

Draft Regional Land Transport Programme 2009-2019

Northland
Regional
Land Transport
Programme
2009—2019

Summary of Submissions

SUMMARY OF SUBMISSIONS AND DECISIONS SOUGHT ON THE NORTHLAND REGIONAL LAND TRANSPORT PROGRAM 2009-2012

This report presents a summary of submissions on the Northland Regional Land Transport Program 2009-2012. A total of 39 submissions have been received.

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1 Martin R Abbot (Juken New Zealand Ltd)

Submission 1 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Not specified

Submission Summary

Replace single lane 'bottleneck' bridges on SH1 and SH10 at Rangiahua, Kaeo and Taipa.

Relief Sought

- 1.1 Include consideration of replacing single lane bridges on SH1 and SH10 at Rangiahua, Kaeo, and Taipa.

NORTEG Recommendation

- 1.1 Refuse relief sought in part – request NZTA consider this in long term planning.

Staff Comment

This work is desirable for Northland; however the issue raised by the submitter is focused on capacity than structural issues, and government funding is focussed towards the later.

HEARINGS COMMITTEE DECISION:

Submission in Full

I received a copy of the RLTP this morning and have had a very quick read. I believe that there is no apparent mention of replacing single land bridges on SH1 and SH10. Rangiahua; Kaeo; Taipa.

I may have missed something here as I haven't read the whole detail, but is there a reason these have not been included? It seems to me that these are bottlenecks in the respective SH corridors.

2 Hinemoa Apehera (Rewarewa D Incorporation)

Submission 2 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Yes

Submission Summary

There has been no consultation with Maori landowners.
Remove proposed road between Toetoe Rd & Port Nikau from plan.

Relief Sought

- 2.1 Remove proposed road from the plan.

NORTEG Recommendation

- 2.1 Allow relief sought.

Staff Comment

Such a road is not currently proposed in the Draft Northland Regional Land Transport Programme. There is currently a study underway in the area, and full consultation will be undertaken by WDC as part of the study.

HEARINGS COMMITTEE DECISION:

Submission in Full

No consultation with Maori landowners again (since 1876). I have concerns about the proposed 'Otaika Study Area' – transport network – indicating a proposed road across my (our) property. No consultation.

Delete proposed road from the plan – specifically – the road beginning at the end of Toetoe road, across our property to Port Nikau.

When is WDC and NRC going to make direct contact with the owners of Rewarewa D Inc who own approx 20% of the Port area.

3 Whangarei District Council (Jeff Devine)

Submission 3 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Yes

Submission Summary

All comments in relation to the Detailed Three Year Programme:

- Maintenance Programme 2009/2012 reduced by approximately \$1 million with new requested budget for maintenance programme - Changes made on LTP Online.
- Pavement Reconstruction - introduced new activity - budgeted at approximately \$1 million - changes made to LTP Online
- Alterations to budgets for WDC Walking and Cycling 2009/12, Whangarei Urban Bus Service Infrastructure 2009/12.
- KDC Otamatea Road reconstruction - Question projects high ranking for seriousness & Urgency.
- WDC and FNDC seal extensions - increase seriousness and urgency rank to 'Medium' in line with other unsealed roads.
- Riverside Drive/Onerahi Rd Upgrades - Increase seriousness and urgency of investigation phase to 'Medium' due to land requirements.
- Lower Hatea River Crossing - Rankings should be MMM based on priority assessment.
- KDC Seal Extension - Project shown to have priority rating of 4 – questions whether this should be 6.

Relief Sought

- 3.1 Reduce Maintenance Programme.
- 3.2 Introduce new activity – pavement reconstruction (approximately \$1m).
- 3.3 Alterations to budgets for Walking and Cycling and Urban Bus Service Infrastructure.
- 3.4 KDC Otamatea Road Reconstruction - change ranking for seriousness & Urgency to low.
- 3.5 WDC and FNDC seal extensions - increase seriousness and urgency rank to 'Medium'
- 3.6 Riverside Drive/Onerahi Rd Upgrades - Increase seriousness and urgency of investigation phase to 'Medium'
- 3.7 Lower Hatea River Crossing – change ranking to MMM
- 3.8 KDC Seal Extension - Clarify if Priority rating is correct.

NORTEG Recommendation

- 3.1 Allow relief sought
- 3.2 Allow relief sought

- 3.3 Allow relief sought
- 3.4 Allow relief sought
- 3.5 Allow relief sought
- 3.6 Allow relief sought
- 3.7 Allow relief sought
- 3.8 Allow relief sought

Staff Comment

3.1 & 3.2

WDC, under instruction from NZTA shifted funding from maintenance activity to rehab- does not affect total programme (non prioritised cost centre)

- 3.3 Correction of a technical error funding shown for a one year programme rather than three year
- 3.4 Concerns around technical ratings when compared to other similar projects around the region. Project should be ranked in line with other regional projects unless supporting documentation can be provided.
- 3.5 Northland has a higher need for seal extensions due to its high proportion of unsealed roads
- 3.6 Links in with proposed Onerahi bypass and Lower Hatea River Crossing Drive projects. This is included as part of WDC's urban strategy.
- 3.7 WDC has undertaken review of technical data and provided a revised priority ranking. NORTEG accepts this ranking. NORTEG has adjusted the program based on this increased priority. A revised prioritisation process spreadsheet (Appendix II of the RLTP) is included with this report to clearly identify the implications of this amendment. However it should be noted that KDC has submitted on this particular project and will be speaking to their submission (ref sub 29)
- 3.8 Technical error and has been corrected.

HEARINGS COMMITTEE DECISION:

Submission in Full

Thank you for the opportunity to comment on the Draft Northland Regional Land Transport Programme (RLTP). The Whangarei District Council's (WDC) comments relate to the Detailed Three Year Programme detailed in Appendix II of the draft Northland RLTP and are described below:

WDC Maintenance, Operations, and Renewals 2009/12 – We have reduced our maintenance programme by \$1,048,869 of pavement rehabilitation over the 3 year period as part of our negotiations with NZTA. In addition, we have added \$50,000 to W/C 131 - Level Crossing Warning Devices in 2010/11 for a one-off OnTrack project to install barrier arms on Kamo Road in Whangarei City. The requested budget for our maintenance programme is now \$54,427,873. This change has been made on LTP Online.

WDC Pavement Reconstruction 2009/12 – We have introduced this **new activity** to balance the shortfall in Council's maintenance request (see item above). This new item has been included on LTP Online and will be formally submitted when we complete our Final Submission to the RLTP online. The project budget is \$1,048,869 and has a profile of LMH.

WDC Walking & Cycling 2009/12: On Road Walking & Cycleways – Our application incorrectly showed only Year 1 of our 3 year programme. The budgets for the two remaining years are \$195,237 for 2010/11 and \$200,899 for 2011/12. The total 3 year programme for this activity is therefore \$585,136. These additional budgets have been included on LTP Online and will be formally submitted when we complete our Final Submission to the RLTP online.

WDC Walking & Cycling 2009/12: Off Road Walking & Cycleways – As for the On-Road request above, our application incorrectly showed only Year 1 of our 3 year programme. The budgets for the two remaining years are \$883,447 for 2010/11 and \$1,054,161 for 2011/12. The total 3 year programme for this activity is therefore \$2,107,708. These additional budgets have been included on

LTP Online and will be formally submitted when we complete our Final Submission to the RLTP online.

WDC Whangarei Urban Bus Service Infrastructure 2009/12 – Our application incorrectly showed only Year 1 of our 3 year programme. The budgets for the two remaining years are \$135,581 for 2010/11 and \$139,513 for 2011/12. The total 3 year programme for this activity is therefore \$390,594. These additional budgets have been included on LTP Online and will be formally submitted when we complete our Final Submission to the RLTP online.

KDC Otamatea Area Road Reconstruction 2009/12 – We would question how realistic is this project's High ranking for Serious & Urgency? We understand that this project is growth related and is likely to have a lower ranking given the impacts of the economic downturn on subdivision development. This project is expected to be similar in nature to our growth related projects such as the McEwan Road & One Tree Point Road Upgrade projects for which we have shown a Low ranking for Serious & Urgency.

WDC & FNDC Seal Extensions 2009/12 – The Seriousness & Urgency of these projects should be increased to a Medium ranking to bring them in line with KDC's rankings as lack of sealed roads is a region-wide issue within Northland. Northland has a higher need for seal extensions due to its high proportion of unsealed roads. This is recognised within the Northland Regional Land Transport Strategy. Therefore, we suggest that all seal extensions within Northland should be given a Medium ranking for Seriousness & Urgency.

WDC Riverside Drive/Onerahi Road Upgrades (Investigations) – The Seriousness & Urgency of the Investigation phase of this project should be increased to Medium as this work is required to establish land requirements, budgets and to confirm the BCR for the construction phase. This phase will enable land to be secured for the construction works which are currently programmed for 2014-2016.

WDC Lower Hatea River Crossing – We have undertaken a priority assessment of this project using NZTA's criteria and have determined that its rankings should be MMM. This is based on the attached assessment (which has been entered onto LTP Online) and a BCR of 2.

KDC Seal Extensions 2009/12 – We note that although this project is shown to have a MMM ranking it has been given a Priority Rating of 4. Is this correct or should it have a Priority Rating of 6?

4 Police District Headquarters (Clifford Paxton)

Submission 4 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

NZ Police have no objections to the Northland RLTP 2009 - 2012.

Relief Sought

4.1 No specific relief sought but general support for the Programme.

NORTEG Recommendation

4.1 Allow relief sought

Staff Comment

The submission supports the Draft Northland Regional Land Transport Programme

HEARINGS COMMITTEE DECISION:

Submission in Full

Northland Police have no objections to the draft Regional Land Transport Programme for 2009/2012 as supplied.

5 Wendy Jecentho

Submission 5 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Require two-lane bridges at Taipa, Kaeo, and Rangiahua, and more passing lanes in the Far North as there are none from Cape Reinga to Kaeo.

Relief Sought

- 5.1 Additional transport projects: two-lane bridges at Taipa, Kaeo and Rangiahua.
- 5.2 Additional transport projects: increase passing lanes between Cape Reinga and Kaeo.

NORTEG Recommendation

- 5.1 Refuse relief sought in part – request NZTA consider this in long term planning.
- 5.2 Allow relief sought in part – study to be extended

Staff Comment

Two-lane bridges are supported, as this is a long standing issue related to State Highways. This work is desirable for Northland; however the issue raised by the submitter is focused on capacity than structural issues, and government funding is focussed towards the later.

NZTA is encouraged to extend the proposed SH1 passing lane study (Whangarei/Kaitaia) to include SH10 (Pakaraka to Kaitaia) and to extend the study on SH1 north to Cape Reinga. The NZTA route security study indicates that SH10 is expected to be the preferred route for heavy traffic, which adds justification for a study into additional passing lanes.

HEARINGS COMMITTEE DECISION:

Submission in Full

We require a two lane bridge at Taipa, also Kaeo and Rangiahua. Currently single lane bridges at all these locations, particularly Taipa cause a great deal of inconvenience.

We require more passing lanes in the Far North Area. There are none from Cape Reinga to South of Kaeo if you are travelling Eastward (on the Transit Highway (NZTA) network).

6 GHD / FNDC (Craig Connelly)

Submission 6 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Unspecified

Submission Summary

Waimate North seal extension is not included in RLTP although it has approved funding – this appears to be an omission.

Relief Sought

6.1 Include Waimate North seal extension in 'New and Improved Infrastructure for Local Roads' table.

NORTEG Recommendation

6.1 Allow relief sought, subject to clarification by NZTA.

Staff Comment

Need to clarify this matter with NZTA. Further information is required to include this in the programme.

HEARINGS COMMITTEE DECISION:

Submission in Full

This project would appear to be an omission off the proposed draft Northland Regional Land Transport Programme 2009-2012, 'New and Improved Infrastructure for Local Roads' table.

Please find the details of the project in the attachment (note attachment is available from NRC by request) below which is extracted from LTP online.

The project has been approved by NZTA as shown, I have spoken with Brian Palalagi to check that I'm not reading it incorrectly, and he has confirmed that it is approved from the NZTA end.

The project spans over two years, i.e. this year and 09/10 which may have been the reason it didn't automatically flow into the 2009 – 2012 programme?

7 Robin Shepherd (Rangitahi Consultants)

Submission 7 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Early planning for a bypass from Mangonui to Awere to bypass Coopers Beach
Replace single lane bridges on State Highways
More Passing Lanes north of Pakaraka on SH1

Relief Sought

7.1 Additional project – initiate planning for a bypass from Mangonui to Awere

- 7.2 Additional project – replace single lane bridges on State Highway
- 7.3 More passing lanes north of Pakaraka on SH1

NORTEG Recommendation

- 7.1 Refuse relief sought.
- 7.2 Refuse relief sought in part – request NZTA consider this in long term planning.
- 7.2 Refuse relief sought in part – request NZTA consider this in long term planning.

Staff Comment

Early planning for a bypass around SH10 is being included in the RTC 50 year vision for Northland transport network. The RTC will work with NZTA and FNDC to investigate future proofing potential of a bypass.

Replace of single lane bridges on State Highway is supported, as this is a long standing issue. This work is desirable for Northland; however the issue raised by the submitter is focused on capacity than structural issues, and government funding is focussed towards the later.

NZTA is currently undertaking a passing lane study for SH1 between Whangarei and Kaitaia.

HEARINGS COMMITTEE DECISION:

Submission in Full

Early planning must be initiated for a bypass from Mangonui to Awere to bypass Coopers Beach to Taipa.

Single lane bridges on State Highway replacement.

The need for more passing lanes north of Pakaraka on SH1

8 Northland Tourism Development Group (Albert Lovell)

Submission 8 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Yes

Submission Summary

Increased roadside facilities for visitors to Northland are needed, as is fast tracking of Marsden Point Rail Link to alleviate road damage and congestion.

There is no proposal for the development of walking and cycling options away from SH1, these should be identified and included.

Continue to upgrade Twin Coast Discovery State Highways, local roads and bridges.

Relief Sought

- 8.1 Additional activity - Increased roadside facilities
- 8.2 Include provisions to fast track Marsden Point rail line
- 8.3 Include proposals regarding development for cycling and walking
- 8.4 Continue to upgrade Twin Coast Discovery State Highways, local roads and bridges.

NORTEG Recommendation

- 8.1 Allow relief sought.
- 8.2 Refuse relief sought.
- 8.3 Allow relief sought.
- 8.4 Allow relief sought

Staff Comment

- 8.1 Support increase in roadside facilities, this is being planned for in miscellaneous works. NZTA to be approached for further funding toward this, and request that NZTA ensures consideration for roadside facilities becomes standard for any future work.
- 8.2 Construction of the Marsden Point rail line is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. However the rail link has been designated and all consents applied for to allow future construction.
- 8.3 Walking and cycling projects are included in the programme under 'Walking and Cycling Facilities', although individual projects have not been listed under the group allocation category of the programme. For further detail on individual projects consult relevant District Council LTCCP. Councils will work with Government to identify opportunities for the New Zealand cycleway in Northland away from SH1.
- 8.4 A report on this route has been commissioned by NZTA, and a review of changes to the Twin Coast Discovery route is being undertaken. NZTA have been requested to provide information on the projects proposed on this route.

HEARINGS COMMITTEE DECISION:

Submission in Full

The priorities are a reasonable compromise between pressing need in Northland for roading improvement and funding. Unfortunately the latter inhibits a broader number of inclusions for roading improvements.

Additional transport activities or projects:

1. Increased roadside facilities for visitors to Northland. This was referred to in the report but does not identify action. The Northland Tourism development Group has made a submission to NZTA outlining safety, rest, and viewing requirements. A full copy of the report is available if required but key items are; a) stopping points on left side of SHs only as a safety measure. b) 15minutes driving between stopping points. c) iconic views to have stopping points to avoid hazardous stopping. 2. Fast tracking Marsden Point rail to alleviate road damage and congestion. 3. Cycling and walking is an identified issue but there is no specific proposal for development. Within the proposed New Zealand cycleway Northland should identify options away from SH1.

Are there any other further comments you wish to make?:

The Twin Coast Discovery Highway is key to the spread of economic benefit throughout the region and therefore continued upgrade of SHs and local roads that make up the TCDH including bridges (e.g. OW bridges on SHs 10 and 12) is paramount. A report was submitted in 2008 to NZTA and local councils proposing a number of modifications to the TCDH and these should be progressed; Mangawhai turnoff Matakoho Road loop Dargaville Town Centre Tutukaka Coast Broadwood

9 Debbie Evans (Kaipara Community Health Trust and Kaipara Transport Forum)

Submission 9 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Require financial assistance to continue existing public passenger transport services, and need to be able to access SuperGold Card Funding.

Relief Sought

- 9.1 Provide financial assistance for Kaipara passenger transport services.
- 9.2 Provide access to SuperGold Card funding for Kaipara passenger transport services.

NORTEG Recommendation

- 9.1 Allow relief sought in part
- 9.2 Refuse relief sought in part

Staff Comment

- 9.1 Investigation will continue into the possible funding opportunities for Kaipara transport services, including 'T' funding eligibility, subject to KDC providing local share.
- 9.2 SuperGold card is 100% funded by NZTA; Northland is allocated a set amount which is distributed only to approved subsidised services contracted to NRC. Kaipara may not meet current criteria for funding; however NRC will negotiate further with NZTA.

HEARINGS COMMITTEE DECISION:

Submission in Full

Additional transport activities or projects:

Access to public transport throughout the Kaipara District is constantly being identified as a major barrier to accessing paid employment, healthcare and community participation in a number of sectors of our community.

Our community has worked long and hard to support privately owned transport services set up in our area, we are proud to have a daily bus service link to Whangarei, a "Town and Around Passenger Transport service", and Health Shuttles based in Dargaville and Maungaturoto which take people to health appointments. We require financial assistance to sustain these existing services and to assist people to use these services.

We need to be able to access the Super Gold Card Funding and other government transport subsidies. We will continue to work with you to find local transport solutions for our community.

10 Jennifer Northover

Submission 10 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Supports objectives outlined in Section 4.3, however these objectives do not seem to be reflected in the planned expenditure. Rail has great potential and there is a need to upgrade and expand existing rail infrastructure and services. The existing rail infrastructure from Helensville is in need of an upgrade, and rail should be extended through to the Bay of Islands. Rail should be used to compliment tourism, particularly for cyclists.

There is a need to pursue alternative modes of transport other than road transport, and greater spending required on public passenger transport services. The existing rail infrastructure should be retained and not removed in favour of a cycle path.

Relief Sought

- 10.1 Retain objectives of Section 4.3
- 10.2 Increase percentage of funding allocated to public transport infrastructure by rail.
- 10.3 Upgrade rail link to Helensville
- 10.4 Extend rail through to the Bay of Islands
- 10.5 Retain existing rail infrastructure.
- 10.6 Develop a project plan to optimise the costs and benefits of the rail network.

NORTEG Recommendation

- 10.1 Allow relief sought
- 10.2 Refuse relief sought
- 10.3 Refuse relief sought
- 10.4 Refuse relief sought
- 10.5 Allow in part – as much as possible given that the rail infrastructure is owned by a third party.
- 10.6 Allow in part

Staff Comment/Reasons for Recommendation

The current focus and budget for public transport is directed towards buses in Whangarei city. No provision has been made for rail related passenger infrastructure as there are currently no passenger rail services. Rail has been identified as a significant opportunity in the 50 year vision for transport. The current state of Northlands rail network requires significant investment and upgrading, which is not likely to occur in the short term and will be driven by freight demand rather than passenger demand. Construction of rail line infrastructure is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. Northland will endeavour to retain the existing rail network so that any future plans are not jeopardised, and will be developing a long term strategic plan for the use of rail.

HEARINGS COMMITTEE DECISION:

Submission in Full

I have just learned that there is talk of tearing up existing rail in some areas, and in some instances it is to replace the rail with a designated corridor for John Key's national cycleway. The state of the rail between Huapai and Wellsford is deplorable, or at least it was when I took the ARC service a couple of years prior to the opening of Atiu Creek Farm. In some areas I understand only 1 sleeper in 4 was in sound condition following a derailment of a freight carriage and subsequent damage to several kms

of the line. The trip from Britomart to Wellsford took in excess of 4 hours, yet it was a stunningly scenic route, being located in beautiful native bush at times and at other times skirting the coastline.

Section 4.3 sets out in 5 bullet points' objectives of the NTNS. The first refers to: the current state and performance of the existing transport network, and major risks to it. Third bullet - agreement on the key transport corridors (routes) and developing at a strategic level an appropriate hierarchy. Fourth bullet - pursue other forms and types of land transport modes other than road transport, and Fifth bullet - prioritisation of transport projects within the identified available funding.

The evaluation framework further down in this section includes: Access and mobility - Availability of transport options and opportunities as opposed to actual use of the system. But then when you go down to the funding table in Table 2 (S 5.1), it shows a total projected expenditure on New and Improved Infra for highways and local roads in excess of \$189m. By stark contrast the planned expenditure on Public Transport Infrastructure is less than \$0.4m. Planned public transport spend is LESS THAN 0.2% of planned spend on roads and highways.

The excellent overview in Section 4.3 seems to have been largely ignored as a rail option is then barely mentioned; there does not appear to be any commitment to take the opportunity to enhance and provide a rail option for travel and tourism. The existing rail route, poorly maintained though it currently is, has great potential for:

- 1) Increasing freight haulage by rail, given that roads are becoming increasingly congested by logging and other freight trucks,
- 2) Eventually extending the rail transport network for passengers beyond Helensville. While the Helensville line is only furnished with one return service in the evenings many commuters find this inconvenient and take a bus back home whereas in the morning, with two inbound services, patronage is significantly better. The rail should, over time, be improved and extended to the Bay of Islands. Given the popularity of this area, such a route could prove as popular for tourists as the Overlander.
- 3) In fact, existing rail should be improved and marketed as a service to run in concert with the national cycleway, providing cyclists and tourists with a basic rail network from which they can embark and disembark to enjoy the best the Northland has to offer. The countryside that I saw on the route to Wellsford was outstanding - a closely concealed gem. A recent survey shows that cyclists (tourists from overseas) stay longer and spend more than other (non-cycling) tourists. Economically this can bring benefits throughout Northland - the Otago Rail Trail is an excellent example of what can be achieved. Indeed, a strong argument for not scrapping the Overlander was the significance of the benefits enjoyed by smaller centres such as National Park and Ohakune from being on this route.

Even if further expenditure on rail infrastructure is not possible in the immediate future, the existing rail must at the very least be retained and not removed to use the corridor for a cycle path. Funds should be applied to improving the rail, and even developing new improved routes for specific purposes such as Marsden Point, to provide a network for use by freight haulage, general commuting by passengers, coordination with the national cycleway, and developing tourism potential.

Additional transport activities or projects:

Planning to upgrade the rail network north of Helensville, through eventually to Bay of Islands. And developing a project plan to optimise the benefits/costs of this resource.

Are there any other further comments you wish to make?
Really nice having an online form to lodge my comments!

11 Te Runanga-a-Iwi o Ngati Kahu (Victor C. Holloway)

Submission 11 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Limited support for proposals, but would like to see more involvement, discussion, and consultation with hapu and Iwi.

NZTA should increase funding for new and improved infrastructure and local road to alleviate local share spending, as everyone uses the roads.

Improvement or replacement of one way bridges at Taipa; Kaeo/Whangaroa; Rangiahua should be included in the list of prioritised projects for Northland.

New and improved infrastructure for local roads should include (list provided) various junctions, sealing and footpaths.

Support for Marsden Point rail link and Marsden Point sea terminal.

Relief Sought

- 11.1 Include provisions for further consultation with hapu and Iwi.
- 11.2 Allow for increased NZTA funding for new and improved infrastructure
- 11.3 Additional transport projects - Improvement or replacement of one way bridges at Taipa; Kaeo/Whangaroa; Rangiahua.
- 11.4 Retain concept of Marsden Point Rail link

Additional transport projects:

- 11.5 Improvement to junctions of Parapara, Taumata and Parapara – Toatoa Roads
- 11.6 Improvement to the portion of Parapara – Taumata Road between the junction and Parapara Marae
- 11.7 Tar sealing outside of Te Ahua Marae – Toatoa
- 11.8 Tar sealing outside of Te Ranginui Marae – Kenana
- 11.9 Tar sealing outside of Aputerewa Marae – Back River Road – Mangonui
- 11.10 Tar sealing of the road outside of Haititaimarangai Marae – Whatuwhiwhi
- 11.11 Tar sealing the road from Matariki Place to Haititaimarangai Marae – Whatuwhiwhi
- 11.12 A footpath between the bottom of Kareponia Hill and the papakainga at the top of the hill.
- 11.13 A footpath along the residential length of Simon Urlich Road, Tokerau Beach.

NORTEG Recommendation

- 11.1 Allow in part
- 11.2 Refuse relief sought
- 11.3 Refuse relief sought
- 11.4 Allow relief sought
- 11.5 Allow relief sought in part
- 11.6 Allow relief sought in part
- 11.7 Allow relief sought in part
- 11.8 Allow relief sought in part
- 11.9 Allow relief sought in part
- 11.10 Allow relief sought in part
- 11.11 Allow relief sought in part
- 11.12 Allow relief sought in part
- 11.13 Allow relief sought in part

Staff Comment

- 11.1 Consultation on individual projects will be undertaken as projects progress.
- 11.2 Funding ratios are set by the Ministry of Transport and are outside the scope of this programme.
- 11.3 This work is desirable for Northland; however the issue raised by the submitter is focused on capacity than structural issues, and government funding is focussed towards the later.
- 11.4 Construction of the Marsden Point rail line is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. However the rail link has been designated and all consents applied for to allow future construction.
- 11.5 – 11.13
There is a programme in place for sealing outside public facilities (incl marae), funding is being sought through this program from the government to progress this (T funded). Details of specific projects are included in District Councils LTCCPs.

HEARINGS COMMITTEE DECISION:

Submission in Full

Te Runanga-a-Iwi O Ngati Kahu submits the following:

SECTIONS 3 & 4 - LEGISLATIVE REQUIREMENTS & NORTHLAND'S TRANSPORT ISSUES AND CHALLENGES

Te Runanga-a-Iwi O Ngati Kahu has limited support for the proposals as set out;

1. Ngati Kahu would like to see:
 - 1.1. More involvement of Iwi
 - 1.2. More direct discussions with hapu and Iwi
 - 1.3. More consultation between Hapu/Iwi Authority and the Regional Transport Committee
 - 1.4. Iwi Authority should be notified prior to any work starting in their rohe.

ADDITIONAL TRANSPORT ACTIVITIES, OR PROJECTS, THAT WE IDENTIFY IN TABLE 2; AND SEEK NATIONAL FUNDING FOR.

2. New and Improved Infrastructure for Local Roads;-
 - 2.1. Projects included in the Programme
 - 2.1.1. Ngati Kahu submits that: 'The NZ Transport Agency' (NZTA) should increase their fund-input-ratio to alleviate the amount Ratepayers and Local Government have to pay.
 - 2.1.2. The rationale behind this statement is that everyone traveling through the area uses rural roads, not just local people.
 - 2.2. List of prioritised projects, or groups of activities, for the Northland Region
 - 2.2.1. Ngati Kahu would like to see the following areas included in this section
 - 2.2.1.1. New and improved infrastructure projects for the State Highways:-
 - 2.2.1.1.1. The one-way bridge at Taipa
 - 2.2.1.1.2. The one-way bridge at Kaeo/Whangaroa
 - 2.2.1.1.3. The one-way bridge at Rangiahu.

All of these bridges should be enlarged or replaced as dual-carriageways
 - 2.2.1.2. New and improved infrastructure for local roads should include: Far North District Council:
 - 2.2.1.2.1. The junctions of Parapara, Taumata & Parapara – Toatoa Roads
 - 2.2.1.2.2. The portion of Parapara – Taumata Road between the junction and Parapara Marae
 - 2.2.1.2.3. Tar sealing outside of Te Ahua Marae – Toatoa

- 2.2.1.2.4. Tar sealing outside of Te Ranginui Marae – Kenana
 - 2.2.1.2.5. Tar Sealing outside of Aputerewa Marae – Back River Road – Mangonui
 - 2.2.1.2.6. Tar sealing the road outside of Haititaimarangai Marae – Whatuwhiwhi
 - 2.2.1.2.7. Tar sealing the road from Matariki Place to Haititaimarangai Marae – Whatuwhiwhi
 - 2.2.1.2.8. A footpath between the bottom of Kareponia Hill (By Kareponia Marae) and the papakāinga at the top of the hill
 - 2.2.1.2.9. A footpath along the residential length of Simon Urlich Road, Tokerau Beach, Northland
3. Ngati Kahu supports the concept of a rail corridor from State Highway 1 and Marsden Point sea-terminal.
-

12 Jon Reeves

Submission 12 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

There is an imbalance of funding between roading and rail. Daily return passenger services to Wellsford, Dargaville, and Otiria need to be investigated. The economic advantages of reopening the Otiria – Kawakawa rail line need to be investigated, as does funding the reconstruction of the Bay of Islands vintage railway line to Opuā. The Marsden Point rail link should be constructed, need an emphasis on this.

Relief Sought

- 12.1 Include provisions for investigating daily return rail passenger services to Wellford, Dargaville, and Otiria.
- 12.2 Additional project – investigate the economic advantages of reopening the rail link from Otiria to Kawakawa.
- 12.3 Additional project – investigate the economic advantages of funding the Bay of Islands vintage railway line reconstruction to Opuā.
- 12.4 Retain focus on the Marsden point rail link.

NORTEG Recommendation

- 12.1 Refuse relief sought
- 12.2 Refuse relief sought
- 12.3 Refuse relief sought
- 12.4 Allow relief sought

Staff Comment

No provision has been made for rail related passenger infrastructure as there are currently no passenger rail services. Rail has been identified as a significant opportunity in the 50 year vision for transport. The current state of Northlands rail network requires significant investment and upgrading, which is not likely to occur in the short term and will be driven by freight demand rather than passenger demand. Construction of rail line infrastructure is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. Northland will endeavour to retain the existing rail network so that any future plans are not jeopardised, and will be developing a long term strategic plan for the use of rail.

Construction of the Marsden Point rail line is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. However the rail link has been designated and all consents applied for to allow future construction.

Note: The \$0.4m identified by the submitter is currently allocated for road based public passenger transport infrastructure.

HEARINGS COMMITTEE DECISION:

Submission in Full

Why is there an incredible imbalance to the regional councils spending on roads versus rail? Nearly \$189 million dollars on roads and only \$0.4 million on rail? The council should be pro-active, as in Dunedin, where they have used their scenic rail lines as profitable tourist rail routes. Daily return services to Wellsford, Dargaville or north to Otiria should be investigated immediately in line with the new governments tourism focus. The council should look at the economic advantages of reopening the rail link from Otiria to Kawakawa and funding the Bay Of Islands Vintage railway line reconstruction to Opuia. Then overseas visitors on cruise ships can catch trains through to Whangarei and enjoy the scenic country side. It would seem the Northland Regional Council may lack transport expertise in rail, therefore all planning is only based around roading. Additionally, the Marsden Point rail link should be constructed, so the Regional Council, this year, must make an emphasis on this in this plan.

The council should look at the economic advantages of reopening the rail link from Otiria to Kawakawa and funding the Bay Of Islands Vintage railway line reconstruction to Opuia. Then overseas visitors on cruise ships can catch trains through to Whangarei and enjoy the scenic country side.

13 Nathan Rose

Submission 13 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Marsden point needs the necessary transport infrastructure to allow it to become New Zealand's major import and export port. The Marsden Point Rail Link and upgrading of the main North rail line needs to be progressed, and the development of the Avondale-Southdown rail line needs to be encouraged. The use of rail to and from the Kauri dairy site must also be encouraged.

Relief Sought

- 13.1 Additional project – upgrade of the Makarau tunnel
- 13.2 Support Marsden Point Rail Link, retain provisions to progress.
- 13.3 Upgrade/modernise the North Auckland rail line.
- 13.4 Encourage the use of rail to and from the Kauri dairy site.

NORTEG Recommendation

- 13.1 Refuse relief sought
- 13.2 Allow relief sought
- 13.3 Refuse relief sought
- 13.4 Allow relief sought

Staff Comment

Construction of rail line infrastructure is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. Rail has been identified as a significant opportunity in the 50 year vision for transport. The current state of Northlands rail network requires significant investment and upgrading, which is not likely to occur in the short term and will be driven by freight demand rather than passenger demand. Northland will endeavour to retain the existing rail

network so that any future plans are not jeopardised, and will be developing a long term strategic plan for the use of rail.

Fonterra currently transports approximately 50% of the finished product produced in Northland by Rail. Further improvements to the Northland rail network could result in increased use of rail transport by Fonterra in the future.

Construction of the Marsden Point rail line is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. However the rail link has been designated and all consents applied for to allow future construction.

HEARINGS COMMITTEE DECISION:

Submission in Full

The most important issue facing northland transport is Marsden point. It should have the necessary transport infrastructure built now to allow it to become New Zealand's major import and export port. Namely the Marsden point rail link and an associated upgrade of the rail line south to the major import and export markets. This includes the opening up of the Makarau tunnel to larger shipping containers, curve easements, heavier rail and signalling to allow more efficient movement of freight along this artery and not state highway one. Furthermore the development of the Avondale - Southdown rail line to furthermore increase the efficiency of this key corridor needs to be encouraged. It will mean freight to and from south of Auckland isn't made more inefficient by Auckland congestion. The use of rail freight to and from the kauri dairy site must also be encouraged.

Rail improvements can reduce road congestion, reduce dependency upon foreign oil, make Marsden point more able to serve New Zealand, reduce global warming and diminish the inefficient building of more and more roads for trucks.

Additional transport activities or projects:

Opening up the Makarau tunnel. Marsden rail link. North Auckland rail line modernisation.

Changes to the priority order of the projects listed in Table 3:

Rail freight should be the number one priority.

14 Mark Alfred Turner

Submission 14 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be Heard: No

Submission Summary

Greater emphasis to be placed on long distance public passenger transport - walking and cycling, rail, and coastal shipping. Over time oil will become a greater issue, and rail should therefore be given greater priority.

Investigations should be made into the possibility of coastal sea freight movement for Northland, and an evaluation should be made into the expansion and improvement of the rail network.

Greater priority needs to be given to public transport, walking and cycling facilities, and less emphasis must be given to new roading.

Relief Sought

- 14.1 Additional transport project – investigation into the possibilities of coastal sea freight
- 14.2 Evaluation of the opportunities for the expansion and improvement of rail network region wide.
- 14.3 Raise the priority of public transport, walking and cycling facilities.
- 14.4 Lower the priority of new roading.

NORTEG Recommendation

- 14.1 Refuse relief sought
- 14.2 Refuse relief sought in part
- 14.3 Refuse relief sought
- 14.4 Refuse relief sought

Staff Comment

Coastal freight being investigated national through the Ministry of Transport's sea change project and will be addressed in further detail in the review of the Regional Land Transport Strategy.

Rail has been identified as a significant opportunity in the 50 year vision for transport. The current state of Northlands rail network requires significant investment and upgrading, which is not likely to occur in the short term and will be driven by freight demand rather than passenger demand. Construction of rail line infrastructure is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. Northland will endeavour to retain the existing rail network so that any future plans are not jeopardised, and will be developing a long term strategic plan for the use of rail.

The regions priorities are based on Government funding. The Government has indicated that its review of the Government Policy Statement will result in funding now being directed toward major capital projects. It is expected that this will raise the priority of New Roothing projects on State Highways and may reduce the priority of public transport, walking and cycling facilities. However new roading projects are expected to be developed as package approaches which must give consideration to public transport, walking and cycling, and travel demand management. Notification of the revised GPS is expected in Early May – however it is prudent to take heed of the expected new approach.

HEARINGS COMMITTEE DECISION:

Submission in Full

The priorities seem to reflect a business as usual attitude. I think that in the medium to long term planning more emphasis needs to be placed on long distance public transport options. An assessment of the issue of peak oil would lead one to the conclusion that private vehicles and truck transport will be used less and less in time and public transport will become more important. Planning for this now would seem to me to be a prudent move. Following this line of thought rail should be given greater priority. Expansion of regional rail and integration of with other public transport options should be emphasised.

We cannot know for certain what the cost and availability of liquid motor fuels will be in 10 years time. Recent experience tells us, however, that whatever it is they will certainly be more expensive. Quite possibly much more expensive. This can only mean that there will be a greater demand for region wide public transport systems, for both people and freight. Planning for this possibility needs to begin now. Leaving it until it is obvious to all will mean leaving it until it is too late. As I live in a semi rural area that currently does not have easily accessible public transport I can see a time when this will become a hardship.

Additional transport activities or projects:

I would like to see some investigation of the possibilities of coastal sea freight in the Northland region. I would also like to see realistic evaluation of the opportunities for the expansion and improvement of the rail network region wide.

Changes to the priority order of projects:

I would like to see the priority of the Public transport, walking and cycling facilities raised. I would like to see less emphasis placed new roading.

15 Ross Galloway

Submission 15 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

There is a disproportionate amount of funding being assigned to 'new and improved state highways' and more should be assigned to new and improved rail infrastructure, and public transport infrastructure. Amount spent on public transport should be at least tripled. It is unclear what money assigned to demand management will be spent on. Heavy freight should be taken off the road network and rail used instead, to reduce road maintenance and improve safety and journey times.

Priority needs to be given to the completion of the Marsden Point Rail Link and upgrade of Northland Rail line.

Relief Sought

- 15.1 Increase the funding assigned to public transport infrastructure (rail) by at least three.
- 15.2 Clarify what funding allocated to 'demand management' will be spent on.
- 15.3 Include provisions to transfer heavy freight from road to rail.
- 15.4 Rail infrastructure improvements to be one of the top six priorities
- 15.5 Additional project – the completion of a rail link to Marsden Port.

NORTEG Recommendation

- 15.1 Refuse relief sought
- 15.2 Clarification provided through staff comment
- 15.3 Refuse relief sought
- 15.4 Refuse relief sought
- 15.5 Allow relief sought

Staff Comment

The revised Government Policy Statement is expected to promote priorities for new projects. Investment in roading by Government is a reality and is aimed at promoting economic development. NORTEG supports this stance in regard to the current economic climate.

The 10 year funding allocation was incorrect and has now been rectified online by NZTA. The majority of this funding is dedicated to community programs such as road safety initiatives throughout the region. The total figure would now be approximately \$6.3m. Note this category also includes demand management and priorities to reduce vehicle dependency.

No provision has been made for rail related passenger infrastructure as there are currently no passenger rail services. Rail has been identified as a significant opportunity in the 50 year vision for transport. The current state of Northlands rail network requires significant investment and upgrading, which is not likely to occur in the short term and will be driven by freight demand rather than passenger demand. Construction of rail line infrastructure is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. Northland will endeavour to retain the existing rail network so that any future plans are not jeopardised, and will be developing a long term strategic plan for the use of rail.

Construction of the Marsden Point rail line is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. However the rail link has been designated and all consents applied for to allow future construction.

HEARINGS COMMITTEE DECISION:

Submission in Full

Too much money being assigned to "New & improved State Highways". No money is assigned to new and improved rail infrastructure when there should be a significant percentage of that assigned to State Highways construction. Only a pitiful amount is assigned to public transport infrastructure. This should be at least tripled. It is unclear what all the money assigned to Demand Management will be spent on. Surely it does not cost \$13 million to organise some walking buses? Overall the issues and priorities are unbalanced - they favour roading expenditure to almost the exclusion of any other transport mode. This is a severe impediment to Northland developing an efficient integrated transport system. Heavy freight needs to be taken off the roading network where -ever possible and put onto an expanded rail network. That will save money in road maintenance and improve safety and journey times.

No mention is made about creating a sustainable transport system. What are the plans for when the petrol price increases to three and four times its present level. This is inevitable during the life of this transport plan. The \$600 million expenditure on roads will be rendered wasted because most Northland people will not be able to afford to drive their cars and trucks.

Additional transport activities or projects:

The completion of a rail link to Marsden port to allow freight to be carried between Auckland, Whangarei and Marsden Point. Priority be given to upgrading the existing rail infrastructure so that it can handle more freight trains and allow this mode of transport to be available in the future when its inherent efficiency will be needed more and hopefully recognised.

Changes to priority order of projects:

Rail infrastructure improvements to be one of the top six priorities.

16 Stephen Watts

Submission 16 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

The use of trucks on the roads needs to be reduced in favour of other forms of transport such as rail.

Proceed with construction of Marsden Point rail link and upgrade existing rail infrastructure.

Relief Sought

- 16.1 Include provisions to reduce the number of trucks on the road.
- 16.2 Give a greater priority to alternative forms of transport such as rail
- 16.3 Proceed with the construction of the Marsden Point Rail Link and upgrade of the rail system.

NORTEG Recommendation

- 16.1 Refuse relief sought in part
- 16.2 Refuse relief sought in part
- 16.3 Refuse relief sought in part

Staff Comment

This RLTP is focused on addressing the efficient and safe movement of freight.

Rail has been identified as a significant opportunity in the 50 year vision for transport. The current state of Northlands rail network requires significant investment and upgrading, which is not likely to occur in the short term and will be driven by freight demand rather than passenger demand. Construction of rail line infrastructure is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. Northland will endeavour to retain the existing rail network so that any future plans are not jeopardised, and will be developing a long term strategic plan for the use of rail.

Construction of the Marsden Point rail line is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. However the rail link has been designated and all consents applied for to allow future construction.

HEARINGS COMMITTEE DECISION:

Submission in Full

I would like to see less trucks on our roads and more on other forms of transport such as rail. Trucks are used far too much and making driving unpleasant and living near any highway unpleasant

Additional transport activities or projects:

I would like to see work proceed on building the Marsden Point Rail Link and upgrade of the rail system. (I see nil funding in table 2). Apparently the "Jumbo" containers can't be railed to the North as 1 tunnel only, needs to be lowered.

17 Charles Parker (Intercity Group Limited)

Submission 17 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Increase SuperGold Card funding to allow for more services to make use of the scheme e.g. Bay of Islands ferry services. Consider existing services/networks before contracting new services.

Relief Sought

- 17.1 Increase SuperGold card funding
- 17.2 Subsidise Inter-City Group Service before introducing new services

NORTEG Recommendation

- 17.1 Refuse relief sought
- 17.2 Refuse relief sought

Staff Comment

SuperGold card is 100% funded by NZTA. Northland is allocated a set amount which is distributed only to approved subsidised services contracted to NRC. Kaipara may not meet current criteria; however NRC will negotiate further with NZTA.

SuperGold card funding in Northland is currently only allocated to the contracted City of Whangarei Bus Service. This scheme is given minimal funding by NZTA and it is considered to be most appropriate and necessary within the Whangarei urban area.

Government policy on subsidies requires that services must be currently contracted to the Northland Regional Council and/or receiving a concessionary fare from NZTA. There are presently limited funds allocated to Northland by NZTA which restricts the number of services that can be included.

HEARINGS COMMITTEE DECISION:

Submission in Full

Increase the allocation for super gold card in order that more services receive subsidy. Example – Fullers Bay of Islands, ferry services to/from Russell.

Page 4 of Summary – Increasing passenger transport services – careful consideration should be given to existing services/networks prior to contracting new/expensive services, example – Intercity (ICG) provides a nationwide network. Subsidising a service through ICG ensures connectivity with wider network.

18 Martin Jenkins (New Zealand Sleep Safety)

Submission 18 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Good progress has been made on raising the awareness of drowsy driving and Roadside Stopping Places over the last four years. There is concern that Roadside Stopping Places are not mentioned in the RLTP. A nationally co-ordinated approach is required to develop Roadside Stopping Places strategically throughout New Zealand.

Answers to several key questions are requested:

What priority the region has for the development of Roadside Stopping Places?

What actions are being taken to ensure these Roadside Stopping Places have a high priority as part of a funding plan for the next three years?

What funding has been committed to the development of Roadside Stopping Places?

Who is responsible for implementing the development of Roadside Stopping Places in your organisation?

Relief Sought

18.1 Include in the RLTP consideration of Roadside stopping places, including priority, actions, funding, and responsibility.

NORTEG Recommendation

18.1 Allow relief sought in part

Staff Comment

Support increase in roadside facilities, this is being somewhat addressed in minor capital works. NZTA to be approached for further funding toward this, and request that NZTA ensures consideration for roadside facilities becomes standard for any future work. Uretiti fatigue stops are funded out of the community programmes.

HEARINGS COMMITTEE DECISION:

Submission in Full

Over the last four years we have made presentations to Transit New Zealand Board representatives on 'drowsy driving' and introduced the concept of 'Roadside Stopping Places'. The presentation opportunity came about through public submissions in the draft State Highway Plans for each of the last four years.

Our first presentation was made to Transit New Zealand Board representatives on April 11th 2005. Not long after the first presentation one of the Transit New Zealand Board representatives told us that they were very interested in what we had to say, as they had thought that rest areas were merely for 'kids potty stops' and 'picnic areas'. Rest areas had typically been sited on 'unused' sites rather than strategically in close proximity to fatigue black spots and in such a way that could not form part of 'journey planning' taking place before leaving on a journey.

From our first meeting in 2005, some good progress had been made with the completion of the 'Transit New Zealand's Highway Stopping Places Strategy' in April 2007. A copy of which has been enclosed for your reference.

The reason that we are now submitting to you is because NZ Transport Agency senior management have advised us that we not need to make presentations to all 16 Regional Transport Committees. A second reason that we are now submitting to your organisation is because if we don't we have good reason to believe that the good work done to date by Transit New Zealand and ourselves on the development of Roadside Stopping Places, would be lost altogether. We have looked over the draft Regional Land Transport Programmes and we are concerned that we do not see any mention of 'Roadside Stopping Place' development, any proposed funding or timelines.

As you are no doubt aware many of the drivers that have drowsy driving crashes live outside of your region. This is common place throughout New Zealand. Therefore, there needs to be a 'nationally' co-ordinated programme on the development and introduction of Roadside Stopping Places linking up the 16 regions in a 'smart way', and involving all Regional Councils and central planners.

Internationally it is recognised that 'Roadside Stopping Places' play a significant role in reducing the road trauma and social costs. There is a general acceptance that driver fatigue/drowsy driving represents as a minimum 20% of the cause of a crash. Some parts of the country record drowsy driving figures over 40%. Official figures are often lower due to (I) poor primary data collection and (II) the misclassification of data, but some things are currently being done to improve underreporting. E.g., Driver Fatigue Checklist for investigating Police officers.

We are aware that the current ACC Motor Vehicle Account stands at \$5,300,000,000 in liabilities. ACC pay-outs for the 2008/2009 year were over \$260M. E.g. driver fatigue 20% of \$5.3B = \$1.06B, 20% of \$260M = \$52M.

With the focus now turning to infrastructure development this is the ideal time to be designing 'roadside stopping places' near drowsy driving black spots, and produce a 'road side stopping place' map of these RSP's so that people can 'plan their journey', like they do in other civilised countries.

'Journey Planning' is very important for the safety and wellbeing of both the traveller(s) and other road users. Many road tragedies could have been prevented had road-users taken the time to properly plan their journey. A good example of a road safety organisation that actively promotes 'Journey Planning' is RoSPA in the United Kingdom (The Royal Society for the Prevention of Accidents). They have kindly given permission to provide their Journey Planner (see enclosed). The correct message for drowsy driving education is 'have a rest every 100Km or 2hours' and if you feel sleepy or experience any drowsy driving warning signs (pull over immediately) and have a 15 minute 'Powernap' (The Powernap should give you the opportunity to either get home or to a hotel where you can sleep for an extended period).

A 'rest' or a 'Powernap' could occur at a 'Roadside Stopping Place' (RSP) – for example;

- (i) Designer roadside stopping place
- (ii) Annexed to a hotel

- (iii) Annexed to a restaurant
- (iv) Annexed to a service station

In some countries these roadside stopping places are given star ratings.

See enclosed photograph of trucks lined up at a 'roadside stopping place' in Victoria, Australia. Roadside Stopping Places are continually being developed in Australia whereas Transit New Zealand was removing rest areas and not replacing them. Truckies and other road users in New Zealand are 'screaming out' for Roadside Stopping Places, as there are few places to stop.

We provide a table below showing a generalised simplified distinction between 'rest areas' and 'roadside stopping places'. We believe that we have no time to waste and move forward to develop Roadside Stopping Places strategically throughout New Zealand.

	Rest Areas	Roadside Stopping Places (RSP's)
1.	Surplus land / unused sites	Strategically positioned near 'driver fatigue black-spots' or as part of a strategic journey plan.
2.	Small not sized for the traffic volume. No distinction domestic and commercial uses	Sites sized for traffic volume Commercial RSP Domestic RSP Combined RSP's (not ideal)
3.	Unsafe entry and exit Poorly defined Poor sign posted	Safe entry and exit Well defined Well sign posted
4.	No maps. No journey plan.	Located on RSP map for good 'journey planning' Maps available for every road user. Particularly beneficial for tourists.
5.	Bush clad and seen as unsafe Obscured from the road Often not a sealed surface	Open area Visible from the road All weather parking surface
6.	Poor lighting	Well lit area
7.	No boundaries	Fenced and secure area
8.	No security	Close to activity CCTV cameras to address safety concerns
9.	No toilets	Toilets
10.	Usually only a park bench	Barbeques, chairs, tables, fresh water
11.	No educational message	Educational signage within the RSP on driver fatigue. RSP will be educational in themselves as they will be associated with driver fatigue countermeasures such as resting and power napping.
12.	Poor signage	Road signage showing location of RSP
13.	No shade	Shade (natural or artificial).

We ask for answers to the following:

1. What priority the region as for the development of Roadside Stopping Places?
2. What actions are being taken to ensure that these Roadside Stopping Places have a high priority as part of a funding plan for the next three years?
3. What funding has been committed to the development of Roadside Stopping Places?
4. Who is responsible for implementing the development of Roadside Stopping Places in your organisation?

We enclose (note attachment is available from NRC by request) a chronology of AKILLA® Sleep Safety Education initiatives undertaken, for your interest.

Furthermore, we enclose (note attachment is available from NRC by request) a draft copy of Transit New Zealand's Highway Stopping Place Strategy prepared by Deidre Hills in April 2007, for your reference.

We have enclosed (note attachment is available from NRC by request) copies of our four presentations to the Transit New Zealand Board representatives under the draft Highway Plan for New Zealand, for the years 2005, 2006, 2007 and 2008 – for your reference. We have not enclosed all of the associated attachments for practical reasons. However, we are prepared to make these available if you have a specific request.

The AKILLA® Sleep Safety Educational Campaign was established in 2005, to educate New Zealanders about the dangers of drowsy driving. This is a private campaign and receives no funding or assistance from any source. We provide a list of some of the milestone events that have been undertaken, together with a complimentary copy of AKILLA® 'In the blink of an eye', drowsy driving handbook – for your reference. A section on Roadside Stopping Places can be found on page 38 of the drowsy driving handbook.

We also have a website located at www.akilla.co.nz, which include drowsy driving crash stories throughout New Zealand.

Thank you for the opportunity to provide you with this submission.

19 Raewyn Rouse

Submission 19 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Too much focus is put on roading, increased investment into rail and public transport options is required. The passenger rail service between Bay of Islands and Whangarei should be reactivated, and a Friday evening service to Auckland returning Sunday night should be considered.

Relief Sought

- 19.1 Increase proportion of funding allocated to rail and public transport.
- 19.2 Additional activity – reactivate passenger rail service between BOI and Whangarei
- 19.3 Additional activity – offer a weekend passenger rail service to Auckland

NORTEG Recommendation

- 19.1 Refuse relief sought
- 19.2 Refuse relief sought
- 19.3 Refuse relief sought

Staff Comment

No provision has been made for rail related passenger infrastructure as there are currently no passenger rail services. Rail has been identified as a significant opportunity in the 50 year vision for transport. The current state of Northlands rail network requires significant investment and upgrading, which is not likely to occur in the short term and will be driven by freight demand rather than passenger demand. Construction of rail line infrastructure is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. Northland will endeavour to retain the existing rail network so that any future plans are not jeopardised, and will be developing a long term strategic plan for the use of rail.

HEARINGS COMMITTEE DECISION:

Submission in Full

Too much focus is in the area of roading. More investment and development is required for railway and public transport options.

Additional transport activities or projects:

Reactivate passenger train services between BOI and Whangarei - possibly on a daily basis to fit in with commuters. Also possibly a Friday evening service to AKL returning Sunday night. These could be a single passenger car attached to a freight train.

Changes to priority order of projects:

Put more focus on rail and public transport initiatives

20 Graham Clarence Richards

Submission 20 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

The term 'Transport' needs to be more clearly defined to reflect their usage as more than being for the delivery of goods and services, to ensure the provision of funds for core requirements, including health and safety for cyclists.

'Community Activities', particularly road safety in regard to cycling needs to be given the highest priority.

WDC On-Road Cycle Path Construction needs to be elevated in priority in order to ensure improvements are made to roads used by cyclists.

Relief Sought

- 20.1 That the following be added to the 'Glossary of Terms and Acronyms':
Recreational Road Use: Refers to the use of any roads formed or unformed for recreational or leisure purposes (including driving, cycling, running, walking) whether by individuals or groups or clubs, whether for competitions, training/practising for competition, or simply for enjoyment.
- 20.2 That the following be added to the 'Glossary of Terms and Acronyms':
Tourism: (as it applies to road use) refers to any form of road use by people from outside the region (i.e., Northland in respect of this document).
- 20.3 That 'Community activities' as defined in paragraph 5.2 be given the highest priority.
- 20.4 That WDC On Road Cycle Path Construction be elevated in priority

NORTEG Recommendation

- 20.1 Refuse relief sought
- 20.2 Refuse relief sought
- 20.3 Refuse relief sought – refer submitter to WDC LTCCP
- 20.4 Refuse relief sought - refer submitter to WDC LTCCP

Staff Comment

The two definitions proposed refer to words that are not mentioned in any part of the document – therefore the definitions are not required. It is considered useful to refer this information to the review

of the Regional Land Transport Strategy where the terms could usefully assist in describing Northland's Network and other users of the network other than motor vehicles.

The categories listed in paragraph 5.2 of the RLTP are the categories that the legislation requires projects to be grouped within. These categories are not listed in order of priority. The funding pools allocated to these categories are set through the Government Policy Statement. Individual projects within the community activities category are assessed on a case by case basis and are identified and promoted by the relevant District Council through its LTCCP.

HEARINGS COMMITTEE DECISION:

Submission in Full

This submission is made from the viewpoint of a road cyclist seeking greater road safety for cycling.

I submit as follows:-

1. That the following be added to the "Glossary of Terms and Acronyms"
Recreational Road Use: Refers to the use of any roads formed or unformed for recreational or leisure purposes (including driving, cycling, running, walking) whether by individuals or groups or clubs, whether for competitions, training/practising for competition, or simply for enjoyment.

Tourism: (as it applies to road use) refers to any form of road use by people from outside the region (i.e., Northland in respect of this document)

Explanation: It is important to define 'transport' as used in the document title more specifically. (The document implies that the use of roads is a major component of Northland's land transport). In terms of providing funds for roading it may be limited to a meaning of transport in respect only of productivity or the delivery of goods and services. It is the intention of the above definitions to make it clear that broader usage of roads for recreation and visitation are specifically included to ensure that the provision of funds adequately provides for the Core Requirements of paragraph 3.3 in particular:

- safety and personal security
- promoting public health

And for Northland's transport issues and challenges of paragraphs 4 in particular:

- safe road cycling
- road safety initiatives
- increased cycling activity and events
- improved 'share the road' education (motorists versus cyclists).

It is important that the NZ Transport Agency take this view.

2. That community activities specifically road safety and education as it pertains to road cycling as defined in paragraph 5.2 be given the highest priority.

Explanation: There were two deaths of recreational cyclists on rural roads in Whangarei District last year. Money was allocated by WDC to begin to address this last year but was hijacked for flood repair works (according to local media). Road signage is being used very effectively in other districts on popular road cycling routes (e.g. Taupo) and requests of this nature to WDC roading engineers has produced nothing to date.

3. In respect of the walking and cycling facilities table of appendix II, that WDC On Road Cycle Path Construction be elevated in priority to ensure improvements are made to roads used by cyclists to increase safety and encourage greater use as soon as possible (preferably early in the budget period).

Please accept these submissions made for the cause of greater road cycling participation and safety in Northland and give them your most positive response.

21 Rolf Mueller-Glodde

Submission 21 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Rail Network for freight and passengers has not been considered, and passenger transport services, and cycling and walking are insufficiently considered. Public Transport Services and Operations, Public Transport Infrastructure and Walking and Cycling need to have increased priority, while New and Improved Infrastructure for Highways and Local Roads needs reduced priority.

A round-about at the SH10-Waipapa Road junction is required for safety and traffic flow.

Rather than undertaking the Bulls Gorge Realignment, safety could be improved by a mild realignment along with employing measures such as a reduced speed limit, passing lane alterations, and noise strips.

Other projects are described insufficiently to enable comments.

Relief Sought

- 21.1 Increase priority of Public Transport Services and Operations
- 21.2 Increase priority of Public Transport Infrastructure
- 21.3 Increase priority of Walking and Cycling
- 21.4 Reduce priority of Improved Infrastructure for Highways and Local Roads.
- 21.5 Additional project – a round-about at the SH10 Waipapa Road junction.
- 21.6 Include consideration of alternative methods to improving safety at Bulls Gorge

NORTEG Recommendation

- 21.1 Refuse relief sought
- 21.2 Refuse relief sought
- 21.3 Refuse relief sought
- 21.4 Refuse relief sought
- 21.5 Allow relief sought in part
- 21.6 Allow relief sought in part

Staff Comment

The regions priorities are based on Government funding. The Government has indicated that its review of the Government Policy Statement will result in funding now being directed toward major capital projects. It is expected that this will raise the priority of New Rooding projects on State Highways and may reduce the priority of public transport, walking and cycling facilities. However new rooding projects are expected to be developed as package approaches which must give consideration to public transport, walking and cycling, and travel demand management. Notification of the revised GPS is expected in Early May – however it is prudent to take heed of the expected new approach.

Waipapa Road junction is under investigation which will determine funding.

Bulls Gorge has been investigated and designed, and is presently at the construction phase. The appropriate works at Bulls Gorge where determined through this investigation and design process.

HEARINGS COMMITTEE DECISION:

Submission in Full

The following 'Key Transport Issues' listed on page 13/14 have not or insufficiently been considered:

- Rail Network for freight and passenger is totally ignored, although it could provide for alternative and more sustainable means of transport
- Passenger Transport Services are almost non-existent, although they should be promoted
- Cycling and Walking are insufficiently planned outside the Whangarei District.

Bulls Gorge Realignment: instead of realigning extensively or even change the road's direction completely, I suggest to improve safety by:

- mild realignment of the northern end as already started
- improve or remove the passing lane
- reduce speed limit
- install solar lighting to improve visibility
- consider applying noise strips to raise attention
- consider improving the surface seal type

Comment: Bulls Gorge is a charming and beautiful entrance to Kerikeri; there is no requirement to enable high speed, but rather high attention. Apply the saved funding for the SH10-Waipapa Road round about.

The other projects are described insufficiently to enable comments. The Draft focuses initially on generalities, issues and challenges, and then lists priorities and (un-detailed) projects without concern for the prior. This Draft makes meaningful submissions difficult.

Additional transport activities or projects:

A safe round-about at the SH10 – Waipapa Road junction is required urgently for increased safety and smooth traffic on SH10. The SH10-Kerikeri Road round about shows advantages clearly.

Changes to projects listed in Table 3:

Changes to priority order: There is no 'Table 3' on page 22 but on page 24. I would strongly move up the priority of Public Transport Services and Operations, Public Transport Infrastructure and Walking and Cycling Facilities and reduce New and Improved Infrastructure for Highways and Local Roads.

22 Kevin Croy

Submission on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Provide a passenger transport interchange in Whangarei City to encourage visitors to stay in Whangarei city.

Relief Sought

22.1 Additional project – a passenger transport interchange complex in Whangarei city.

NORTEG Recommendation

22.1 Refuse relief sought

Staff Comment

This option has previously been considered by WDC. For further information the submitter should contact the Whangarei District Council.

HEARINGS COMMITTEE DECISION:

Submission in Full

Additional transport activities or projects:

Provide a passenger transport interchange complex in Whangarei City to connect with other land transport for a desirable 'link' to the region for local, overseas travellers.

With the right 'ambience' this centre could help encourage national and international visitors to stop over and enjoy other top interests Whangarei City has to offer, before exploring regional sites (and sights).

By amalgamating with the local bus terminal and other private operators, the facility could be leased at a fee that would encourage a high standard of service with weather-proof waiting room, ticket office, snack or café special shop, and adequate, comfortable toilets.

23 Commercial Centres Southdale Ltd (Adrian Tonks, Cook Costello Ltd)

Submission 23 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Yes

Submission Summary

Proposed solution to traffic congestion and safety issues at the Intersection of South End Ave and SH1 (Plan of proposal provided) will resolve congestion at Rewarewa Rd/SH1 Intersection which in turn will resolve traffic hazard at Tauroa Street/SH1. This will also help to promote economic development for Whangarei and Northland.

Relief Sought

23.1 Additional transport project – South End Avenue/SH1 intersection alterations and new road as proposed.

NORTEG Recommendation

23.1 Allow relief sought in part

Staff Comment

WDC and NZTA are investigating this intersection and future developments, and are liaising with this submitter.

HEARINGS COMMITTEE DECISION:

Submission in Full

This submission is made on behalf of Commercial Centres Southdale.

Since 2003 there have been numerous studies of the area undertaken by Traffic Design Group, Opus and Whangarei District Council Traffic Design Group.

The attached solution is the 'best' solution for the district to improve the traffic safety of the area.

It will also provide much needed economic development in the area.

This is a project that will be to the benefit of the wider community and should be part of the Northland Regional Land Transport Programme.

Additional transport activities or projects:

South end Avenue/SH1 intersection to resolve congestion at Rewarewa Road. SH1 intersection to resolve traffic hazard at Tauroa Street/SH1 intersection.

To promote economic development for Whangarei and Northland.

24 Ray Palmer

Submission 24 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

The flow of connections between public transport in Whangarei and Auckland needs to be addressed. Public transport from Whangarei needs to connect directly with public transport terminals in Auckland such as the airport and rail stations.

The diesel multiple rail units used in Auckland will become redundant when electrification comes on line, when this happens one of these units should be used to run back and forth to Whangarei.

Relief Sought

- 24.1 Address the flow of connections between public transport in Whangarei and Auckland.
- 24.2 Investigate the use of diesel rail units from Auckland.

NORTEG Recommendation

- 24.1 Refuse relief sought
- 24.2 Refuse relief sought

Staff Comment

The present public transport services operating between Auckland and Whangarei are commercially operated and therefore fall outside the jurisdiction of the RLTP. However this information should be forward for the review of the Regional Land Transport Strategy/Regional Passenger Transport Plan.

No provision has been made for rail related passenger infrastructure as there are currently no passenger rail services. Rail has been identified as a significant opportunity in the 50 year vision for transport. The current state of Northlands rail network requires significant investment and upgrading, which is not likely to occur in the short term and will be driven by freight demand rather than passenger demand. Construction of rail line infrastructure is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. Northland will endeavour to retain the existing rail network so that any future plans are not jeopardised, and will be developing a long term strategic plan for the use of rail.

HEARINGS COMMITTEE DECISION:

Submission in Full

NRC Transport Plan Dear Sirs Perhaps not quite the submission you expected, but I would like to draw your attention to the lack of organisation in timetables to Auckland The flights out of Whangarei are too dear and most people I speak to, drive to Auckland to catch flights elsewhere.

This is something else you could look into why – however, Why not use public transport? Well it doesn't connect with the Auckland Airport to start with – here is something NRC could look into. Two friends of mine went to Wellington last week by train. Same as above – the bus ex Whangarei stops at Sky City!

I feel that some money spent in this direction to help “smooth out the flow” would go a long way to encourage people to support public transport. And while on the subject, do you realise the diesel multiple units used in Auckland will become redundant when electrification comes on line? How about persuading someone to run one of these units back and forth to Whangarei.

25 G.W.A Bush

Submission 25 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

The upgrading of the existing rail infrastructure needs to be made a priority, particularly South of Whangarei and to Marsden Point.

Relief Sought

25.1 Include the upgrading of existing rail infrastructure as a priority.

NORTEG Recommendation

25.1 Refuse relief sought

Staff Comment

Rail has been identified as a significant opportunity in the 50 year vision for transport. The current state of Northlands rail network requires significant investment and upgrading, which is not likely to occur in the short term and will be driven by freight demand rather than passenger demand. Construction of rail line infrastructure is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. Northland will endeavour to retain the existing rail network so that any future plans are not jeopardised, and will be developing a long term strategic plan for the use of rail.

HEARINGS COMMITTEE DECISION:

Submission in Full

Although the state of the ‘rail network’ is mentioned as a key transport issue, there is no proposal to expend its upgrading as a priority.

The Northland Regional LTP should make a firm and unequivocal statement about the necessity to upgrade the rail network and increase its usage for freight.

Additional transport activity or project:

1. Upgrading Northland rail network, especially from Whangarei South.
2. Construction of rail line to port at Marsden Point.

26 ACC (Jason Hope)

Submission 26 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Yes

Submission Summary

The RLTP is aligned to New Zealand's Road Safety Strategy 2010 and its emerging priorities and intentions to 2020. ACC is generally supportive of the programme.

Section 3.2 - A dedicated position for road safety in each of the TLA's would be beneficial, as is currently practised throughout the rest of New Zealand. Funding should align with issues identified by NZTA regional issues reports and Road Safety Action Plans for each TLA, and LTCCP's.

Sections 3.3 and 3.4 – The principles of Education, Enforcement, and Engineering could be used to address various issues and ensure the RLTP is consistent with the Government Policy Statement.

Section 4.2 – The inclusion of a promotion of motorcycle safety awareness and the promotion of vehicle technology would be consistent with the Governments Right Car strategy. This would work towards preventing many fatalities.

Section 5.6 – Areas identified for new and improved development need to align with identified key areas from the Road Safety Task Force and District Council Road Safety Action Plans.

Appendix II - More detail is required in regard to the Detailed Three Year Programme, on what the community programmes are. Funding has been allocated and it needs to align with the Road Safety Task Force and the Road Safety Action Plans for the districts.

Relief Sought

- 26.1 Employ dedicated positions in road safety for each TLA
- 26.2 Include a promotion of motorcycle safety awareness
- 26.3 Include a promotion of vehicle technology
- 26.4 Ensure the proposed new development is in line with key areas from the Road Safety Task Force and District Council Road Safety Action Plans.
- 26.5 Provide further detail on the community programmes of the Detailed Three Year Programme.

NORTEG Recommendation

- 26.1 Refuse relief sought
- 26.2 Allow relief sought
- 26.3 Allow relief sought
- 26.4 Allow relief sought in part
- 26.5 Allow relief sought in part

Staff Comment

Road safety is now the responsibility of individual district councils and the employment of in-house experts in district councils is an internal District Council resourcing issue. At this stage the role is contracted out to the Northland Road Safety Trust (Kaipara and Whangarei) and Far North REAP.

Promotion of motorcycle safety awareness and vehicle technology is currently included in Northland Regional Road Safety Plan, and specific projects are included in the RLTP.

RTC is currently finalising a Regional Road Safety Strategy for Northland, which will be consistent with Governments road safety objectives. Every effort is being made to align the Regions strategic transport plans with Governments transport objectives. It is the responsibility of District Councils to ensure that their funding (LTCCP) aligns with this regional programme.

HEARINGS COMMITTEE DECISION:

Submission in Full

Submission on the Draft Regional Land Transport Programme 2009 / 2012

Thank you for the opportunity to comment on the *Draft Northland Regional Land Transport Programme 2009 – 2012*. The proposed plan seems both inclusive and comprehensive, and is aligned to New Zealand's Road Safety Strategy 2010 and its emerging priorities and intentions to 2020. ACC would also appreciate the opportunity to speak to this submission when submissions are heard.

ACC's submission covers comment on many aspects of the plan. Recommendations are made in respect of the overview of the national framework and some of the proposed regional activities and the rationale for ACC's involvement in road safety is outlined as a context for some of these requests (Appendix 1).

ACC is committed to working in partnership with other agencies to reduce the incidence, severity and cost of serious injuries and fatalities resulting from road crashes, and looks forward to providing direct support to the proposed regional strategies.

An overview of ACC's road safety priorities is provided in Appendix 1, with direct relevance to the Northland region.

Comment on the Draft Regional Land Transport Programme 2009 – 2012

Section 3.2 Preparing and approving regional land transport programmes

It's noted on page 9 of the draft plan that every three years regional councils must ensure that the relevant regional transport committee prepares a regional land transport programme by the date set by NZ Transport Agency. To enable this process to be more effective it would be preferred if each of the local territorial authorities (TLA) would invest in having a dedicated position for road safety housed within the three TLA's, as is the case with all local authorities apart from Northland. One key benefit of this would be demonstrated in canvassing and informing community groups of the dedicated funding which is allocated for the region.

This would also allow for dedicated commitment from all three TLA's to see road safety as paramount to fulfilling on the Road Safety Strategy along with the Regional Land Transport Strategy. Funding should also align with the key issues as identified by the NZ Transport Agency regional issues reports along with the Road Safety Action Plans for each TLA and the Long Term Council Community Plans.

Section 3.3 core requirements of the regional land transport programmes and 3.4 form and content of the regional land transport programmes

As the regional transport committee is tasked with ensuring the regional land transport programme is consistent with the Government Policy Statement contributing to the five transport objectives this could be addressed through alignment of the 3 E's Education, Enforcement and Engineering. It is imperative that these issues are also addressed through the Road Safety Task Force along with the Road Safety Action Planning meetings which are held throughout the region to endorse continuity and fulfilment of the Northland Regional Land Transport Programme.

Section 4.2 Priorities for Northland

In regards to Road Safety ACC can align itself with the strategic outcomes identified however would like to see the inclusion of promotion of motorcycle safety awareness along with the promotion of

vehicle technology such that all Government departments in Northland are taking actions consistent with the Governments Right Car strategy. (Refer Appendix 1).

ACC claims for motorcycle crashes have increased significantly since 2002. In 2002/03 ACC claim costs were \$42.8 million while in 2007/08 costs exceeded \$61 million. From 2004 85% of the increase in motor vehicle hospitalisations was from motorcycles. Driven by a range of factors, motorcycle use is sharply increasing. Motorcycle registrations have increased fivefold since 2002 to almost 13,000 for the year ending 31 December 2008. The NZ Travel Survey shows that motorcyclists are 14 times more likely to have an injury or fatal crash than car drivers.

The National Road Safety Committee Vehicle Technology marketing strategy is focussed on promoting the benefits of Electronic Stability Control (ESC) and Side Curtain Airbags (SCA). The goal of this programme of work is to ensure that by June 2010, 100% of new vehicles sold in New Zealand have ESC and SCA. If all vehicles in New Zealand were to have these two safety features incorporated, approximately 40% of all motor vehicle fatalities could be prevented.

Section 5.6 list of prioritised projects or group activities for the Northland region

Areas that have been identified for new and improved development in regards to infrastructure need to align with the identified key areas from the Road Safety Task Force along with the three territorial local authority Road Safety Action Plans.

Appendix II – Detailed Three Year Programme

In regards to Appendix II – Detailed Three Year Programme with specific reference to the Demand Management and Community Programmes, may I suggest that the three territorial local authorities provide more detail what the actual community programmes are as there is substantial funding being allocated for this and it needs to reflect alignment to the Road Safety Task Force and the Road Safety Action Plans for all three territorial local authorities.

Plan Implementation

Northland Regional Land Transport Committee is encouraged to continue to strengthen and expand collaborative relationships between government agencies, territorial local authorities and organisations with an interest in Northland Regional Land Transport Programmes. A shared vision, cohesive action and the strategic use of combined resources will provide a strong platform for achieving sustained road safety outcomes.

Congratulations on the production of such a high quality plan and consultation process, both of which convey Northland Regional Council's commitment to inter-agency ownership. ACC appreciates being involved in the planning process, and having the opportunity to contribute to Northland Regional Council's well-targeted, planned and evaluated interventions. I wish you every success in realising the goals of the plan.

Appendix 1: Overview of ACC road safety priorities in the Northland region

ACC has two road safety objectives for the Northland region:

- To reduce the number of serious injuries occurring on the road;
- To build and maintain relationships with key stakeholders to develop sustainable and effective road safety initiatives.

ACC's national priorities (as follows) are directly relevant to the Northland region:

- Vehicle technology promotion, to the extent that, by the end of 2010, 100% of New Zealand's new motor vehicle fleet will have Electronic Stability Control and Side Curtain Airbags;
- Motorcycle safety – to reduce the incidence of motorcycle crashes by promoting a motorcycle Safety Culture through the implementation of safety initiatives to increase motorcycle rider skills and promote the use of appropriate protective equipment in the Northland region;
- Impairment (drugs, alcohol and fatigue) – to reduce the incidence of these factors in crashes; and

- Road Transport – continue to build industry capacity through the Northland regional industry forum which will be used as a key delivery channel for implementing on-road safety initiatives (incl. restraint wearing and speed reduction).
-

27 NZ Transport Agency (Dave Brash)

Submission 27 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Yes

Submission Summary

Generally supportive, although the amendment will be required to improve consistency with the forthcoming Government amendments to the Government Policy Statement.

Issues – need to reflect the reason for work undertaken in regard to hazards, addition to the Land use planning section suggested.

Funding – The programme needs to ‘pick up’ the changes to transport programmes by communities through their LTCCP, in order to align the programme and local share funding.

Gaps -

Transport Planning:

A strategic study on passing and overtaking needs to be included based on NZTA Passing/overtaking guidelines. The Whangarei Managed Priority Lane Study is too restrictive and needs replacing with a programme of small scale network optimisation investigation to identify low cost high impact improvements.

New and Improved Infrastructure for State Highways:

The programme should be prioritised in a more balance manner which closely aligns with that submitted by the NZTA. It seems that the Road Safety Group has had a double up in budget with both group funding and individual projects listed for funding. All phases of a particular project should have the same priority. Several additional projects are submitted to be incorporated within the Northland Road Safety Group (see relief sought 29.9 – 29.18). Far North SEDF (\$800,000) should be incorporated in the programme. Akerama Road Southbound Passing Lane should be deleted from the programme.

Walking and Cycling Facilities:

Paihia to Haruru Falls Pedestrian Facility scope and costs updated. Projects for improvements to cycleways at Western Hills Drive and SH14 Maungatapere Hill should be considered.

Other Points - Expenditure for renewal of local roads and demand management and community programmes far exceed the GPS upper range (is this an error?). Expenditure for demand management and community programmes for FNDC is more than three times what has been applied for. There is no mention of RDF funding the document. A stock effluent dump site is listed for Kaipara; however this is not included in any funding applications.

Relief Sought

27.1 Include under Land use planning: *‘Land use planning must also address hazards that severely impact transport systems to avoid problems where possible and/or prepare for them where the risks are high.’*

27.2 Consider local share funding and include a strategy for alignment in funding if necessary.

- 27.3 Include under Activity Class: Transport Planning, an additional strategic study entitled 'Passing/Overtaking Strategy' (\$50,000)
- 27.4 Replace the 'Whangarei Managed Priority Lane Study' with 'State Highway Optimisation Strategies' (\$20,000 per annum = \$60,000 in GPS1)
- 27.5 Prepare a more balanced prioritised programme that more closely aligns with that submitted by the NZTA.
- 27.6 Include all individual projects in the Road Safety Group that are under \$4.5m, in the group funding allocation.
- 27.7 Ensure that all phases of a particular project have the same priority.
- 27.8 Include within the Northland Road Safety Group: Artillery Road/Pilbrow Road intersection improvement (\$3,350,00)
- 27.9 Include within the Northland Road Safety Group: Bends north of Te Wharau safety improvement (\$2,900,000)
- 27.10 Include within the Northland Road Safety Group: Brynderwyn North Artillery Road - Piroa Bridge curves (\$3,155,000)
- 27.11 Include within the Northland Road Safety Group: Brynderwyn North Waipu Gorge Road - Artillery Curves (\$1,140,000)
- 27.12 Include within the Northland Road Safety Group: Bends South of Wakelin Road safety improvement (\$370,000)
- 27.13 Include within the Northland Road Safety Group: Martins Bend safety improvement (\$990,000)
- 27.14 Include within the Northland Road Safety Group: Salesyard Road intersection improvement (\$1,700,000)
- 27.15 Include within the Northland Road Safety Group: SH14 intersection improvement (\$5,760,000)
- 27.16 Include within the Northland Road Safety Group: Waiotu North. Northbound Passing Lane (\$4,550,000)
- 27.17 Include within the Northland Road Safety Group: Waipapa Rd intersection improvement. (\$150,000)
- 27.18 Include within the Northland Road Safety Group: High Performance Long-life markings (\$2,900,000).
- 27.19 Include Far North SEDF (\$800,000) in the programme
- 27.20 Delete Akerama Road Southbound Passing Lane from the programme.
- 27.21 Update the project scope of the Paihia to Haruru Falls Pedestrian Facility from \$800,000 to \$500,000.
- 27.22 Include in Walking and Cycling Facilities programme: Western Hills Drive safety improvements and cycleway continuity (10 sites) (\$500,000)
- 27.23 Include in Walking and Cycling Facilities programme: SH14 Maungatapere Hill improved cyclist safety and continuity.
- 27.24 Clarify Appendix III GPS funding ranges for Renewal of local roads, and Demand Management and community programmes.
- 27.25 Clarify Appendix III Total Anticipated Expenditure for Northland for the period 2009 – 2012, Demand management and Community programmes for FNDC.

NORTEG Recommendation

- 27.1 Allow relief sought in part
- 27.2 Allow relief sought in part
- 27.3 Allow relief sought
- 27.4 Allow relief sought
- 27.5 Allow relief sought in part
- 27.6 Allow relief sought
- 27.7 Allow relief sought in part
- 27.8 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.9 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.10 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.11 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.12 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.13 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.14 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.15 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.16 Allow relief sought in part – NZTA must enter this information on LTP Online

- 27.17 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.18 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.19 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.20 Allow relief sought
- 27.21 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.22 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.23 Allow relief sought in part – NZTA must enter this information on LTP Online
- 27.24 Refuse relief sought
- 27.25 Allow relief sought

Staff Comment

- 29.1 Agree with comment but is more appropriately covered by the current review of the RLTS
- 29.2 Dealing with draft LTCCP presently, however the RTC has the ability to review the RLTP should significant differences arise
- 29.3 NZTA advise this will be consistent with Whangarei to Kaitaia study
- 29.4 A flexible fund for future studies is much more appropriate than identifying individual studies
- 29.5 NZTA concerned current priority appears to favour large projects rather than block projects. (GPS1) NZTA request a more integrated approach. NORTEG is happy with it's prioritisation of projects. It is now understood that block projects receive a separate % of the total funding pool and decisions within that pool are at NZTA (HNO) discretion. NORTEG has requested NZTA provide the % split on an annual basis between capital and block projects. This information must be provided in order to ensure there are not significant adverse implications for the regions priority projects and R-funded projects (which the region has given 80% of for SH projects).

NORTEG notes that the block allocation projects have not been prioritised. NZTA indicated this was their preference as it allowed them flexibility in determining order of works. NZTA indicated that this approach is being taken in other regions as well. However NORTEG notes that it does not allow RTC to provide a regional direction and prioritisation to group allocations.
- 29.6 Projects are shown as both individual and group – this error has been corrected
- 29.7 NZTA suggest all project phases have the same priority. However NORTEG advises this should be considered on a case by case basis. In some situations it may be a priority to complete the strategic study and in others land purchase may be the priority.
- 29.8 to 29.19
NORTEG supports the inclusion of these projects. However it must be noted that these projects have not yet been entered on LTP Online. NZTA must enter these as a matter of urgency if they are to receive the necessary funding.
- 29.20 Akerama Curves south bound passing lane has been removed by NZTA as it included in the main R-funded Akerama Curves project.
- 29.21 - 29.23
NORTEG supports the inclusion of these projects. However it must be noted that these projects have not yet been entered on LTP Online. NZTA must enter these as a matter of urgency if they are to receive the necessary funding.
- 29.24 Awaiting revised GPS before updating information on available funds.
- 29.25 Expenditure shown for ten years rather than three years. This error has been corrected.

HEARINGS COMMITTEE DECISION:

Submission in Full

Thank you for the opportunity to comment on your Draft Northland Regional Land Transport Programme 2009 - 2012 (the Plan).

The New Zealand Transport Agency (NZTA) acknowledges the Northland Regional Council's (NRC) efforts in coordinating and preparing the Plan. NZTA believes the consultation process on the Plan has. An important role in ensuring integrated decision-making and coordination of resources between the key agencies responsible for provision of transport activities.

NZTA is committed to working collaboratively with NRC, local government and other organisations to develop the Northland regions transport system in a strategic manner.

The LTMA, GPS, and governments intention to amend the GPS

The Government has announced its intention to amend the GPS under the provisions of the LTMA. It has engaged with the transport sector on potential changes.

Because the engagement material sets out the broad direction the Government intends to include in its amendments to the GPS, NZTA feels able to comment on how the Plan might be changed to become more consistent with the potential GPS. However NZTA notes that the amended GPS might be different to the engagement material.

The engagement material outlines four new directions for the GPS. These are:

- introducing new transport impacts in place of the previous transport targets and placing a greater emphasis on supporting economic growth
- giving greater emphasis to the economic efficiency of activities
- introducing roads of national significance
- proposing new funding ranges for activity classes, these giving greater emphasis to
- State highway improvements than before.

The Plan must be consistent with the GPS in force when it is adopted. The amended GPS is likely to be released before the National Land Transport Plan (NLTP), which NZTA understands will occur in June.

NZTA thinks that your Plan will require amendment to improve its consistency with the forthcoming GPS and that the GPS engagement material provides a current guide to the changes that will be required.

Specific comments:

NZTA has read and considered the Plan in light of its role as described above and its own transport provision programs would like to make the following comments in line with the input sought by the Regional Land Transport Committee.

Issues:

NZTA agrees with the issues identified in Section 4 Northland Transport Issues and Challenges: 4.1 Key Transport issues. However, NZTA is aware of the work undertaken throughout the Northland region in respect to hazards that impact communities and transport systems. The reason for the work undertaken should be recognised in the issues that face northland transport network.

NZTA seeks to have included under Land use planning:

"Land use planning must also address hazards that severely impact transport systems to avoid problems where possible and/or prepare for them where the risks are high."

Funding:

NZTA expects that changes to funding ranges set out in the GPS engagement material will be made in the final Plan. NZTA notes that as councils develop their Long Term Community Consultation Plans (LTCCP) and as they strive to make their transport programmes affordable they are making changes to transport programmes that they initially proposed be included in the Plan. NZTA suggests that you develop the Plan in a way that picks up these changes in order to minimise any misalignment between the Plan and local share funding. In turn this will help ensure funding from the National Land Transport Plan (NLTP) is programmed to implement feasible works programmes. Should total alignment not be achievable NZTA suggests the Plan should include a strategy by which alignment will be achieved.

Gaps:

NZTA has carefully considered the projects set out in Appendix II - Detailed Three Programme the Plan and has the following comments on the various activity classes.

Activity class: Transport Planning

- NZTA wishes to see the inclusion of an additional Strategic Study entitled "Passing / Overtaking Strategy" (\$50,000). The purpose of this study is to develop an overall strategy for Passing / Overtaking in the Northland Region based upon the recently published NZTA Passing/Overtaking Guidelines.
- NZTA considers that the Whangarei Managed Priority Lane Study (\$100,000) is too restrictive in its scope. It is proposed that a more effective use of Strategic Studies money in the Northland Region would be through identifying opportunities for Optimisation of the existing asset using all available transport techniques. It is therefore proposed that the "Whangarei Managed Priority Lane Study" be replaced with "State Highway Optimisation Strategies" (\$20,000 per annum = \$60,000 in GPS1). This package would form a programme of small scale network optimisation investigations targeted at identifying low cost high impact performance improvements from the existing State Highway asset.

Activity class: Maintenance & Operations of State Highways

- No comment is offered in relation to *Maintenance & Operations of State Highways*.

Activity class: Renewal of State Highways

- No comment is offered in relation to *Renewal of State Highways*.

Activity class: New and Improved Infrastructure for State Highways

- It appears that the RLC has prioritised the programme on the basis of commitments plus R funded projects with many small projects thus being given second priority.
- The proposed prioritised programme put forward by the NZTA for State Highway activities represented a balanced programme of large and small projects which recognised both the important contribution smaller projects make to meeting regional and national transport objectives but also the status of large projects in terms of timing of their deliverability. We would recommend preparing a more balanced programme which more closely aligns with that submitted by the NZTA.
- It appears that double counting has occurred within the programme. For the *Road Safety Group* both a group budget (\$21,576,940) and all the projects delivered under that group have been listed. Either the group budgets or individual projects can be included in the programme but not both. It is NZTA's preference that for projects under \$4.5m that these be incorporated within a group. This is in order to provide the greatest flexibility in project delivery. However, it is acknowledged that the RLTC might wish to give some indication as to the priority of projects within the group through listing the projects separately. Similar double counting has occurred for the *Northland Improved Traffic Management group*, *Roading Route Efficiency Group* and *Route Security and Environmental Group*.
- It would be expected that all phases of a particular project would have the same priority. For example the Akerama Curves Realignment and Passing Lane project would expect that the property phase would have the same priority as the construction phase.

NZTA proposes that the following projects, which were omitted from our original submission, incorporated within the Northland Road Safety Group:

Artillery Road/Pilbrow Road intersection improvement (\$3,350,000)
Bends north of Te Wharau safety improvement (\$2,900,000)
Brynderwyn North Artillery Road - Piroa Bridge curves (\$3,155,000)
Brynderwyn North Waipu Gorge Road - Artillery Curves (\$1,140,000)
Bends South of Wakelin Road safety improvement (\$370,000)
Martins Bend safety improvement (\$990,000)
Salesyard Road intersection improvement (\$1,700,000)
SH14 intersection improvement (\$5,760,000)
Waiotu North. Northbound Passing Lane (\$4,550,000)
Waipapa Rd intersection improvement. (\$150,000)
High Performance Long-life markings (\$2,900,000).

- NZTA wishes to see Far North SEDF (\$800,000) incorporated within the programme. This represents NZTA's contribution to the project being developed jointly with the Territorial Authorities.
- NZTA wishes to see Akerama Road Southbound Passing Lane deleted from the programme as this work is now incorporated within the large project Akerama Curves Realignment and Southbound Passing Lane.

Activity class: Walking & Cycling Facilities

- Paihia to Haruru Falls Pedestrian Facility - The project scope and costs has been updated. Total construction estimate is now \$500,000 as opposed to \$800,000 as published.
- It is recommended that the following two additional projects be considered for inclusion within the Walking & Cycling Facilities programme:
 - Western Hills Drive (10 sites) - \$500,000
To provide safety improvements and cycleway continuity through improved shoulder widths.
 - SH14 Maungatapere Hill - \$400,000
To improve cyclist safety and to provide for cycle network continuity ahead of local development.

Activity class: Demand Management & Community Programmes

- No comment is offered in relation to Demand

Other points

- Appendix III GPS funding ranges and anticipated expenditure per funding category. Renewal of local Roads is at \$115,391,730 and Demand management and community programmes is at \$13,341,816 for 09/12. These figures far exceed the GPS upper range (there has to be an error somewhere).
- Appendix III Total Anticipated Expenditure for Northland for the period 2009 to 2012 Demand management and Community programmes for FNDC is at \$10,185,048. This amount is more than three times the amount than they have actually applied for.
- There is no mention of RDF funding in the document (additional funding given to maintain and upgrade roads specifically for forestry).
- Kaipara District Council have listed a stock effluent dump site as one of their priorities, however this is not included in any of the funding applications.

NZTA would like to thank the Northland Regional Land Transport Committee for the opportunity to comment on the Plan. NZTA considers the plan provides a balance across the various modes of transport in the region, and reflects the efforts of all parties towards integration of services and opportunities. The suggested changes do not detract from this position.

28 Don Hedges

Submission 28 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Yes

Submission Summary

Whangarei Bus service needs to be re-organised; alterations need to be made to rail to ensure security and efficiency.

New SH1 route required in order to account for sea level rise. Need a tunnel through the Brynderwyns.

Shift Whangarei Harbour crossing to the Kaituna/Kissing Point location with future SH1 from Loop Road Otaika Valley, Fertiliser Road to Whareora/Kauri.

Relief Sought

- 28.1 Terminate Whangarei Bus contract
- 28.2 Plan shorter more secure rail route south of Whangarei
- 28.3 New SH1 route and Brynderwyn tunnel
- 28.4 Shift Whangarei Harbour crossing to the Kaituna/Kissing Point location with future SH1 from Loop Road Otaika Valley, Fertiliser Road to Whareora/Kauri.

NORTEG Recommendation

- 28.1 Refuse relief sought
- 28.2 Refuse relief sought
- 28.3 Allow relief sought in part
- 28.4 Refuse relief sought

Staff Comment

It is not expected to be feasible to relocate the route of the rail infrastructure south of Whangarei. However rail has been identified as a significant opportunity in the 50 year vision for transport. The current state of Northlands rail network requires significant investment and upgrading, which is not likely to occur in the short term and will be driven by freight demand rather than passenger demand. Construction of rail line infrastructure is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. Northland will endeavour to retain the existing rail network so that any future plans are not jeopardised, and will be developing a long term strategic plan for the use of rail.

RTC in conjunction with NZTA is currently preparing a strategic study of the SH corridor between Whangarei and Wellsford.

WDC is currently investigating options for a second harbour crossing.

HEARINGS COMMITTEE DECISION:

Submission in Full

Terminate the Infratel Whangarei Bus Contract as poorly patronised, uneconomic replace with more frequent 12 seater service vans for door to door on call shoppers service.

Plan a shorter, faster rail route above tidal areas for future electrification and public transport use, plus carriage of heavy road rigs on to flat deck wagons with wider gauge rail systems.

Additional Transport activities or projects:

Plan an inland SH1 route to avoid flood plain at Ruakaka with predicted tidal rises of at least 5 meters in next 3 decades. Tunnel for Brynderwyns.

Changes to the priority order of projects:

Shift Whangarei Harbour crossing to the Kaituna/Kissing Point location with future SH1 from Loop Road Otaika Valley, Fertiliser Road to Whareora/Kauri.

29 Kaipara District Council (Fiona Vessey)

Submission 29 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Yes

Submission Summary

Generally supportive of programme, attached copy of Kaipara District Council's Roothing, Walking and Cycling Programme, which needs to be aligned with RLTP.

In summary document, additions and deletions suggested under 'Kaipara District Council' and 'Key Regional Issues' headings (see relief sought).

In the draft document, NRC should be in a position to update the National funding context heading with targets, suggest that a new heading be added for Northland Road Safety strategy. NRC should be in a position to update section 5.3 with revised GPS detail.

Projects listed in appendix II should be as per the KDC LTCCP activity section for Roothing Walking and Cycling. Particular amendments suggested (see relief sought).

Relief Sought

Summary Document:

29.1 Under KDC heading, fourth bullet point, delete 'Dargaville Stock Effluent Disposal Site Construction'.

29.2 Under Key Regional Issues heading, second bullet point, delete 'particularly in the Far North'

29.3 Under Key Regional Issues heading, fifth bullet point, add 'Bayly's Beach'

Draft Document:

29.4 Update section 2.1 'National funding context' with revised GPS detail.

29.5 Add new heading 4.4 'Northland Road Safety Strategy'

29.6 Update section 5.3 'Initial Project Assessment' with revised GPS detail.

Appendix II

29.7 Align the projects listed in Appendix II with the Kaipara District Council Long Term Council Community Plan 2009 – 2019 activity section for Roothing, Walking and Cycling.

29.8 Delete the Dargaville & Mangawhai Parking Management Study 2011/12 project

29.9 Delete the Dargaville Stock Effluent Disposal Site 2009/10 project

29.10 Add a new project named Aggregate Study with a budget of \$50,000

29.11 Add a new project named Barging Study with a budget of \$50,000

NORTEG Recommendation

29.1 Allow relief sought

29.2 Refuse relief sought

- 29.3 Refuse relief sought
- 29.4 Refuse relief sought
- 29.5 Allow relief sought
- 29.6 Refuse relief sought
- 29.7 Allow relief sought in part – KDC must enter this information on LTP Online
- 29.8 Allow relief sought
- 29.9 Allow relief sought
- 29.10 Allow relief sought
- 29.11 Allow relief sought

Staff Comment

- 29.1 While it is regrettable that the Dargaville Stock Effluent disposal site 2009/2010 needs to be removed, the financial impacts on rates must be considered.
- 29.2 & 29.3 Refuse relief sought – the information provided in the introduction sections is a direct quote from the existing Regional Land Transport Strategy. It is recommended the concerns of this submission be forwarded to the review of the Regional Land Transport Strategy.
- 29.4 Awaiting revised GPS before updating information on available funds.
- 29.5 NORTEG recommends NRC staff include specific mention of the Northland Regional Road Safety Plan when preparing the final RLTP.
- 29.6 Awaiting revised GPS before updating information on available funds.
- 29.7 It is responsibility of the approved organisation to ensure this alignment. KDC must ensure this information is entered on LTP Online as a matter of urgency if they are to receive the necessary funding.
- 29.8 Project has been deleted.
- 29.9 Project has been deleted.
- 29.10 New project included by KDC on LTP Online
- 29.11 New project included by KDC on LTP Online

HEARINGS COMMITTEE DECISION:

Submission in Full

Kaipara District Council generally supports the draft Northland Regional Land Transport Programme 2009 - 2012 and has been involved in the development of this draft document. The aim was to ensure alignment between the draft Northland Regional Land Transport Programme 2009/2012 and Kaipara's Long Term Council Community Plan 2009 - 2019.

A copy of Kaipara District Council's Rooding, Walking, and Cycling (Transportation) activity is attached. This details Kaipara's Rooding Programme for 2009/2012 which needs to be directly aligned to what is currently included in the draft Regional Land Transport Programme 2009/2012.

The following comments are also provided for consideration.

Summary Document:

Page 3 - Under the Kaipara District Council heading 4th bullet point **delete** 'Dargaville Stock Effluent Disposal Site Construction'

Page 4 - Under the Key regional issues heading 2nd bullet point **delete** 'particularly in the Far North' as this is now relevant for all territorial authorities in Northland and the ability to access T Funds.

Page 4 - Under the Key regional issues heading 5th bullet point **add** 'Bayly's Beach'

Comments made here also apply to the draft document:

Draft Document

Page 5 - Under the 2.1 National funding context heading. Northland Regional Council should now be in a position to update this section with revised GPS detail i.e. targets have been replaced with impact statements

Page 17 - Should a new heading be added here i.e. 4.4 Northland Road Safety Strategy?

Page 20 - Under the 5.3 Initial project assessment heading. Northland Regional Council should now be in a position to update this section with revised GPS detail i.e. serious and urgency has been replaced with strategic fit. NZ Transport Agency will be able to provide the detail on this.

Appendix II

Projects listed in the appendix should be as per the attached Kaipara District Council Long Term Council Community Plan 2009 - 2019 activity section for Roothing, Walking, and Cycling (Transportation).

In particular, we note that the following amendments to the projects listed in the appendix should be made:

- (i) Delete the Dargaville & Mangawhai Parking Management Study 2011/12 project;
- (ii) Delete the Dargaville Stock Effluent Disposal Site 2009/10 project
- (iii) Add a new project named Aggregate Study with a budget of \$50,000;
- (iv) Add a new project named Barging Study with a budget of \$50,000.

30 Northland District Health Board (Dr Loek Henneveld)

Submission 30 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Yes

Submission Summary

Generally agree with the issues and priorities of the programme. Transport affects the health of the whole population both directly and through pollution of the environment, in particular through: Physical activity, road traffic safety, air quality, noise levels, social support, climate change, and access to health services.

Request that the Public and Population Health Unit be represented on the Regional Transport Committee.

Characterisation of Northland in section 4.1 should include the poor health statistics of Northland in order to emphasise the need for walking and cycling facilities. Access to services in Northland is difficult for many people, partly due to poor roads and minimal public transport. Injury from road accidents is a major cause of premature death in Northland.

Cycling and Walking projects or initiatives should be prioritised due to their health benefits, and access to public health services should be given more weight during prioritisation.

A Health Impact Assessment should be included to assess the consequences of future land transport projects.

Relief Sought

- 30.1 The Public and Population Health Unit requests to have a representative from the Unit on the Regional Transport Committee.
- 30.2 Characterisation of Northland should include the poor health status of Northlanders, health inequalities and also poor access to health services.
- 30.3 Cycling and walking projects should have a higher priority.
- 30.4 Areas of high economic deprivation in the region should be given more weighting to increase priority for upgrading and/or building new roads.

NORTEG Recommendation

- 30.1 Allow relief sought in part.
- 30.2 Refuse relief sought.
- 30.3 Allow relief sought.
- 30.4 Refuse relief sought.

Staff Comment

The Chair of the NDHB currently sits on the RTC as the representative for Public Health. Legislation determines the composition of the RTC, and it is therefore not possible to appoint additional members.

The current information contained in section 4.1 which refers to the characterisation of Northland is taken directly from the existing RLTS. It is therefore not considered appropriate to amend any part thereof. This information will be useful in the review of the RLTS.

Walking and cycling projects are included in the programme under 'Walking and Cycling Facilities', although individual projects have not been listed under the group allocation category of the programme. For further detail on individual projects consult relevant District Council LTCCP.

A prioritisation process exists for new roading infrastructure based on government legislation and policy statements. The region is developing a comprehensive approach to addressing economic and social deprivation through its regional growth strategy. This would also be incorporated into the regional land transport strategy review and may eventually result in an improved approach within the RLTP.

HEARINGS COMMITTEE DECISION:

Submission in Full

Transport promotes health by facilitating access to employment opportunities and key services, retail outlets and recreational facilities, as well as health services such as hospitals, community health care and preventive services. Access to fundamental services requires the use of some form of transport, whether it includes walking, public transport or car travel. Not all people or groups have equal access to services. It is important that transport policies facilitate fairer access rather than perpetuate already existing inequalities.

Transport affects the health of the whole population both directly and through pollution of the environment. Transport emissions are also one of the major contributors to climate change.

Key impacts of transport on health are:

1. Physical activity

The most beneficial health impact of transport is the potential for physical activity through walking and cycling. Transport configurations can either create more opportunities for physical activity or restrict opportunities by encouraging sedentary forms of transport such as cars. An increase in walking and cycling potentially would have the greatest impact on population health of all transport-related effects.

2. Road traffic safety

Road traffic injuries (RTIs) are a major public health problem requiring concerted multi-sectoral efforts for effective and sustainable prevention. Road traffic injury is a major cause of premature death in New Zealand. The health consequences of motor vehicle crashes are well documented. Road traffic injuries include deaths and non-fatal injuries resulting from motor vehicle crashes. Children and young people in low socio economic circumstances are consistently at greater risk of road traffic injuries than other children.

3. Air quality

Air pollution from motor vehicles that burn fossil fuels (along with other sources such as home heating and industry) impacts on health in a range of ways. It is also clear that transport is a significant source of air pollution. Several contaminants produced by vehicles are known to damage air quality and affect physical and mental health.

4. Noise levels

Noise can cause annoyance and fatigue, interfere with communication and sleep, reduce efficiency and damage hearing. Physiological effects of exposure to noise include constriction of blood vessels, tightening of muscles, increased heart rate and blood pressure and changes in stomach and abdomen movement. According to the World Health Organization, transport is the main source of noise pollution in Europe.

5. Social support

Transport has positive impacts on health by facilitating social support, for instance enabling better access to friends or family. On the other hand, transport can damage health through community severance. Community severance creates indirect health effects, for example disruption of social networks and reduced social support, thereby affecting health.

6. Climate change

Motorised transport is a major contributor to climate change by producing emissions from the combustion of fossil fuel, particularly carbon dioxide. In New Zealand, road transport represented 89 per cent (12.8 Mt CO₂-e) of domestic transport emissions and 16 per cent of total emissions in 2006.

The potential implications of climate change for health in Northland include:

- an increase in violent weather events which will increase flooding, compromise water quality and may result in an increase in rates of waterborne diseases
- extremes of temperature, both hot and cold, are associated with increased mortality
- the recovery of the ozone layer may be delayed by climate change with a consequent increase in the adverse effects of ultra-violet radiation, such as skin cancers
- global warming increases the likelihood of a successful incursion of disease-carrying mosquitoes, such as those carrying dengue fever, by providing optimum conditions for their establishment and reproduction. Northern areas of New Zealand are most at risk.
- warmer seas may lead to an increase in toxic algal blooms that can have an adverse effect on health.

7. Access to health services and/or facilities

People who do not have access to private or public transport are more likely to be those experiencing greatest socio-economic and health disadvantages which in turn increases the gap between people with the best and poorest health. Thus access to health services is fundamental to ensuring the continuum of care and better health outcomes.

Because of the above mentioned extensive effects on public health we request the Public and Population Health Unit to be represented on the Regional Transport Committee.

Comments on Northland Regional Land Transport Programme 2009-2012

- Characterisation of Northland in section 4.1 should include the poor health statistics of Northland. As compared to rest of the country Northland has one of the worst prevalence rates for high blood pressure (14.7%) cardiovascular disease (6.1%). and diabetes (4.5%) with majority of cases coming from Maori. Poorer health statistics make it more compelling to prioritise walking and cycling ways.
- Though only a small percentage of the population lives more than 60 or 90 minutes away from any hospital in Northland, access to services in Northland is difficult for many people. Barriers to physically reaching services result from a combination of several factors including poor roads and minimal public transport.
- Road traffic injury is a major cause of premature death in Northland. The health consequences of motor vehicle crashes are well documented. Road safety for all road users should be one of the priorities. For e.g. this could mean road construction with a 0.6meter wide shoulder for cyclists.
- The Public and Population Health Unit believes that cycling and walking projects or initiatives should be prioritised as evidence shows that they have the most beneficial impact on health. The provision of safe footpaths and cycleways is one factor integral to the uptake of active commuting within Northland. Active commuting is associated with lowered all cause mortality, increased fitness, decreased body weight and diastolic blood pressure among adults.

The 2007/08 active New Zealand survey identified that 66% of Northlanders had participated in walking as a sporting or recreational activity and 17.7% had been out cycling in the past year. These figures would be a lot higher if our roading system was more walking/cycling friendly.

- The Unit strongly recommends that public health and access to health services should be given more weight during the process of prioritisation of various projects.
- The Unit strongly recommends the Committee to include Health Impact Assessment (HIA) as one of the tools to assess any intentional and/or unintentional consequences of any future land transport strategy or projects in Northland that might have an impact on public health. HIA has been defined as 'a combination of procedures, methods and tools that systematically judges the potential, and sometimes unintended, effects of a policy, plan, programme or project on both the health of a population and the distribution of those effects within the population. HIA identifies appropriate actions to manage those effects'.

CONCLUSION

- 31 The Public and Population Health Unit requests to have a representative from the Unit on the Regional Transport Committee.
- 32 Characterisation of Northland should include the poor health status of Northlanders, health inequalities and also poor access to health services.
- 33 Cycling and walking projects should have a higher priority.
- 34 Areas of high economic deprivation in the region should be given more weighting to increase priority for upgrading and/or building new roads.

Transport is an essential component of modern life, and brings with it the potential for positive and negative consequences for public health. The Unit believes that transport decisions have substantial impacts over the wider determinants of health.

31 Mick Kelley (Tanelorn Associates)

Submission 31 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Agree with issues identified, but there is too much emphasis on road maintenance and creation at the expense of general transport, such as rail, cycling, walking and public transport. Greater emphases should be placed on these and demand management and community programmes.

Suggest additional activities including a network of cycle paths in areas where demand could be stimulated, an intensive and coordinated road safety campaign, and an assessment of climate change for long-term transport plans – Northland is threatened by the fact that private vehicle use is high and the road network is vulnerable.

Relief Sought

31.1 Reduce emphasis on road maintenance, and increase funding for public transport, walking, and cycling.

Additional projects:

31.2 A regional network of cycle paths

31.3 A coordinated and intensive road safety campaign

31.4 Assessment of the implications of climate change for the long-term transport plans.

NORTEG Recommendation

31.1 Refuse relief sought

31.2 Refuse relief sought

31.3 Allow relief sought in part

31.4 Allow relief sought in part

Staff Comment

Walking and cycling projects are included in the programme under 'Walking and Cycling Facilities', although individual projects have not been listed under the group allocation category of the programme. For further detail on individual projects consult relevant District Council LTCCP. Councils will work with Government to identify opportunities for the New Zealand cycleway in Northland away from SH1.

The RTC is currently finalising the Regional Road Safety Plan for Northland. All Road Controlling Authorities have their own safety management systems.

Individual projects are assessed as part of their design process to include the potential effects of climate change. Longer term considerations of climate change will be reflected in the review of the Regional Land Transport Strategy.

HEARINGS COMMITTEE DECISION:

Submission in Full

While we agree with the issues identified, we believe that there is a misplaced emphasis on road maintenance and creation at the expense of the development of transport in general. For example, strengthening of the rail network is essential if the adverse effects of excessive freight on the roads and on road safety are to be reduced. Surely, an opportunity is being missed in not promoting strongly the regional development of cycle paths given the proposals for a national cycle network. Greater emphasis should be placed, i.e. funding allocated to, public transport, walking and cycling facilities and demand management and community programmes. Finally, we were very surprised to see no mention of climate change as an issue.

We were very surprised to see no mention of climate change as an issue. Even on a three-year time horizon, serious consideration must be given to this threat, both in terms of transport as a contributor to the problem and in terms of adverse climate effects on transport infrastructure and use.

Additional transport activities or projects:

1. Development of a regional network of cycle paths - a regional network of cycle paths, in areas where demand could be stimulated, would be a timely initiative. The network could operate on the local level, for urban school children and commuters, for example, and at a larger scale in rural areas to attract tourists. 2. A coordinated and intensive road safety campaign - streamlining is not sufficient to improve the region's poor road safety record. Driving standards and behaviour, in particular, should be targeted. 3. Assessment of the implications of climate change for the region's long-term transport plans - Northland faces a dual threat, in that it's contribution to the climate problem is relatively high given dependence on private vehicle use and its road network is clearly vulnerable to, for example, the higher frequency of extreme rain events likely to accompany global warming. The Intergovernmental Panel on Climate Change cited Northland as one of the world's most vulnerable areas in its recent assessment.

Changes to the priority order of projects:

Greater emphasis should be placed, i.e. funding allocated to, public transport, walking and cycling facilities and demand management and community programmes.

32 Auckland Regional Transport Authority (Peter Clark)

Submission 32 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Not specified

Submission Summary

General support for the direction of the programme and the balance between the types of activities, specifically inter-regional routes. Support for the focus on improving the safety of roads. Supports as a priority for Northland an efficient and effective interregional rail freight network.

Relief Sought

- 32.1 General support of programme.
- 32.2 Specific support for Road safety – retain road safety provisions.
- 32.3 Specific support for Inter-regional rail freight network – retain rail provisions.

NORTEG Recommendation

- 32.1 Allow relief sought
- 32.2 Allow relief sought
- 32.3 Allow relief sought

Staff Comment

Submission is in general support for the Regional Land Transport Programme for Northland.

HEARINGS COMMITTEE DECISION:

Submission in Full

Thank you for the opportunity to submit comment on the Northland draft Regional Land Transport Programme (RLTP). ARTA congratulates Northland Regional Transport Committee on your programme and wishes you every success in implementing the wide range of activities that the programme contains.

ARTA supports the general direction of the programme and the balance between the types of activities ARTA specifically supports the draft RLTP focus on interregional routes and notes that travel beyond the boundaries of the Northland is with the Auckland region to the south ARTA also supports the draft RLTP's focus on improving the safety of roads in the Northland and notes that the Northland has a high accident record which is contributed to by tourist and inter-regional traffic from the Auckland region.

ARTA supports as a priority for Northland an efficient and effective interregional rail freight network.

Again, ARTA would like to thank you for the opportunity to submit comment on the Draft RLTP and wishes you every success with its implementation.

33 Northland Transport Working Group (Derek Colebrook)

Submission 33 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Yes

Submission Summary

Some of the information provided by TLA's is inadequate.

Trials have shown great fuel consumption and CO₂ emission success in operating trucks at 50 tonne, however it seems that further trials are being hampered by uncooperative TLS's and NZTA.

Suggest additional project of two lane bridges on SH14 and SH1, and improvements to SH1/Otaika Valley Rd intersection and SH1 Otaika Valley Rd intersection.

Suggested change to the priority order of projects.

Relief Sought

33.1 Further itemisation of TLA projects, particularly "Bridge Replacements";

33.2 Include additional transport activities or projects:

- Two laning bridges on SH 14 over Kaeo River and bridge at Rangiahua SH 1;
- Improvements to SH 12 /Otaika Valley Rd intersection and SH1 Otaika Valley Rd intersection.

33.3 Change the priority order of projects (New and Improved Infrastructure for State Highways) as follows:

1. Kamo bypass
2. Bulls gorge
3. Akerama curves

4. Matakohe realignment
5. Brynderwyn realignment
6. Snake Hill realignment

NORTEG Recommendation

- 33.1 Allow relief sought in part
- 33.2 Refuse relief sought
- 33.3 Refuse relief sought

Staff Comment

Funding policies indicate bridge replacements are based on structural capacity rather than on traffic capacity. The District Council's bridge replacement programmes are developed under those guidelines. For further detailed information on the bridge replacement projects please refer to the District Council LTCCP's.

The two of bridges proposed for two laning by this submission is desirable for Northland; however the issue raised by the submitter is focused on capacity than structural issues, and government funding is focussed towards the later. Note Kaeo River bridge is on SH10

Improvements to SH12/Otaika Valley Rd and SH1 Otaika Valley Rd: Note this is actually the SH14/Otaika Valley Rd and SH1/Loop Rd Intersections. Improvements to these two intersections are not currently considered a priority.

The projects for New and Improved Infrastructure for State Highways have been through a rigorous prioritisation process based on NZTA best practice. No information or reasoning is given to support changing the order.

HEARINGS COMMITTEE DECISION:

Submission in Full

Some of the information provided by TLA's is inadequate, e.g. Kaipara's projects are not itemised e.g. "Bridge Replacements";

The forest industry has only managed to conduct one trial to assess the productivity gains, the fuel consumption and CO 2 emission reductions .being derived from operating trucks at 50 tonne. The results have far exceeded the expectations and have the potential to produce great savings to NZ inc. however it seems such trials are being hampered by uncooperative TLA's and NZTA .

Additional transport activities or projects:

Two laning bridges on SH 14 over Kaeo River and bridge at Rangiahua SH 1;
Improvements to SH 12 /Otaika Valley Rd intersection and SH1 Otaika Valley Rd intersection.

Changes to priority order of projects:

- 1) Kamo bypass 2) bulls gorge 3) , Akerama curves,4) Matakohe realignment, 5) Brynderwyn realignment 6) Snake hill realignment

34 Dave Panckhurst

Submission 34 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Greater priority should be given to the bypass from Mangonui to Taipa on SH10 due to heavy usage, instability issues, and the residential nature of the area.

Relief Sought

34.1 Give greater priority to the bypass from Mangonui to Taipa on SH10.

NORTEG Recommendation

34.1 Refuse relief sought

Staff Comment

Early planning for a bypass around SH10 is being included in the RTC 50 year vision for Northland transport network. The RTC will work with NZTA and FNDC to investigate future proofing potential of a bypass.

HEARINGS COMMITTEE DECISION:

Submission in Full

Priority be given to the bypass from Mangonui to Taipa on S.H.10

1. S.H.10 in this area is being used more year by to avoid the Mangamuka's
 2. Much of the traffic is heavy, logging and stock trucks. 280 - 420 vehicles per hour.
 3. The first part of this route is classified by FNDC as an instability zone and is prone to slipping
 4. This section of the coast is a built up residential area.
-

35 Golden Bay Cement (Paul Bonetti)

Submission 35 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Yes

Submission Summary

Generally supportive of the programme as transport planning and investment will benefit the area.

Some inconsistencies exist in the objectives proposed, with lack of reference to other modes of transport (e.g., coastal.). Definition of land transport includes 'coastal shipping' which is confusing.

Coastal shipping and barging is a substantial form of freight transport in Northland which requires strategic/integrated planning, maintenance, and infrastructure, and should therefore have more significance in the programme.

Support for proposed Marsden Point rail link and funding.

The Portland Rd/SH1 intersection has not been identified.

Due to Northlands climate and the effects of global warming, more efficient transport planning should be identified, such as those used overseas.

Relief Sought

35.1 Include reference to other additional more efficient modes and routes of transport (i.e. coastal).

- 35.2 Delete the word “land” from all references to “land transport” or refer to coastal transport in more detail.
- 35.3 Coastal Shipping and sea freight should have more significance in the Programme.
- 35.4 Golden Bay Cement supports the proposed Marsden Point rail link and funding that should be provided to this project.
- 35.5 That the Portland Road / State highway 1 intersection be identified in the programme.
- 35.6 That the RLTP identify examples of more efficient transport planning that is used overseas like road pavement design and heavier haulage loads.

NORTEG Recommendation

- 35.1 Allow relief sought in part
- 35.2 Allow relief sought in part
- 35.3 Allow relief sought in part
- 35.4 Allow relief sought in part
- 35.5 Refuse relief sought
- 35.6 Allow relief sought in part

Staff Comment

Coastal freight being investigated national through the Ministry of Transport’s sea change project and will be addressed in further detail in the 50 Year Vision for Transport as well as the review of the Regional Land Transport Strategy for Northland.

Construction of the Marsden Point rail line is not included in this programme as funding comes directly from the Crown and is not within the scope of the RLTP. However the rail link has been designated and all consents applied for to allow future construction.

NZTA are planning misc safety works at the Portland Road/SH1 intersection, however major works are limited by the availability of funding for this type of project

More efficient transport planning is currently being investigated by Ministry of Transport in a strategic study. The outcomes from that study will be indicated through future programmes and revisions of the Regional Land Transport Strategy for Northland.

HEARINGS COMMITTEE DECISION:

Submission in Full

- 1) Golden Bay Cement (GBC) is an operating division of Fletcher Concrete and Infrastructure Ltd and part of the Fletcher Building Group of Companies.
- 2) GBC operates two limestone quarries. A cement manufacturing operation, a coastal barge and ship as well as a fleet of bulk cement road tankers in the Northland Area.
- 3) GBC has a longstanding history and investment in the district (since the early 1900's) and as had significant input into the development of the objectives, policies and rules of the Whangarei District Plan and Northland Regional Council planning documents.
- 4) GBC has the ability to move approximately 1 million tonnes of cement from its Portland manufacturing plant (60% by sea) and is dependant on road transport for approximately 600,000t of raw materials delivered to the plant and quarry.
- 5) GBC is also in the process of investing \$50M in a bulk marine terminal in Auckland to enable our long term continuity of supply into this critical market.
- 6) GBC would like to thank the Northland Regional Council (NRC) for the opportunity to make this submission on the Draft Northland Regional Land Transport Programme (NRLTP).

- 7) GBC generally supports the DNRLTP and believes that the transport planning and investment will significantly benefit the area and region as a whole. GBC makes the following comments on the DNRLTP.
- 8) The DNRLTP proposes a range of new objectives which are designed to specifically address land transport. While most of the proposed objectives are appropriate or necessary there are some inconsistencies with the lack of reference to other more efficient modes and routes of transport (i.e. coastal).
- 9) The definition of land transport includes "coastal shipping" which is confusing. Throughout the document there are references to "land transport", "transport planning" and "transport committees". The references to "land transport" could be clarified by removing the word "land" or actually referring to coastal transport in more detail.
- 10) Coastal Shipping and barging is a substantial form of freight transport in the Northland region. Sea freight significantly reduces vehicle movement's road deterioration and numerous other environmental effects yet it does not warrant \$1 of spend from the total \$1.5B anticipated expenditure for northland as outlined in table 4. In addition sea transport also requires significant strategic/integrated planning, maintenance, and infrastructure i.e. dredging, purpose built loading facilities and associated modes of transport.
- 11) Coastal Shipping and sea freight should have more significance in the Programme.
- 12) Golden Bay Cement supports the proposed Marsden Point rail link and funding that should be provided to this project.
- 13) The Portland Road / State highway 1 intersection has not been identified in the programme.
- 14) Given Northlands temperate climate and the proposed effects of global warming it could be beneficial for the DNRLTP to identify examples of more efficient transport planning that is used overseas like road pavement design and heavier haulage loads.
- 15) GBC wishes to be heard in support of this submission.

36 NZ Historic Places Trust (Stuart Park)

Submission 36 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: No

Submission Summary

Relief Sought

36.1 Costs associated with professional archaeological input should be included in any programme of funding bids.

NORTEG Recommendation

36.1 Accept relief sought

Staff Comment

Cost associated with professional archaeological input are included within the overall cost estimates prepared for individual projects. This level of detail would not appear within the RLTP.

HEARINGS COMMITTEE DECISION:

Submission in Full

Thank you for the opportunity to comment on the Council's Draft Programme

The New Zealand Historic Places Trust (NZHPT) is an autonomous Crown Entity, with responsibilities under the Historic Places Act 1993 to promote the identification, protection, preservation and conservation of the historical and cultural resources of New Zealand. This includes working with local authorities to advocate similar such protection under the Resource Management Act 1991. The NZHPT's work in Northland is undertaken by staff in its Kerikeri office.

The NZHPT's powers extend to all land in New Zealand, including the conservation estate.

We understand that the purpose of the document is related to a bid for collective funding.

The Northland area contains probably the most dense coverage in terms of archaeology in the Country. Earthworks associated with road / rail projects as well as other major infrastructural developments are significant threats to this nationally important resource.

There is a requirement to deal with archaeological sites both under the Resource Management Act 1991 and the Historic Places Act 1993. Professional archaeological input is required to be evidenced under the latter and strongly advised under the former. Costs associated with this input should be included in any programme of funding bids. Whilst this is not unique to Northland, it is certainly a regional anomaly that should be identified.

Where the archaeological input identifies that an Authority (to modify, damage or destroy archaeology) is required under the Historic Places Act 1993, there are further cost implications, both from professional fees and those costs associated with delays caused by the processing of the same.

37 Far North District Council (Richard Green)

Submission 37 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Yes

Submission Summary

Relief Sought

- 37.1 Amend the dollar values in table 2 (pg 19) to reflect the values in the FNDC Transport Programme on the LTP online.
- 37.2 Amend the dollar values in table 4 to reflect the values in the FNDC Transport Programme on the LTP online.
- 37.3 Clarify the Profiles in the RLTP for the Kaipara District Council Seal Extension 2009 / 12. The Group Allocation has no individual project break downs or BCR's, and has a Priority Rating of 4, yet Far North District Council have provided individual Seal Extension Projects with BCR information and have a rating of 7.
- 37.4 Name the individual projects within "Maintenance and Operations of State Highways" and "Renewals of State Highways" tables
- 37.5 The following items are on LTP online but are not included in the New and Improved Infrastructure for local roads:
 - Kerikeri Heritage Bypass Construction, 2009 / 10, \$1,719,258.00 (approved).
 - Waimate North Road RP 6108 – 11087 m – Construction, 2009 / 10, \$1,050,000.00

- (approved).
 - 2009 / 12 Regional Development Funding Programme (RDF).
 - Minor Improvements 2009 / 12 – Local Roads.
 - R-Fund (x 2), Ngapipito Road Seal Extension, and Fairburn – Peria Seal Extension.
- 37.6 The following item be added to the programme;
- Bridge Load Capacity Analysis.

NORTEG Recommendation

- 37.1 Allow relief sought
- 37.2 Allow relief sought
- 37.3 Allow relief sought
- 37.4 Allow relief sought
- 37.5 Allow relief sought
- 37.6 Allow relief sought

Staff Comment

First two parts of the submission are minor corrects and updates to be consistent with the LTP Online projects.

The seal extension priority ratings were entered inconsistently and have now been made consistent across all three district councils.

RDF programme and minor improvements are non-prioritised therefore not reflected in the program.

The items listed under New and Improved Infrastructure for local roads that were missed have now been included within the program.

The additional item for Transport Planning – bridge load capacity analysis has been included.

HEARINGS COMMITTEE DECISION:

Submission in Full

Changes to priority order: Please note that Table 3 is on page 24 of the document and conveys the “NZTA Funding Ranges in Northland”, not project priorities as highlighted.

4. Are there any other further comments you wish to make? The following points highlight items that will be raised for consideration / review at the hearings.
1. Refer to, Table 2: Summary of Anticipated Expenditure 2009 / 12, page 19, Draft RLTP 2009 – 2012.
 - The dollar values in this table do not reflect the values in the FNDC Transport Programme on the LTP online. Please amend to reflect LTP online.
 2. Refer to Table 4: Summary of Anticipated Expenditure 2009 / 10 – 2017 / 18.
 - The dollar values in this table are not in alignment with the FNDC Land Transport Programme on LTP online. Please amend to reflect LTP online.
 3. Refer to Tables in Appendix II
 - 3.1. “New and Improved Infrastructure for Local Roads:”
 - Need clarification regarding the NORTEG Recommended Profiles, for example; Kaipara District Council Seal Extension 2009 / 12 Group Allocation has no individual project break downs or BCR’s, and has a Priority Rating of 4, yet Far North District Council have provided individual Seal Extension Projects with BCR information and have rated a 7 etc.
 - 3.2. “Maintenance and Operations of State Highways” and “Renewals of State Highways”
 - These tables appear to have detailed project costs for each line item, yet the Project Names are

simply generic activity headlines. Would be preferable if the projects were named.

3.3. "Government Policy Statement Funding Ranges and Anticipated Expenditure per Funding Category"

- This table shows that generally the anticipated 2009 / 12 expenditure for all activity classes of work within the Northland Region are approximately double the GPS Mid Point funding allocation for each activity class. Have concerns in regard to how this will be resolved.

4. Omissions from the New and Improved infrastructure for local road, activity.

The following items are on LTP online.

- Kerikeri Heritage Bypass Construction, 2009 / 10, \$1,719,258.00 (approved).
- Waimate North Road RP 6108 – 11087 m – Construction, 2009 / 10, \$1,050,000.00 (approved).
- 2009 / 12 Regional Development Funding Programme (RDF).
- Minor Improvements 2009 / 12 – Local Roads.
- R-Fund (x 2), Ngapipito Road Seal Extension, and Fairburn – Peria Seal Extension.

The following item has been loaded in recent months, and should be added to the programme;

- Bridge Load Capacity Analysis.

38 Angela Sothern

Submission 38 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Not specified.

Submission Summary

Roading plan for the town basin area in Whangarei submitted for consideration.

Relief Sought

38.1 Include consideration of submitted roading plan for the Town Basin in the RLTP.

NORTEG Recommendation

38.1 Refuse relief sought

Staff Comment

Not contained in the current RLTP. The information contained in the submitters proposal would be better addressed by the WDC, and will be forwarded to WDC for consideration in their LTCCP.

HEARINGS COMMITTEE DECISION:

Submission in Full

I would like to submit a roading plan for the town basin area which offers suggestions on how to get a better flow of traffic, along with improved access routes to this busy area and makes use of the redundant bridge.

39 Dave Little (Crown Forestry)

Submission 39 on Draft Regional Land Transport Programme 2009 - 2012

Wish to be heard: Not specified

Submission Summary

Refer submission by Derek Colebrook, Northland Transport Working Group.

Relief Sought

As per submission by Derek Colebrook, Northland Transport Working Group.

NORTEG Recommendation

As per submission by Derek Colebrook, Northland Transport Working Group.

Staff Comment

As per submission by Derek Colebrook, Northland Transport Working Group.

HEARINGS COMMITTEE DECISION:

Submission in Full

Thank you for the opportunity to furnish a submission for the above. In fact our concerns and issues are encompassed within the Forestry Group submission, consisting of forest management contractors acting on our behalf.