We will share the schedule for these planned works as they become available.
- We will continue to monitor the road over winter and ensure any issues with the temporary seal are quickly resolved.
- 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.



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.
- Subject to approvals and funding, the next stage will include community and landowner engagement, environmental investigations, design refinement and RMA planning documentation.



SH10 Kaeo Bridge upgrade

Progress to date

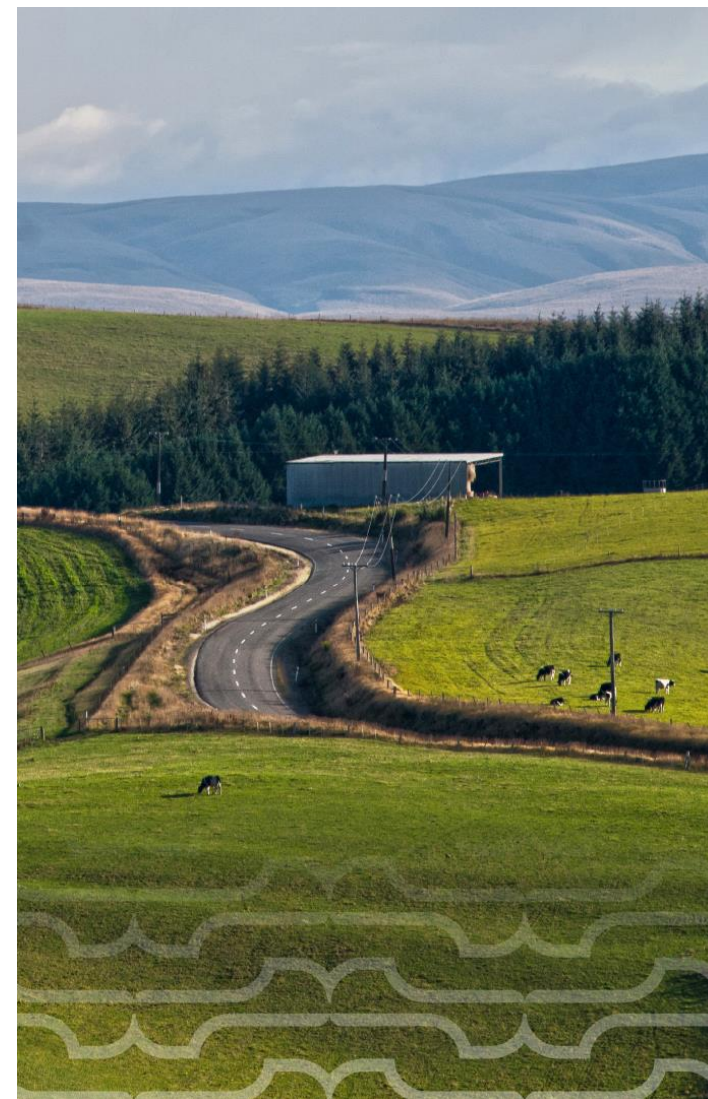
- The current traffic light configuration will be in place for the foreseeable future
- Due to the soft nature of the ground approaching the new bridge on the western side, the preloading to squeeze the water out of the ground is progressing well (see photo)
- The construction of the temporary bridge has commenced
- The recent floods have not caused any damage to the site and construction is still on programme
- Most users have been mindful of the posted speed limit, however there are always some who are not.



Maintenance & Operations

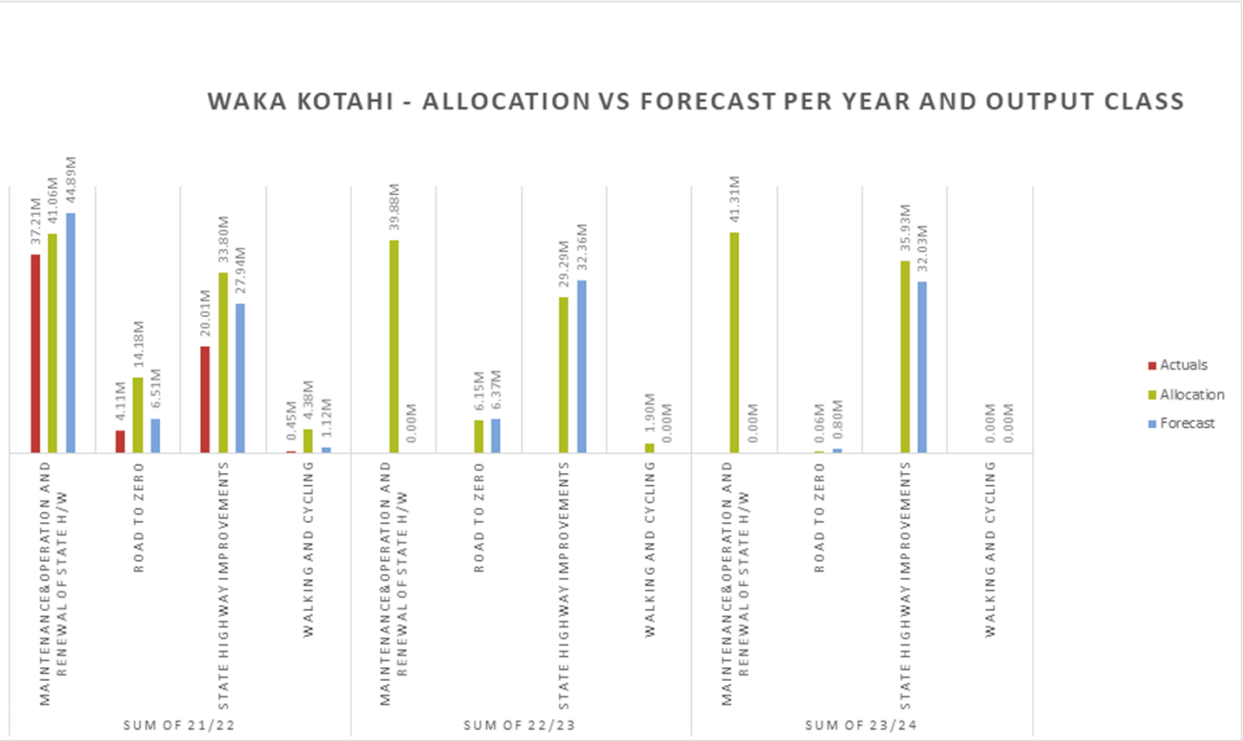
Update

- The last two seasons have seen a total of 346 lane kilometres repaired and resealed. For the coming 2022/23 season, a further 177 lane kilometres of repairs and reseals are planned.
- The majority of maintenance work is carried out during the warm summer construction season. An active winter maintenance programme is in place, the frequent and intense rainfall has made this work particularly challenging this year.
- Due to winter weather conditions, any pothole repairs completed are done using a temporary fill, with more permanent repairs carried out during the warmer, more drier conditions.
- Waka Kotahi actively monitors the state highway network so that damage can be repaired as soon as possible. Our contractor crews repair thousands of potholes every year.
- We have a dedicated phone number 0800 4 HIGHWAYS (0800 44 44 49) – that we promote to the public where they can report potholes or other issues that need attention.
- KiwiRail are committed and have scheduled work to improve the condition of rail crossing surfacing on State highways.



Funding Update – To be updated

Waka Kotahi Northland - Baseline vs Forecast – May Data



Northland Project Updates

Activity	2018-21 NLTP	Completion	Progress	Commentary
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 – Waiting for pricing to enable the delivery of a pedestrian crossing point between Gilles St and Old Whangae Road. The project will deliver a crossing point only – there will not be a formal (zebra) pedestrian crossing.</p>
SH1: Dome Valley Safety Improvements	\$31.7M	Late 2022	Amber	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 late 2022. Project is facing delays due to lack of staffing resources as a result of COVID and wider supply chain issues.
SH10 Kaeo bridge	\$40M	Early 2024	Green	Construction is progressing on schedule, with works focused on strengthening the riverbank for work. The 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.
Northland speed review		2022	Green	Formal consultation on Te Tai Tokerau Northland and Tāmaki Makaurau north Auckland speed review closed on Tuesday 14 June. Next steps are to review and consider all consultation feedback, and then to decide whether to accept the proposed speed limit changes.

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>
SH1 Whangārei to Wellsford safety improvements (Road to Zero)	\$4M	Underway	Green	<p>Northern section (Whangarei to Port Marsden Highway):</p> <ul style="list-style-type: none"> Scope and design currently being explored. <p>Central section (Port Marsden Highway to Schultz Road):</p> <ul style="list-style-type: none"> Implementation phase now underway for central section, including topographic, geotechnical and ecological investigations. 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 the coming weeks. Early wins construction (flexible median barriers, wider centrelines, side safety barriers) is now scheduled to commence from late 2022, with main construction expected to commence early 2023 (subject to funding and approvals). <p>Southern section (Piroa Stream Bridge to Wellsford):</p> <ul style="list-style-type: none"> Implementation phase now underway, including topographic, geotechnical and ecological investigations. Conversations with affected landowners have begun and permissions for ecological surveying have been sought.

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>Earlier last year we identified an issue with the surfacing that was laid on the northern end of the Loop Road intersection up to Lookout Hill. The surface that was laid didn't meet our quality requirements and we have since been working on a solution to remedy the situation. Therefore, you will have seen the area coned off, as it's not ready for traffic to drive over it.</p> <p>Previously, we indicated we were aiming to complete the permanent seal on the northern end of the site before the middle of this year. Unfortunately, it has taken some time to find the right solution and 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>This remedial work can't be completed during the wet winter months and requires warm, dry weather. For this reason, it will need to wait until our next spring/summer construction season, later this year.</p> <p>Water does to roads what sugar does to your teeth – it causes our road surfaces to decay and potholes to form. When water penetrates the road surface through cracks, tyre action and weather can quickly turn these cracks into potholes.</p> <p>That is why it is imperative we have good weather conditions when laying the permanent seal – to put it bluntly, we want to do it once and do it right.</p> <p>We will be working with our contractors closely next construction season to ensure this work is completed as a priority and to the required standard.</p> <p>We do appreciate the tolerance we get from locals and people who travel through the area that have dealt with delays here for some time, but we also know people want – and deserve – a safe, fit-for-purpose road. We are 100 per cent committed to ensuring this is what's delivered</p> <p>A temporary seal has been laid to ensure the safety of the road until the permanent repair work can be undertaken during the warmer, drier spring and summer 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: Towai Rail Crossing and Kawakawa Railway Line

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

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 22 July
Group Manager/s: 2022

Whakarāpopototanga / Executive summary

There has been an increase in safety related issues where railway lines cross the State highway. This has resulted in several motorcycle crashes and damaged vehicles.

In accordance with the Railways Act 2005, KiwiRail own the railway lines and must undertake maintenance activities within 5 metres of the lines. It has taken some months to get KiwiRail to acknowledge these safety concerns, but a plan is now in place to expedite repairs to ensure the safety of all road users crossing railway lines on State highways in Te Tai Tokerau.

Ngā mahi tūtohutia / Recommendation

That the report 'Towai Rail Crossing and Kawakawa Railway Line' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 11 July 2022, be received.

Background/Tuhinga

Over several months Waka Kotahi has been made aware of safety concerns relating to the KiwiRail railway lines crossing State highways in Northland – namely the railway line through the Kawakawa township, Hukerenui (north of Akerama) and Towai. These safety concerns include motorcycle crashes and damage to vehicle wheels.

Waka Kotahi take road safety very seriously as everyone should get where they are going safely whether they are walking, cycling, driving, motorcycling or using public transport. For this reason, Waka Kotahi notified KiwiRail of the safety concerns and requested that they resolve the reported issues promptly.

KiwiRail maintain road surfaces within five metres of the railway. A railway line is defined in the Railways Act 2005 as a rail or rails laid for the purposes of transporting people or goods by rail; and includes any area within 5 metres of a line drawn midway between a set of rails. Therefore, at a level crossing, the licensed access provider for the railway line concerned must maintain the carriageway at the level crossing on the railway line, and the road controlling authority for the road concerned must maintain the approaches to the level crossing (ie: approaches in this case mean up to 5 metres of a line drawn midway between a set of rails).



Towai rail crossing



Kawakawa rail crossing – BEFORE REPAIR



Kawakawa rail crossing – AFTER TEMPORARY REPAIR by Waka Kotahi

While this responsibility is very clear in the Act, it has taken some months for KiwiRail to acknowledge and take ownership of the safety concerns and resource the mitigation of the significant risk.

Action taken

During this time Waka Kotahi has completed at their own cost temporary repairs to the crossing in Kawakawa to ensure the safety of the public and to minimise the risk of crashes.

Waka Kotahi have held several conversations with KiwiRail representatives, and after escalating our concerns, KiwiRail representatives are now expediting the repairs.

The repairs will make the railway crossings mentioned above safe, and there is a long-term plan to improve the durability of the crossings to lessen ongoing maintenance risks and costs, and to improve safety for all users.

Future investment

Rail is a new activity class within the Government Policy Statement 2021 (GPS). The GPS provides direction for rail which will require the Ministry of Transport, Waka Kotahi, KiwiRail to work together to plan and fund New Zealand's rail network infrastructure.

Waka Kotahi will be responsible for advising the Minister of Transport on KiwiRail's proposed Rail Network Investment Programme (RNIP), and the funding of rail activities within it.

KiwiRail will be required to develop and deliver a three-year investment programme for the rail network. The RNIP will also include an indication of significant rail network activities expected in the next RNIP and a 10-year forecast. The investment priorities in the New Zealand Rail Plan, and the funding signals in the GPS, will guide the development of the RNIP.

The RNIP will be funded from the Rail Network activity class and the Public Transport Infrastructure activity class for metropolitan rail activities, supported by Crown funding.

Planning, operating and maintaining the rail network and the associated freight, tourism and property services remain the core business and responsibility of KiwiRail.

Attachments/Ngā tapirihanga

Nil

TITLE: Compensation for Damages on Northland State Highways

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

Authorised by Victoria Harwood, Pou Tiaki Hapori - GM Community Resilience, on 22 July
Group Manager/s: 2022

Whakarāpopototanga / Executive summary

There have been recent media interest in relation to motorists seeking compensation for vehicle damage done on Northland State highways. Waka Kotahi recognises the frustration for motorists when damage occurs to their vehicle.

In 2020, of the 249 complaints received by Waka Kotahi nationally, 32 were from Northland.

Waka Kotahi is not normally responsible or liable for damage that may occur to a vehicle while driving on a state highway. Where complaints are made that include a claim that a road's condition has caused damage to a vehicle, Waka Kotahi investigate this to see if there are any exceptional circumstances that should be considered, which may trigger further obligations on Waka Kotahi or its contractors.

Ngā mahi tūtohutia / Recommendation

That the report 'Compensation for Damages on Northland State Highways' by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 12 July 2022, be received.

Background/Tuhinga

There have been recent media interest in relation to motorists seeking compensation for vehicle damage done on Northland State highways.

Waka Kotahi recognises that key transport routes, such as state highways, are critical in connecting Northland's towns and communities, making the Waka Kotahi maintenance and capital works programme in the region an essential enabler for access to opportunity and economic growth.

It is often these works that create issues for road users. Waka Kotahi also recognises the frustration for motorists when damage occurs to their vehicle. Waka Kotahi receives a relatively small number¹ of claims from motorists with respect to windscreen and other vehicle damage.

Damage to vehicles

Damage to vehicles generally occurs following re-sealing work, when loose chip remains on the highway surface for a period of time while the seal settles in. During this time, speed restrictions are in place, usually at 30km/h, after a site has been sealed. Driving at these temporarily reduced speed limits helps the new seal to bed in and also prevents stone chips from 'flying' into the windscreens of other motorists. Following this period, the sites are swept, excess chip is removed, and the

¹ Between 1 May 2020 and 30 April 2021, Waka Kotahi received 249 claims for damage to vehicles, of which 40 were for specifically for windscreens. The other claims refer generally to 'vehicle damage', which may relate to windscreens, tyres, wheels or paintwork.

temporary speed limit is typically increased to 50km/h until line marking has been reinstated (usually within 48 hours of the site being sealed).

Unfortunately, it is often those who are obeying the temporary speed limits through work sites who end up with chips in their windscreen and on their cars, due to oncoming traffic disregarding temporary speed limits and 'flicking' chips up at other vehicles.

Drivers understandably expect that roadworks and hazards will be clearly signed, and that Waka Kotahi will act quickly to make seal repairs when needed. However, the actions of Waka Kotahi and its contractors, need to be balanced with the responsibility of road users to drive with care and to the conditions.

Potholes can also develop very quickly once water penetrates the road's surface. High volumes of rainfall, coupled with ever moving ground conditions in Northland, makes it a particularly challenging environment for road maintenance.

- Once water does penetrate the road's surface (and becomes saturated), it can have significant impacts that result in potholes and other damage.
- Due to winter weather conditions, any pothole repairs completed at this time of year are done using a temporary fill, with more permanent repairs carried out in summer (during the warmer, more drier conditions).
- Repairs to potholes are carried out as soon as conditions permit the work to be undertaken safely by Waka Kotahi contractors.

Waka Kotahi actively monitors the state highway network so that damage can be repaired as soon as possible.

Waka Kotahi is not normally responsible or liable for damage that may occur to a vehicle while driving on a state highway. Where complaints are made that include a claim that a road's condition has caused damage to a vehicle, Waka Kotahi and our contractors investigate this to see if there are any exceptional circumstances, we should be aware of, which may trigger further obligations on Waka Kotahi or our contractors.

Northland statistics

The table below summarises the total number of requests for compensation by Northland motorists to Waka Kotahi from 2018 to 2020.

Year	Number of Compensation Requests
2018	45
2019	45
2020	32

In the context of the figures for all New Zealand for the 12 months from May 2020 to April 2021 above, 249 complaints across New Zealand for the year 2020, the proportion of complaints from Northland would be approximately 13%.

Investment in Northland

Waka Kotahi has allowed \$344 million over the next three years to maintain local roads and state highways in Northland. This funding is for maintenance to ensure State highways are safe and responding to weather events so we can ensure communities are re-connected as quickly as possible.

In the last year alone, Waka Kotahi has invested more than \$43 million in maintaining Northland's state highways and delivered one of the largest road maintenance programmes Northland has ever had.

Every year, Waka Kotahi embarks on a national summer maintenance programme. For the Northland state highway network, the last two seasons have seen a total of 346 lane kilometres repaired and resealed. For the coming 2022/23 season, a further 177 lane kilometres of repairs and reseals are planned.

As part of our maintenance programme, the Waka Kotahi contractor crews carry out active surveillance of the state highway network and repair thousands of potholes every year.

The majority of road maintenance work is carried out during the warm summer construction season. While Waka Kotahi also has an active winter maintenance programme, the frequent and intense rainfall has made this work particularly challenging this year.

We understand the frustrations felt by motorists when new potholes appear, and we encourage people to report any concerns as soon as possible by calling 0800 4 HIGHWAYS (0800 44 44 49).

Attachments/Ngā tapirihanga

Nil