

Kerikeri Waipapa Transport Network Information Report

For Infrastructure Committee on 24 November

1 Purpose

To inform Councillors on progress towards a programme that provides an integrated transport and urban form approach for Kerikeri/Waipapa.

2 Context and Situation

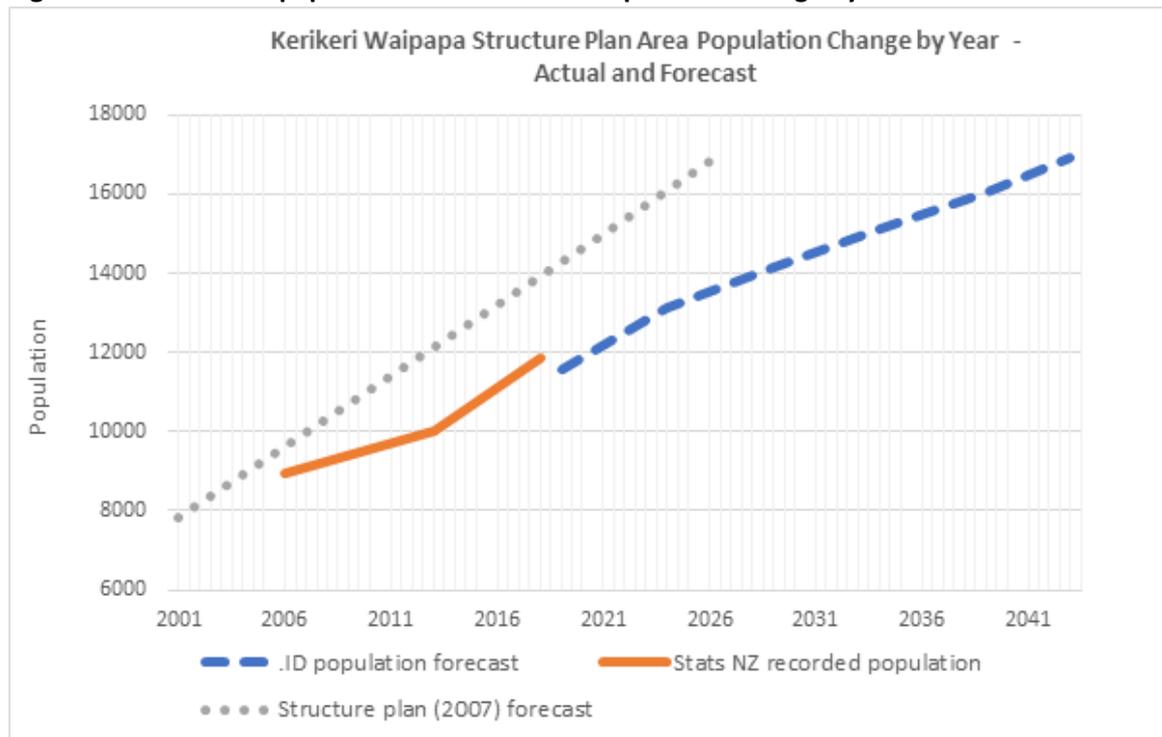
2.1 Population Change

The Kerikeri Waipapa Structure plan (2007) forecast a 'high growth' population scenario for the Kerikeri Waipapa area as well as an increasing aging population. An aging population results in changing transport and access needs as an increased proportion of the overall population will need to move around their community with less reliance on private vehicles.

The structure plan also anticipated an increased demand for land for commercial, industrial and retail development (particularly in areas around Waipapa) and for higher density development within the Kerikeri Central Business District (CBD) and surrounding catchments resulting in increasing pressures on all infrastructure.

Figure 1 below provides a comparison of the Kerikeri Waipapa Structure Plan (2007) population forecast against the actual Statistics New Zealand census data and the current .ID population forecasts (for a similar boundary area). This graph shows that while there has been substantial growth within Kerikeri and Waipapa, there was an obvious slowdown in the anticipated rate of growth as a result of the global financial crisis. Therefore, the level of growth forecast by the structure plan was much higher than what actually occurred and what is now forecast.

Figure 1: Kerikeri Waipapa Structure Plan Area Population Change by Year – Actual and Forecast



A key constraint to the implementation of the Kerikeri Waipapa Structure Plan was that only 10% of the anticipated wastewater serviced area was provided, leaving the Kerikeri Town Centre residential zone as the only serviced zone. With the availability of serviced residential zoned land significantly less than anticipated there has been increased subdivision and development within the rural and lifestyle areas in the Kerikeri area.

2.2 Land Use Change Statistics

The latest population forecasts show a higher proportion of growth in the areas outside of the Kerikeri Township. Within the Kerikeri High School Zone (an area slightly larger than the Kerikeri – Waipapa Structure plan area) ¹ there has been a clear pattern of increased subdivision occurring in the rural and lifestyle zone areas as shown in Figure 2 below:

¹ This area approximately aligns with the eight Kerikeri Statistics New Zealand areas comprising of: Kerikeri, Waipapa, Lake Manuwai-Kapiro, Puketona-Waitangi, Puketotara, Rangitane-Purerua, and Riverview Statistics New Zealand areas

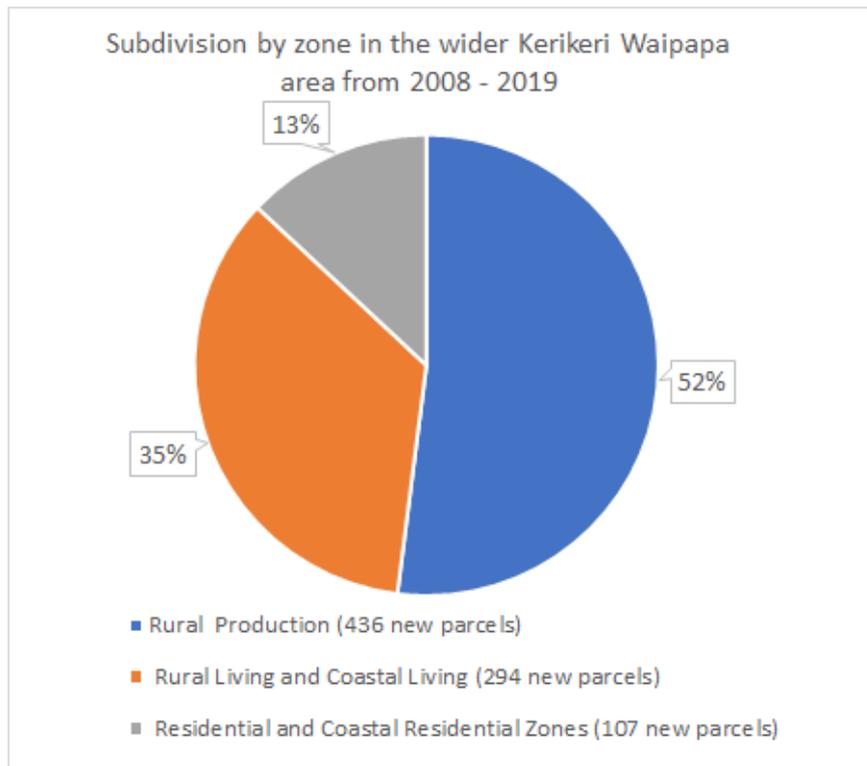


Figure 2: Graph showing subdivision by Zone in the wider Kerikeri Waipapa area from 2008 to 2019.

Without intervention the trends will likely continue with increased lifestyle lot development, resulting in an increasingly dispersed development pattern and high demands for increased capacity on the transport network due to a focus on private vehicle ownership. This is because a more spread-out development pattern supports private vehicle use rather than other modes of transport (such as public transport or walking/cycling). Alternative modes of transport require a centralised and/or nodal based land use pattern with a compact/higher density urban form, to provide the functionality to allow people to walk or cycle and facilitate increased demand for public transport (that will make the service economic and therefore more attractive.).

Anecdotally, post the initial COVID-19 lockdown it has been noted that there has been significant increased demand for property and associated population growth in Northland from people leaving larger centres (particularly Auckland), as people reassess their lifestyles and as remote working becomes more possible. However, there have been no formal census or statistics data received since this time.

2.3 District Plan Direction

It is expected that the Proposed District Plan will follow the direction of the Draft District Plan and encourage more intensive development in Kerikeri than is currently provided for under the controlled activity standards in the Residential zone. This will make investment in infrastructure within the town centre more efficient and affordable with an increased population base to share costs. The more intensive development and compact urban form is also key to addressing the key objectives of the Kerikeri Waipapa Structure plan to improve access and connections, improve walkability and providing living choices.

One of the main issues identified in feedback on the Draft District Plan was the Kerikeri Waipapa area, with key concerns being;

- a lack of connectivity, and
- limited choice of modal options in the existing transport network, and
- concerns over the exacerbated negative traffic effects should further growth and intensification occur.

Other feedback on the Draft District Plan also suggested that the Council should have been doing more to provide housing and business land for growth which is anticipated to be addressed in the Proposed District Plan.

2.4 National Policy Statement Urban Development

The Kerikeri Waipapa area does not currently meet the National Policy Statement on Urban Development (NPSUD) tests for a Tier 3 “urban environment”. Therefore, there is no need for the Far North District Council (Council) to meet the specific requirements of the NPSUD at this time.

However, it is important to note the overarching direction on the NPSUD requires local authorities to:

- provide sufficient supply of housing and business land,
- plan infrastructure to support development,
- implement urban intensification policies and
- remove any minimum car parking requirements from the District Plan (as a way of encouraging less use of private vehicles in urban areas). Note: Council is currently developing a Parking Policy that will review parking needs on a town by town basis in light of NPSUD direction.

Council can take a strategic approach as to how and when the Kerikeri/Waipapa area will meet the criteria for a Tier 3 urban environment, and in the meantime work towards the NPSUD directions outlined above for local authorities.

2.5 National Direction for Transport & Urban Form

There has been a sea change in the approach to transport and community outcomes in New Zealand and internationally. The focus has moved from building road capacity with performance measurements based on increasing individual vehicle throughput, to a “mode neutral approach” with the key goals focusing on community wellbeing and liveability.

Figure 3: Ministry of Transport Outcomes Framework



This approach is outlined in the Ministry of Transport Outcomes Framework (2018) as shown in Figure 3 and reiterated in the strategic investment priorities of the Government Policy Statement (2021) for transport investment, which must be followed when allocating or bidding for transport activities in the National Land Transport Fund. The Far North Integrated Transport Strategy was developed within this framework. The emphasis for transport is now on mode neutrality (considering all modes of transport when evaluating potential options) and encouraging mode shift (increasing the share of people’s travel by public transport, walking and cycling) to achieve the goal of a “transport system that improves wellbeing and liveability”.

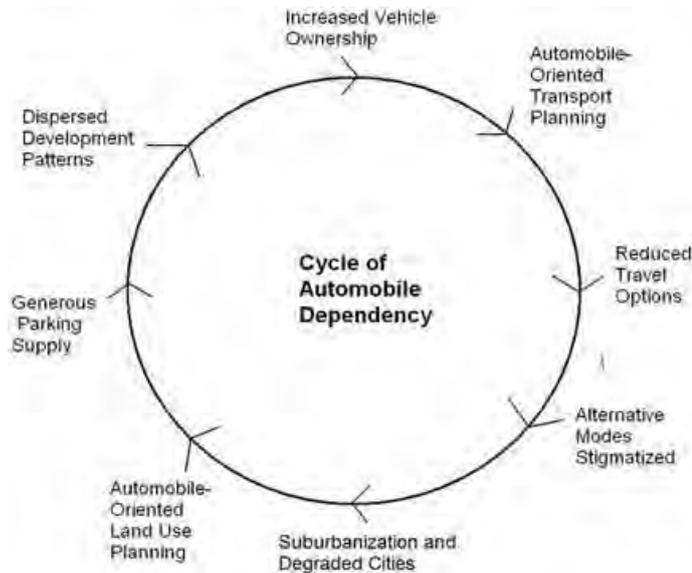
This approach is then cascaded down to national implementation documents such as Waka Kotahi’s Mode

Shift Plan (Keeping Cities Moving, 2019), their 10-year plan for the land transport system (Arataki), and the Road Efficiency Group’s One Network Roding Classification. The interconnection of movement and place is acknowledged, with emphasis on transport as an activity rather than roading as an asset. Similar acknowledgement of this is now incorporated into Regional Land Transport Plans and is expected to feature in all business cases when bidding for investment opportunities.

2.6 The Opportunity of Congestion

Within any community there is limited street space and adding to road capacity (such as additional lanes or bypasses) without providing alternative travel options encourages more private vehicle travel and any initial congestion relief is quickly used over time. This perpetuates the cycle of private vehicle dependency as illustrated in **Figure 4**.

Figure 4: The Cycle of Private Vehicle Dependency



Additionally, from a community or urban form perspective adding more roads or widening existing transport corridors to increase capacity can divide communities and make access more difficult. It is becoming increasingly important to ensure that population and economic growth does not translate into more congestion, more emissions and ultimately less successful and liveable communities.

There are a number of levers that can be used to encourage mode shift, and congestion provides an opportunity to reconsider the transport network, with the opportunity to trigger mode shift, behaviour change and a more balanced approach to transport options that reduce the need to drive or own a car and potentially reduce vehicle emissions.

2.7 How To Achieve Mode Shift

Mode shift can be encouraged in three main ways,

- **Shaping urban form** – providing an integrated approach to land use and transport planning, i.e. a more compact/intensified urban form that considers the future community access needs (such as an aging population), focuses higher intensity development around key transport nodes, and considers the transport corridor as a place for communities rather than just for vehicle throughput.
- **Making shared and active modes more attractive** – improving the quality and performance of alternative modes such as public transport, walking and cycling facilities, will enable more people to use them.
- **Influencing travel demand and transport choices** – changing behaviour through a mix of incentives and disincentives to lever transport choices; for example retaining a level of congestion, parking policies such as increasing pricing, reduce available parking spaces, road/public transport pricing and education.

2.8 Northland Regional Land Transport Plan Perspective

The Northland Regional Land Transport Plan (NRLTP) provides the strategic priorities and a recommended programme of transport projects for Northland when bidding for funding assistance from the National Land Transport Fund (NLTF) and for inclusion of projects into the National Land Transport Plan (NLTP).

The NRLTP requested programme aligns with the national Government Policy Statement investment priorities and notes that there are a number of opportunities to capitalise on the benefits that the transport network provides to the region, including:

- improving access in high-growth urban areas such as Kerikeri, while understanding how employment growth nodes interface with residential growth nodes and
- mode-neutral transport options (i.e. public transport mode shift and walking and cycling infrastructure).

The NRLTP states that strategic priority for the region is future proofing and long-term planning, and notes that there has been a historical disconnect between transport planning and land use/spatial planning, meaning the network has evolved to be private vehicle centric and has little consideration of alternative modes of transport.

An ongoing reliance on private motor vehicles and a focus on providing private vehicles within transport corridors disadvantages a wide scope of the population making it difficult to access jobs, recreation opportunities and community facilities. Within Northland this is compounded by a comparatively high proportion of transport-disadvantaged residents across a wide scope of the population including the elderly and youth, those with a disability, as well as people living remote from employment/services, with a low household income, and/or no

access to a private motor vehicle. Therefore, the focus on mode-neutrality and mode-shift (rather than increasing private vehicle capacity and throughput) is a key strategic priority for Northland.

2.9 Far North District Council Integrated Transport Strategy (2020)

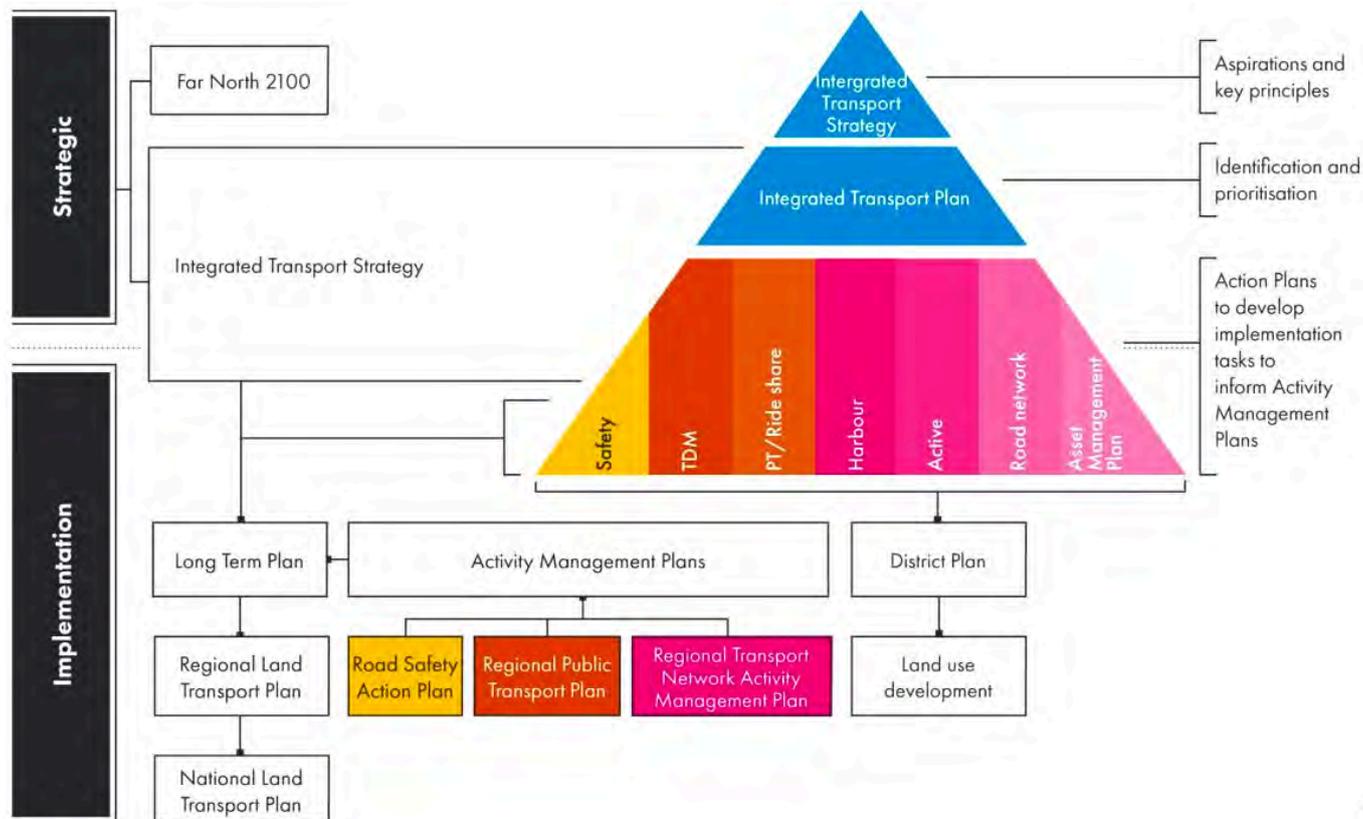
The Far North District Council Integrated Transport Strategy (2020) provides a strategic summary and transport investment map of approved activities for transport within the District that will provide the most comprehensive and holistic benefits. Developed specifically around the Ministry of Transport Outcomes Framework, it's overall approach and recommended programme aligns with the National, Regional and District community outcomes and investment priorities, and seeks to achieve:

- A safer, better transport system with more transport choices for people and businesses
- Improved connectivity and access to social and economic activities
- Secure and reliable transport network
- Community supported prioritised transport investment to best use resources and attract funding.

Many of the recommended activities within the FNDC Integrated Transport Strategy are investigations or planning documents that encourage modal shift and focus on the strategic planning of the future road network. A large proportion of the programme is integrated into the Northland Regional Activity Management Plan (NRAMP) and includes physical improvements to the network such as safety, road upgrades, improved resilience and enhanced connectivity/condition of walking and cycling networks.

Figure 5 shows how the FNDC Integrated Transport Strategy and the Integrated Transport Plan guides the action plans (including the Road Network activity of Kerikeri Area Transport Network Plan), District Plan, Long Term Plan and Activity Management Plans.

Figure 5: Transport and Land Use Planning Framework in Far North District Council



2.10 Kerikeri Area Transport Network Plan

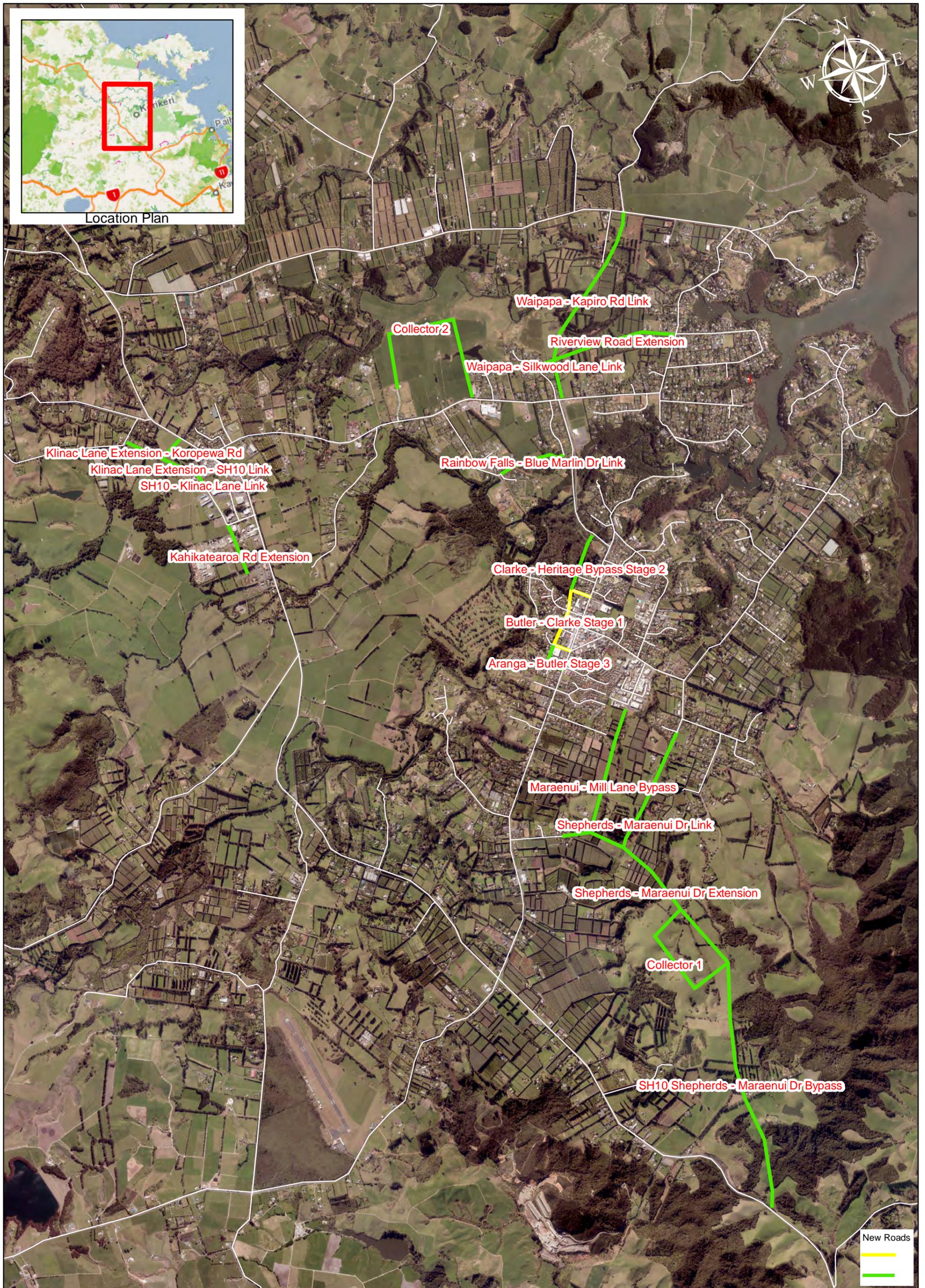
The FNDC Integrated Transport Strategy and the Northland Regional Land Transport Plan identified the 'Kerikeri Strategic Road Network Plan Detailed Business Case' as a top priority activity under the Road Network-Action Plans identified in **Figure 5** above. This activity has been subsequently renamed to the Kerikeri Area Transport Network Plan in recognition of the need to address multi-modal requirements. Additionally, the National Land Transport Plan 2021 publicly acknowledged the regional and national significance of future investment in the implementation of the Kerikeri Area Transport Network Plan.

Figure 6 on the following page shows an updated map of the projects that were developed from the Structure Plan (but not implemented) and incorporated into the 2010 draft Kerikeri Strategic Road Network Plan. These potential transport corridors will be re-investigated along with any new options and upgrades to the existing network in the Kerikeri Area Transport Network Plan business case.

The development of this business case is a prerequisite for subsequent implementation stage funding subsidy. Waka Kotahi (NZTA) have currently evaluated this activity as too low an investment priority to be included in the National Land Transport Programme (when compared against a nationwide decrease in available funds and other nationwide proposals). Incorporation of the Kerikeri Area Transport Network Plan into the Council Long Term Plan has however ensured that a local share funding is available to continue with development of the business case activity but with a reduced scope. At this time alternative subsidy procurement routes are currently being worked through with Waka Kotahi and are further discussed below.

Figure 6. Potential transport corridors previously identified
To be re-investigated along with any new options arising

Kerikeri Area Transport Network Plan



Klinac Lane Extension - Koropewa Rd
Klinac Lane Extension - SH10 Link
SH10 - Klinac Lane Link

Kahikatearoa Rd Extension

Collector 2

Waipapa - Kapiro Rd Link

Riverview Road Extension

Waipapa - Silkwood Lane Link

Rainbow Falls - Blue Marlin Dr Link

Clarke - Heritage Bypass Stage 2

Butler - Clarke Stage 1

Aranga - Butler Stage 3

Maraenui - Mill Lane Bypass

Shepherds - Maraenui Dr Link

Shepherds - Maraenui Dr Extension

Collector 1

SH10 Shepherds - Maraenui Dr Bypass

3 Kerikeri Waipapa Background

3.1 Kerikeri/Waipapa Area Timeline of Transport & Urban Form Actions

The following is a summary of the key transport and land use planning actions since 2000, a more detailed timeline is included in Appendix A.

Structure planning for Kerikeri and Waipapa was initiated in 2000 and included investigations into an integrated approach for land use and transport. In 2006 a Council resolution supported the “western ring road option” for a Kerikeri CBD bypass and ordered the development of an NZTA approved scheme/options assessment process for this option. This resolution also enabled Council to start acquiring properties for the Western ring road option of the Kerikeri CBD bypass as they become available on a case-by-case basis.

In 2007 the Kerikeri Waipapa Structure Plan was adopted as a non-statutory plan and most of the planned transport projects shown on the structure plan have been constructed. Since then significant transport planning activities have been undertaken (as shown in the timeline in Appendix A) developing various options for the network, one of which being the western ring road option of the Kerikeri Central Business District Bypass.

A Council resolution in May 2018 required the growth assumptions, options and priorities to be reviewed as part of the development of the Far North District Council Integrated Transport Strategy and Plan. This document (endorsed by Council in 2020) provided a Waka Kotahi (NZTA) supported business case to request investment from the National Land Transport Fund. This FNDC Integrated Transport Strategy and Plan recommended a large number of activities for investment with the top priority being the Kerikeri Area Transport Network Plan.

For any activity to be eligible for National Land Transport Fund investment the Waka Kotahi business case process needs to be followed. This process will further develop and inform priorities and activities for an integrated approach to transport and land use planning. Therefore, if a business case process is not followed for the early planning of any project, the implementation or construction costs will also not be eligible for any investment.

The transport modelling for Kerikeri undertaken concurrently with development of the FNDC Integrated Transport Strategy (2020) suggested that the trigger point for traffic congestion relief measures had been reached. However, since then early findings from a (standard practice) peer review (due in November) indicate that assumptions for traffic growth may have been overstated and that the trigger for congestion relief measures could be some years off.

3.2 Kerikeri CBD Bypass Options

Following the Kerikeri Structure Planning for a Sustainable Future (2000) and traffic growth concerns Council initiated a traffic strategy study in 2004 that identified options for a bypass or full ring road close to the town centre to relieve congestion. Subsequent development work was undertaken to identify suitable routes and preliminary designs on the north western side of the Central Business District.

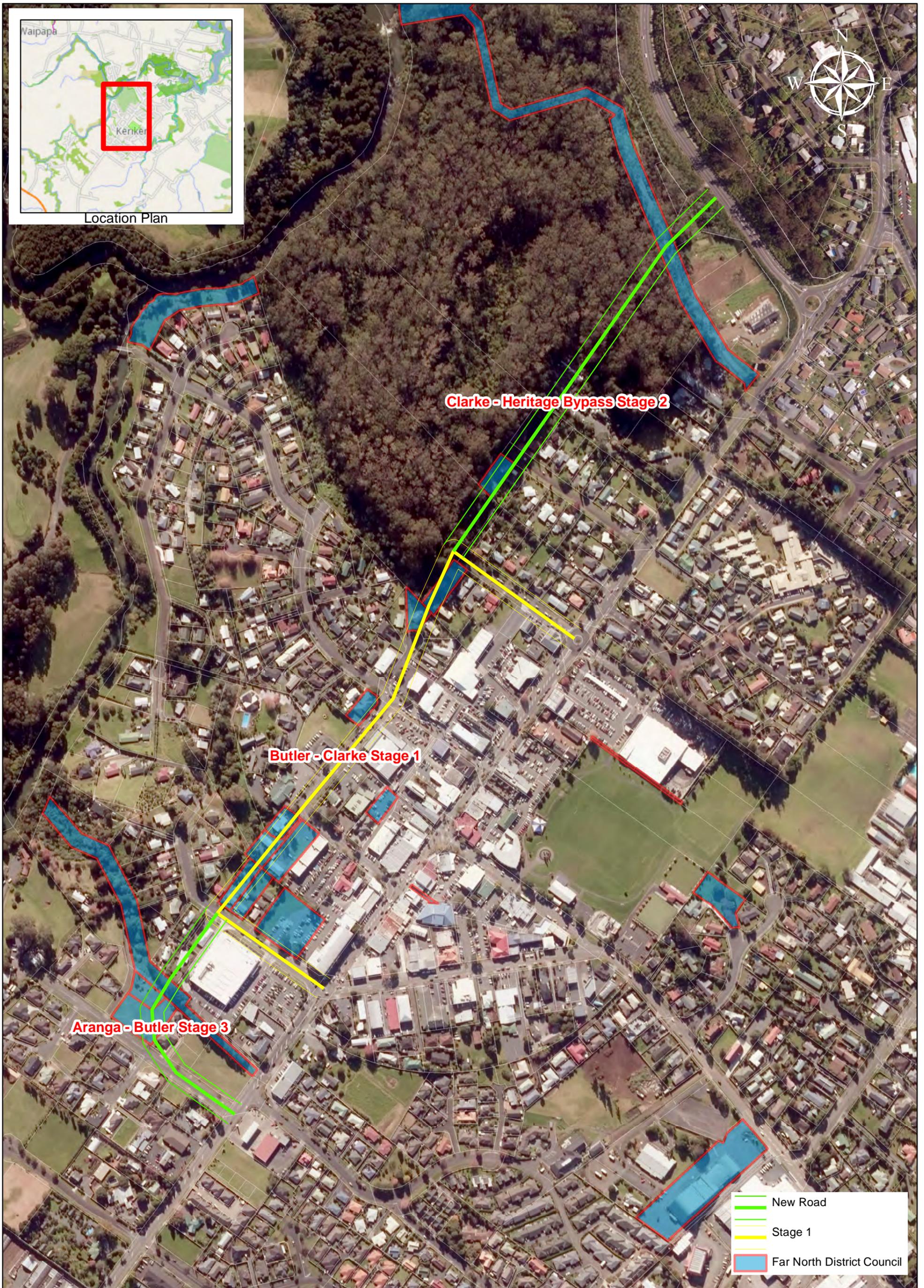
In 2006 Council resolved to include a specific western ring road route plan in the emerging Kerikeri Waipapa Structure Plan and to start buying properties on this route as they became available. The resolution made reference to a specific plan which showed a two-way bypass road with roundabouts at Aranga Road, Butler Road, Fairway Drive and Clark Road. The council resolution also proposed staged delivery of this project over 15 years as follows:

- Stage 1 – Butler to Clarke within 4 years
- Stage 2 – Clark to Bypass within 10 years
- Stage 3 – Aranga to Butler within 15 years

A summary plan of the route and current purchased properties features in **Figure 7** on the following page:

Figure 7. Kerikeri CBD Ring Road stages and purchased properties

Kerikeri Area Transport Network Plan



In November of 2006, the current one-way traffic system was implemented in the Kerikeri CBD (using existing Homestead Road and Fairway Drive) on a 5 year trial basis in an attempt to reduce congestion pending construction of the new corridor required for Stage 1.

In 2010 the Kerikeri township options and costs reports featured two very similar alignment options for the Stage 1 Butler-Clarke bypass/ring route and as requested by Council focused on the extension of the one-way system, rather than further investigate or develop the three stage, two-way route form.

In 2013, the report was the subject of a peer review which concluded that the Stage 1 Butler - Clarke option (as shown in Figure 7 above) was appropriate but that it should wait until there was more congestion and that it was unlikely to attract any National Land Transport Fund investment due to a low-cost benefit ratio (the method of evaluating investment options at that time). These findings were reflected in the 2014 Strategic Road Network Plan review report to Council on the draft Kerikeri-Waipapa Strategic Road Network Plan.

The 2014 Strategic Road Network Plan review proposed rescheduling the implementation of all proposed corridors to allow time for more traffic counts and modelling to confirm if and when gridlock would occur in Kerikeri prior to triggering the implementation of the proposed routes/upgrades. In relation to the Kerikeri Ring Road route, the review also suggested property sales be monitored but that a 'more detailed design of this route should be undertaken before further land purchase is considered'.

Since this time additional routes, developments and options have come to light and are planned to be evaluated as part of an integrated approach within the Kerikeri Area Transport Network Plan.

3.3 CBD Property Purchase

Council have continued to act on the 2006 resolution to purchase properties as they have become available including several relatively recently. Refer to Figure 7 (above) to show properties owned by Council (highlighted in blue).

3.4 Planning Permissions

Whilst there has been some ad hoc property purchase along the anticipated alignment of the Western side of the Kerikeri CBD Bypass there are still a number of property acquisitions and planning permissions that will need to be obtained including (but not limited to) designations and consents.

To obtain the planning permissions there needs to be a robust evidence base detailing the need for the bypass, assessment of alternatives and options and outcomes/benefits sought from the corridor. The detailed planning and design process will require substantial resources and time to undertake environmental monitoring, investigations, design, technical reports and substantial engagement requirements. A project of this size would be expected to be publicly notified, with a hearing and considering the large number of affected parties there is a high likelihood of appeal(s).

There is a high chance that not all land owners within the proposed transport corridor will be interested in selling their property. Therefore, the designation process needs to be successfully completed to enable the use of the Public Works Act to potentially acquire land to complete the corridor should the need arise and allow time for ongoing acquisition negotiations.

An estimated overall time frame to get through a planning process could be approximately 4-5 years. This allows two to three years to prepare the evidence required for lodgement, undertake engagement, then another year to get through the hearing process, and potentially another year after that to resolve any appeals. Then leading into any necessary Public Works Act acquisitions. The implementation period would start after this and would depend on how the project is staged as to how long it may take but a high level estimate would be a minimum of 1-2 years per stage.

4 Current Plan

4.1 Transport Modelling

Initial transport modelling findings made a number of assumptions including utilising a “high growth” scenario which resulted in an earlier timing of any potential mitigation measures/upgrades. However, the most recent peer review has questioned some of the original model assumptions (such as high traffic growth). It also raised some technical matters that require further clarification as they directly contribute to the transport model findings and timings/implementation triggers.

The peer review report is likely to support the majority of the earlier findings but push out the timeframes that would trigger the implementation of any upgrades due to decreased traffic growth. The sharing of the initial Transport Modelling findings has been limited up to this point as they are still to be fully verified via an independent peer review process (currently underway).

4.2 Investment Priorities

The Kerikeri Area Transport Network Plan is an integrated approach to transport and land use planning across the Waipapa and wider Kerikeri area. This is a top priority for Northland and FNDC with an estimated cost of \$1.2m. A National Land Transport Fund subsidy of 69% was sought and an FNDC local share contribution of \$372,000 (over three years) included in the LTP 2021-2031, with additional amounts to undertake construction from 2024.

In mid-September 2021, Council was notified that the Kerikeri Area Transport Network Plan review was not included for subsidy in the National Land Transport Fund on the basis that the activity did not have sufficient priority under the Waka Kotahi “Investment Prioritisation Method”. FNDC’s funding share remains available through the LTP but requires a re-evaluation of scope to meet the reduced funds available.

Despite the Kerikeri Area Transport Network Plan not being prioritised for funding in the wider National Land Transport Fund it is still considered to be FNDC’s top priority and Council staff are currently working with Waka Kotahi to find and package up other potential subsidy procurement mechanisms within the NZTA systems.

4.3 Kerikeri Area Transport Network Plan – An Integrated Approach to Transport and Land Use Planning

It is essential to continue the pathway set by National investment direction, Northland Regional Transport Plan and FNDC Integrated Transport. The key method to delivering this approach is the Kerikeri Area Transport Network Plan as below. Following a Council resolution in May 2021 to consider the options of the Kerikeri CBD Bypass an alternative scenario has also been considered as a theoretical comparison and is outlined below.

4.3.1 Planned Pathway - Continue with an Integrated Approach in the Kerikeri Area Transport Network Plan

The planned pathway forward is to continue to follow the business case approach to develop the Kerikeri Area Transport Network Plan in accordance with Waka Kotahi (NZTA) requirements. Pursue investment from the National Land Transport Fund for the Kerikeri Area Transport Network Plan and its resulting activities (which includes the Kerikeri CBD Bypass as part of the wider transport network considerations).

The resulting output will include a phased and integrated implementation programme of projects and activities. The specific content of the programme will depend on the outcome of transport model peer review, subsequent transport modelling and options/priority assessment. It is likely to include small-scale intersection capacity improvements as well as larger medium to long term transport network options with associated growth and congestion trigger points. This will ensure an integrated approach to developing the land use and transport options for the Kerikeri Waipapa Spatial Plan currently under development.

4.3.2 Alternative Scenario - Change Direction to Singularly Focus on Kerikeri CBD Bypass

As a comparison an alternative scenario would be to extract the CBD Bypass from the Kerikeri Area Transport Network Plan package as a locally funded development (with no part of the project eligible for National Land Transport Funds). This will not provide an integrated approach to the Kerikeri Waipapa transport and land use planning or align with the intention of the FNDC Integrated Transport Strategy or wider documents. The following points are relevant to this scenario:

- This scenario will not; meet Government Policy Statement investment priorities, align with National Policy Statement on Urban Development, meet Waka Kotahi (NZTA) business case requirements or support an integrated approach to transport and urban form.
- The costs of this project are currently uncalculated; however a high-level estimate would be a minimum of \$20 million. This would need to be 100% local (FNDC) funded as the project would not be eligible for National Land Transport Funds.
- There would still be significant time and resourcing to progress options and gain permissions required, which have not been calculated at this time.

4.3.3 Short Term Implementation Options

In the context of this report, quick wins or low cost/low risk activities are the earliest prioritised and programmed projects that will be identified in the current integrated planned pathway and next steps detailed in Section 5 below. These projects are not discrete or separate as they need to be evaluated and prioritised across transport network and urban form requirements. However, these initiatives could be implemented quickly as early evidence of efforts to resolve Kerikeri’s transport network issues. Some potential examples of these type of projects are:

- Explore alternative funding such as from the “Innovating Streets” that could for example fund streetscape trials that change the focus from vehicles to people, encouraging walking and cycling on key routes including Kerikeri Road in CBD.
- Road Safety upgrade of Cobham Road Hone Heke Road intersection to a roundabout for pedestrian safety with the co-benefit of alleviating traffic congestion.
- Trial Park and Walk facility on outskirts of CBD. Reduce the number of CBD-bound long stay vehicles that are circulating and contributing to traffic flows in the peak periods. This may also free up some of the limited parking spaces for short stay visitors. Incentivise this by considering a trial of parking charges.

5 Next Steps

A summary of the planned next steps is in the table below:

Delivery Process for Kerikeri Area Transport Network Plan		
Activity	Comments	Timescale
Work with Waka Kotahi to secure a funding subsidy for development of the Kerikeri Area Transport Network Plan business case	Conversations with Waka Kotahi have been positive in that FNDC’s allocated subsidies can be repackaged to allow funding of the project (without disadvantaging any other activities). This is being actively pursued by FNDC staff and will confirm this approach.	Funding decision notified September 2021 – ongoing discussions regarding repackaging
Initiate peer review to validate findings of Transport Modelling	Substantially complete. Initial findings are that the trigger points for action to combat traffic congestion are not as imminent as suggested but that more specific future land-use	Due in November 2021

Delivery Process for Kerikeri Area Transport Network Plan		
Activity	Comments	Timescale
	growth scenarios should be developed independently before further transport modelling	
Scope and procure services for further Transport Modelling to confirm viability of benefits and refine route corridors	Following Transport Strategy recommendation modelling includes all routes in the wider network including the Strategic Western Route/CBD Bypass plus transport network implications of several additional known potential large-scale development proposals.	Delayed due to late funding announcement and resolution of funding shortfall. Likely to be initiated Nov 2021 procurement finalised March 2022
Scope and procure services for development of Kerikeri Area Transport Network Plan business case	Using the emerging outputs from the further Transport Modelling there will be a wider review and reconsideration of the strategic transport network, integrated with land use proposals and Kerikeri Waipapa Spatial Plan project.	Delayed due to late funding announcement and resolution of funding shortfall. Likely to be initiated Nov 2021 procurement finalised March 2022.
Investigation of alternative procurement / funding options to deliver quick wins	Concurrently while undertaking modelling and review of the strategic transport network there will also be consideration and investigation into "quick win" type projects. There are already potential options for these projects but confirmation depends on funding and reconfirmation of options and priorities of the transport network.	Ongoing. To be confirmed after further investigations.
Completion of transport modelling and Kerikeri Area Transport Network business case	Endorsement from Waka Kotahi is still required (even if not funded at this stage) as need to secure funding for implementation.	Estimated to take a year from initiation.
Procure services for detailed investigation and design of prioritised projects	Implementation to then be led by NTA	To be determined. Estimate 6 months.
Undertake detailed option assessment, investigation and design of prioritised process	Will overlap with the planning process below.	Estimate 1 – 2 years
Initiate planning permissions process, technical assessments, engagement and land negotiations	Large number of factors determine time frames, depends on scale of projects, permissions required, consultation, cultural considerations, environmental effects and if there is a willing seller willing buyer scenario versus public works acquisition.	Estimate 2-3 years or potentially longer depending on size and complexity of project.
Contract for construction of prioritised projects	Developing contract and tender evaluation process	6 months
Environmental baseline monitoring of site	Depends on resource consent conditions	1 – 2 years
Construction	Depends on funding, season and availability of contractors as well as complexity of project	Unknown at this stage

Appendix 1

Kerikeri/Waipapa Area Timeline of Transport and Urban Form Actions

Year	Action	Summary
2000	Kerikeri Structure Planning for a Sustainable Future	This Structure Plan included proposals for urban form and infrastructure and elements were incorporated into the Revised Proposed District Plan
2004	Traffic Study initiated	This study investigated options to relieve perceived congestion including an option for a CBD bypass. Subsequent development work was undertaken in 2006 to identify suitable routes and preliminary designs for a CBD bypass/ring road option to encircle the CBD
2006	Council Resolution – 12 October 2006	<ul style="list-style-type: none"> • That the Kerikeri-Waipapa Transportation Structure Planning report be received. • That Council supports Integrated Transportation Planning for Kerikeri & Waipapa. • That Council supports a strategic western Route Option to be included in the Kerikeri-Waipapa Structure Plan. • That Council commences a NZTA scheme assessment process for the Western Ring Road Option. • That Council begins acquiring properties for the future transport needs of Kerikeri on a case by case basis and as they become available for the western Route as identified on the Plan (51-1902771-SK108 Council Agenda 12 October 2006) within the following Timeframes: <ul style="list-style-type: none"> ➤ Stage 1 – within 4 years ➤ Stage 2 – within 10 years ➤ Stage 3 – within 10 years.
2006	CBD one-way system introduced	The Kerikeri CBD one-way system was introduced on a trial basis to alleviate increasing congestion. It proved successful enough to have become a permanent feature
2007	Kerikeri Waipapa Structure Plan adopted as a non-statutory plan	The Kerikeri-Waipapa Structure Plan set a vision for the integrated and sustainable development of the Kerikeri-Waipapa area using a high growth scenario. This document recognised the key drivers of change being an increasing aging population, high commercial growth and development and infrastructure nearing or at capacity. The structure plan set with key objectives of liveability, improving access and connections, improving walkability and providing living choices. Feasibility and preliminary design studies were initiated for a number of the transport corridors and the structure plan identified several transport corridors as future possible links.
2008	Heritage bypass opens	As identified in the 2007 Structure Plan this project changed travel flows and times in and around Kerikeri.
2010	Options Scoping Report – Kerikeri Town Centre Bypass	Project Feasibility Study initiated and options scoping report commissioned to show all potential route options for a CBD bypass/ring road options in the Structure Plan
2010	Kerikeri Ring Road Options and Cost Report	Report focused on options and costs for the expansion of the established one-way system. The results of this revised report were subsequently incorporated into the 2010 draft Kerikeri-Waipapa Strategic Road Network Plan.

Year	Action	Summary
2010	Draft Kerikeri Waipapa Strategic Road Network Plan	<p>In 2010 a Strategic Road Network Plan was developed to be consistent with the Kerikeri Waipapa Structure Plan (2007). Further investigations were undertaken to develop all potential routes with the options and costs report findings then incorporated into the 2010 draft Kerikeri Waipapa Strategic Road Network Plan.</p> <p>This plan contained a Prioritised Planning and Project Implementation timeframe that reflected the lower than expected rate of population and traffic growth of 1.5% per annum rather than 7% as a result of the 2008 Global Financial Crisis.</p> <p>This document has remained in draft form as an internal work-in-process and has not been submitted to Council for any form of approval</p>
2014	Strategic Road Network Plan review	<p>A review was undertaken of the Kerikeri Waipapa Strategic Road Network Plan (draft) following slow but steady development of options. The review concluded that the timelines for most projects could be pushed out further due to low growth and that traffic counts and modelling should be undertaken first. In relation to the Kerikeri Ring Road route, the review also suggested property sales be monitored but that a 'more detailed design of this route should be undertaken before further land purchase is considered' .</p> <p>This review was submitted to Council and consultants were engaged to provide guidance on what a District Transport Strategy document should include.</p>
2018	Council Resolutions 24 May 2018	<p>Priority projects from the Kerikeri Waipapa Strategic Road Network Plan were included in the draft Long-Term Plan 2018-28 but were removed from the final version after deliberations. In their place, the following resolutions were made:</p> <ul style="list-style-type: none"> • That Council allocates funds for research and preparation of a strategic case for major Kerikeri roading initiatives. • That Council retains \$100k for 2018/19 for the Kerikeri roading strategy • That Council initiates a district wide roading Strategy (later to become known as the Integrated Transport Strategy) • That allocated project funds be moved out to year 4 and beyond to allow for the strategies • Council will develop the district wide roading strategy with significant public consultation. • The strategy to rank all capital works and roading projects for all areas of the Far North District <p>Ranking to consider consultation feedback and prioritise works that align with Government Policy Statement for transport and have ability to gain subsidy</p>
2020	Integrated Transport Strategy and Integrated Transport Plan endorsed by Council and transport modelling	<p>The Far North Integrated Transport Strategy commenced in 2018 along with traffic counting and modelling for Kerikeri. It also included an implementation plan called the Integrated Transport Plan which provided a transport investment map for the District.</p> <p>The document followed NZTA business case process requirements and the findings and recommendations of prioritised projects in this document were included in the Northland Regional Land Transport Plan (to bid for investment in the National Land Transport Fund).</p>

Year	Action	Summary
		<p>The Integrated Transport Strategy and Integrated Transport Plan were finalised by 2020 and endorsed by Council for inclusion in the LTP 2021-2031 and an application was made to Waka Kotahi for National Land Transport Fund subsidy.</p> <p>The findings of transport modelling for Kerikeri suggested that the trigger point for traffic congestion relief measures had been reached, however interim findings of a subsequent peer review (based on more recent population and traffic assessments) now suggest that this may not be the case and the trigger for congestion relief measures is some years off.</p>
2021	Council LTP Deliberations Resolution 13 May 2021	<p>That Council:</p> <ul style="list-style-type: none"> • request the CEO, in accordance with previous resolutions of Council provide a report to the Infrastructure committee in the first quarter of the 2021/22 financial year, on options to deliver the Kerikeri Central Business District bypass within the first 3 years of the 2021-2031 LTP; and that, • note the submissions, responds positively to community submissions and as a matter of urgency bring forward investment into the Kerikeri road network including development of infrastructure supporting active transport modes.
2021	Council Staff and Elected Members meet to discuss land use and transport issues in Kerikeri-Waipapa 21 May 2021	<p>Following the 13 May 2021 resolution, a meeting was held between Staff and Elected Members to map out a way forward on transport issues. This is the purpose of this report with an outline of the proposed content shared 4th June 2021</p>