

Regional Transport Committee
Tuesday 7 February 2023 at 11.00am

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the Orchard
35 Walton Street, Whangārei
on Tuesday 7 February 2023, 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, Councillor Joe Carr - NRC	Deputy Chair, Councillor John Blackwell - NRC	Councillor Steve McNally - FNDC Councillor
Councillor Simon Reid - WDC Councillor	Councillor Ash Nayyar - KDC Councillor	Waka Kotahi Director Regional Relationships Steve Mutton - NZTA Director Regional Relationships

KARAKIA / WHAKATAU

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2.0 NGĀ WHAKAPAHĀ/APOLOGIES	
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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 -
From: Louise Hartigan, Personal Assistant to GM Community Resilience
Authorised by Louisa Gritt, Group Manager - Community Resilience, on
Group Manager/s:

Ngā mahi tūtohutia / Recommendation

That the minutes of the Regional Transport Committee meeting held on 2 August 2022 be confirmed as a true and correct record and that these be duly authenticated with the Chair's electronic signature.

Attachments/Ngā tapirihanga

Attachment 1: Previous Minutes of Meeting of 2 August 2022 [↓](#) 

Regional Transport Committee
2 August 2022

Regional Transport Committee Minutes

Meeting held in the Council Chamber
36 Water Street, Whangārei
on Tuesday 2 August 2022, commencing at 11.00am

Tuhinga/Present:

Chairperson, Northland Regional Council, Councillor Rick Stolwerk
Far North District Council, Councillor Ann Court
Whangārei District Council, Councillor Greg Martin
Kaipara District Council, Councillor David Wills
Waka Kotahi, Representative Steve Mutton (online)
Northland Regional Council, Deputy Chair, Councillor Terry Archer

I Tae Mai/In Attendance:

Full Meeting

Northland Regional Council - Group Manager, Victoria Harwood (NRC)
NRC Secretariat, Nicky Hansen
Far North District Council - CEO, Blair King (FNDC)
FNDC, Glenn Rainham
NZ Police, Anne-Marie Fitchett
Northland Transportation Alliance, Nick Marshall (NTA)
NTA, Shawn Baker
NTA, Greg Monteith
NTA, Chris Powell
NTA, Jeff Devine
NTA, Dawn Spence
NTA, Nicole Korach
NTA, Ian Crayton-Brown (online)
RoadSafe Northland, Ashley Johnston
Northland Road Safety Trust, John Williamson
Waka Kotahi, Lou Mutu (online)
NRC, Michael Payne

Part Meeting

ACC, Craig Crawford (online) 12.05pm

The Chair declared the meeting open at 11.01am.

Ngā Mahi Whakapai/Housekeeping (Item 1.0)

Ngā whakapahā/Apologies (Item 2.0)

Moved (Terry Archer / Greg Martin)

That the apologies from Penny Smart, Chair Northland Regional Council; Councillor Andy Finch, Far North District Council; Calvin Thomas, Northland Transport Alliance; Jacqui Hori-Hoult and Brian Palalagi, Waka Kotahi for non-attendance be received.

TITLE: **Regional Transport Committee Representatives and Regional Transport Committee Alternate Representatives**

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 27 January 2023

Executive summary/Whakarāpopototanga

The purpose of this report is to introduce the formally nominated representatives to the Regional Transport Committee (RTC) and to provide the names of the formally nominated Alternate Representatives. It concludes with the recommendation that the report be received.

Recommendations:

1. That the report 'Regional Transport Committee Representatives and Regional Transport Committee Alternate Representatives' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 18 January 2023, be received.
2. That the formally elected Regional Transport Committee Representatives and Regional Transport Committee Alternate Representatives be duly noted.

Options

No.	Option	Advantages	Disadvantages
1	Appoint a Chair, Deputy Chair and Alternate from the Northland Regional Council. Appoint duly elected representatives and alternate representatives from: <ul style="list-style-type: none">• Far North District Council;• Whangarei District Council• Kaipara District Council; and• Waka Kotahi NZ Transport Agency	Legislative compliance with Sections 105; 106 and 107 of the Land Transport Management Act 2003. Ability of Northland to apply for funding assistance for transportation related activities through the National Land Transport Programme.	None
2	Do not appoint a Chair, Deputy Chair and Alternate from the Northland Regional Council.	None	Failure to meet legislative compliance.

	<p>Do not appoint duly elected representatives and alternate representatives from:</p> <ul style="list-style-type: none"> • Far North District Council; • Whangarei District Council • Kaipara District Council; and • Waka Kotahi NZ Transport Agency 		<p>Northland will be unable to compile a Regional Land Transport Plan.</p> <p>Northland will be ineligible to apply for funding assistance for transportation related activities through the National Land Transport Programme.</p>
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The staff's recommended option is **Option 1**.

Considerations

1. Climate Impact

There are no known particular impacts on Climate Impact which are different from general users of the road network.

2. Environmental Impact

There are no known particular impacts on Environmental Impact which are different from general users of the road network.

3. Community views

The Land Transport Management Act 2003 does not require community views regarding appointees to a Regional Transport Committee.

4. Māori impact statement

There are no known particular impacts on Māori which are different from general users of the road network.

5. Financial implications

Failure to appoint a Regional Transport Committee will result in adverse financial implications with regards the application of national funding assistance for transportation related activities.

6. Implementation issues

No implementation issues are foreseen at this time.

7. Significance and engagement

This is a statutory obligation under the Land Transport Management Act 2003.

8. Policy, risk management and legislative compliance

This is a legislative requirement under Sections 105; 106 and 107 of the Land Transport Management Act 2003.

Background/Tuhinga

Legislative Compliance – Land Transport Management Act 2003

Part 4, Subpart 2, Section 105, subsections 1; 2; 4; 6; 7 of the Land Transport Management Act 2003 (Act) stipulates that: -

- 1) As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.
- 2) Each regional council must appoint to its regional transport committee—
 - a. 2 persons to represent the regional council;
 - b. 1 person from each territorial authority in the region to represent that territorial authority; and
 - c. 1 person to represent the Agency.
- 4) A person specified in subsection (2)(a) to (c) and (3)(a) and (b) may only be appointed on the nomination of the relevant entity.
- 6) Each regional council must appoint from its representatives the chair and deputy chair of the committee.
- 7) At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting, —
 - (a) has a deliberative vote; and
 - (b) in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).

2022 Local Body Election

Prior to the 2022 local body triennium election, letters were sent to Waka Kotahi NZ Transport Agency and to the Far North, Whangarei and Kaipara District Councils Chief Executive Officers requesting the names and contact details for both the Representative and Alternate Representative appointed to the Northland Regional Transport Committee.

Northland Regional Transport Committee Representatives.

Formal written confirmation has been received from the Northland Regional Council, each approved territorial authority and Waka Kotahi NZ Transport Agency confirming the appointment of the following Representatives: -

Councillor Joe Carr (Chair) – Northland Regional Council;
Councillor John Blackwell (Deputy Chair) – Northland Regional Council;
Councillor Steve McNally – Far North District Council;
Councillor Simon Reid – Whangarei District Council;
Councillor Ash Nayyar – Kaipara District Council; and
Steve Mutton – Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau, Waka Kotahi NZ Transport Agency

Please see **Attachment 1** for the Terms of Reference for the Regional Transport Committee for the 2022/2025 triennium.

Northland Regional Transport Committee Alternate Representatives

Formal written confirmation has been received from the Northland Regional Council and each approved territorial authority confirming the appointment of the following Alternate Representatives (noting that Waka Kotahi is yet to confirm): -

Councillor Peter-Lucas Jones – Northland Regional Council;
Councillor Ann Court - Far North District Council;
Councillor Phil Halse – Whangarei District Council;
Councillor Rachael Williams – Kaipara District Council; and
Waka Kotahi NZ Transport Agency – To be confirmed.

Please see **Attachment 1** for the Terms of Reference for the Regional Transport Committee for the 2022/2025 triennium.

Attachments/Ngā tapirihanga

Attachment 1: Regional Transport Committee Terms of Reference 2022 - 2025 [↓](#) 

TITLE: **KiwiRail Representation on Regional Transport Committees**

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 27 January 2023

Executive summary/Whakarāpopototanga

This report serves to notify the Regional Transport Committee of the requirement under Section 105 of the Land Transport Management Act 2003 to include a KiwiRail representative as an additional member to the Regional Transport Committee.

Recommendations

1. That the report 'KiwiRail Representation on Regional Transport Committees' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 18 January 2023, be received.
2. That the Regional Transport Committee approve the recommendation that KiwiRail be invited to appoint a representative to be an additional member to the Regional Transport Committee in accordance with Section 105 of the Land Transport Management Act 2003.
3. That the Chair of the Regional Transport Committee be delegated the authority to formally invite KiwiRail to appoint a representative as an additional member of the Regional Transport Committee.
4. That the appointment of a KiwiRail representative be undertaken in accordance with Section 105A of the Land Transport Management Act 2003.

Options

No.	Option	Advantages	Disadvantages
1	That the Regional Transport Committee formally approach KiwiRail with an invitation to appoint a representative to be an additional member to the Regional Transport Committee in accordance with Section 105 of the Land Transport Management Act 2003.	The Regional Transport Committee complies with its statutory obligations under Section 105 of the Land Transport Management Act 2003.	None
2	That the Regional Transport Committee does not formally approach KiwiRail with an	None	The Regional Transport Committee fails to comply with its statutory obligations under Section

	invitation to appoint a representative to be an additional member to the Regional Transport Committee in accordance with Section 105 of the Land Transport Management Act 2003.		105 of the Land Transport Management Act 2003.
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The staff's recommended option is **Option 1**

Considerations

1. Climate Impact

There is no climate impact.

2. Environmental Impact

There is no environmental impact.

3. Community views

There is no adverse implications relating to community views identified at this time.

4. Māori impact statement

There is no impact to Māori identified.

5. Financial implications

There are no financial implications identified at this time.

6. Implementation issues

There are no implementation issues identified at this time.

7. Significance and engagement

At this time, this action does not trigger the Northland Regional Councils Significance or Engagement Policy as this is a requirement of the Land Transport Management Act 2003.

8. Policy, risk management and legislative compliance

Failure to comply could potentially place the Regional Transport Committee at risk of not complying with Section 105 of the Land Transport Management Act 2003.

Background/Tuhinga

Section 105 of the Land Transport Management Act 2003 makes provision for a KiwiRail representative to be an additional member of a regional transport committee.

105 A KiwiRail representation on regional transport committees

(1) In this section, regional transport committee means—

- (a) the regional transport committee for Auckland; and*
- (b) the regional transport committee for the Wellington region (or any joint committee that includes members for the Wellington region); and*
- (c) a regional transport committee or joint committee named by the Minister, by notice in the Gazette.*

(2) A regional transport committee must include 1 additional member to represent KiwiRail (the KiwiRail member).

(3) KiwiRail must appoint the KiwiRail member.

(4) The KiwiRail member has no voting rights at any meeting of the committee and must not be appointed as the chairperson or deputy chairperson (or by any other process preside at any meeting).

(5) The Minister may name a committee under subsection (1)(c) only if the Minister considers that the consequence of doing so will contribute to the purpose of this Act.

It is therefore recommended that the Regional Transport Committee Chair be delegated the authority to formally approach KiwiRail with an invitation that they appoint a member to the Regional Transport Committee.

Attachments/Ngā tapirihanga

Nil

TITLE: **Functions of the Northland Regional Transport Committee**
From: Chris Powell, Transport Manager - Northland Transportation Alliance
Authorised by Louisa Gritt, Group Manager - Community Resilience, on 27 January 2023
Group Manager/s:

Whakarāpopototanga / Executive summary

This report serves to notify the Regional Transport Committee representatives and the alternate representatives the functions of the Northland Regional Transport Committee as detailed in the Land Transport Management Act 2003.

Ngā mahi tūtohutia / Recommendation

That the report 'Functions of the Northland Regional Transport Committee' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 18 January 2023, be received.

Background/Tuhinga

Part 4, Subpart 2, Sections 106 and 107 of the Land Transport Management Act 2003 details the Functions and the Procedures of a regional transport committee.

Section 106, Functions of a regional transport committee stipulate that: -

- (1) The functions of each regional transport committee (other than the regional transport committee for Auckland) are—
 - (a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and
 - (b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.

- (2) Each regional transport committee, including the regional transport committee for Auckland, must adopt a policy that determines significance in respect of—
 - (a) variations made to regional land transport plans under [section 18D](#); and
 - (b) the activities that are included in the regional land transport plan under [section 16](#).

- (3) A joint regional transport committee established under [section 105](#) must—
 - (a) prepare the joint regional land transport plan in accordance with [sections 14 and 16](#); and
 - (b) consult in accordance with [sections 18 and 18A](#); and
 - (c) lodge the joint regional land transport plan with the relevant regional councils or Auckland Transport (as the case may be) in accordance with [section 18B](#).

- (4) Each regional transport committee (including the regional transport committee for Auckland) must also carry out any functions conferred on a regional transport committee

under any other provision of this Act (including functions conferred by regulations made under [section 109\(c\)](#)).

Section 107, Procedure of committee directs that: -

- (2) The provisions of the [Local Government Act 2002](#) and the [Local Government Official Information and Meetings Act 1987](#) concerning the meetings of committees of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the regional transport committees.
- (3) The Agency is not, as a result of being represented on a regional transport committee, bound to—
 - (a) include any matter in a national land transport programme under [section 19C](#); or
 - (b) approve an activity or a combination of activities under [section 20](#).
- (4) Despite [section 43\(2\)\(b\)](#) of the Local Government (Auckland Council) Act 2009, in the case of the regional transport committee for Auckland, the representative of the Agency has the same voting rights as that representative would have as a member of any other regional transport committee, including (but not limited to) voting rights for the purpose of preparing a regional land transport plan.

Regional Transport Committee members can access the Land Transport Management Act 2003 through the following website: -

<https://www.legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html>

Attachments/Ngā tapirihanga

Nil

TITLE: Funding Uptake Report

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 27 January 2023

Whakarāpopototanga / Executive summary

This report covers the subsidy claims submitted to Waka Kotahi NZ Transport Agency for the second 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 2022 to 30 November 2022.

Ngā mahi tūtohutia / Recommendation

That the report 'Funding Uptake Report' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 18 January 2023, 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 the abovementioned comparisons, 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 November 2022 subsidy claims as submitted by the approved authorities.

Important – Please note that these reports are based on quarterly subsidy claim periods, however due to the December 2022/January 2023 holiday period, there was insufficient time between the

submission and approval of the December 2022 claims and the compilation of this report. Therefore, for this report only, expenditure and subsidy uptake is to 30 November 2022 and not 31 December 2022

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

Attachments/Ngā tapirihanga

Nil

TITLE: Regional Land Transport Plan 2021/2027 - Three Year Review

From: Chris Powell, Transport Manager - Northland Transportation Alliance

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 27 January 2023

Executive summary/Whakarāpopototanga

This report serves to brief the elected members of the Regional Transport Committee on the process and requirements followed in the compilation, consultation and approval of the Regional Land Transport Plan 2021/2027.

It further details the requirements to be followed for the three year (mid-term) review of the Regional Land Transport Strategy 2021/2027.

The compilation and the review of the Regional Land Transport Strategy 2021/2027 has and must continue to be in accordance with requirements of the Land Transport Management Act 2003.

The detailed nature of this report is to assist the new Regional Transport Committee members that have had no prior involvement in Regional Land Transport Plans.

Recommendations

1. That the report 'Regional Land Transport Plan 2021/2027 - Three Year Review' by Chris Powell, Transport Manager - Northland Transportation Alliance and dated 18 January 2023, be received.
2. That based on the progress of the Regional Land Transport Plan 2021/2027 to date, the Regional Transport Committee consider and agree that the "Objectives", "Problems" and "Benefits" as reflected in the RLTP 2021/2027 remain the same or require amending
3. That the Regional Transport Committee consider and advise staff if they wish to undertake a three year Review or a require complete Rewrite of the Northland Regional Land Transport Plan 2021/2027

Options

No.	Option	Advantages	Disadvantages
1	That the Regional Transport Committee complies with the regulatory requirements of Section 18CA of the Land Transport Management Act 2003.	Ability to apply for national funding assistance through the National Land Transport Fund for regional transportation related activities.	None
2	That the Regional Transport Committee does not comply with the	None	Failure to comply with the regulatory requirements of Section

	regulatory requirements of Section 18CA of the Land Transport Management Act 2003.		18CA of the Land Transport Management Act 2003 Jeopardise the region's ability to apply for national funding assistance through the National Land Transport Fund for regional transportation related activities.
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The staff's recommended option is **Option 1**.

Considerations

1. Climate Impact

The actions addressing climatic impact will be directed through the Government Policy Statement on Land Transport that guides the content of the Regional Land Transport Plan.

2. Environmental Impact

The actions addressing environmental impact will be directed through the Government Policy Statement on Land Transport that guides the content of the Regional Land Transport Plan.

3. Community views

As the compilation of a Regional Land Transport Plan is a statutory function, consultation will be undertaken in accordance with Sections 18 and 18A of the Land Transport Management Act 2003.

4. Māori impact statement

As the compilation of a Regional Land Transport Plan is a statutory function, the process for addressing Māori impacts will be undertaken in accordance with Sections 18G and 18H of the Land Transport Management Act 2003.

5. Financial implications

The financial implications are unknown at this early stage of the process.

6. Implementation issues

There are no implementation issues identified at this early stage of the process.

7. Significance and engagement

The issues pertaining to significance and engagement relating to the compilation of a Regional Land Transport Plan is detailed in the Land Transport Management Act 2003.

8. Policy, risk management and legislative compliance

The required policy and legislative compliance relating to the compilation of a Regional Land Transport Plan is detailed in the Land Transport Management Act 2003.

Background/Tuhinga

Land Transport Management Act 2003

The Land Transport Management Act 2003 (Act) details the statutory requirements for the compilation and review of Regional Land Transport Plans (RLTP). In regard to the role of the Regional Transport Committee (RTC), the following should be noted: -

Section 13 - Responsibility for preparing and approving regional land transport plans

(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.*

Section 14 - Core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must—

- (a) be satisfied that the regional land transport plan—*
 - (i) contributes to the purpose of this Act; and*
 - (ii) is consistent with the GPS on land transport; and*
- (b) have considered—*
 - (i) alternative regional land transport objectives that would contribute to the purpose of this Act; and*
 - (ii) the feasibility and affordability of those alternative objectives; and*
- (c) have taken into account any—*
 - (i) national energy efficiency and conservation strategy; and*
 - (ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the [Resource Management Act 1991](#); and*
 - (iii) likely funding from any source.*

Section 18CA - Review of regional land transport plans

- (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.*

With regards to the compilation, content and consultation of a RLTP, the Land Transport Management Act 2003 (Act) provides direction on: --

- Form and content;
- Consultation requirements;
- Process of approval;
- Variations to the RLTP;
- Separate consultation with Māori on particular activities;

- Māori contribution on decision making.

For a more detailed analysis of the Acts requirements please refer to Part 2, Subpart 1, Sections 13 to 18M of the Act. These can be accessed through the following link.

<http://www.legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html>

Indicative Government Policy Statement on Land Transport 2024

On 13th January 2023, the Ministry of Transport released the “*Indicative Strategic Priorities – Developing the Government Policy Statement on Land Transport 2024 – Engagement Paper*”.

The content and implications of this public document have been covered in greater detail in a separate report to the RTC titled “Developing the Government Policy Statement on Land Transport 2024”.

It is important at this time that the RTC members attention is drawn to the statements under the heading Prioritising Transport Investment within Available Funding on page 2 of the Indicative Strategic Priorities – Developing the Government Policy Statement on Land Transport 2024 – Engagement Paper.

These comments highlight the national problems relating to funding availability to cover the 2021/2024 funding period and to meet the funding requests for the 2024/2027 funding period.

In addition to the above, the government has made it clear that available funding will firstly be directed to those projects that lead to emissions reductions.

These projects relate to increased passenger and freight rail services, increased public transport services and increased walking and cycling facilities.

As stated in the Emissions Reduction Plan, those projects that provide best “bang for buck” will have a greater chance of being funded. The areas identified as best suited to meet this requirement are identified as Auckland, Wellington and Christchurch.

Due to its rural nature and limited infrastructure, Northland will be unable to achieve the governments emission reduction levels as detailed in the Emissions Reduction Plan. This includes achieving Vehicle Kilometre Travelled (VKT) reduction, which can only be achieved in the Whangarei urban area.

Northlands 2021/2027 Objectives

One of the more important early steps of the RLTP 2021/2027 compilation process, was undertaking an “Investment Logic Mapping” (ILM) workshop to gain agreement and prioritisation of the region’s transportation “Objectives”, “Problems” and “Benefits”.

The ILM process helped to facilitate the conversations regarding high value and high-risk investments. The process was broken down into three main parts being:

1. Determining the current state - looking into the cause and effect; and
2. Determining the future state – the benefits we want to deliver for NZ, the big picture; and
3. Determining options - the outcomes the region need to deliver in order to ensure the RLTP is consistent with the GPS.

On completion of the ILM process, the RTC had agreed to the regions land transport top four problem areas, the regional benefits for addressing these and the objectives sought.

A copy of the process and Objectives, Problems and Benefits can be sourced through the following link: - <https://www.nrc.govt.nz/media/eajjhx21/regional-land-transport-plan-for-northland-2021-2027.pdf>

Should the RTC consider and agree that the “Objectives”, “Problems” and “Benefits” as reflected in the RLTP 2021/2027 remain unchanged and meet the regions priorities, then the ILM process does not have to be redone.

With the slowdown in physical transport related works in Northland due to Covid19 induced funding restrictions, cost escalations, worker availability, product availability and international supply chain congestion exacerbated by severe weather events, the problems, objectives and priorities as reflected in the Northland Regional Land Transport Plan 2021/2027 have remain unchanged.

Should the funding concerns as detailed under the above section titled Indicative Government Policy Statement on Land Transport 2024 be confirmed and taking the above paragraph into consideration, staff recommend a “Review” of the Northland Regional Land Transport Plan 2021/2027 be applicable for the 2024/2027 funding period and not a complete rewrite of the document.

Northland Regional Land Transport Plan 2024-2027

When confirmation is received from the Regional Transport Committee on their decision in regards to the Review of the Northland Regional Land Transport Plan 2021/2027, staff will then provide the RTC members details on the process to be followed

Attachments/Ngā tapirihanga

Nil

TITLE: Northland Road Safety Update

From: Ian Crayton-Brown, Transport Projects Officer

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 27 January 2023

Whakarāpopototanga / Executive summary

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

Ngā mahi tūtohutia / Recommendation

That the report 'Northland Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer and dated 24 January 2023, be received.

Background/Tuhinga

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

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

1. Infrastructure Improvement and Speed Management
2. Road User Choice – Encourage safer choices and safer behaviors on our roads

Attachment 1: Northland Road to Zero Operational Projects: Nick Marshall

Infrastructure Improvement and Speed Management

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

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

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

Infrastructure Improvements

The infrastructure improvement program has key strands.

1. High Risk Rural Roads (HRRR)
 2. High Risk Urban Corridors (HRUC)
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3. High Risk Intersections (HRI)
4. Local Area Traffic Management (LATM)
5. School Zones (SZ)
6. 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.

1. 13 of Northlands highest risk rural roads (HRRR) ~200km
2. 3 of Northlands highest risk urban corridors (HRUC) ~10km
3. 6 of Northlands highest risk intersections (HRI)
4. 20 of Northlands highest risk urban streets (LATM) ~10km
5. 10 of Northlands highest risk school zones (SZ)
6. >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 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

1. Okaihau-Kaeo-Waimate Review Area (176km of roads) was fully implemented in early 2021.
2. Kaitaia-Awaroa, Kohukohu-Broadwood, and Te Oneroa-a-Tohe Ninety Mile Beach area (500km of roads, excluding Te Oneroa-a-Tohe Ninety Mile Beach) is currently in the detailed design and procurement phase. Physical implementation scheduled by June 2024. Work will be prioritised on the Kaitaia-Awaroa, Broadwood, Mangamuka route to accommodate vehicles travelling this area due to the Mangamuka closure on SH1.
3. Moerewa Urban area (10 km of roads) is currently under construction with an anticipated “go live” date in mid-February 2023.
4. Consultation is complete for the Bay of Islands and Kerikeri area (321 km of roads), with public hearings scheduled for February. Planned implementation is fourth quarter of 2023.
5. A total of 990 kilometres will be treated in the Far North by June 2024, including reaching our target of 40% of school frontage treated.

Kaipara District

1. Mangawhai – Kaiwaka and Kaiwaka West, incorporating Oruawhango Road and Oneriri Road (214km of roads) was fully implemented in June 2022
2. Consultation is completed for the Poutu Peninsula and the West Coast area (west of SH14), excluding the Dargaville urban area) which comprises 343 kilometres. Public hearings are scheduled for February 2023 with physical implementation planned for fourth quarter 2023.
3. A total of 557 kilometres will be treated in the Kaipara District by June 2024.

Whangarei District

1. Vinegar Hill, One Tree Point / Ruakaka and Waipu urban area (117km of roads) was fully implemented in 2021.
2. Waipu South located to the east of SH1 and south of Waipu (52km of roads) was fully implemented in November 2022.
3. Consultation is complete for the Whangarei Heads area (199 km of roads). Public hearings are scheduled for February 2023 with physical implementation planned for fourth quarter 2023.
4. A total of 368 kilometres of roadway will be treated in the Whangarei District by June 2024, including reaching our target of 40% of school frontage treated to at least 40 kilometres per hour.

Northland Summary 2021-24

During this three-year LTP period (2021-24) we will have implemented new safer speeds on 1915 kilometres of local road network, which represents 29% of the total network. Treating 29% of our network is predicted to reduce the number of Death and Serious Injury crashes over a 10-year period by 67.

Regional Speed Management Plan 2024-27+

Under the Setting of Speed Limit Rules, 2022 all Road Controlling Authorities are required to develop and consult on a Regional Speed Management Plan. The Regional Plan for Northland will comprise a review of all roads in Northland, including a truth check of those roads where new speeds have been implemented to ensure that a whole of network approach is developed as part of the Regional Plan. This work will also include physical implementation of safer speeds around schools for all schools on the road network by 2027. An overview of the development process for the Regional Plan is shown here:

1. Workshop proposed plan, objectives and policies with elected members of each Territorial Authority
2. Develop and implement a Māori engagement strategy
3. Collate the proposed speed limits, implementation programme and associated infrastructure as part of a whole of network approach into a draft RSMP.
4. Consultation of the Draft RSMP by the Regional Transport Committee during the same timeframe as the RLTP consultation
5. Based on consultation finalise the RSMP and present to Regional Transport Committee for approval

6. The Regional Transport Committee submits the RSMP to Waka Kotahi for certification
7. Once certified, the implementation of the RSMP will begin in the next LTP period. Significant changes to timing of work or changes to specific speed limits will require re-certification.

Road Safety Education and Promotion Contracts

There are five contracts across Northland with the primary focus of providing road safety education and promotion to communities at risk. The communities at risk are identified by using all relevant information and resources that are available, such as the crash data held by NZTA Waka Kotahi, the communities at risk register and community feedback. All contractors work in partnerships with other road safety professionals to achieve the best outcomes for Northland.

Northland Road Safety Trust

The Northland Road Safety Trust (NRST) holds the contracts for both the Whangarei District and Kaipara District. Since its inception NRST has developed programmes in response to road safety priorities which focus on developing and changing driving behaviour using one-to-one and group education approaches rather than mass media promotion. Activities include but not limited to, providing child restraint checks, young driver programmes and mentoring, Drive SOBA, Drive SMARTA (both aimed at recidivous driving offenders), and fatigue stops.

Far North Rural Education Activities Programme (REAP)

The Road Safety Team deliver projects, learning support, social marketing, events, courses, driving school, and overall coordination of road safety education in the Far North District. They work very closely with their communities and have several partners across the district assisting with the delivery of their road safety contract including: Moerewa Christian Fellowship Centre, Hauora Hokianga, Ngati Hine Health Trust, Te Runanga O Whaingaroa, Automotivate – Safer Communities, and Te Hauora o Ngapuhi.

Bike Northland

Bike Northland hold two contracts for the Whangarei District and Far North District for delivering bike skills in schools. The Whangarei contract is well established, and the team have been well received by schools who invite them back each year to deliver the programme. The Far North contract started delivering in term three of 2022 and so far, has been well received. Bike Northland also assist schools with the Bikes in Schools programme where schools are encouraged to keep bikes at school for students to use.

Patience to Paradise Campaign

One of the most recent campaigns that the Northland Road Safety partners have worked on, led by Far North REAP, was the Patience to Paradise campaign which came about due to the closure of the Mangamuka Gorge, State Highway 1. This campaign was targeted at tourists and locals to slow down, expect delays, and encouraged people to stay on State Highway 10 as that is the safest route to get to the Far North. The team campaigned on radio, social media, newspapers, billboards, a short promotional video and held an education stop in Waiomio just before Christmas. The stop was supported by New Zealand Police as well to monitor speeds and spread the word about the closure of State Highway 1. The public were grateful for the information and the refreshments supplied at the stop.



The team at the Waiomio Education stop.



Billboards that were used to promote the campaign.

**Road User Choice
Road Trauma Update**

2022 - 1 January – 31 December, Provisional Road Fatalities Statistics

Fatalities Jan – Dec 2022	Far North	Whangārei	Kaipara	Northland	National
Local roads	3	11	1	15	189
State highways	13	8	2	23	188

TOTAL	16	19	3	38	377
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The calendar year of 2022 hasn't been a good one for both deaths & serious injury crashes nationally and regionally. 'RIDS' – Restraints, Impairment, Distractions, Speed continued to be leading factors in the northland crashes.

The figures in the table above are provisional for the year just ended. Northland reached 38 deaths for the year. This compared to - 33 deaths in 2021, 28 deaths in 2020 and 29 deaths in 2019.

A breakdown of the Northland 2022 fatality profiles showed –

Deaths: 2022 (38) Monthly contributions -

January (1), February (0), March (2), April (6), May (1), June (4), July (5), August (3), September (1), October (2), November (8), December (4).

Role:

Driver (18), Passenger (10), Motorcyclist (6), Cyclist (2), Pedestrian (2).

Age Group:

0-14yrs (2), 15-19yrs (6), 20-24yrs (5), 25-39yrs (8), 40-59yrs (8), Over 60yrs (9).

Gender:

Male (29), Female (9)

Road Type & Posted Speed Corridors: (High speed areas dominating)

Local Road – 100kph (9), 50kph (2), 60kph (1), 70kph (1), 80kph (2) **Total 15**

State Highway - 100kph (15), 50kph (4), 60kph (1), 70kph (0), 80kph (3) **Total 23**

The Graphic below relates to Australian, New Zealand and Auckland road deaths per 100,000 population: Acknowledging - Madison Salter (Auckland Transport) who compiled the table.

Location	2018			2019			2020			2021			2022		
	Deaths	Population	Deaths per 100,000	Deaths	Population	Deaths per 100,000	Deaths	Population	Deaths per 100,000	Deaths	Population	Deaths per 100,000	Deaths	Population	Deaths per 100,000
Auckland****	54	1,854,800	2.9	43	1,884,500	2.3	36	1,714,200	2.1	59	1,704,100	3.5	54	1,695,200	3.2
New Zealand TOTAL	378	4,941,200	7.6	348	5,040,400	6.9	318	5,183,700	6.2	318	5,117,400	6.2	379	5,127,400	7.4
QLD	246	5,051,610	4.9	220	5,136,740	4.3	278	5,191,354	5.4	277	5,265,041	5.3	299	5,322,054	5.6
NSW	347	7,982,833	4.3	352	8,074,458	4.4	384	8,084,193	4.8	275	8,095,430	3.4	288	8,153,584	3.5
ACT*	9	435,538	2.1	6	445,816	1.3	7	451,433	1.6	11	453,324	2.4	18	456,652	3.9
VIC	213	6,473,672	3.3	246	6,583,405	3.7	211	6,543,465	3.2	234	6,559,941	3.6	240	6,611,727	3.6
TAS	17	546,583	3.1	29	558,864	5.2	38	565,557	6.7	35	569,827	6.1	51	571,517	8.9
SA**	80	1,758,014	4.6	114	1,781,684	6.4	93	1,796,955	5.2	99	1,806,599	5.5	70	1,820,530	3.8
WA	159	2,640,114	6.0	164	2,693,499	6.1	155	2,731,729	5.7	166	2,762,234	6.0	174	2,785,311	6.2
NT	50	247,437	20.2	35	247,602	14.1	31	249,163	12.4	35	249,345	14.0	44	250,635	17.6
Australia TOTAL	1,123	25,150,532	4.5	1,186	25,526,896	4.6	1,097	25,438,652	4.3	1,132	25,766,405	4.4	1,184	25,978,935	4.6

NOTES:
 * ACT's latest figure is only up until October 17, 2022.
 ** South Australia's latest figure is only up until 11.58pm, December 25, 2022.
 *** NZ population as of Sept 2022, Australian population as of Jun 2022
 ****Auckland's 2022 figure remains provisional until March 2023

Sources:
<https://www.transport.govt.nz/statistics-and-insights/safety-road-deaths/>
<https://amp-abc-net-au.cdn.ampproject.org/c/s/amp.abc.net.au/article/101821372>
<https://www.abs.gov.au/statistics/people/population/national-state-and-territory-population/latest-releases#states-and-territories>
<https://www.stats.govt.nz/topics/population>

In 2022 the Aotearoa/New Zealand deaths per 100,000 was 7.4. and Auckland was 3.2.

By comparison - Te Tai Tokerau/Northland was 18.86 – Far North district was 21.68, Whangarei district was 18.1, Kaipara district was 11.03.

Australia was 4.6, NSW - 3.5, QLD - 5.6, ACT - 3.9, VIC - 3.6, TAS - 8.9, SA – 3.8, WA – 6.2, NT – 17.6

Te Tai Tokerau/Northland figures were created by using fatal numbers, Region/District populations (2022) per 100,000 as tabled below.

This model only tells part of the trauma story, but it is an internationally accepted formula when making comparisons. We see local figures indicating the scale and the importance of the challenge ahead for reducing deaths across Te Tai Tokerau/Northland and Aotearoa/New Zealand especially when comparing our own progress against leading jurisdictions overseas while also factoring in funding and investment pressures ahead of us.

Te Tai Tokerau/Northland region; 38 deaths -**18.86** deaths per 100,000 population. (201,500 pop)
Far North district; 16 deaths -**21.68** deaths per 100,000 population. (73,800 pop)
Whangarei district; 19 deaths -**18.905** deaths per 100,000 population. (100,500 pop)
Kaipara district; 3 deaths -**11.03** deaths per 100,000 population. (27,200 pop)

2023 – 1 January – 26 January, Road Fatalities Statistics

Fatalities – 2023 YTD	Far North	Whangārei	Kaipara	Northland	National
Local roads	0	2	0	2	11
State highways	2	0	1	3	11
TOTAL	2	2	1	5	22

Fatal crashes starting the year in 2023 has commenced very poorly in Te Tai Tokerau. Already there have been five fatal crashes evenly spread across the region compared to two at the same time in 2022.

This year to date - 4 x males and 1 x female, 3 x drivers and 2 x passengers, 1 x 20-24yrs, 1 x 25-39yrs and 3 x 40-59yrs, 2 x fatal crashes on local roads and 3 x fatal crashes on State Highway.

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

1. R4E – 2019/2020 – 240 riders completed courses for that financial year.
2. R4E – 2020/2021 – 186 riders completed courses for that financial year.
3. R4E – 2021/2022 – 182 riders have completed courses for this financial year just completed.
4. R4E – 2022/2023 – 113 riders have completed courses for this financial year to date.
 - Bronze Course – 43
 - Silver Course – 38
 - Gold Course – 32

Motorcycle safety continues to be a high priority area of interest and focus. There were 6 motorcyclists killed on Northland roads during the 2022 calendar year. These crashes will be further investigated by the Police and the Coroner.

Work continues on the 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.

Shiny Side Up is coming to Whangarei for the first time - on Sunday the 5th of March 2023 -

For those unfamiliar with a Shiny Side Up event - the big Bike Fests are mostly outdoor events featuring riding displays (stunts, gymkhana trials, ABS demonstrations, etc.), presentations by well-known motorcycling figures, retail stalls, food and drink outlets and sometimes even on-site attractions such as at the Southward car museum at Paraparaumu. **Talk Series** events are smaller scale and typically feature a presentation or demonstration by some of the same figures you'll find at the Bike Fests. In the past there has been the likes of Stateside-based suspension guru Dave Moss, the Queen of road rash Brittany Morrow, champion racer Andrew Stroud and many more.



Waka Kotahi Road Safety Promotion/Media themes for December 2022 and January 2023

Road safety promotional and media related themes for the above-mentioned months were concentrated around:

- Alcohol, Motorcycling, Drugs, Distractions, Speed, Seatbelts, Fatigue.

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.' Further discussions are continuing with other road safety partners including the Northland Rugby Union.

Attachments/Ngā tapirihanga

Attachment 1: Northland Road To Zero Infrastructure and Speed Management [↓](#) 