



**Far North
District Council**



Te Kaunihera o Te Hiku o te Ika

AGENDA


Ordinary Te Koukou - Transport Committee Meeting

Tuesday, 26 March 2024

Time: 10:00am
Location: Council Chamber
Memorial Ave
Kaikohe

Membership:

Kahika - Mayor Moko Tepania
Kōwhai - Deputy Mayor Kelly Stratford
Cr Felicity Foy
Cr Ann Court
Cr Steve McNally
Cr Hilda Halkyard-Harawira
Cr Babe Kapa
Cr Penetaui Kleskovic
Cr Tāmāti Rākena
Cr Mate Radich
Cr John Vujcich

 <p>Far North District Council Te Kaunihera o Tai Tokerau ki te Raki</p>	Authorising Body	Mayor/Council
	Status	Standing Committee
COUNCIL COMMITTEE	Title	Te Koukou - Transport Committee Terms of Reference
	Approval Date	14 August 2023
	Responsible Officer	Head of Infrastructure Strategy

Kaupapa / Purpose

The purpose of Te Koukou - Transport Committee is to increase governance oversight over Council's Transport activities.

To perform his or her role effectively, each member must develop and maintain his or her skills and knowledge, including an understanding of the Committees' responsibilities, and of the Council's business, operations and risks.

Ngā Huānga / Membership

The Committee will comprise of all Mayor and Councillors.

Mayor Tepania
Deputy Mayor Kelly Stratford
John Vujcich
Ann Court
Babe Kapa
Felicity Foy
Hilda Halkyard-Harawira
Mate Radich
Penetaui Kleskovic
Steve McNally
Tāmati Rākena

Kōrama / Quorum

The quorum at a meeting of the Committee is 6 members

Ngā Hui / Frequency of Meetings

The Committee shall meet 4 weekly.

Ngā Apatono / Power to Delegate

The Committee may not delegate any of its responsibilities, duties or powers.

Ngā Herenga Paetae / Responsibilities

The Committees responsibilities are described below:

- Consideration of temporary road closures for events (subject to legal advice)
- Monitoring road maintenance schedule
- Monitoring road upgrade priority
- Monitoring contractor performance
- Monitoring of roading condition
- Approval of roading contracts beyond CE delegation up to \$3 million
- Approval of award of budgeted planned works – already approved under the Long-Term Plan up to \$3 million
- Receive and consider any consultation document and/or any proposed amended or new legislative instrument that may have a transport related outcomes and where appropriate make submissions and enable political advocacy at a Mayoral Forum Level if required
- Receive and adopt the Asset Management Plan for Transport
- Receive the draft Regional Land Transport Plan and if appropriate make submissions to the Regional Land Transport Plan
- Receive the draft Regional Public Transport Plan and if appropriate make submissions to the Regional Land Transport Plan
- Receive and adopt Far North District Council's walking and cycling strategies
- Receive and support the community boards footpath and streetlight programmes and monitor delivery
- Receive and consider any road safety strategies
- Receive and consider any speed management petitions
- Receive and consider any placemaking projects that have a transport related component so the committee can ensure the projects are captured (where appropriate) in our funding and planning instruments
- Receive invitations to apply for external funding opportunities in a timely manner so that the committee may advocate for community-initiated infrastructure projects.
(Examples PGF, TIF)

Ngā Ture / Rules and Procedures

Council's Standing Orders and Code of Conduct apply to all meetings.

Far North District Council
Ordinary Te Koukou - Transport Committee Meeting
will be held in the Council Chamber, Memorial Ave, Kaikohe on:
Tuesday 26 March 2024 at 10:00am

Te Paeroa Mahi / Order of Business

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1 KARAKIA TIMATANGA / OPENING PRAYER**2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST**

Members need to stand aside from decision-making when a conflict arises between their role as a Member of the Committee and any private or other external interest they might have. This note is provided as a reminder to Members to review the matters on the agenda and assess and identify where they may have a pecuniary or other conflict of interest, or where there may be a perception of a conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the meeting or of the relevant item of business and refrain from participating in the discussion or voting on that item. If a Member thinks they may have a conflict of interest, they can seek advice from the Chief Executive Officer or the Manager - Democracy Services (preferably before the meeting).

It is noted that while members can seek advice the final decision as to whether a conflict exists rests with the member.

3 NGĀ TONO KŌRERO / DEPUTATION

- Paula Mathews regarding Tarsealing Pairatahi Road
- Mina Pomare regarding Panguru / Motutū roads

4 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES

4.1 CONFIRMATION OF PREVIOUS MINUTES

File Number: A4602835

Author: Ellie Greenwood, Democracy Advisor

Authoriser: Casey Gannon, Manager - Democracy Services

TAKE PŪRONGO / PURPOSE OF THE REPORT

The minutes are attached to allow the Committee to confirm that the minutes are a true and correct record of previous meetings.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou – Transport Committee confirm the minutes of the meeting held 20 February 2024 are true and correct.

1) TĀHUHU KŌRERO / BACKGROUND

Local Government Act 2002 Schedule 7 Section 28 states that a local authority must keep minutes of its proceedings. The minutes of these proceedings duly entered and authenticated as prescribed by a local authority are prima facie evidence of those meetings.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The minutes of the meetings are attached.

Far North District Council Standing Orders Section 27.3 states that no discussion shall arise on the substance of the minutes in any succeeding meeting, except as to their correctness.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The reason for the recommendation is to confirm the minutes are a true and correct record of the previous meetings.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provision as a result of this report.

ATTACHMENTS

- 1. 2024-02-20 Te Koukou - Transport Committee Minutes - A4577928**  

Hōtaka Take Ōkawa / Compliance schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
 - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
 - b) Assess the options in terms of their advantages and disadvantages; and
 - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	This is a matter of low significance.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	This report complies with the Local Government Act 2002 Schedule 7 Section 28.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	It is the responsibility of each meeting to confirm their minutes therefore the views of another meeting are not relevant.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.	There are no implications for Māori in confirming minutes from a previous meeting. Any implications on Māori arising from matters included in meeting minutes should be considered as part of the relevant report.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example, youth, the aged and those with disabilities).	This report is asking for minutes to be confirmed as true and correct record, any interests that affect other people should be considered as part of the individual reports.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no financial implications or the need for budgetary provision arising from this report.
Chief Financial Officer review.	The Chief Financial Officer has not reviewed this report.

Ordinary Te Koukou - Transport Committee Meeting Minutes - **unconfirmed** 20 February 2024

**MINUTES OF FAR NORTH DISTRICT COUNCIL
ORDINARY TE KOUKOU - TRANSPORT COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBER, MEMORIAL AVE, KAIKOHE
ON TUESDAY, 20 FEBRUARY 2024 AT 10:00AM**

PRESENT: Kahika - Mayor Moko Tepania, Kōwhai - Deputy Mayor Kelly Stratford, Cr Felicity Foy, Cr Ann Court, Cr Steve McNally, Cr Babe Kapa, Cr Penetaui Kleskovic, Cr Tāmati Rākena, Cr Mate Radich, Cr John Vujcich

IN ATTENDANCE: Calvin Thomas (General Manager - Northland Transport Alliance), Elizabeth Stacey (Senior Road Safety & Traffic Engineer - Northland Transport Alliance), Jeff Devine (Strategy and Planning Manager – Northland Transport Alliance), Dawn (Asset Strategy and Management Lead - Northland Transport Alliance), Cushla Jordan (Asset Manager – Northland Transport Alliance)

STAFF PRESENT: Jacine Warmington (Group Manager - Strategic Relationships), Tanya Proctor (Head of Infrastructure Strategy), Ellie Greenwood (Democracy Advisor – Democracy Services), Imrie Dunn (Democracy Advisor – Democracy Services), Casey Gannon (Manager – Democracy Services)

1 KARAKIA TIMATANGA / OPENING PRAYER

Kahika/Mayor Moko Tepania commenced the meeting with a karakia at 10.03am.

2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST

An apology for lateness from Cr Babe Kapa is noted.

3 NGĀ TONO KŌRERO / DEPUTATION

Nil.

4 NGĀ KŌRERO A TE KAHIKA / MAYORAL ANNOUNCEMENTS

The Māramataka Māori today is Ariroa – coming out of low energy days.

5 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES

4.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 4.1 document number A4561882, pages 8 - 13 refers

RESOLUTION 2024/1

Moved: Kōwhai - Deputy Mayor Kelly Stratford

Seconded: Cr John Vujcich

That Te Koukou – Transport Committee confirm the minutes of the meeting held 27 November 2024 are true and correct.

CARRIED

At 10:23 am, Kōwhai - Deputy Mayor Kelly Stratford left the meeting.

At 10:24 am, Kōwhai - Deputy Mayor Kelly Stratford returned to the meeting.

Ordinary Te Koukou - Transport Committee Meeting Minutes - **unconfirmed** 20 February 2024

At 10:35 am, Cr Babe Kapa joined the meeting.

6 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

5.1 TRANSPORT PORTFOLIO MEMBER REPORTS

Agenda item 5.1 document number A4568470, page 13 refers

RESOLUTION 2024/2

Moved: Cr Ann Court

Seconded: Cr Steve McNally

That Te Koukou – Transport Committee note the verbal February 2024 reports from Members Ann Court and Steve McNally as Transport Portfolio holders.

CARRIED

At 11:27 am, Kōwhai - Deputy Mayor Kelly Stratford left the meeting.

At 11:32 am, Kōwhai - Deputy Mayor Kelly Stratford returned to the meeting.

5.2 FNDC TRANSPORTATION ACTIVITY UPDATE - NOVEMBER & DECEMBER 2023 OPERATIONS REPORT

Agenda item 5.2 document number A4558861, pages 14 - 90 refers

RESOLUTION 2024/3

Moved: Cr Ann Court

Seconded: Cr John Vujcich

That Te Koukou - Transport Committee receive the report FNDC Transportation Activity Update - November & December 2023 Operations Report.

CARRIED

At 12:02 pm, Cr Mate Radich left the meeting.

At 12:04 pm, Cr Mate Radich returned to the meeting.

5.3 FNDC SEAL EXTENSION PRIORITISATION UPDATE

Agenda item 5.3 document number A4561837, pages 91 - 117 refers

RESOLUTION 2024/4

Moved: Cr Steve McNally

Seconded: Kahika - Mayor Moko Tepania

That Te Koukou - Transport Committee receive the report FNDC Seal Extension Prioritisation Update.

CARRIED

6 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED

RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION 2024/5

Moved: Kahika - Mayor Moko Tepania

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Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
6.1 - Confirmation of Previous Minutes - Public Excluded	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
6.2 - Fern Flat Road - Fatal Crash Report	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
6.3 - Emergency Slips Programme Report and Funding Request for Complex Sites (Local Share)	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

CARRIED

At the conclusion of the public excluded session Te Koukou Transport Committee confirmed the decisions contained in the part of the meeting held with public excluded **be restated** in public meeting as follows:

6.2 - Fern Flat Road - Fatal Crash Report – decision with amount redacted

That Te Koukou - Transport Committee

- receive the report Fern Flat Road - Fatal Crash Report;
- request that the section of roading around the Peria Falls be considered as part of the 2024-27 Council Speed Review Programme; and

Ordinary Te Koukou - Transport Committee Meeting Minutes - **unconfirmed** 20 February 2024

- c) recommend to Council that up to **\$REDACTED** (unbudgeted and unsubsidised funding) is allocated to fund the installation of barrier on Fern Flat Road, around Peria Falls

6.3 - Emergency Slips Programme Report and Funding Request for Complex Sites (Local Share) - all information and decision with any amounts redacted

That Te Koukou Transport Committee

- a) receive the Emergency Slips Programme Report
- b) approve the allocation of **\$REDACTED** Emergency Works reserves funding as the local share funding contribution, with an associated Financial Assistance Rate (FAR) of 89%, for construction of:
 - i) West Coast Road Motuti (RP16775) - **\$REDACTED** Local Share Component and
 - ii) West Coast Road (RP20915) - **\$REDACTED** Local Share Component and
 - iii) Whangae Road (RP4817) - **\$REDACTED** Local Share Component.

7 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

Kahika/Mayor Moko Tepania closed the meeting with a karakia.

8 MEETING CLOSE

The meeting closed at 1.42pm.

The minutes of this meeting will be confirmed at the Ordinary Te Koukou - Transport Committee Meeting held on 26 March 2024.

.....
CHAIRPERSON

5 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS**5.1 TRANSPORT PORTFOLIO MEMBER REPORTS****File Number:** A4602873**Author:** Ellie Greenwood, Democracy Advisor**Authoriser:** Casey Gannon, Manager - Democracy Services**TE TAKE PŪRONGO / PURPOSE OF THE REPORT**

To note the verbal reports from Transport Portfolio holders. The verbal reports provide feedback to Te Koukou – Transport Committee on matters of interest or concern to the Committee.

NGĀ TŪTOHUNGA / RECOMMENDATION

That Te Koukou – Transport Committee note the verbal March 2024 reports from Members Ann Court and Steve McNally as Transport Portfolio holders.

1) TE TĀHUHU KŌRERO / BACKGROUND

Te Koukou – Transport Committee Chair Kahika-Mayor Tepania allows members reports as a mechanism to have open communication and transparency on activities undertaken by the Transport Portfolio Members of the Te Koukou – Transport Committee.

2) TE MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Member reports are provided verbally during the meeting.

- **REASON FOR THE RECOMMENDATION**

To formally receive the Member verbal reports.

3) NGĀ PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provision as a result of this report.

NGĀ ĀPITI HANGA / ATTACHMENTS

Nil

5.2 FNDC TRANSPORTATION ACTIVITY UPDATE - JANUARY 2024 OPERATIONS REPORT

File Number: A4606024

Author: Calvin Thomas, General Manager - Northland Transportation Alliance

Authoriser: Tanya Proctor, Head of Infrastructure Strategy

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this briefing is to present the January 2024 Transportation Activity monthly operations reports, as an update on progress with approved transportation programmes and activities, for Committee review, discussion, and questions.

WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY

Key highlights of transport activities completed in November and December 2023 are summarised below, with further detail provided within the Agenda item attachments:

- Far North REAP (Rural Education Activities Programme) continued their work delivering Far North's Road Safety Education Programme, with highlight for January being the continued promotion of the "Patience to Paradise" campaign, including summer "pop-up event at three Far North beach locations.
- \$32.751M of FNDC transport programme works were completed in the first six months of the 2023/24 financial year, being a 33% increase on the \$24.602M of works completed in the equivalent period of the previous year. 85% of subsidised expenditure year to date relate to the three core activities of Renewals (34%), Maintenance & Operations (30%) and Emergency Works (21%)
- Capital Works programme activities continued with the improved weather seeing pavement works and other activities progressing well. A full list of 2023/24 individual projects with their respective delivery and risk status is provided within this report.
- With the dryer months now here the grading activities have reduce significantly (171km/10.6% of unsealed network completed in January) with a maintenance focus on network wide pothole repairs, culvert replacements and culvert end clearing/flushing, edge marker post replacement, roadside mowing and spraying, edge break /shoulder repairs, dig outs and stabilised patches and sweeping. Centreline and edge line remarking activities continued across the northern contract area.
- Planning and programming activities are underway for August 2022 and May 2023 Storm Event sites previously assessed as complex, but subsequently confirmed through the Emergency Works Assessment (EWA) process as lower complexity Phase 2 repairs. These are presently scheduled to be completed by the end of the current financial year (30th June 2024)
- As reported last month, there are 38 confirmed Phase 3 (Complex sites) to be completed as part of the multi-year recovery programme with full detail on progress and list of individual sites provided on pages 12 and 13 of this report.
- 110 new Corridor Access Requests received for works in the road reserve across Far North District in January, with this significant volume increase (approximately 50% higher than average) due to an unusually high number (50%) of applications received from one applicant undertaking a project across the Far North to test the soil composition for lithium.
- The Hokianga Ferry service carried a daily average of 701 passengers and 330 vehicles in January 2024, with revenue for the month comparable to January 2023. The schedule departures were 97.1% on time for the month, with 202 shuttling's and 4 after hours charters.

There has been a spike in the volume received during January with 494 requests received (100 requests more than the month prior). At the end of January, there were 520 open requests, being an 15% increase from the prior month.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee receive the report FNDC Transportation Activity Update - January 2024 Operations Report

TĀHUHU KŌRERO / BACKGROUND

Each month the Northland Transportation Alliance (NTA), in the capacity of Far North District Council's roading and transport department, will report to Te Koutou – Transport Committee on operational activities from the previous month by way of an operations report (attached) presented to the Committee meeting.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

The monthly operations report is provided to inform Council of completed and planned Transportation activities across the Far North District.

Key NTA staff will attend each briefing to respond to any specific questions that arise from the report contents.

Monthly Transport Activity Operational reports will continue to be provided for each Te Koutou – Transport Committee meeting.

PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Nil - Reported activities have been completed within existing approved Council budgets.

ĀPITIHINGA / ATTACHMENTS

1. FNDC Transportation Activity update January 2024 - A4605970 [↓](#) 
2. FNDC North - Fulton Hogan Monthly Report - January 2024 - A4605985 [↓](#) 
3. FNDC South - Ventia Monthly Report - January 2024 - A4608520 [↓](#) 

TRANSPORTATION UPDATE:

January 2024

In a partnership of the four Northland Council's 'roading and transport departments', combining and co-locating the individual council staff and resources, the NTA works as part of Council to collectively create better, safer, and more accessible journeys across the district (and region) through structured maintenance and improvements in accordance with national safety and engineering standards, policies and guidelines.

EXECUTIVE SUMMARY

Far North REAP (Rural Education Activities Programme) continued their work delivering Far North's Road Safety Education Programme, with highlight for January being the continued promotion of the "Patience to Paradise" campaign, including summer "pop-up event at three Far North beach locations.

\$32.751M of FNDC transport programme works were completed in the first six months of the 2023/24 financial year, being a 33% increase on the \$24.602M of works completed in the equivalent period of the previous year. 85% of subsidised expenditure year to date relate to the three core activities of Renewals (34%), Maintenance & Operations (30%) and Emergency Works (21%)

Capital Works programme activities continued with the improved weather seeing pavement works and other activities progressing well. A full list of 2023/24 individual projects with their respective delivery and risk status is provided within this report.

With the dryer months now here the grading activities have reduce significantly (171km/10.6% of unsealed network completed in January) with a maintenance focus on network wide pothole repairs, culvert replacements and culvert end clearing/flushing, edge marker post replacement, roadside mowing and spraying, edge break /shoulder repairs, dig outs and stabilised patches and sweeping. Centreline and edge line remarking activities continued across the northern contract area.

Planning and programming activities are underway for August 2022 and May 2023 Storm Event sites previously assessed as complex, but subsequently confirmed through the Emergency Works Assessment (EWA) process as lower complexity Phase 2 repairs. These are presently scheduled to be completed by the end of the current financial year (30th June 2024)

As reported last month, there are 38 confirmed Phase 3 (Complex sites) to be completed as part of the multi-year recovery programme with full detail on progress and list of individual sites provided on pages 12 and 13 of this report.

110 new Corridor Access Requests received for works in the road reserve across Far North District in January, with this significant volume increase (approximately 50% higher than average) due to an unusually high number (50%) of applications received from one applicant undertaking a project across the Far North to test the soil composition for lithium.

The Hokianga Ferry service carried a daily average of 701 passengers and 330 vehicles in January 2024, with revenue for the month comparable to January 2023. The schedule departures were 97.1% on time for the month, with 202 shuttling's and 4 after hours charters.

There has been a spike in the volume received during January with 494 requests received (100 requests more than the month prior). At the end of January, there were 520 open requests, being an 15% increase from the prior month.

ROAD SAFETY EDUCATION PROGRAM

[Far North REAP](#) (Rural Education Activities Programme) are contracted to deliver Council's Road Safety Education programmes across the Far North District. Key activities undertaken in January included:

- Patience to Paradise – Summer Pop Ups. Discussion with people at three different beach locations on where they have travelled from, how they found the journey, what Patience to Paradise means to them (Taupō Bay, Cable Bay and Ahipara).
- Alcohol Breathalyser (wall mount at Awanui pub and handheld at Kaitaia Returned and Services Association) – public survey introduction to staff. Confirmation of way to obtain public and staff feedback.
- Meeting with Far North District Licensing Group (District Health Board, Police, Liquor Licensing Inspector) – discussion on pre-event party planning and sober driver options for the Mangōnui Waterfront Festival.
- Marae based Touch Tournament in Hokianga: Competition and promotion/resources (One Tear Too Many & Patience to Paradise).
- Pauerenga Horse Racing Event New Years Eve: Resources and Safe Travel options
- Noho Taio: Youth Promotion, resources and discussion with young people on making good decisions when it comes to driving and travelling with others.
- National Waka Ama Nationals: Patience to Paradise promotion, travel planning.
- Māori National Basketball Championships: Patience to Paradise travel planning, Belts On Bounce On promotion campaign, One Tear Too Many Slow Down promotion.
- Patience to Paradise promotional social media campaign December 28th – January 10th on Far North REAP Facebook page.



[Bike Northland](#) are contracted to deliver Council's bike safety and skills training and they utilise the Waka Kotahi programme [BikeReady](#). Bike Northland are delivering Grade 1 only at this stage and working with schools to build a Grade 2 programme which is where students are taken on the road. Bike Northland also help support the bikes in school's programme. There was no deliver in the month of January with schools still being on closed for holidays. Their key deliverables are summarised below:

2023/24 Far North District Council		
Course	Contracted	YTD
Grade 1	1050	994

SPEED LIMIT REVIEW PROGRAM

Following the December Government announcement on Speed Limits, staff have now placed the 2024/27 Regional Speed Management process on hold. A report to council will be prepared by staff

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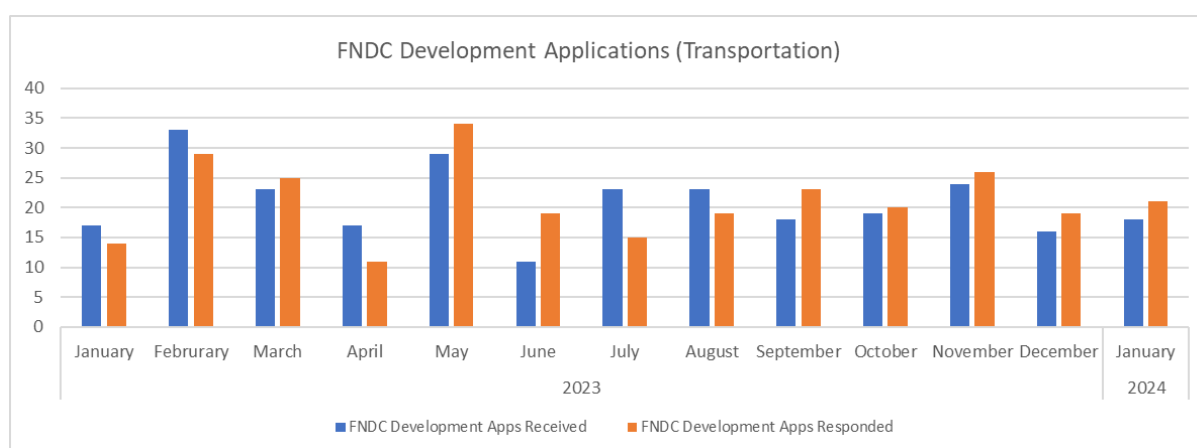
following receipt of further guidance from Government (expected in early 2024) to obtain direction on the District's 2024-2027 speed management programme.

DEVELOPMENT APPLICATIONS (Transportation)

The following table and graph below provide information on the volume of development applications received for transportation assessment over the past twelve months.

After the Christmas / New Year shutdown, during the month of January, a total of eighteen applications were received (vs. twelve month rolling average of nineteen) and a total of twenty-one application were processed.

Year	Month	FNDC			
		Development Apps		Alfresco	
		Received	Responded	Received	Responded
2023	January	17	14	1	0
	February	33	29	1	2
	March	23	25	2	2
	April	17	11	1	1
	May	29	34	0	0
	June	11	19	2	2
	July	23	15	1	1
	August	23	19	1	1
	September	18	23	6	5
	October	19	20	4	4
	November	24	26	5	5
	December	16	19	1	1
2024	January	18	21	2	2

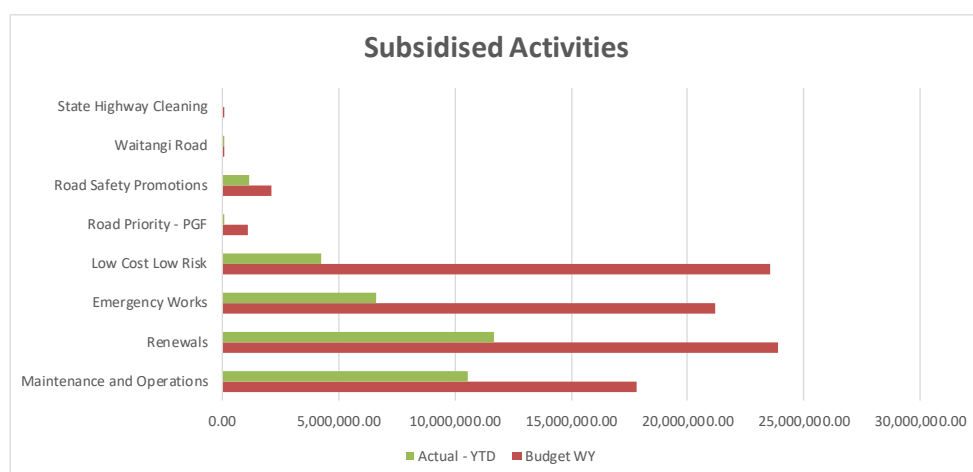
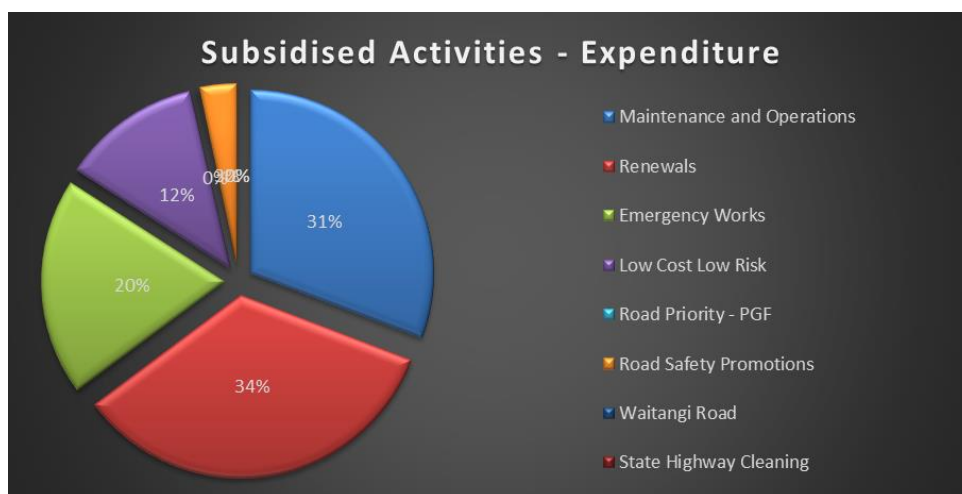


FNDC TRANSPORT BUDGET EXPENDITURE ALLOCATION PROGRESS

The graphs provided below provide an overview of the key areas of “subsidised” transport expenditure over the first 7 months (July 2023 to January 2024) of the current 2023/24 financial year.

As demonstrated in the pie graph below, 85% of subsidised expenditure year to date relate to the three core activities of Renewals (34%), Maintenance & Operations (30%) and Emergency Works (21%) with completion of each of these activities tracking well against available approved full year budgets.

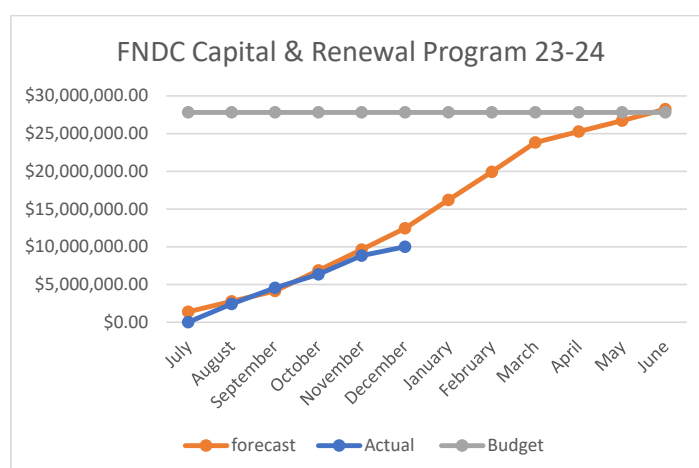
\$32.751M of transport works were completed in the first six months of the 2023/24 financial year, being a 33% increase on the \$24.602M of works completed in the equivalent period of the previous year.



FNDC TRANSPORT CAPITAL PROGRAMME DELIVERY

Capital Works programme activities continued with the improved weather seeing pavement works and other activities progressing well.

The current total forecast is slightly greater than approved budget primarily due to outcome of revised cost forecasts undertaken that take current escalation impacts into account. Discussions are presently in progress with Waka Kotahi to secure additional subsidy funding however if this additional funding is not provided the programme will be re-prioritised and re-forecast to ensure it remains within approved budgets.



Notes –

December low expenditure result of shortened (2 week) invoicing period
January actual expenditure data unavailable at the time of finalising report

Project Risk Table

FNDC	No. of Projects	Description	Budget	% of Total Budget
✓	29	Will be fully delivered this year	\$19,412,509.00	70%
⚠	14	Risk of partial delivery	\$6,878,700.39	25%
✗	9	Risk of non delivery	\$1,517,500.00	5%
		Total	\$27,808,709.39	100%

*Note – a full list of 2023/24 projects (complete with status and risk assessment) provided below.

Staff are presently working with FNDC Finance team to complete reforecasting of programme to inform likely carry forward values for the Long Term Plan.

FNDC Monthly Report - January 2024

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
141	Emergency Works	Fairburn Road RP9668 (RRMS Slip ID 232445)	Fairburn Road RP9668	Construction underway	Construction underway	●
141 - Emergency Works Total			\$416,336.00			
212	0	Sealed Road Resurfacing	Network Wide	Construction underway	Construction underway	●
212 - Sealed Resurfacing Total			\$4,553,540.00			
213	0	Drainage Renewals	Network Wide	Design Stage	Construction underway	●
213-Drainage Renewals Total			\$200,000.00			
214	HG	SOMMERVILLE AVENUE (KAITAIA)	SOMMERVILLE AVENUE (KAITAIA) RP 10 to RP 184 = 174m	Construction underway	Construction completed	●
214	HG	NGAPIPITO ROAD	NGAPIPITO ROAD RP 1850 to RP 3000 = 1150m	Construction completed	Construction completed	●
214	HG	CUMBER RD	CUMBER ROAD RP 0 TO RP 421 = 421m	Design Stage	Construction underway	●
214	HG	ORAKAU RD	ORAKAU RD RP 14822 TO RP 15050 = 228m	Construction completed	Construction completed	●
214	HG	PIPIWAI RD	PIPIWAI RD RP 12274 TO RP 12610 = 336m	Construction underway	Construction completed	●
214	HG	GILL RD	GILL RD RP 470 TO RP 1390 = 920m	Construction completed	Construction completed	●
214	HG	GILL RD	GILL RD RP 1423 TO RP 2180 = 757m	Construction completed	Construction completed	●
214	HG	MIDGLEY RD	MIDGLEY RD RP 600 TO RP 1900 = 1300m	Construction underway	Construction completed	●
214	HG	KAITAIA-AWAROA RD	KAITAIA-AWAROA RD RP 28540 TO 30140 = 1690m	Construction underway	Project on hold	●
214	HG	PAWARENGA RD	PAWARENGA RD RP 2306 TO 2956 = 650m	Design Stage	Design Stage	●
214 - Sealed Rehab Total			\$3,760,000.00			
215	0	General Bridge Repairs 2021/24 (SP3)	Network Wide	Procurement Stage	Construction underway	●
215	0	Scour Protection Works 2021/24 (SP3)	Network Wide	Construction underway	Construction underway	●
215	0	Hihi Road Bridge F07 and Matai Rd Bridge C03	Hihi Road Bridge F07	Construction underway	Construction underway	●
215 - Structures Component Replacement Total			\$2,150,000.00			
216	0	Churtons Road Bridge C13 Replacement	Churtons Road Bridge C13	Construction completed	Construction completed	●
216	0	Quarry Road Bridge B13 & Wekaweka Road J18 Culvert Replacement	Quarry Road (Awanui)	Construction underway	Construction underway	●
216	0	Whangaroa Road UN28, Waharua Road A39 & West Coast Road (Kohukohu) G28 Culvert Replacements (PW + Prof Serv)	0	Procurement Stage	Procurement Stage	●
216		Contract Management - Fixed Costs				●
216 - Bridge and Structures Renewals Total			\$2,700,000.00			
341	Road 2 Zero	144229 - Safety - Speed Management via Local Area TM	Ahipara Rd, Ahipara Township	Procurement Stage	Construction underway	●
341	Road 2 Zero	152000 - Safety - High Risk Rural Roads (HRRR)	Ahipara-Sandhills	Procurement Stage	Construction underway	●

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
341	Low Risk Improvement	152002 - Resilience Improvements 2021/22 - Beach Road, Mangonui	Beach Road, Mangonui	Project planning stage	Project deferred to future years	●
341	Road 2 Zero	144220 - Safety - Speed Management	BOI and Kerikeri	Design Stage	Design Stage	●
341	Low Risk Improvement	144247 - Safety - Pedestrian Improvements	Cobham Rd/Hone Heke Rd Intersection	Design Stage	Design Stage	●
341	Low Risk Improvement	152011 - Resilience Improvements 2023/24 - Hupara Road	Hupara Road RP 3028-3058, Moerewa	Procurement Stage	Procurement Stage	●
341	Road 2 Zero	144226 - Safety - Speed Management via Local Area TM	Kaikohe Nth Urban Area	Construction completed	Construction completed	●
341	Low Risk Improvement	144256 Stock Truck Effluent Diposal Facilities	Kaitaia and Kaikohe	Project on hold	Project on hold	●
341	Road 2 Zero	144229 - Safety - Speed Management via Local Area TM	Kaitaia Urban Area	Procurement Stage	Construction underway	●
341	Road 2 Zero	144236 - Safety - School Zones (& Safer Journeys for Schools)	Kerikeri Primary and High Schools	Project on hold	Project on hold	●
341	Low Risk Improvement	152008 - Resilience Improvements 2023/24 - Kohukohu Road	Kohukohu Road RP602, Kohukohu	Design Stage	Design Stage	●
341	Low Risk Improvement	152006 - Resilience Improvements 2022/23 - Manawaora Road	Manawaora Road	Construction underway	Construction underway	●
341	Road 2 Zero	151999 - Safety - Speed Management via Local Area TM	Moerewa - Otiria & Side Roads	Construction completed	Construction completed	●
341	Road 2 Zero	144235 - Safety - School Zones (& Safer Journeys for Schools)	Moerewa School	Project on hold	Project on hold	●
341	Road 2 Zero	144218 - Safety - Speed Management	North Hokianga and Kaitaia	Procurement Stage	Construction underway	●
341	Low Risk Improvement	152010 - Resilience Improvements 2023/24 - Pawarenga Road	Pawarenga Road RP 517-537	Design Stage	Design Stage	●
341	Low Risk Improvement	144212 - Safety - Urban/Rural Intersection (HRRI)	Pukepoto Rd/ Lake Rd	Construction underway	Construction underway	●
341	Low Risk Improvement	144248 - Safety - Pedestrian Improvements	Redan Rd	Procurement Stage	Construction underway	●
341	Low Risk Improvement	144213 - Safety - Urban/Rural Intersection (HRRI)	Reef View/Foreshore Road	Construction underway	Construction underway	●
341	Road 2 Zero	144238 - Safety - School Zones (& Safer Journeys for Schools)	Riverview School	Project on hold	Project on hold	●
341	Low Risk Improvement	144214 - Safety - Urban/Rural Intersection (HRRI)	Tokerau Beach Road/ Inland Road	Construction underway	Construction underway	●
341	Low Risk Improvement	144142 - Associated Improvements	Various Locations	Project planning stage	Design Stage	●

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
341	Road 2 Zero	160157 - Safety - Speed Management	Various Schools in BOI and Kerikeri catchment	Project on hold	Project on hold	●
341	Low Risk Improvement	152007 - Resilience Improvements 2023/24 - Waikare Road	Waikare Road RP 10935-10970, Waikare	Design Stage	Design Stage	●
341 - Low Cost Low Risk Total			\$8,312,950.39			
seal extensions	0	PAWARENGA ROAD	PAWARENGA ROAD RP 11903 to RP 13583 = 168	Construction completed	Construction completed	●
seal extensions	0	RUAROA RD	RUAROA RD RP 3008 to 5681 = 2673m	Construction underway	Construction underway	●
seal extensions	0	HAUTAPU RD	HAUTAPU RD RP 0 - 530 = 530m	Design Stage	Design Stage	●
seal extensions	0	HAUTAPU RD	HAUTAPU RD RP 4736 - 5937 = 1201m	Design Stage	Design Stage	●
Seal Extensions Total			\$2,478,500.00			
unsub footpath	0	BOI-Whangaroa New Footpath: Queen Street	Queen Street from Wellington - Little Queen St, Russell	Procurement Stage	Procurement Stage	●
unsub footpath	0	BOI-Whangaroa New Footpath: SH11 Haruru	SH11 from Nautical Dr - Haruru Falls Rd, Haruru	Procurement Stage	Procurement Stage	●
unsub footpath	0	BOI-Whangaroa New Footpath: Te Tii Road	Te Tii Road from BOI Academy - Whitiora Marae, Te Tii	Design Stage	Design Stage	●
unsub footpath	0	Kaikohe-Hokianga New Footpath: Horeke Road	Horeke Road from end of existing path - School, Horeke	Design Stage	Design Stage	●
unsub footpath	0	Kaikohe-Hokianga New Footpath: Manning Street	Manning Street from 14 Manning St - Marmon St, Rawene	Design Stage	Design Stage	●
unsub footpath	0	Kaikohe-Hokianga New Footpath: Mitchie Street	Mitchie Street from Lawn St - end of road, Okaihau	Design Stage	Project deferred to future	●
unsub footpath	0	Kaikohe-Hokianga New Footpath: Parnell Street	Parnell Street: gap between Honey St & School, Rawene	Procurement Stage	Procurement Stage	●
unsub footpath	0	Kaikohe-Hokianga New Footpath: Parnell Street	Parnell Street: gap at Nimmo St, Rawene	Procurement Stage	Procurement Stage	●
unsub footpath	0	Kaikohe-Hokianga New Footpath: SH12 Ohaevu	SH12 from pre-school - existing path & existing path - rugby field, Ohaewai	Design Stage	Project deferred to future	●
unsub footpath	0	Kaikohe-Hokianga New Footpath: SH12, Kaikohe	SH12 from Reservoir Rd - Showgrounds, Kaikohe	Design Stage	Project deferred to future	●
unsub footpath	0	Te Hiku New Footpath: Cable Bay Block Road	Cable Bay Block Road, Cable Bay	Construction underway	Construction underway	●
unsub footpath	0	Te Hiku New Footpath: Taupata Place	Taupata Place, Kaitaia	Construction underway	Construction underway	●
unsub footpath	0	Te Hiku New Footpath: Takahe Rd	Takahe Rd, Ahipara	Construction underway	Construction underway	●
Unsub Footpath Total			\$3,237,383.00			
GRAND TOTALS			\$27,808,709.39			

Photo Wall – January 2024

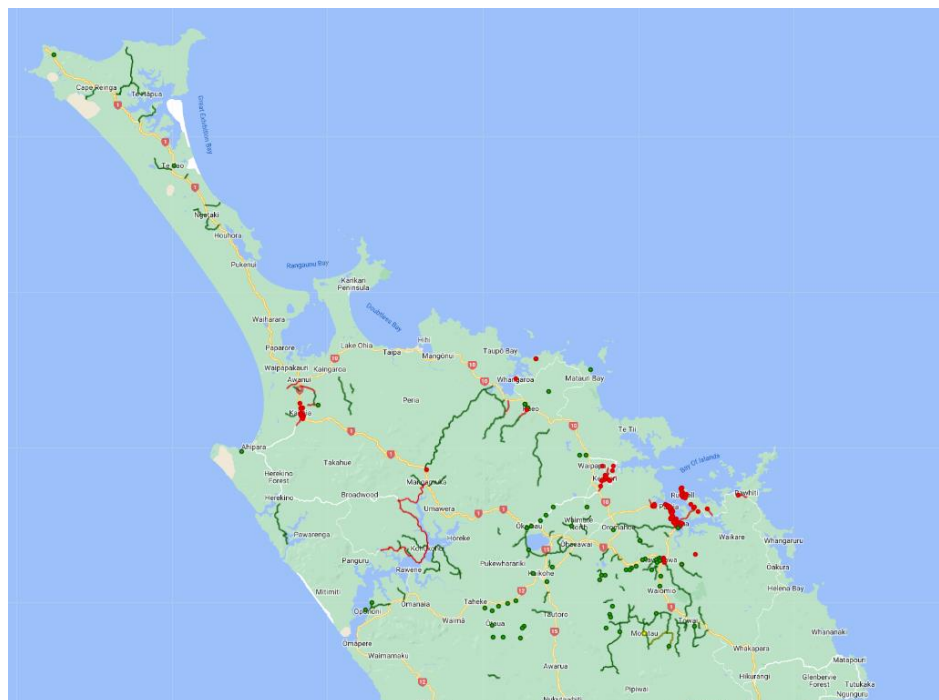
	
<p>7/21/215 SP3 – Scour Protection Works at Pipiwai Road Bridge W08</p>	<p>7/21/215 SP3 – Scour Protection Works at Matawaia-Maromaku Road Bridge W22</p>
 	
<p>Pipiwai Road</p>	
	<p>Bisset Road</p>

Key points of note for the month of January includes:

- Maintenance activities programmed for February relate to:

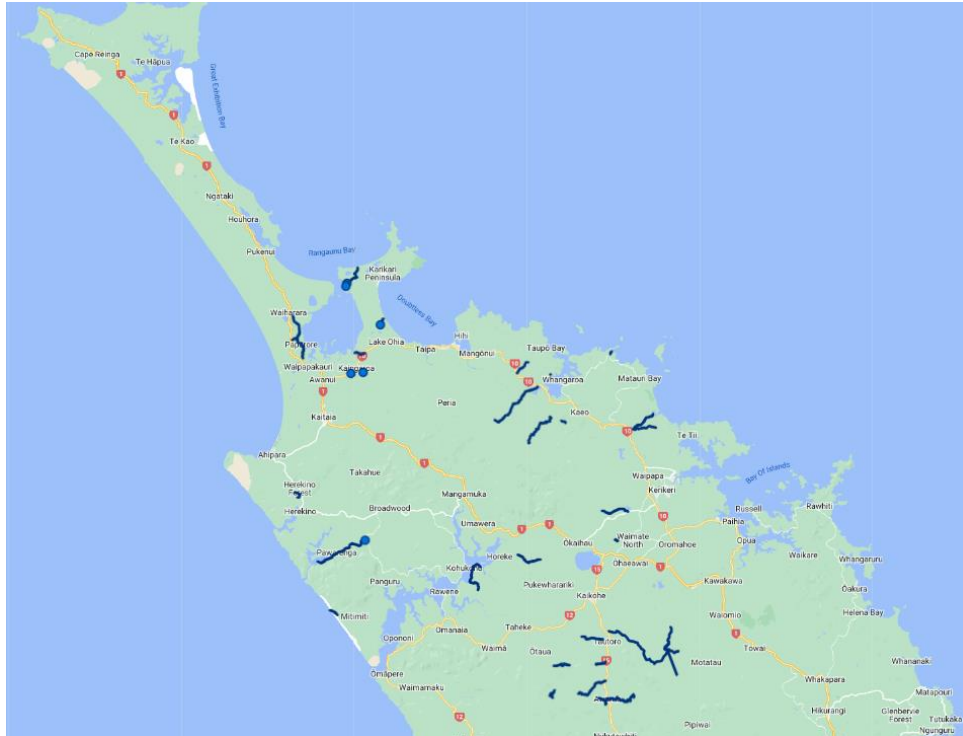
- Daily site checks on Phase 3 sites continues.

The map below provides a visual representation of all completed inspections carried out by the contractors for the month of January (unsealed roads shown as green, and sealed roads in red).



Completed Grading

Routine grading has been lower as normal due to dry summer conditions with 10.6% (or 171km) of the unsealed network length completed, as represented in the map to the right.



Innovation – Recycled Concrete Pothole Materials

While not a new innovation, it is one that Ventia have shared for a while with the wider industry folk in Northland.

Any concrete material removed through the footpath renewals programme in the Southern contact area comes back to Puketona Quarry where the Quarry team put it through the main crusher and grade it to the same specifications as normal pothole material used on the unsealed networks.

It performs just as well if not better in certain environments than natural pothole material due to its tight binding qualities. While the cost isn't less than normal mix the main thing is the environment impacts of reusing a product for a second time and the performance properties of the new product.



EMERGENCY WORKS RECOVERY PROGRAMME

PHASE 2 DELIVERY

Minor works, less than \$100k (generally), per site, low risk, reinstatement of roads to pre-event condition (may require geo-tech assessment to support outcomes). Waka Kotahi funding approval through report applications.

Works completed in January

Road	Start	End	Length	Asset Type	Fault
OTATARA MARAE ROAD	513			Drainage (Culverts)	Install headwall structure - Scour (ea.)
TAHEKE ROAD	8337	8353	16	Capital Projects	Resilience - Customer access
WAIOTEMARAMA GORGE ROAD	4742	4744	2	Emergency/Call Out Environment	Remove material - Overslip (>1m3)
LAKE ROAD (OKAIHAU)	8752	8772	20	Retaining Walls	New construction - Drop out (m)
DIGGERS VALLEY ROAD	4735	4765	30	Retaining Walls	New construction - Drop out (m)

Works planned for February:

- Phase 2 slips - planning and programming activities are underway for August 2022 and May 2023 Storm Event sites previously assessed as complex, but subsequently confirmed through the Emergency Works Assessment (EWA) process as lower complexity Phase 2 repairs. These are presently scheduled to be completed by the end of the current financial year (30th June 2024)

PHASE 3 DELIVERY

The Far North has 38 sites confirmed under **Phase 3** – these sites require detailed geotechnical investigation and design, followed by construction, and the necessary procurements for each.

The three sites noted as 'Complex' under the Stage identifier below have full design reports and construction drawings completed and are currently undertaking the external design peer review for the most complex site (Motuti) and finalising Construction tender documents.

Contract agreements are currently being finalised between Council and two consultants for two separate work packages for the Investigation & Design works across seven priority slip sites. This work will take approximately 3-4 months to complete to have construction packages ready.

The remaining 28 sites in Far North's programme (Stage 1b) is working through procurement of the professional services for the necessary investigation and design work.

NZTA, Waka Kotahi funding is confirmed for all Investigation & Design works, and all Construction funding is expected to be confirmed by mid-February. Council will have a local share component of varying FAR rates dependent on the weather event, and timing for construction. Staff officers will provide a clearer picture of what to expect from a funding and timeframe perspective as the outcome of investigations is understood.

Phase 3 Emergency Works funding status and estimated construction timing						
Stage Identifier	Slip site location	RP	Engineers estimate	NZTA Construction funding confirmed	FNDC construction funding contribution	Estimated construction timing
Complex	WEST COAST ROAD	20915	\$920,000	outcome mid Feb	decision at 20.02 Te Koukou Transport Committee	Q2 24/25
Complex	WHANGAE ROAD	4817	\$690,000	outcome mid Feb	decision at 20.02 Te Koukou Transport Committee	Q2 24/25
Complex	WEST COAST ROAD, MOTUTI	16775	\$4,025,000	outcome mid Feb	decision at 20.02 Te Koukou Transport Committee	Q3 24/25
Stage 1	KAITAIA - AWAROA	13525	\$251,936	yes	Approval will be sought following investigations	Q2 24/25
Stage 1	PAWARENGA RD	8151	\$1,259,681	yes	Approval will be sought following investigations	Q1 25/26
Stage 1	KAITAIA - AWAROA	26807	\$2,015,490	yes	Approval will be sought following investigations	Q3 24/25
Stage 1	MANGAMUKA RD	2948	\$657,225	outcome mid Feb	Approval will be sought following investigations	Q3 24/25
Stage 1	WAINUI - MATAURI BAY RD	4995	\$730,250	yes	Approval will be sought following investigations	Q3 24/25
Stage 1	WAINUI RD	6561	\$1,022,350	yes	Approval will be sought following investigations	Q3 24/25
Stage 1	WAINUI RD	4655	\$730,250	yes	Approval will be sought following investigations	Q3 24/25
Stage 1b	BROADWOOD RD	296	\$172,500	yes	Approval will be sought following investigations	Q2 24/25
Stage 1b	CHURCH ROAD (KAITAIA)	1404	\$292,100	yes	Approval will be sought following investigations	Q2 24/25
Stage 1b	DUNCAN ROAD (KAINGAROA)	13894	\$146,050	outcome mid Feb	Approval will be sought following investigations	Q2 24/25
Stage 1b	FISHER-RILEY ROAD	2820	\$321,310	yes	Approval will be sought following investigations	Q2 24/25
Stage 1b	HONEYMOON VALLEY ROAD	5585	\$251,936	yes	Approval will be sought following investigations	Q2 24/25
Stage 1b	IWITAU RD	6252	\$230,000	outcome mid Feb	Approval will be sought following investigations	Q2 24/25
Stage 1b	MATAWAIA - MAROMAKU	7182	\$172,500	outcome mid Feb	Approval will be sought following investigations	Q2 24/25
Stage 1b	MONUMENT RD	6844	\$172,500	Yes	Approval will be sought following investigations	Q2 24/25
Stage 1b	ORURU ROAD	2348	\$328,613	outcome mid Feb	Approval will be sought following investigations	Q2 24/25
Stage 1b	PARANUI RD	4460	\$172,500	outcome mid Feb	Approval will be sought following investigations	Q2 24/25
Stage 1b	TAPUHI RD	8730	\$287,500	outcome mid Feb	Approval will be sought following investigations	Q2 24/25
Stage 1b	TE RORE ROAD	3039	\$219,075	yes	Approval will be sought following investigations	Q2 24/25
Stage 1b	WAIARE RD	28085	\$287,500	outcome mid Feb	Approval will be sought following investigations	Q2 24/25
Stage 1b	WAIKARE ROAD	19970	\$219,075	Yes	Approval will be sought following investigations	Q2 24/25
Stage 1b	PAPONGA ROAD	2453	\$1,022,350	yes	Approval will be sought following investigations	Q1 25/26
Stage 1b	DUNCAN ROAD (KAINGAROA)	10069	\$511,175	outcome mid Feb	Approval will be sought following investigations	Q3 24/25
Stage 1b	DUNCAN ROAD (KAINGAROA)	14443	\$693,738	outcome mid Feb	Approval will be sought following investigations	Q3 24/25
Stage 1b	DUNCAN ROAD (KAINGAROA)	10105	\$949,325	outcome mid Feb	Approval will be sought following investigations	Q3 24/25
Stage 1b	FRYER RD	3487	\$230,000	outcome mid Feb	Approval will be sought following investigations	Q3 24/25
Stage 1b	FRYER RD	2892	\$460,000	outcome mid Feb	Approval will be sought following investigations	Q3 24/25
Stage 1b	LARMER ROAD	2117	\$876,300	outcome mid Feb	Approval will be sought following investigations	Q3 24/25
Stage 1b	MANGAMUKA RD	7860	\$172,500	yes	Approval will be sought following investigations	Q3 24/25
Stage 1b	WAIARE ROAD	28047	\$365,125	outcome mid Feb	Approval will be sought following investigations	Q3 24/25
Stage 1b	WAIKARE ROAD	10600	\$365,125	Yes	Approval will be sought following investigations	Q3 24/25
Stage 1b	WAIKARE ROAD	8444	\$511,175	outcome mid Feb	Approval will be sought following investigations	Q3 24/25
Stage 1b	WAIMATE NORTH RD	3227	\$638,250	yes	Approval will be sought following investigations	Q3 24/25
Stage 1b	WHANGAE RD	4817	\$638,250	outcome mid Feb	Approval will be sought following investigations	Q3 24/25
Stage 1b	WHANGAPE RD	6228	\$730,250	outcome mid Feb	Approval will be sought following investigations	Q3 24/25

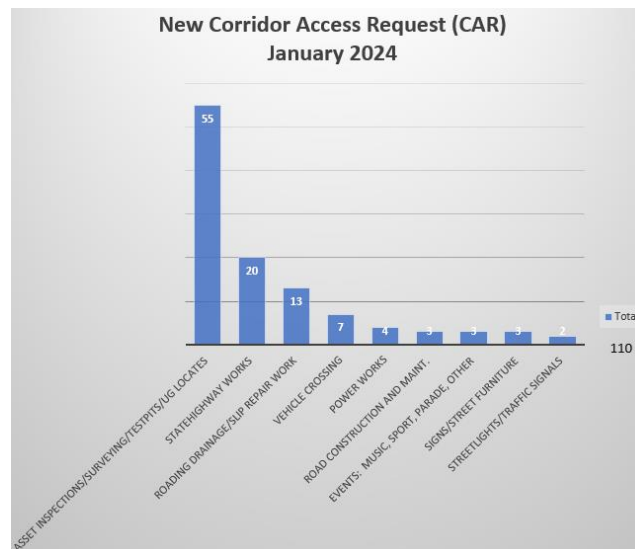
Nb: construction timing is best estimates until investigations are completed, and procurement strategy is confirmed.

NZTA, Waka Kotahi Investigation and Design funding has been confirmed across all sites (not included in the above table).

Corridor Access Requests (CARs) and Temporary Traffic Management

CARs and Temporary Traffic Management Applications

There were 110 CAR applications received for works in the road reserve across Far North district in January. A breakdown of the activities in the graphs shows a huge increase in Asset Inspections, Surveying and Test pits due to an unusually high number (50%) of applications received from one applicant undertaking a project across the Far North to test the soil composition for lithium.



20% of applications related to State Highway work and the balance of works were spread across activities – these numbers appear considerably low which requires an increased presence on the network to improve visibility in the Far North.

There were 85 CAR applications approved in January for Far North district, with 50 of these approved applications related to the soil testing project.

Work Completion Notifications, Reinstatement Inspections and Traffic Management Audits

There were 40 Corridor Access Requests (CARs) completion status updates in January and four temporary traffic management safety audits. Two sites scored 'High' and the other two audits scored ratings of 'Acceptable' and 'Needs Improvement'.

TTM Review Panels were held on 23 and 30 January to review unacceptable, unsafe, Stop Work or non-compliant traffic management sites.

CAR Status	Count of Activity
Cancelled	17
Closed	2
Completion Notified	7
Warranty Expired	13
Work in Warranty	1
Grand Total	40

The Stop Work Order issued to Tarmac working on Recreation Road in October remains in progress as we await a Corrective Action Plan. In the interim we have set restrictions on the owner/STMS Hayden Flintoff which restrict him from managing traffic management sites and physicals works on the live lane and can only work as an STMS on the road shoulder. We will continue to work with Tarmac in this regard.

Other TTM Updates:

Waitangi Day traffic management planning started back in December and continued in January with Police, Fraser Hoani for NTA/FNDC Roothing, NZTA Waka Kotahi and TTM providers working together to prepare for this significant day. A huge amount of work and hui have been held to ensure management of people, traffic and parking in the road makes for a successful arrival of attendees. Kia Tupato will install Archer Guard Barriers which are used as hostile vehicle protection at crowded places. The barriers have not been used before in the Far North so its great to see contractors bringing new innovations in traffic management in Te Tai Tokerau to keep everyone safe.

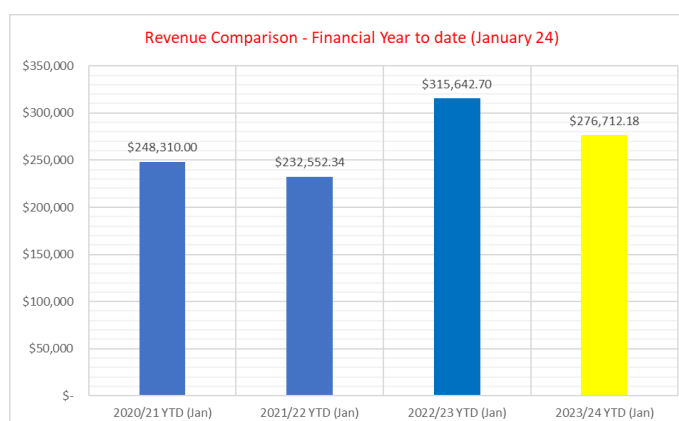


Fraser Hoani worked closely with Beverly Mitchell from the Te Hiku Community Board and received an email of appreciation for his assistance and technical knowledge to support the filming going ahead. The event promoter also expressed their appreciation with the following statement - ***“What was encouraging was the support from Council and roading. Nothing was a problem. Support is critical to the success of film projects.” Clayton Tikao***

Stop Go traffic management to relieve congestion at the Waitangi bridge has been implemented in January for cruise ship arrivals in Paihia to make it safe and seamless for the 8,000 passengers descending from the docks.

HOKIANGA FERRY (KOHU RA TUARUA)**Revenue**

The January 24 revenue was comparable to the same period last year. While there was a downward trend in ticket sales for passengers this was offset by a slight upward trend for vehicles. The Year to Date revenue remains lower than the same period last year and is likely to be in part due to the closure of SH1 Mangamuka Gorge and ongoing pressures due to cost of living.



Tabulated below is the revenue comparison for the same period last year:

January 2024	January 2023	Difference
\$63,436.52	\$63,795.22	\$358.70

Patronage & Service Information

The Ferry service carried a daily average of 701 passengers and 330 vehicles for the month of Jan 24. The schedule departures were 97.1% on time for the months with 202 shuttling's and 4 after hours charters.

Unique visit to the Hokianga pages within Northland Ferries website were up by 3% this month when compared to last month.

There were no customer complaints received and only two requests one being for an afterhours service and the other from NZ Police for CCTV footage related to a vehicle of interest. There were no mechanical or weather-related interruption to the service.

Planned, Routine & Preventive Maintenance

The following routine and preventive maintenance were carried out on the vessel this month which included:

- a. All engine oil change.
- b. Grease ramp mechanisms
- c. Engine #4 throttle actuator motor replaced.
- d. Engine #3 alternator replaced.
- e. Cleaning of bilges
- f. Concrete ramps treated with chlorine and water blasted.

Furthermore, a total of 20,956 litres of fuel were filled in the vessel. In the last twelve months, 181,949.4 litres have been purchased against 13,511 engine running hours that averages 13.5 litres per hour of operation.

Asset Renewal

The following asset renewal activities were carried out this month:

- a. Life jacket storage box fabrication – In Progress
- b. Passenger cabin seat replacement – 75% complete
- c. Graffiti mitigation in passenger cabin – materials ordered
- d. Engine room lighting – materials ordered

Health & Safety, Risks

There were no incidents or near misses recorded for the month. The vessel's monthly HSE audit as well as weekly emergency response training was carried in accordance with the vessel's operating procedure.

Furthermore, an audit of vehicle and passenger ticket sales was also carried out using CCTV footage and Northland Ferries have confirmed that correct number of sales and concession clicks were made in Jan 24.

Streetlighting

The streetlight maintenance and renewal contract is now in its second separable portion and following activities are underway:

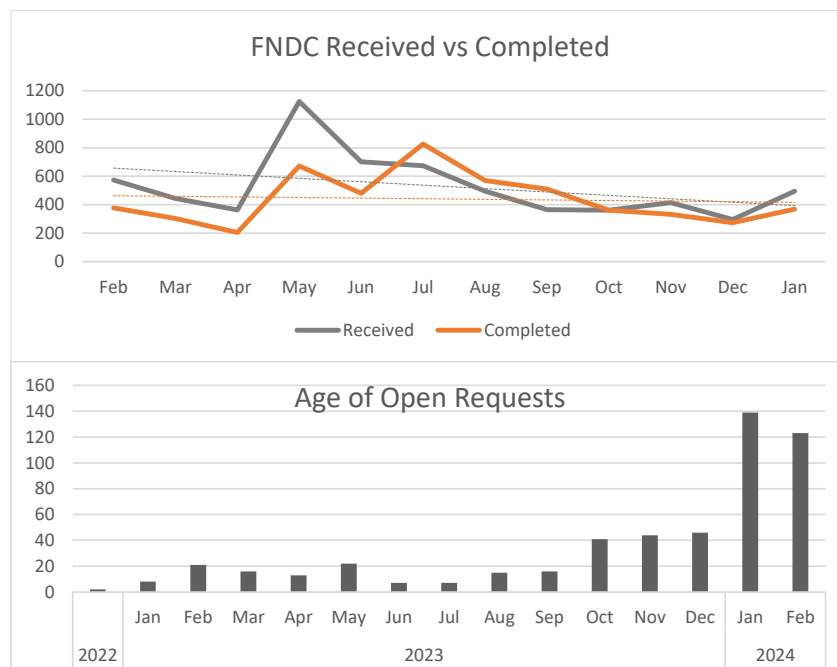
- Night inspection of streetlight assets and defects being recorded and rectified.
- A comprehensive annual day inspection for FNDC streetlight assets has commenced which includes pedestrian crossings, arterial, collector & minor roads as well as amenity lighting in the district. This is part of the annual asset condition assessment.
- Sample inspection of out of warranty CREE LED way model luminaires is underway. There has been ingress of water and dust/dirt in the luminaire which has caused some to fail.
- Sample inspection of Orange Tek brand luminaires are also underway to ascertain the cause of the premature failure of the shorting caps.
- Colchek (non-destructive testing of steel streetlight poles) on 20 streetlight columns had been carried with 5 columns failing the test. These are planned to be replaced as part of streetlight renewals activity in this financial year.

The request to hang decoration and banners by the Kaitia Business Association (KBA) on FNDC streetlight assets were approved based on a structural engineer's assessment of the same. This had been communicated to KBA with the complexity of such requests discussed in detail as well.

Lighting design reviews for streetlighting related to new developments and early planning are ongoing. The lighting design review/briefs for Switzer Western Residential Village, Grigg St Kaitia and Morey Rd in Cable Bay were completed in January.

CUSTOMER REQUESTS

We have had a spike in the volume received during January with 494 requests received (100 requests more than the month prior). At the end of January, there were 520 open requests, being an 15% increase from the prior month. This rise can be attributed to the unexpected surge in volume and holiday shutdown period.





Contract 7/18/100 FNDC North Road Maintenance & Renewals

January 2024

Summary

January has been a busy month with great progress made on all contract works. Routine grading and metalling has been lower than normal due to the Christmas shut down period, and dry summer conditions.

February will see our teams continuing on with our busy summer construction period, including pre surfacing repairs, storm damage repairs, resurfacing and ongoing routine maintenance activities and capital works projects.



Midgeley Road Pavement Rehabilitation ready for seal

Contract 7/18/100 FNDC North Road Maintenance & Renewals

January 2024

Works Programme

A total of **512** work items were completed this month. This included **293** routine jobs with the remainder being cyclic, emergency works or call outs and ordered works or programmed jobs.

Routine Works Completed

The routine works completed included the following:

- Grading was completed on 13 out of 343, or 3.8%, of unsealed roads
- Metalling was completed on 2 out of 343, or 0.6% of unsealed roads
- Potholing was completed on 25 roads, with 89 jobs completed
- Roadside mowing was completed on 20 roads
- Emergency works were completed for 0 jobs this month.

Aggregate Usage

The following aggregate was used during December, the equivalent of 72 truck loads of metal:

- GAP 30 – 501 m3
- GAP 40 – 0 m3

Cyclic Works Completed

- Remarking of road centre lines and edges lines is in progress.

Drainage Maintenance and Renewals

- **104** cesspit grates were cleared
- **29** culvert marker were replaced
- **7** culvert ends were cleared
- **0** culverts were flushed
- **100m** of culvert pipes were replaced

Road Furniture Activities

- **2** signs posts were replaced
- **0** posts were painted
- **9** signs were replaced
- **13** signs were straightened
- **2** signs were cleaned
- **0** bridge edge markers were cleaned and **0** were replaced
- **0** edge markers were replaced and **0** were straightened

Structures Maintenance

- **0** bridge deck/drain holes were cleared

Road Accident Response

- No accidents occurred in January.

Contract 7/18/100 FNDC North Road Maintenance & Renewals

January 2024

Environmental Management

- No non-compliance incidents occurred under the maintenance and renewals contract for the month.

Community Issues / Complaints

- The Requests for Service (FNDC) summary is attached separately.

Positive Feedback

1 unsolicited positive feedback was received this month (via Facebook).

Kia ora all!!

I would just like to say thank you to everyone who stopped to check that we were ok today on the Herekino gorge. After our ball joint broke off on our Van.

I am very thankful we didn't cause any accidents. Massive shout out to the fulton hogan workers who got our van off the road. And to the couple who dropped off the ice-blocks and drinks for our babies they really enjoyed them.

It's so nice to come home and there are still awesome people around to offer a hand when they see people in need of 1.



Maintenance Programme February 2024

- Grading, metalling and pothole repairs will continue to be completed when weather allows, with a view to moving to a summer unsealed pavement maintenance strategy to reduce ineffective grading and metalling programs during dry weather.
- Pre reseal pavement repairs will continue.
- Daily site checks continuing on all warning signage for permanent storm damage repairs that are yet to be programmed.

Inspection Activities

The following sealed and unsealed network inspection lengths were completed during January.

Details for the inspections completed and the inspections due next month are attached separately.

North Area – January 2024	
Week 1	14.521 km
Week 2	418.862 km
Week 3	396.921 km
Week 4	150.447 km
TOTAL	980.751 km

Sealed Pavement Rehabilitations & Seal Extensions

Project	Completed This month	Programmed Next Month
2023/24 Pavement Rehabilitations:		
Gills Rd RP 1423-2180	Project complete.	
Sommerville Rd RP 0-184	Finish K&C and Footpath prep.	Stabilise and seal.
Midgeley Rd RP 600-1900	Stabilised and sealed.	Seal driveways.
Pawarenga Road RP 2306-2956		Project deferred by NTA.
Kaitaia Awaroa Road RP 28450 - 30140		Project deferred by NTA.
2023/24 Seal Extensions:		
Ruaroa Rd RP 3008-5681	Culvert replacements.	Complete drainage. Commence pavement works.

Reseals

Length Completed Jan 2024	Length Outstanding FY 2023/24
<ul style="list-style-type: none"> • 0m completed 	Nil



Diggers Valley Road Storm Damage Repair



Fairburn Road Storm Damage Repair

Contract 7/18/100 FNDC North Road Maintenance & Renewals

January 2024



Midgeley Road Pavement Rehab ready for seal



Midgeley Road Pavement Rehab NDM Testing Prior to Seal

Contract 7/18/100 FNDC North Road Maintenance & Renewals

January 2024



Midgeley Rd Pavement Rehab New Seal

Contract 7/18/100 FNDC North Road Maintenance & Renewals

January 2024



Cable Bay Block Rd New Footpath Prep

Contract 7/18/100 FNDC North Road Maintenance & Renewals

January 2024



Sommerville Ave Pavement Rehab Driveway Construction

Contract 7/18/100 FNDC North Road Maintenance & Renewals

January 2024



Sommerville Ave Pavement Rehab Undercut

Contract 7/18/100 FNDC North Road Maintenance & Renewals

January 2024

Footpath Renewals & New

<u>Length Completed Jan 2024</u>	<u>Length Outstanding FY 2023/24</u>
<ul style="list-style-type: none">Nil	
<u>Sites Completed Jan 2024:</u>	
<ul style="list-style-type: none">Nil	

Health and Safety

- 48 Leadership safety actions were completed, documenting safety conversations between our leadership team and crews.
- Safety improvements suggestions were documented, including using a pressurized water spraying for concrete cutting.
- No H&S Training completed this month.
- No injuries occurred this month.

<u>Type</u>	<u>Number during period</u>	<u>Number to date</u>	<u>Days since last incident</u>
LTI	0	4	62
MTI	0	2	747
FAI	0	0	1947

Contract Notices January 2024

Notice to Engineer -
NTE 102 Surfacing Rates Revision

Notice to Contractor –
Nil

Regards,

Warren Gore
Kaitaia Branch Manager

Freya Coppins
Kaitaia Construction Manager

Contract 7/18/100 FNDC North Road Maintenance & Renewals

January 2024

FAR NORTH DISTRICT COUNCIL
CONTRACT 7/18/101

Road Maintenance and Renewals Contract

MONTHLY REPORT – JANUARY 2024



Pipiwai Road Rehab



1. SUMMARY

Happy New Year! After a well-deserved break our operations resumed on Monday the 8th of January and were back in full swing by the 15th. We kept a skeleton crew running over the holiday to deal with unforeseen incidents and basic routine maintenance activities. Maintaining the vegetation window was a big focus over the holiday period. The last two years of rain is certainly catching up with us and the foliage across our network is flourishing.

January activities included a variety of work such as preseal repairs and resealing, maintenance, construction activities, storm recovery works and sealed & unsealed rehabs.

Our pre seal repair crew have been working in Russell on Paroa Bay Road and Russell Whakapara Road undertaking digouts, stabilised patches and rip and remakes in preparation for sealing early March.

Crews carried out unsealed rehabs on Purerua Road and Puketi Road. The hill section at the western end of Puketi Road towards Okaihau has proven problematic over the years with ongoing drainage issues, corrugations, and lack of pavement depth. As Waitangi Day approaches next week, Brians crew have carried out a wet roll and grade along Haruru Falls Road in the last week of January. We also have a water cart on standby to reduce dust for the buses and cars visiting the region over the long weekend.

Crews have also stabilised the Pipiwai Road rehab site and have it looking in great shape. The 336m long section of road is booked in for sealing after Waitangi weekend and will provide the locals with a great new asset. After this they will move to Cumber Road in Kaikohe to begin the enabling works for the next rehab of the season.

As normal our signs and patrol crews have been covering all corners of the region bringing the level of maintenance to a high standard. After a drive around last week, I was very proud to see our network looking in top shape, particularly the unsealed roads which have held up great over the holiday period.

Our Maintenance grading operations are restricted for the summer, with our operators assisting pre seal repair crews, along with a focus on cut outs and water tables due to the dry conditions out on the unsealed network. Grading roads at this time of year can prove very tough due to the strength of the pavement and can unravel due to the lack of moisture and fines to bind the pavement together.

Rob Savage



2. WORK PROGRAMME

A total of 1,017 individual work items were completed throughout the month of January, of which 974 were routine find and fix issues, 3 cyclic or annual rounds, 13 were programmed works, 9 renewal / capital project, and 18 were callouts or emergency response works.

February 2024 forward works programme has been submitted in RAMM.

3. ROUTINE INSPECTION REPORT

Our 3 inspectors have been working through routinely programmed inspections without any delay.

**Several Unsealed inspections were overdue in January due to a late synchronisation error just before the break, these have been recorded in the January KPM results.*

Sealed:

There are currently 0 sealed inspections running overdue. 262 completed, of which 22 have been audited by the NTA team.

Unsealed:

There are currently 0 un-sealed inspections running overdue. 200 were completed of which 23 have been audited by the NTA team.

Drainage

There are currently 0 drainage inspections running overdue. 14 completed, of which 3 have been audited by the NTA team.

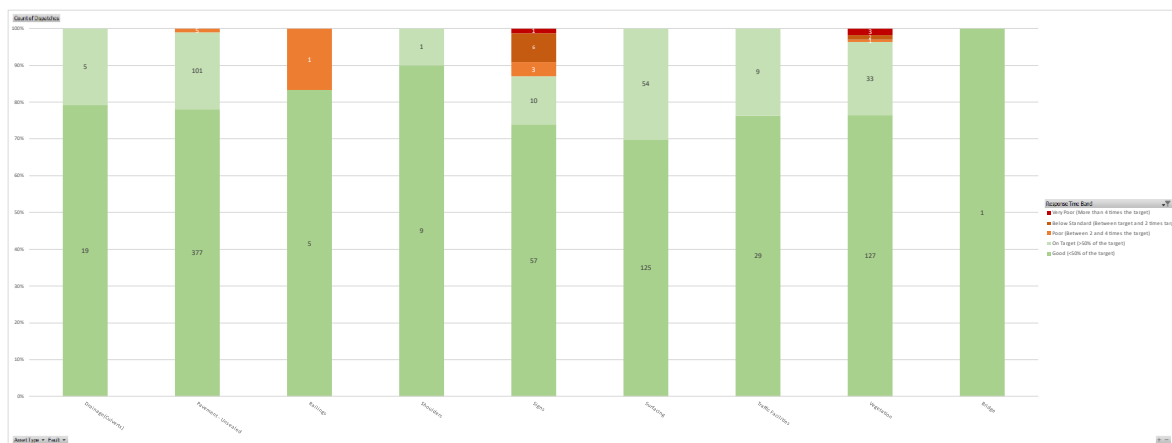
Network Area Inspection	
South Area – January 24	
Week 1	210.7 km
Week 2	299.8 km
Week 3	288.6 km
Week 4	102.9 km
Total KM	902.1 km



4. ROUTINE WORKS COMPLETED

Routine maintenance activities completed in January:

- 87 sealed potholes repaired.
- 1,300 unsealed potholes repaired.
- 89.8km of unsealed roads graded equating to 11.5% of the total unsealed network. *(reducing as weather warms, with loss of pavement moisture content)*
- 97 or 9.5% of dispatches for January have been audited by the NTA team.
 - 85 routine, 12 ordered works.
- 27 Catchpit entrances cleared.



Routine Response Time Band checks



5. EMERGENCY WORKS

The main emergency was a large tree that fell, blocking Te Ahu Ahu Road during a mini storm that swept through on the 6th of January.



Te Ahu Ahu Road

6. DRAINAGE MAINTENANCE & RENEWALS

Drainage maintenance activities completed in January:

- 204m of heavy water tabling (Storm recovery packages & scheduled work).
- 85m of water table reconstruct/scouring. (Storm recovery packages & scheduled work).
- 9m of Culvert pipes replaced/new. (Storm recovery Programme).
- 33 Culverts flushed.



Drainage works Puketi Road / Thorpe Road



7. RECOVERY WORKS – GABRIELLE & MAY RAIN EVENTS

DCL and NTW caried on with the remaining tree works and completed another retaining wall on Lake Road.



Lake Road Under slip repair



Waitemarama Gorge Tree Removal

8. FOOTPATH MAINTENANCE/RENEWALS

Our footpath crew have been involved in other works throughout the month of January. No Footpath renewals were carried out.



9. ORDERED WORKS

Ordered works were carried out:

- 229m² of Digouts
- 7m Edge breaks/Shoulder repairs
- Kerb and Channel sweeping round complete, finishing in Russell. A cyclic round will commence again in April/May.

10. ROAD FURNITURE ACTIVITY

- 11 new signs installed or replaced (damaged or missing)
- 5 signposts replaced/new.
- 24 signs re-erected or straightened.
- 26 signs/posts cleaned.
- 55 posts painted.
- 44 metres of railing replaced. **routine & ordered*
- 37 edge marker/delineators replaced & straightened.

11. UNSEALED NETWORK

Maintenance metal was put on 5 roads across the network including Purerua Road, Redcliff's Road, Waiare Road, Te Kowhai Point Road and Waikuku Road.



Waikuku Road / Redcliff's Road



Crews also carried out a wearing course on:

- Puketi Road - RP 1000 – 2472
- Purerua Road – RP 11700 - 13980



Puketi Road



Purerua Road



12. PAVEMENT REHABILITATIONS

1. *Pipiwai Road 12274-12610m-*

Approximately 850m³ of aggregate has been brought in and the new pavement is nearing completion. The rehab has been stabilised in late January and will be ready for sealing shortly after Waitangi weekend.



Pipiwai Road

2. *Cumber Road 0-421m*

This site has been delayed further due to desludging works. Has been rescheduled for February 2024.



13. RESURFACING

Justines last day with Ventia was 19th of January. In the interim Matt Dixon joins us from our Ventia Wellington branch. Matt has experience in managing chip sealing contracts and will cover as Provisional Chipseal Manager until the Surfacing Manager position is filled permanently.

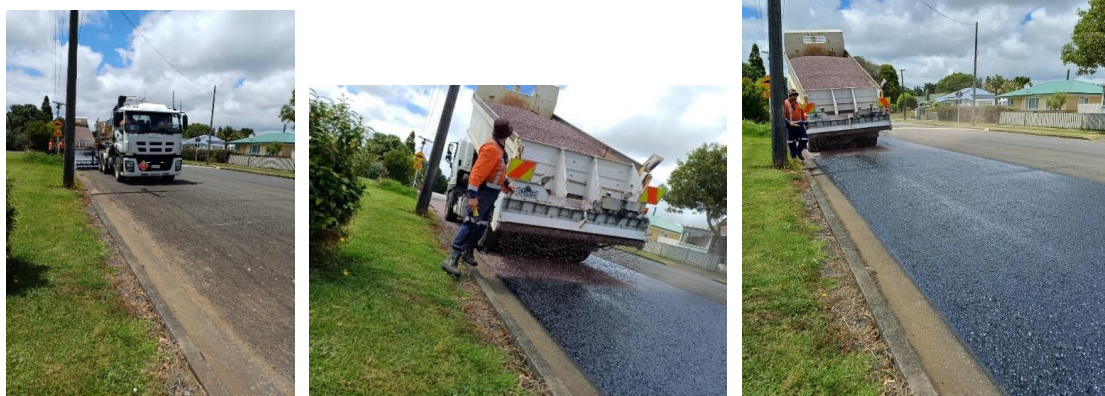
In January the Sealing team completed 3.1kms (25,188m²) in the FNDC area and 4.5kms (33,470m²) in the KDC area (including Cove Road) in January. Moving into February, we have two weeks of FNDC reseals to complete all areas apart from Russell (booked for mid-March after recently completed preseals rest for six weeks). A lot of the remainder of the reseals for NTA are on our cousins' contract in the Kaipara.

Unfortunately, the wet weather at the start of January has impacted our reseat targets but we aim to make up for this in the next month.

Year-to-Date Reseal Figures:

Approximately 36 km's of roads within the FNDC network and 4.5 km's of roads in the KDC area had been resealed by the end of January 2024.

Thanks Justine for contribution to sealing our Northland roads and wishing you the best moving forward



Bisset Road, Kaikohe



14. ROAD ACCIDENT REPORT

Over the Christmas period, our region experienced an unfortunate increase in crashes. Tragically, there were three fatal accidents across our network on roads including Waima Valley Road, Russell-Whakapara Road and Te Ahu Ahu Road. We attended two of these crashes to assist police with traffic management. None of the crashes appeared to be related to the condition of the road.

15. INNOVATIONS

Recycled concrete pothole material

While not a new innovation it is one we haven't shared for a while with the wider industry folk in Northland. When we remove concrete footpaths on the FNDC network the concrete material comes back to Puketona Quarry where we then have the Quarry team put it through the main crusher and grade it to the same specifications as normal pothole material used on our unsealed networks. It performs just as well if not better in certain environments than natural pothole material due to its tight binding qualities. While the cost isn't less than normal mix the main thing is the environmental benefits of reusing a product for a second time and the performance properties of the new product.



16. RAMM ISSUES



No major issues in January 24 – Any development & minor operational issues encountered in the system are being recorded to provide feedback to Think project each month.



17. CUSTOMER SERVICE ISSUES / COMPLAINTS

Ventia Customer Service Request Comparison, November 2023 to January 2024

Number of RFS's

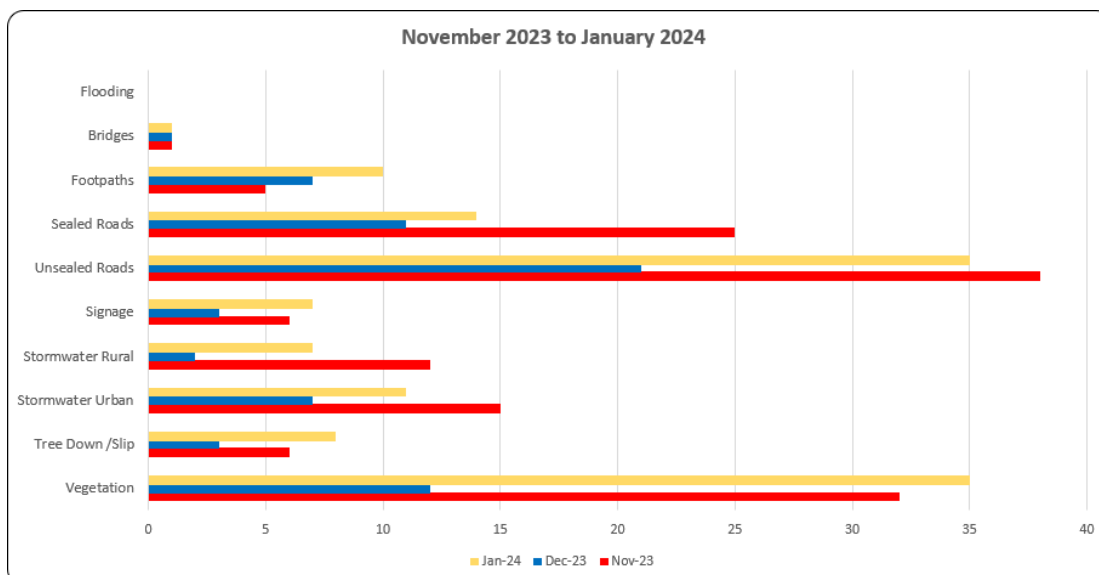
Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total
Nov-23	32	6	15	12	6	38	25	5	1	0	140
Dec-23	12	3	7	2	3	21	11	7	1	0	67
Jan-24	35	8	11	7	7	35	14	10	1	0	128

TBC

Percentage of RFS's

Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total
Nov-23	22.9%	4.3%	10.7%	8.6%	4.3%	27.1%	17.9%	3.6%	0.7%	0.0%	100%
Dec-23	17.9%	4.5%	10.4%	3.0%	4.5%	31.3%	16.4%	10.4%	1.5%	0.0%	100%
Jan-24	27.3%	6.3%	8.6%	5.5%	5.5%	27.3%	10.9%	7.8%	0.8%	0.0%	100%

TBC



18. COMPLIMENTS

We received four compliments for the month of January:

- "Thank you for the works on Purerua Road, Looks great."
- "Thanks for removing the tree yesterday on Kennedy Street."
- "Many thanks for organising the clearing of the flame tree branches down the bottom of Blue Gum Lane. It looks great now."
- "Thanks so much for the updates on Otaha Road."

19. HEALTH & SAFETY & WELLBEING

See attached to this report email for the SHEQ stats for the month.

The themes from our Branch Toolbox held on 08th & 15th January, to account for the split return dates for staff, at the Kerikeri Sports Complex were:

- **Roads safe start 2024** – this focused on returning to work after the shutdown for Christmas and New Year, there was discussion around being Fit for work, free from fatigue and illicit substances, switching the brain back in to work mode, checking all our plant and equipment to ensure it ready for work.
- VMP's, Vehicle Movement Plans were also a focus for the crews, Viki our SHEQ advisor put together a short presentation showing "What Good Looks Like", when creating and implementing a vehicle movement plan for our site, ensuring segregation between staff on the ground and machinery, safe zones, No-go areas and how communications will work for the site.
- While we had the captive audience, we took the opportunity to cover off some mandatory Environmental training, GD05 Awareness and Archaeological Discovery protocol, with the staff.
- On top of the regular site visits by supervisors/managers we took advantage of a planned power cut, 25/01/24, to get all the managers, supervisors, and workshop staff out to all our active sites to catch up with the crews and review their work practices, condition of PPE and plant at site.



20. TRAINING

In January, we rolled out a Traffic Management and Worksite Training (TTMW) initiative, successfully completing the first part of the training program. Part 1 of 2 has now wrapped up, and the practical assessments for this phase are scheduled for February.



Adhering to an old industry rule that underscores the importance of minimum Traffic Management training qualifications for all personnel working on the road, we're pleased to announce that both the Puketona and Kaipara branches have achieved 100% compliance with the new qualifications. This achievement involved successfully training over 40 individuals, in collaboration with Allied Workforce, our temporary labour support company.



We take pride in our accomplishments in TTMW training and our commitment to industry standards, ensuring that our teams are well-equipped and compliant with the necessary qualifications.

Looking forward, February marks the commencement of mandatory Manual Handling Training.

21. ANNUAL ROUTINE ACTIVITY ACHIEVEMENT

Routine and cyclic rounds start at the financial year (July 2023/24):

Routine and cyclic rounds start at the financial year (July 2023/24):

Biennial Painting of All Rails	0%	- on hold due to funding.
Biennial Parapet Painting of Bridges	0%	- on hold due to funding.
Annual Cleaning of EMP's	0%	- on hold due to funding.
Annual Sucking of All Sumps	0%	complete
Biannual sweeping	88%	complete
Urban Vegetation Spraying	0%	complete *2 nd round to start March-24
Rural Vegetation Spraying	0%	complete *2 nd round to start March-24
Line marking Network Remark	0.2%	complete *minor additions

22. ENVIRONMENT

In January we had no notifiable incidents to report.



23. SMALL TO MEDIUM ENTERPRISE (SME) BUSINESS ENGAGEMENT

Summary of SME engagement through the last financial year - 1st July 23 to 30th June 24.

Measurement	Qty
Local Contractor component of work	41%

24. OTHER WORK IN PROGRESS

The Construction team have started on a few new projects as per below:

Waipapa Sports Complex

The kerbing work is nearing completion with a few lines at the entrance to go. The concrete crew is in the process of finishing up the concrete on the islands then will move onto the boxing and pouring of the cesspit aprons. We are looking to start running the base course in on Wednesday the 7th in preparation for sealing.



***Waikare Slip Repair***

The work out Waikare is starting on the 7th of February which will be much needed for the area. There has been a lot of communication with the people of the area to help the project run as smoothly as possible, and with as little disruption to everyday life as possible. It will still be a tricky project as it is situated in a narrow and winding area so extra vigilance will be required.

Future work for the construction team will include slip repair in Ngapipito as well as a few other smaller private jobs.

Nga Mihi

Rob Savage

Contract Manager – FNDC South Maintenance Ventia (NZ) Ltd

5.3 NZTA MINISTERIAL BRIEFING NOTE BRI 2887 - STATE HIGHWAY ASSET CONDITION AND MAINTENANCE**File Number:** A4624237**Author:** Calvin Thomas, General Manager - Northland Transportation Alliance**Authoriser:** Tanya Proctor, Head of Infrastructure Strategy**TAKE PŪRONGO / PURPOSE OF THE REPORT**

The purpose of this briefing is to provide Committee Members with a copy of the NZTA State Highway Condition and Maintenance briefing note (dated 30th November 2023) that was provided to the incoming Transport Minister, and obtained under the Official Information Act 1982, for Committee review, discussion, and questions.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee receive the report NZTA Ministerial Briefing Note BRI 2887 - State Highway Asset Condition and Maintenance.

TĀHUHU KŌRERO / BACKGROUND

The NZTA Group General Manager – Transport Services provided the attached briefing note to the incoming Transport Minister on 30th November 2023, as an update on the State Highway's network's asset condition and maintenance, including the 2023/24 summer maintenance programme.

The report highlights the significant pressure on the National Land Transport Programme (NLTP) State Highway Maintenance activity class, the factors impacting asset condition, the increase in maintenance requirements and associated cost pressures.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

Noting the importance of the State Highway Network to Far North, the report is provided for the awareness and discussion of Committee Members.

PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provisions as a result of this report.

ĀPITI HANGA / ATTACHMENTS

1. **BRI 2887 State Highway Asset Condition and Maintenance - A4602844**  

**MINISTERIAL BRIEFING NOTE**

Subject	State Highway Asset Condition and Maintenance
Date	30 November 2023
Briefing number	BRI-2887

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 st contact
Out of Scope	Group General Manager – Transport Services	s 9(2)(a)	s 9(2)(a)	✓

Action taken by Office of the Minister

- ☐ Noted
- ☐ Seen by Minister
- ☐ Agreed
- ☐ Feedback provided
- ☐ Forwarded to
- ☐ Needs change [please specify]
- ☐ Withdrawn
- ☐ Overtaken by events

BRI-2887

30 November 2023

Hon Simeon Brown – Minister of Transport

STATE HIGHWAY ASSET CONDITION AND MAINTENANCE

Purpose

1. This briefing provides you with an update on the State Highway network's asset condition and maintenance, including the summer maintenance programme for 2023-2024.
2. There has been significant pressure on the National Land Transport Programme (NLTP) State Highway Maintenance Activity Class over the last three years with contractor negotiations, contractor capacity, price escalation and the frequency and severity of weather events impacting on the delivery of the New Zealand Transport Agency (NZTA) maintenance programme, particularly in 2022-23.

Background and context section

3. The state highway network consists of a range of different assets (such as roads, bridges and culverts) which are owned by the Crown. NZTA controls and manages these assets on behalf of the Crown.
4. The state highway network is New Zealand's largest-value social asset, with a current replacement value of \$90 billion.
5. Approximately 90 percent of the state highway network continues to meet minimum asset condition requirements and is performing as expected. The other ten percent is near or below the level of what is considered acceptable. This impacts on the level of service to users through increased exposure to uneven road surfaces, potholes, and journey disruption. When lifeline routes are affected, significant detour routes can be required and, in some cases, no alternate route is available. See Appendix 1 for the proportion of the state highway network that meets acceptable standards for skid resistance, rutting and roughness, one of the Statement of Performance Expectations (SPE) measures that NZTA reports on.
6. The NLTP State Highway Maintenance Activity Class is funded for the maintenance, renewal and operation of the existing state highway network, to deliver an appropriate level of service. It includes funding for urgent response to emergency event disruptions of the network and restoration of the network.
7. The State Highway Maintenance Activity Class has \$3.1 billion committed for 2021-24. This was increased from the original allocation of \$2.8 billion to fund additional emergency works required because of the abnormal scale of storm events.

BRI-2887

Factors affecting asset condition

8. The state highway network carries 50 percent of New Zealand's general vehicle traffic and 72 percent of road freight. The state highway network comprises approximately 11,000 km of road (12 percent of all roads, which totals approximately 99,000 km).
9. Total vehicle kilometres travelled (VKT) on state highways has increased in line with population growth by 16 percent from approximately 19.3 billion in 2009 to 23 billion in 2021. The heavy vehicle VKT component of this figure grew by 28 percent over this period. The additional 3.7 billion kilometres travelled has had a significant impact on the network, as has the growth in heavy vehicles, resulting in degraded surfaces and pavements.
10. Degraded road surfaces and increased rainfall makes it more likely for water to enter the pavements making them weaker and more vulnerable to damage from heavy vehicles and increasing the rate at which potholes form and greater decay occurs.
11. The freight model from the Ministry of Transport shows that the upper North Island freight task has grown substantially since 2018 and is expected to keep growing to a 45% increase by 2033.

The increasing maintenance task

12. The growing size and complexity of the maintenance task for the state highway network brings added challenges and increased costs.
13. In the past ten years, the state highway road length has expanded from 22,138 lane kilometres to 24,297 lane kilometres, an approximate ten percent increase¹. There have been increases in safety infrastructure such as roadside safety barriers to support the growing network, requiring ongoing maintenance.
14. The maintenance activity class was expanded in 2018 to include footpath maintenance and will be expanded again in 2024 to include bridge renewals. Bridges add approximately \$120 million over three years on top of the usual \$75 million (five percent) per annum increase.
15. There are increasing regulatory requirements related to waste management, biodiversity and water quality. These change the cost and scope of activities to reduce environmental damage from maintenance. Initial costs are approximately \$30 million over three years but will depend on the stringency and rapidity of new requirements.
16. See Appendix 2 for details of the 2023-24 summer maintenance and renewal programme.

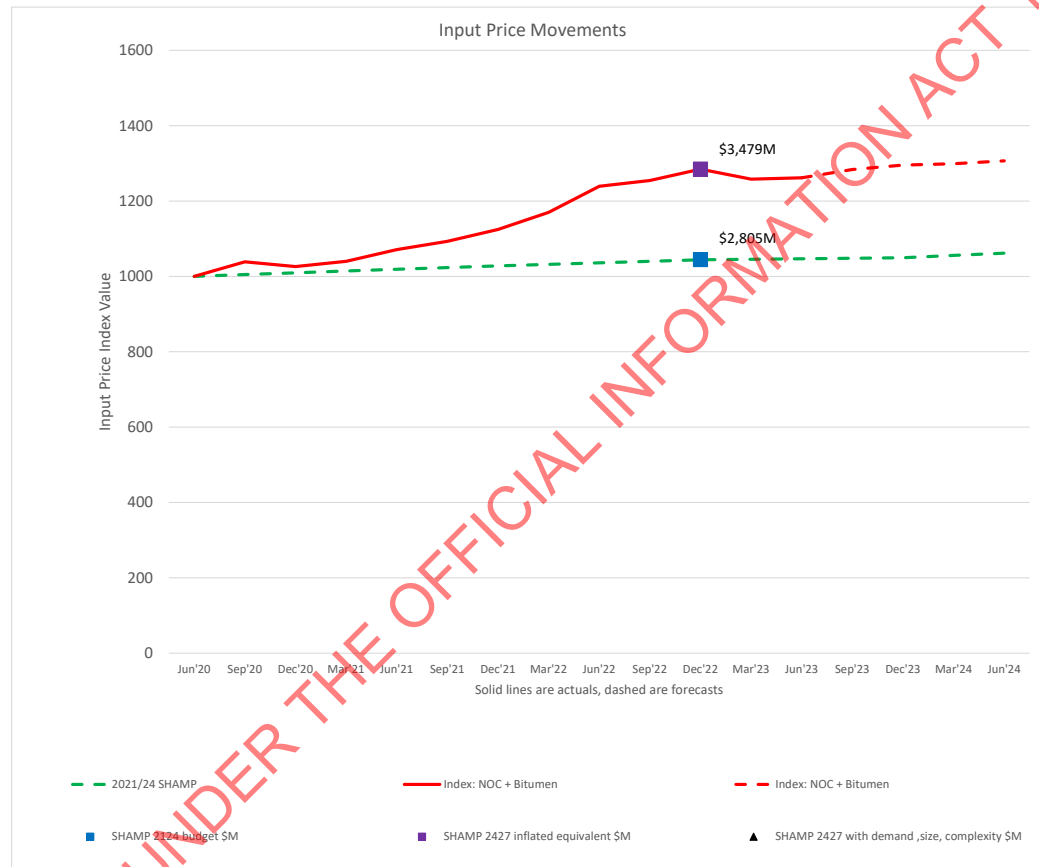
Increasing input costs of labour and materials

17. Maintenance costs from one three-year period to the next typically require a 15 percent increase in the three-year total expenditure to sustain service levels. This addresses input price change that is typically three percent per annum and provides for additional maintenance activities required to maintain the increasing scale and complexity of network infrastructure as the network services are improved and extended, and to meet the increasing rate of decay from increasing freight.

¹ Lane kilometres is a measure of each lane of road rather than the overall length of road. For example, if a four-lane highway is extended by one kilometre, there will be four kilometres of road added.

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18. We planned and adopted the 2021-24 NLTP allocation of \$2.8 billion for state highway maintenance based on Treasury inflation forecasts as shown in the green line on the graph below. Actual inflation has followed the red line due to significant increases in international oil and bitumen prices, plus increases in costs of labour, plant and other construction materials. An allocation of about \$3.5 billion would now be required to implement the original planned programme. Because that was not affordable, we have adapted the originally planned programme. Further changes have also been required to respond to the scale of storm events.



19. As a result of budgetary and storm related issues we expect the network condition to continue to decline over 2021-24. Had inflation and weather been as assumed when the programme was proposed, the decline in network condition would have been more gradual because it was proposed to build the pavement rehabilitation towards the sustainable level. However, it is likely that only half the targeted works quantities will now be delivered.
20. Current predicted spend in both local roads and state highway maintenance activity classes is sitting at, or near, the top of the funding range in the Government Policy Statement on land transport 2021, and emergency works are consuming more than all available headroom. There is considerable uncertainty in future prices. Recent contract tenders and negotiations are showing upward pressure on prices greater than forecast inflation.

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Overview of maintenance and renewal activities

21. Our maintenance and renewals activities are delivered in line with design standards and guidelines that are updated regularly to reflect changes in demand, technologies, and external drivers such as changing climate patterns. For this reason, they are not just about renewing assets 'like for like' – replacement bridges and culverts are built to withstand modern climate forecasts.
22. We routinely collect asset condition data and model the expected deterioration of roads and the impact of planned works across a range of scenarios. Annual state highway road surveys are undertaken that provide network condition reports for pavement and surfacing. Regular inspections of other asset classes including structures, drainage and signage are undertaken by consultants and contractors along with ongoing Geographic Information Systems (GIS) network hazard mapping.
23. We run continuous programmes of work to operate, maintain and renew roading assets, including multimodal paths and busways. These programmes are primarily contracted through Network Operating Contracts (NOCs). Councils manage their own procurement of maintenance and renewal works (the exception being Marlborough where there is a joint venture between NZTA and Marlborough District Council). These programmes are designed to ensure that roading assets deliver essential levels of service for safety, access, and resilience.
24. Our asset management modelling is calibrated against about 120 pavement deterioration calibration sites across the local and state highway network, and against the impact of past maintenance programmes compared to forecasts. State highway and urban data and modelling is more extensive than that for rural roads where there are smaller changes in demand year on year.
25. We have put considerable resource and focus into improving emergency response over the past five years. Under the current NLTP, \$480 million has been budgeted for response and recovery works on state highways and local roads. This budget has been topped up by \$250 million (response) and \$842 million (recovery) due to the severe weather events that affected the upper North Island at the start of 2023.

Constraints on industry capability and capacity

26. A period of flat-line funding for road maintenance between 2010 and 2017, compounded by more recent disruption caused by COVID-19, has led to supplier under-investment in plant (such as bitumen sprayers) and the loss of skilled crews. Consequently, there has been a loss of expertise and capacity in the sector.
27. Improved health and safety expectations, particularly for traffic management requirements to protect those working and travelling on roads, have reduced maintenance productivity due to the time and resource required to safely manage traffic and workers. We are looking to improve both health and safety outcomes and productivity through our new risk-based approach to temporary traffic management.

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Impact of stretching the asset

28. Ongoing under-investment in preventive measures is resulting in repeated cycles of damage and repair. While we are managing the asset well overall and within funding constraints, a lack of preventive investment on items such as subsoil drains or culverts means that infrastructure such as pavements deteriorate faster and the cost of recovery from extreme weather events and other disruptions is higher.
29. Due to funding constraints, we are unable to fund sufficient preventive activities to reduce risk from future events or slow the decay on infrastructure under normal conditions.
30. Fewer roads have been rehabilitated² since 2009 than before 2009. We need to replace nine percent of road surfaces each year and rehabilitate two percent of the pavements, on average, to cost-effectively sustain access. We also need to undertake more preventive works, such as drainage maintenance and bank stability. Partial fixes are sub-optimal and we are experiencing repeat failures over some corridors, meaning lengthy, recurrent closures are becoming more common.
31. The NZTA State Highway Investment Proposal (SHIP) for the 2024-27 NLTP has been predicated on a significant funding boost for renewal activity towards the sustainable level. An increasing proportion of that funding is programmed to be allocated to rehabilitation activity to move the proportion of rehabilitation to two percent of road pavements (or 500 lane kilometres per annum instead of the 130 lane kilometres currently) over the next ten years. This will help return the state highway network to an acceptable level of service (comparable to that last achieved in 2014) reducing the number of potholes experienced and contractor re-work required.

Investment is not keeping pace

32. Investment is not keeping pace with the amount of work required to restore service levels and restore asset condition to a satisfactory condition.
33. While nominal investment increased 28 percent from 2018-21 into 2021-24, we saw a 20 percent decline in purchasing power to that expected, because the \$2.8 billion funding allocation can now only buy 80 percent of the work in a programme that now costs \$3.5 billion due to the higher-than-budgeted inflation. We have lost the ability to deliver \$700 million work over 2021-24.
34. In real terms, this represents a decline in investment, as we are playing catch-up with work that was unable to be delivered in previous periods and it cannot fund the increasing level of work required (at greater cost due to inflation and other drivers) in the current period.
35. The real level of expenditure on state highway maintenance has not increased since a high point in 2009/10. Once the impact of inflation, traffic growth and increases in network length and complexity are accounted for, the level of expenditure on maintenance is relatively flat.
36. Over the past ten years, annual renewal expenditure across the total asset stock has been approximately half the annual depreciation expense. In general, spending less on renewals compared to the rate of depreciation indicates a potential 'gap' in investment that increases the

² Rehabilitation involves the removal of the existing road surface and underlying road structure (pavement) and replacing it with new or recycled materials. Preventive works such as drain clearing drain water away from pavements, so they last longer.

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level of risk to our long-term ability to maintain the condition of the state highway network. Over the 2018-21 funding period there was a \$1.08 billion gap between how much we spent on depreciation compared to how much was invested in renewing the asset stock (excluding new builds).

37. Over the past ten years the length of state highway has grown by ten percent, increasing the assets being maintained and traffic by 15 percent which has increased the load and rate of deterioration of infrastructure.

Future plans

38. We have based our proposals for state highway maintenance over 2024-27 and out until 2034 on the condition of the network and the level of service now expected at the commencement of the period.
39. We propose increasing preventive maintenance works such as roadside drainage maintenance to improve durability of pavements and increasing pavement rehabilitation works to the level required to sustain service levels and asset condition, to at least cover the lifecycle cost over the next ten years (\$240 million). We propose working with maintenance contractors over 2024-27 to restore their capacity to the level required.
40. The future equivalent cost of the planned 2021-24 \$2.8 billion programme is forecast to be \$3.8 billion over 2024-27. We are proposed to do additional work through this activity class which takes the cost of the proposed programme to \$4.45 billion. That additional work includes:
- a. replacing 13 end-of-life bridges through a new \$120 million budgetary provision in the maintenance activity class, noting that in the past these works have been funded through the improvements activity class
 - b. increasing the provision for bridges and geotechnical structures maintenance by \$100 million to extend service lives (including partially repainting the Auckland Harbour Bridge³)
 - c. increasing pavement rehabilitation by 300 lane kilometres compared to the 2021-24 proposal, a total of 1,035 lane kilometres or an average of 1.1 percent⁴ of the network per annum, plus changes to the quantities of chipseal and asphaltic concrete within the resurfacing programme at a net cost of \$210 million, and increase drainage works by \$30 million to improve the durability of pavements
 - d. increasing the allocation for emergency works by \$70 million
 - e. meeting our new regulatory requirements \$20 million
 - f. increasing the maintenance and renewal of safety infrastructure and traffic control devices by \$70 million to replace the end-of-life traffic control devices on Auckland's motorways and elsewhere, and replace old unobtainable light fittings with LEDs.

³ Painting steel bridges stops the loss of strength as rust reduces the size of structural bridge elements such as beams.

⁴ Note that this is 55 percent of the average sustainable level of two percent per annum.

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Of the items above, \$410 million is for additional works, this is 60 percent of the planned work for 2021-24 not affordable in that period.

Work underway to strengthen our approach to maintenance and renewal

41. We are reviewing our current maintenance delivery model. It has been a decade since we introduced the Network Outcomes Contracts (NOCs). These were introduced at a time when there was pressure on our maintenance spend, with the objective of our contractors taking a stronger asset management lead in optimising the level of renewal works on an as-needed basis within available funding. While many NOCs have worked well others have not delivered as well as expected, especially where increased freight and weather damage, and constrained budgets limiting renewals work have required repairs at a quantity beyond the level provided for in the lump sum repair elements of the NOC contracts. The objective of the current review is to better-balance renewal and repair. To achieve this, the contract review is considering the commercial form of the contract, how maintenance works are specified, how quality is managed, and the related roles of the parties in planning work and managing risk.
42. We are researching improved asset management practices, often at higher initial cost, to realise long-term gains. For example, we have trialled using epoxy modified road surfaces at twice the conventional treatment cost for four times the service life and using structural pavements instead of unbound gravel pavements for three to four times the cost but two to four times the service life, and 25-35 percent less traffic disruption from roadworks.
43. We are collaborating with local government through Te Ringa Maimoa Transport Excellence Partnership, formerly known as the Road Efficiency Group. This collaboration works to lift asset management capability and efficiency across the sector. We support Road Controlling Authorities (RCAs) to understand the requirements of the Government Policy Statement (GPS) on land transport and to become 'smarter buyers' by creating tools and providing guidance to improve performance.
44. We are planning to trial and then implement the use of larger pavement rehabilitation work sites with more comprehensive treatments targeting ten percent productivity gains. We are considering the potential for including drainage renewal works, local cost low risk improvements, and potentially resilience works to strengthen steep slopes, and safety works where the need for these exists and their priority warrants their implementation at the time of the rehabilitation works.

Strengthening the strategic approach to asset management

45. NZTA is currently developing the State Highway Plan which sets the overall direction for how we manage the asset. It covers all activities involved with operating, maintaining and improving the state highway network. The strategy guides all input into state highway improvement and management decisions from policy advice, and asset lifecycle planning through to operating, maintaining, and renewing the state highway.
46. We are also reviewing our asset management plans to provide for greater agility as technology and conditions change, to move beyond a reactive approach bound by funding cycles.
47. We are planning for a more climate-resilient land transport system. In partnership with councils, communities, iwi/Māori, and government agencies, we are refining our approach to reducing risk so that we are right sizing our resilience activities and investment in the future.

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48. Tiro Rangi, the NZTA Climate Adaptation Plan, has now been published. This will help shape our response to the changing climate and describes the role we will play in supporting adaptation objectives for the land transport system.

Conclusion

49. We have a mature asset management regime which continues to evolve to maintain effectiveness and efficiency.
50. Up to 90 percent of New Zealand's state highway network is considered to meet minimum asset condition requirements and provides an acceptable level of service to users. The remaining ten percent requires catch-up works in addition to the 90 percent of the network that will require resurfacing over 2024-34, and the 20 percent requiring rehabilitation over the ten year period to bring it up to an acceptable level of service and sustain that.
51. NZTA has developed a ten-year programme that will gradually increase the level of rehabilitation (alongside other renewal activity) to achieve an acceptable level of service across the entire state highway network by 2033. This programme is subject to the funding level provided for the State Highway Maintenance Activity Class over the next three NLTPs.
52. The current maintenance and renewal programme for 2023-24 is already targeting an increased quantity of rehabilitation alongside additional maintenance and renewal activity required because of the under-delivery in 2022-23 due to Cyclone Gabrielle.

We are committed to maintaining and operating a safe and accessible state highway network. Work underway to strengthen our approach to maintenance and renewals includes reviewing our maintenance contract model, researching improved asset management practices and collaborating with local government through Te Ringa Maimoa Transport Excellence Partnership.

It is recommended that you:

53. **Note** the contents of this briefing.

.....
Brett Gliddon

Group General Manager – Transport Services

.....
Hon Simeon Brown, Minister of Transport

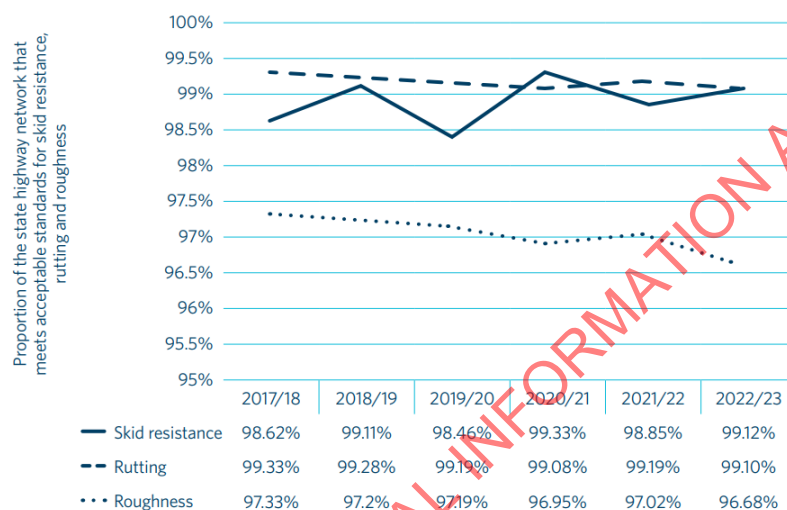
Date: 2023

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Appendix 1

Figure 23 – Proportion of the state highway network that meets acceptable standards for skid resistance, rutting and roughness



^A We have retrospectively calculated the prior period ratio following the same methodology but using the actual results from our published financial statements as the inputs.

^B A result for MEET1 above 75% creates risk that Waka Kotahi may not have sufficient funding headroom to respond to weather events and complete planned capital investment works. In absence of price or funding interventions we would be looking closely at our discretionary programme of work to ensure the NLTF is no overcommitted. If the result for MEET1 exceeds 75%, changes to FED and/or RUC pricing would be needed to bring the result within the target of $\leq 75\%$ ("Recommended price intervention" on the graph). If the result reaches $\geq 100\%$, a price intervention would be needed to avoid cuts to continuous programmes, so that Waka Kotahi does not become insolvent ("Price intervention to avoid essential service cuts" on the graph).

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Appendix 2**2023-24 summer maintenance and renewal programme**

1. We are scheduled to deliver our largest-ever maintenance programme during the 2023-24 construction season (see table below).

Paving & Surfacing Renewals	2021/22	2022/23	2023/24 (programmed) <small>Subject to affordability, weather, resource availability</small>
Pavement resurfacing (lane km)	2,012	1,861	2,348
Pavement rehabilitation (lane km)	106	99	199
SCRIM – surface friction (lane km)	66	78	57
Total Programme (lane km)	2,184	2,038	2,604
Plus			
Audio Tactile Profile - Rumble Strips (lane km)	263	270	491

2. The severe weather events of 2022-23 meant that we were unable to complete a significant amount of the renewal programme. While 98 percent of the programmed maintenance and renewals were completed in the South Island, only 70 percent of the programme was delivered in the North Island.
3. The reduced delivery in 2022-23 has resulted in a much larger programme for 2023-24 and this will be a stretch-target for us and our contractors. Risks to full delivery include severe weather events, a constrained budget (year three of the NLTP), cost escalation and contractor capacity.
4. The construction season for state highway renewal activity generally occurs between October and March each year. Warmer spring and summer months are the best time for resurfacing as daylight hours are longer and the warm temperatures and dryer air help the new seal stick to the road surface. In some parts of the country, renewal activity may start before October and run later than April, depending on weather conditions.

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5.4 NORTHLAND DRAFT REGIONAL LAND TRANSPORT PLAN 2021-2027 REVIEW AND CONSULTATION

File Number: A4625172

Author: Calvin Thomas, General Manager - Northland Transportation Alliance

Authoriser: Tanya Proctor, Head of Infrastructure Strategy

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this briefing is to provide Committee Members with a copy of the Northland Draft Regional Land Transport Plan (RLTP) 2021-27 document that was recently released for Public Consultation.

Noting that while the Public Consultation period ended on Friday 15th March 2024, as the RLTP is the region's application for funding assistance from central government for its transport infrastructure and services the document is provided for Committee reference, discussion, and questions.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee receive the report Northland Draft Regional Land Transport Plan 2021-2027 Review and Consultation .

TĀHUHU KŌRERO / BACKGROUND

The RLTP, which is the region's application for funding assistance from central government for its transport infrastructure and services, is compiled every six years and reviewed at the three-year point to ensure it aligns with the Region's current transport priorities.

The current 2021-24 RLTP was originally developed, consulted on, and formally adopted in 2021. Under legislation the Regional Land Transport Committee had the option to either review or re-write the document for the 2024/27 period and opted to review.

The review of the RLTP resulted in an update of the transport funding requirements for achieving a regional land transport system that is based around priorities including:

- Being resilient
- Being secure
- Being fit for purpose that leads to reduced deaths and serious injuries
- Improving freight and passenger connections
- Lowering emissions
- Increasing transport choice
- Improving integration of land use and transport planning.

Top priority projects included within the document include:

- Road maintenance and renewals
- Te Hana to Brynderwyn upgrades - greater network resilience and a stronger Northland / Auckland connection
- Far North State Highway resilience
- Brynderwyn detour route upgrades
- Kaipara resilience programme

- Local road improvements and resilience
- Upgrading SH1 between Whangarei and mid-North

The plan also proposes priorities for major works projects and spending and has a big emphasis on 'back to basics' road maintenance, including basic culvert maintenance.

Each Road Controlling Authorities (RCA) draft 2024/27 draft roading and transport programmes are included within the RLTP, noting that confirmation of these remain the responsibility of the respective RCA to consult on and confirm through their respective Long-Term Plan (LTP) processes.

Public Consultation on the RLTP ran from Friday 16th February to Friday 15th March 2024 and included seven local public drop-in sessions (including four in the Far North at Opononi, Kaikohe, Kaitaia and Kerikeri), one virtual session (after hours) and a final hybrid meeting. Any public submissions provided the relate to specific RCA / District Council activities and programmes have been captured by staff and will be provided to the respective Council for consideration as part of their respective Long Term Plan consultation and deliberations processes.



MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

Noting the role of the 2021/27 Regional Land Transport Plan with respect to Far North District Council's 2024/27 Transport and Roading programme funding, the Draft RLTP document is provided for the awareness and discussion of Committee Members.

PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provisions as a result of this report.

ĀPITIHINGA / ATTACHMENTS

1. **2021_27 Regional Land Transport Plan 2023 review one page summary - A4625128**  [↓](#)
2. **2021_27 Regional Land Transport Plan 2023 review document - A4625130**  [↓](#)

Have your say on Northland's transport priorities

Regional Land Transport Plan

2021-2027 (2023 review)

This plan will become our region's bid for central government land transport funding assistance. As funding is limited, it's vital that the proposed spend will deliver the best benefit for Northland.

We're now seeking feedback on a draft plan, before it's finalised and submitted to government. The plan is effectively the blueprint for transport spending in Northland over the next three to six years.

The plan details local roading projects proposed by Northland's three district councils, state highway projects put forward by Waka Kotahi NZ Transport Agency, and strategic projects and public transport from Northland Regional Council.

Proposed major projects





The government is developing a new Government Policy on Transport. When released, this may result in current projects for both the Councils and NZTA being subject to change.

Make a submission

Northland's Regional Transport Committee is reviewing the Regional Land Transport Plan 2021-2027 and it's time to have your say.

Submissions close 4pm 15 March 2024.

Transport priorities

-  Route resilience and route safety
-  Regional and national connectivity
-  Reducing transport-related deaths and serious injuries
-  Economic and tourism development
-  Future-proofing and long-term planning
-  Provide better transport options, including in rural communities
-  Reducing the environmental effects of transport

For a full list of proposed projects and costs, see the full draft plan at

www.nrc.govt.nz/transportplan

NORTHLAND TRANSPORTATION ALLIANCE



Regional Land Transport Plan for Northland 2021 – 2027 (2023 Review)



NORTHLAND TRANSPORTATION ALLIANCE



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Ngā Kupu Arataki Introduction



Karakia

He hōnore, he korōria ki te Atua	<i>Honour and glory to God</i>
He maungārongo ki te whenua	<i>Peace on Earth</i>
He whakaaro pai ki ngā tāngata katoa	<i>Goodwill to all people</i>
Hangā e te Atua he ngākau hou	<i>Lord, develop a new heart</i>
Ki roto, ki tēnā, ki tēnā o mātou	<i>Inside all of us</i>
Whakatōngia to wairua tapu	<i>Instill in us your sacred spirit</i>
Hei awhina, Hei manaki, hei tohutohu i a matou	<i>Help us, care for us, guide us</i>
I runga i ngā huarahi, ngā ara puta noa te rohe	<i>On our highways and roads across the region</i>
Hei ako hoki i ngā mahi i ngā ra, ngā marama, ngā tau e heke mai ana	<i>In all the things we need to learn over the days, months and years to come</i>
Amine	<i>Amen</i>

Mihi

Nō reira ka kohaina tēnei Rautaki Haerenga Waka ā Rohe 2021-2027 tuhinga hukihuki, arotake o nga tau e toru, ki ngā tōpito e whā o te rohe o Te Taitokerau hei hāpai i te ora o ngā iwi i runga i te ōhaki o te whakatauki:

Ki te kī mai koe ki au He aha te mea nui o tenei ao?
Maku e ki atu,
He tangata, he tangata, he tangata.

Tenā koutou, tenā koutou, tenā tatou kātoa.

Ngā pūtake o tēnei mahere – Te Rautaki haerenga waka a rohe e pa ana ki ngā take, ngā painga, ngā whāinga me ngā kaupapa matua.

Ka whakaratohia e te hōtaka mahere whenua he raupapa o ngā kaupapa nui mo te rohe, tae atu ki ngā putanga o te tukanga aromatawai, me to rātou tikanga mo te kaupapa matua.

Tihei mauri ora!

Northland Regional Council has the pleasure of distributing the Draft Regional Land Transport Plan 2021 – 2027 to the four corners of Northland to support the legacy of the following proverb:

If you were to ask me what is the greatest thing in this world:

I will reply with

It is people, it is people, it is people.

Greetings to you all.

This plan identifies the problems, benefits, objectives and priorities for Northland's land transport infrastructure and services.

It provides a list of the major land transport projects for the region, including the outcomes of the assessment process undertaken on each major roading project and their order of priority.

The breath and vitality of life!

Foreword

This Regional Land Transport Plan for Northland 2021-2027 review outlines the directional shifts and the transport funding requirements for the integrated and fit for purpose transport system that Northland requires.

Northland faces the task of catching up on years of deferred road maintenance and lack of investment in resilience. Forewarnings of extreme weather events have not been heeded across the nation and known areas of ground instability in our strategic road network have failed. The incremental deterioration of roads that have been 'sweated' has finally caught up with New Zealand generally and Northland in particular. The lack of route security from flooding is a costly bugbear that the Northland Regional Council will lead the resolution of.

The obvious constraint to Northland having a future-focussed and fit for purpose, integrated transport system is funding. The allocation of our fuel and road user taxes is prescribed by the Government's Policy Statement on Land Transport. As a consequence of the 'silo' funding by the NZ Transport Authority Waka Kotahi (NZTA) Board, Northland has been forced to under invest in road maintenance over many years. It is important that future road maintenance works provide incremental improvement of the network with an emphasis on the basics of good roading management such as good drainage and maintained road surfaces that resist water absorption.

Northland's State Highway network, both within the region and between Northland and Auckland, is vulnerable to disruption. This has an adverse effect on both social wellbeing and the regional and national economy. The proposed changes that the Government intends to make to the Government Policy Statement for Roving 2024 should direct funding to Northland's vital roading needs.

A 'perfect storm' of coinciding factors including extreme weather events, lack of resilience and the poor condition of our roads has elevated maintenance of Northland's road network to a state of crisis management. Recent experience has found that crisis or event management is a far more expensive default option than having an appropriate maintenance and preventative management regime in place.

Northland's topography and unstable soil types make the construction and maintenance of the region's roads difficult and expensive. National funding models to date have failed to take this into account in their various Benefit / Cost Ratio driven allocation processes. Hence most Northland roads are under-constructed and under-perform physically and are expensive to maintain. From this low structural base Northland roads have been particularly vulnerable to successive governments' directives through Government Policy Statements Roving to divert Road User Charges and Fuel Excise Duty away from road maintenance and into other transport-related outputs. A proactive road drainage program is required to de-water potential slip areas strengthen pavement and help avoid costly crisis management repairs.

The Government's Draft GPS Roving 2024

The Regional Transport Committee strongly supports the Draft Government Policy Statement on Land Transport, which in the short term addresses the above issues. The additional funding will enable Road Controlling Authorities to 'build back better' the roads damaged by cyclonic storms such as Gabrielle. The provision of Crown funds (rather than reliance on the hypothecated National Land Transport Fund) for urban transport initiatives will allow increased funding for road maintenance. This paradigm shift by Government towards funding the best "whole of life" management of our roads must be strongly supported so that it endures

governmental election cycles. However, this comes with the caution that the local funding requirement will need to increase to do the job properly.

This plan supports the drive for safer roads and the safe movement of freight and tourist traffic. Roads such as SH1 between Whangārei and the Mid-North need meaningful improvement, this particular route services an internationally-recognised tourist destination and the Waitangi Treaty House, which is the founding place of the Nation.

In respect of public transport, Whangārei has a comprehensive passenger bus service that is administered by Northland Regional Council. A well-patronised bus service would reduce peak hour congestion considerably.

On behalf of the Northland Region, the Regional Transport Committee is strongly advocating for completion of a four-lane State Highway between Auckland and Whangārei. The highest priority for completion is the 2.8 km section on the south side of the Brynderwyns that bypasses Waterfall Corner, followed by extending the recently completed four-lane highway from Warkworth to Te Hana section that bypasses Dome Valley.

Our Regional Transport Committee would like to thank the Board of NZ Transport Agency Waka Kotahi (NZTA) for their support as we rebuild Northland's transport system and lift the level of service to provide a reliable, safe and efficient network. We look forward to continuing to work together to align central government's core focusses with the transport priorities of our communities here in Te Taitokerau.



Joe Carr
Chair
Regional Land Transport Committee

Executive Summary

30 year vision

People and freight in Northland have access to an affordable, integrated, safe, responsive and sustainable transport system.

10 year objectives

- Objective 1 - growth
- Objective 2 - choice
- Objective 3 - safety
- Objective 4 - culture
- Objective 5 - integration

3 year priorities

- Priority 1 - route resilience and security
- Priority 2 - reducing transport related deaths and serious injuries
- Priority 3 - regional and national connectivity
- Priority 4 - economic and tourism development
- Priority 5 - reducing environmental effects
- Priority 6 - provide people with better transport options
- Priority 7 - long-term planning

Key projects proposed 2024 - 2027

1. Road maintenance and renewals
2. Te Hana to Brynderwyns upgrades – greater network resilience and a stronger Northland – Auckland connection
3. Far North state highway resilience
4. Brynderwyn detour route upgrades
5. Kaipara resilience programme
6. Local road improvements and resilience
7. Upgrade SH1 between Whangārei and the Mid North (not currently included in detailed 3-year programme)

Introduction



The Regional Land Transport Plan 2021-2027 (three-year review) (referred to as this plan or the RLTP) is prepared by the Regional Transport Committee under the provisions of the Regional Land Transport Amendment Act 2003. It is a requirement that every six financial years, each regional council must ensure the relevant Regional Transport Committee prepares a new Regional Land Transport Plan. The plan must be reviewed every three years.

The Regional Transport Committee (the committee) is a joint committee comprising of two elected representatives from Northland Regional Council, one elected representative from each of the district councils and a representative from NZTA. The plan contains strategic elements (shown in Part 1 Regional Land Transport Strategy - Te Ruataki Haerenga Waka a Rohe) and a proposed programme of works and financial forecasting (shown in Part 2 Regional Land Transport Programme – Ngā Kaupapa Haerenga Waka a Rohe').

The RLTP is, in effect, a programme of works, through which Northland Regional Council, Far North District Council, Whangārei District Council, Kaipara District Council, NZTA, KiwiRail and other

agencies jointly bid for funding assistance from the National Land Transport Fund, for the following:

- state highway improvements (new projects greater than \$2 million)
- local road improvements (new projects greater than \$2 million)
- state highway maintenance (maintenance, operations and renewals)
- local road maintenance (maintenance, operations and renewals)
- low-cost / low-risk improvements (small projects costing less than \$2 million)
- public passenger transport (bus and total mobility)
- walking and cycling improvements (new projects greater than \$2 million)
- road safety promotion and education investment management (plans and strategies) rail maintenance and upgrades
- planning and funding for the rail network
- planning and funding for coastal shipping

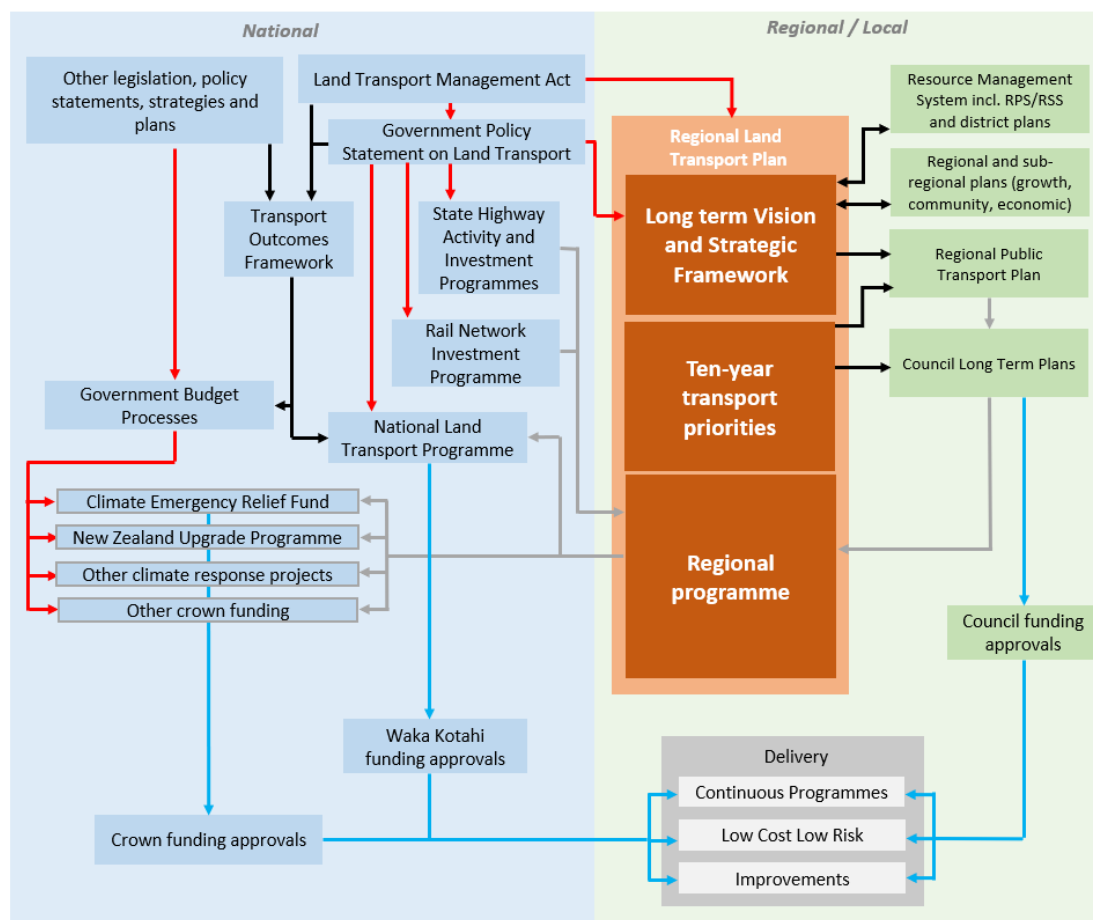
It is important to note that the inclusion of any project or work programme in the RLTP in no way guarantees national funding assistance.

In addition, any project or work programme reflected in the RLTP that will be undertaken by the regional council or a district council must be included in the relevant council's Long Term Plan to ensure that the required local share is being provided for.

District council and regional council Long Term plans set out their various funding requirements for the next ten-year period. The National Land Transport Fund has traditionally been the primary source of funding for transport programs in

Northland. While this is likely to continue to be the case in the in the 2024-2027 period, this plan also includes activities that could be funded from other sources, if the opportunity arises.

Whilst Section 18A of the Land Transport Management Act allows for joint consultation of the relevant long-term plan and the regional land transport plan, to date this has not been practically possible because of differing timelines.



Background

The 2021-2027 RLTP was prepared in the years 2020 and 2021 at a time when New Zealand was grappling with the COVID-19 pandemic. This was a time of great uncertainty, when the country was coming to terms with the impact of COVID-19 and COVID-19 induced lockdowns, and their impact on New Zealand economy.

In 2023 the COVID-19 pandemic is over and government controls put in place to manage the virus have been withdrawn. However, the effect of the virus, reduced tax revenue and measures taken by the government to support people and the economy during the pandemic is still evident. This may have an impact on the available funding at both local and central government levels to address the transportation needs of Northland during the 2023-2027 period.

Funding for transport infrastructure and services is sourced from:

- National Land Transport Fund (central government): fuel excise tax, road user charges, vehicle and driver registration and licensing, and tolling
- Local share (district and regional councils): rates, developer contributions, and debt
- Crown loans and funds: Provincial Growth Fund (PGF), New Zealand Upgrade Programme (NZUP), Crown Infrastructure Partners (CIP), Shovel-ready, and Tourism Infrastructure Fund, Infrastructure Acceleration Fund and Climate Emergency Response Fund.

This review has been prepared against the backdrop of constrained funding and with Northland's land transport networks suffering the effects of one of the wettest years on record. The region has dealt with a constant barrage of sub-tropical lows, atmospheric rivers, and ex-tropical cyclones, which have caused copious amounts of rainfall. It has been relentless¹. In the first six months of 2023 many areas of Northland received more than a years' worth of rain.

Between July 2022 and March 2023 the Northland roading network has suffered

approximately \$75 million of damage from the eight discrete significant weather events:

- July 2022 (two extreme rainfall events)
- August 2022
- November 2022
- January 2023 (Cyclone Hale + Auckland Anniversary weekend)
- February 2023 (Cyclone Gabrielle and 24 February Mangawhai rainfall event)

The warm, fine weather typically associated with summer is ideal for road maintenance. The generally wet summer of 2022/2023 restricted the amount of scheduled maintenance that could be undertaken. The effect of this is evident in the current state of Northland's road network.

Northland needs to draw on international expertise as effective road management and maintenance, including hot sealing, occurs in far more onerous tropical environments than Northland.

¹ Ben Knowles, NIWA

Te Ruataki Haerenga Waka a Rohe Regional Land Transport Strategy



1.1 Strategic context



Our region

Northland is known as “the birthplace of the nation” in recognition of its historic and cultural importance. It is also renowned for its national icons, such as ancient kauri forests and its scenic and accessible coastline (a national treasure), sheltered harbours, many offshore islands and ecosystems of important conservation value.

Northland is a long, narrow peninsula with a subtropical climate, the mildest of any New Zealand region. It has a land area of 13,286 square kilometres (including freshwater bodies) and 3,200km of coastline with 14 major harbours, including the Kaipara harbour which is the largest harbour in the Southern Hemisphere, many smaller estuaries and long stretches of open, sandy coast.

From Cape Rēinga in the North to Te Hana in the south the region is 260 kilometres in length and has a number of natural and physical advantages, eg:

- strong tourism potential with popular beaches, heritage attractions, a warm climate and safe harbours;
- solid economic base provided by the primary sector, including pastoral farming, an expanding horticultural sector, forestry and aquaculture;
- a diversified manufacturing sector including New Zealand’s only cement manufacturing facility at Portland, two dairy factories, wood-processing facilities around the region, and ship/boat building and repair industry.

In recent years, Northland has been one of the fastest growing regions in New Zealand. It is growing in popularity as a place to live and as a holiday destination due to its outstanding natural environment, warm climate, low population density, and proximity to Auckland. It is a diverse region in both socio-economic patterns and environmental characteristics. Economic activity is well spread across the region, requiring good transport networks to be in place.

Auckland’s need for raw materials and food to sustain its growth is being sourced from Northland. However, as discussed in this document, Northland’s potential is constrained by its transport network.

Local government administration within Northland is carried out by the Northland Regional Council and three territorial authorities: Kaipara District Council, Whangārei District Council, and Far North District Council. The three territorial authorities plus NZTA are collectively known as “road controlling authorities”.

Since 2016 the three district councils and Northland Regional Council have worked collaboratively on transport infrastructure and services under the banner “Northland Transportation Alliance”.

Our people

Our population continues to grow and is estimated at 203,900 (2023). Over the ten-year period from 2013 to 2023, Northland's population increased by 39,200, equivalent to a growth rate of 2.2% per annum, which is above the national rate of 1.6%.

Population growth has been strongest in the southern and eastern parts of the region, with around half the population residing in the Whangārei district. Since 2013, only the Bay of Plenty region (2.4%) has experienced a faster population growth than Northland (Table 1).

Table 1: Summary of changes in Northland's population

District	Far North	Kaipara	Whangārei
Estimated residential population as at 30 June 2023	74,700	27,300	101,900
% of Northland's total population	37%	13%	50%
Population increase 2013 – 2023	14,100	6,800	18,200
Growth projection 2032	79,500 (6%)	31,300 (15%)	110,800 (9%)

Northland is the most rural region in New Zealand. Around 50% of the region's population live in rural areas, compared to just 16% of the national population. The population of urban areas in Northland grew by 18,710 (2.0% per annum) between 2013 and 2023, while the population of rural areas (including rural settlements) grew by 20,490 (2.3% per annum).

Much of the growth has been on the fringes of the urban areas in low density developments such as rural residential and lifestyle blocks.

Northland has a different ethnic composition compared to the rest of New Zealand. Approximately 36% of Northlanders identify themselves as Māori compared to 17% nationally; only in the Gisborne region (54%) does a higher proportion of the population identify itself as Māori. Those of Asian ethnicity make up 16% of

the national population, but represent just 4% of the Northland population.

The number of people over 65 years of age living in Northland is increasing. The number of Northlanders aged over 65 years and over has increased from 28,900 in 2013 to 43,600 in 2023, an average annual increase of 4.2% compared to the total Northland population increase of 2.2% per annum. People aged over 65 years now account for 21% of the Northland population, compared to just 12% in 1996.

There has been a large increase in the Northland population aged 15 - 39 years between 2013 and 2023. In the seven years prior to 2013, the Northland population in this age group fell by 600. In the ten years since then the number in this age group has increased by 13,100, accounting for one-third of the population increase.

In 2018, 11% of Northlanders reported that they had 'not enough' money to meet their everyday needs for things such as accommodation, food, clothing and other necessities. This compares with the national average of 10% and is the second-highest among the regions for which the data is available. Relatively low wages and salaries, and a high proportion of over 65-year-olds may explain this.

The population of Northland is projected to increase from 203,900 in 2023 to 221,700 in 2032 (assuming an average annual growth of 1% per annum over the period). Almost 50% of the projected population increase is expected to be people of Māori ethnicity. By 2032, Māori are projected to account for around 40% of the total Northland population. The vast majority of the projected population increase out to 2032 is expected to occur in the over-65 years age group. The number of Northlanders in this age bracket is projected to increase from 43,600 in 2023 to 58,500 in 2032, an average annual increase of 3.3%, which is slightly faster than projections for the New Zealand population as a whole.

Our economy

Northland has a diverse economy. Agriculture, forestry and fishing is the largest level-one industry in the region, accounting for 10% of Northland's total gross domestic product (GDP) of \$9.7 billion in the year ended March 2023 (compared to 5% nationally). Health care and social assistance contributes about 9% (compared to 6.5% nationally), followed by manufacturing (8%) and construction (7%).

Economic activity in Northland, as measured by GDP, is estimated to have fallen by 2.5% in the year ended March 2023. This is due to the closure of the refining operations at Marsden Point. Excluding this, the Northland economy grew by 1.4% in 2023, slower than the national growth rate of 3%. There has been a steady rise in Northland's GDP growth rate in the decade following the global financial crisis, with an average annual growth rate of 3% from 2012 to 2022 compared to just 0.2% during the five years from 2007 to 2012. GDP growth in Northland over the 10-year period 2012-22 is consistent with national GDP growth.

Over the five-year period 2017 - 2022, economic activity has been driven by the construction and service industries. Historically high levels of population growth are a major reason for this. This contrasts with the previous five-year period, when construction, manufacturing and primary industries contributed most to growth.

Economic activity is widely distributed across the region. Around one-third of Northland's GDP and employment, and 55% of business are located in rural areas. Moreover, productivity, as measured by GDP per worker, is higher in rural Northland than in urban areas. Over 20% of GDP and employment, and one-quarter of businesses are located in the west and far north (above Kerikeri) of the region. In the year ended March 2023 there were 83,919 filled jobs (both employed and self-employed) in Northland. This is 20,000 more than in 2013, representing a 32% increase during the ten-year period. The rise in employment has been fairly steady over the ten years.

Similarly, the number of filled jobs held by Māori has increased by 10,300 – a 65% increase since 2013. Consequently, the share of Māori within total employment has increased from 25% to 31% between 2013 and 2023.

This rise in employment has not been even across sectors. During the 10-year period 2013-2023, an additional 9,200 jobs have been created within private sector dominated services, accounting for 46% of the total employment increase.

The public sector dominated services, and the construction and infrastructure sectors both recorded a rise of 4,800 filled jobs in the 10 years up until 2023. However, the number of filled jobs in the primary and manufacturing sectors increased by only 100 and 1,200 respectively during this period.

The annual average unemployment rate in Northland was 4% in the year ended March 2023. While this is slightly higher than the record low of 3.5% set in 2022, it remains at historically low levels. Between 2009 and 2016, Northland's unemployment rate held relatively steady within the 7.5 - 8.5% range.

Unemployment has declined in all regions since 2016. Northland has recorded the largest drop followed by Gisborne / Hawke's Bay (3.5 percentage points). Despite the historically low level, Northland still has the equal highest unemployment rate of the 12 regions for which it is calculated. However, all regions are within a relatively narrow band with Taranaki having the lowest rate of just 2.8%.

In March 2023, the annual average unemployment rate for Māori in Northland was 7.5% compared to 3.1% for European. The unemployment rate for Māori has dropped significantly between the mid-2010s when it peaked around 18%.

In comparison the unemployment rate for European has experienced a smaller decline from a peak of around 6%. The large fall in unemployment since mid-2010s has predominately been Māori.



Our transport system

Land

Northland is approximately 260km in length from Cape Rēinga to Te Hana. The region has 933km of state highways and 5,836km of local roads. All the region's state highways are sealed, and 2,390km (40%) of the local roads are sealed.

Northland, as a long thin peninsula, is very reliant on transport connections (particularly roading) to access Auckland, New Zealand and international markets. State Highway 1 (SH1), which runs the length of Northland, plays a critical accessibility role, connecting Northland with New Zealand and globally through Northport.

Continuing to make improvements to SH1 and the existing rail infrastructure between Auckland and Whangārei is, therefore, crucially important for the commercial future of the whole of Northland. The importance of Northport to sustain future export growth is highlighted in the Upper North Island Strategic Alliance port study.

Whilst the above statement focuses on the importance of SH1 connecting Northland to the rest of New Zealand, it in no way diminishes the importance of the other state highways in the in Northland or the importance of State Highway 1 North of Whangārei.

For example, over 20 percent of the regions GDP and one-quarter of businesses are located in the west and far north (above Kerikeri) of the region. These businesses are reliant on the state highway network as other transport options are limited. For tourism, the Twin Coast Discovery route which includes SH10, SH11 and SH12, and for the movement of forestry product, SH14 and SH15 are crucial.

It is the view of the Regional Transport Committee that parts of the roading network are experiencing an infrastructure deficit. Resolving this deficit, and creating a fit for purpose, reliable transport network is the lynch pin in realising the region's economic potential.

The recent all-of-government Tai Tokerau Northland Economic Action Plan identifies improving transport accessibility as an enabler for regional economic performance. The SH1 route is also an integral component of the upper North Island freight network. The importance of this network is recognised by work undertaken through the Upper North Island Strategic Alliance (UNISA).

In the past, Northland's transport infrastructure has been heavily focused on catering for transport in private vehicles. While private vehicles will continue to be an important mode of transport in rural Northland, the last few years have revealed an

increased impetus on moving toward a mode neutral transport system, particularly in urban areas. In line with the Government Policy Statement in regard to mode neutrality, where possible Northland has been promoting walking, cycling and public transport through investment in infrastructure and by providing an increased level of service.

Table 2: Summary of Northland's freight movement

District	Far North	Kaipara	Whangārei
% of regional population	37%	13%	50%
% of Northland's local road network	43%	27%	30%
% of Northland's local road network	59%	20%	21%

As described above, Northland's population is growing throughout the region, with settlements on the east coast experiencing the most marked increases. As the population grows, it is important that our cities and towns evolve to meet the needs of our people.

In order to achieve this goal, land use and transport infrastructure must align. The following growth strategies have been developed to achieve that alignment:

- Whangārei District Growth Strategy – Sustainable Futures 30/50
- Whangārei City Transportation Network Strategy
- Far North District Council Integrated Transport Strategy and Plan
- Far North 2100 Sustainability and Spatial Plan
- Kaipara District Spatial Plans:
 - Mangawhai Spatial Plan
 - Sub-Regional Spatial Plan
 - Key Urban Areas Spatial Plan (Dargaville, Maungaturoto, Kaiwaka)

One Network Road Classification

Like the rest of New Zealand, Northland's road network operates under the One Network Road Classification system (ONRC). The ONRC classifies the road transport network based on vehicle traffic

volumes, strategic corridors and places of significance such as ports, airports and hospitals. The ONRC reflects current travel demand and how communities are interconnected.

The ONRC is being updated and will be known as the One Network Framework (ONF). It will introduce the importance of adjacent land use and place functions in defining how the network should look and feel at any location. The ONF provides an opportunity for more integrated delivery of regional outcomes. This is achieved through the incorporation of end-to-end business processes to support transport planning through to the delivery of agreed outcomes.

During the 2021 - 2024 period, Northland's road controlling authorities are advancing their current ONRC network classifications and transitioning them into the new One Network Framework in time for the 2024 - 2027 Regional Land Transport Plan planning processes. The ONF will be used to define the strategic transport system and enable a strategic reporting framework in the 2024 review of this RLTP.

However, the Northland Regional Land Transport Committee is concerned that the ONRC system may be a significant contributing factor to the poor condition of the region's road network.

More detailed explanation on the ONRC and the ONF is available at www.nzta.govt.nz/onrc

Public Transport

Te Taitokerau has a dispersed population and limited public transport services beyond Whangārei. This means people are highly dependent on private vehicles to access key services, such as tertiary education, training, and healthcare.

Subsidised contracted public bus services operate in the urban area of Whangārei (CityLink), and rural, low frequency services operate in Kaitiāia (Far North Link), a Mid-North service operating between Kaikohe, Kerikeri and Bay of Islands (Mid-North Link) and a service operating between Ōmāpere / Opononi and Kaikohe (Hokianga Link).

In the 2021 - 2023 period trial bus services were run in Bream Bay, Hikurangi and Whangārei Heads.

Services to Bream Bay and Hikurangi, known as the Bream Bay Link and Hikurangi Link are now permanent services. The Whangārei Heads service was discontinued due to low patronage.

A Total Mobility Scheme presently operates in the Whangārei area for people with disabilities. A Total Mobility trial is also underway in the Far North. These services are detailed in the Regional Public Transport Plan 2021 - 2031 (RPTP).

To meet national emissions targets set in the Government's *Emissions Reduction Plan* and net-zero emissions by 2050, Te Taitokerau will need to contribute to reducing transport emissions. There are a number of actions that can be taken over time to meet these targets, including urban design and electrification of the private vehicle fleet. Provision of a reliable public transport network in Whangārei is an important step.

Walking and cycling

The region's walking and cycling infrastructure is key to increasing the popularity of walking and cycling as both a recreational and commuter transport mode, contributing to healthy and vibrant communities and a growing economy. It is also a tool for reducing congestion at our schools, sports fields, parks, beaches and reserves.

Northland has made significant progress in developing walking and cycling infrastructure. This has been achieved with the assistance of positive community support and increasing numbers of people participating in this mode. Tables 3 and 4 reveal the current state of walking and cycling infrastructure across the Northland region.

Whangārei city has the most extensive urban cycling network, utilising a mix of on-road cycleways and shared paths. Construction of the final stage of the Te Kamo shared path in 2023 marks a milestone in the city's goal of becoming a walking and cycling friendly city. The Te Kamo shared path links the city's northern and central suburbs with the city centre.

Although many improvements have been made, the disconnected nature of Whangārei's cycle network remains a challenge.

Detailed design work is underway for the Kaipara connections project which aims to improve walking and cycling connections in Dargaville. When implemented, the project will provide separated cycleways, shared paths, semi-protected cycle lanes and pavement markings and the town of 5,000 will gain up to 17 new pedestrian crossings.

In the Far North, work is progressing on the development of the Twin Coast cycle trail.

Northland is home to the Te Araroa NZ Trail and the Twin Coast Cycle Trail – one of the nation's 22 Great Rides. It is also home to several Heartland Rides. Together these are the basis of a growing cycle tourism scene.

In addition to the urban walking networks, Northland is home to a number of short walks, day hikes and multi-day tramps that are a drawcard for locals and tourist alike. Key aspects of the network include:

- urban walking networks in all towns and cities
Whangārei urban shared path network
- Great Ride: Pou Herenga Tai – Twin Coast Cycle Trail
- Heartland Rides: Far North Cycleway, Kauri Coast Cycleway and Kaipara Missing Link
- Ngā Haerenga – the New Zealand Cycle Trail
- tramping and day walks, such as Te Paki Coastal Track, Te Whara Track, Mt Manaia Track and the Mangawhai Cliffs Walkway
- Te Araroa – New Zealand's Trail
- Kauri coast trails
- separated walking and cycling path on SH1 between Whangārei and SH15

Table 3: Summary of Northland's cycling network

District	% share of regional population	Separated cycleway / shared paths (km)	On-road cycleway (km)	New cycleway since 2011 (km)	
				Separated / shared path	On-road
Far North	36	5.6	8.4	5.6	8.4
Kaipara	13	0	0	0	0
Whangārei	51	16.7	18.6	2	1.9

Table 4: Summary of Northland's walking network

\District	% share of regional population	Kilometres of footpath	Unformed walkway (km)
Far North	36%	217	3
Kaipara	13%	91	2.8
Whangārei	51%	437	4

More detail on existing walking and cycling networks, and how walking and cycling will be managed into the future, is available in the following:

- Northland Walking and Cycling Strategy 2018
- Far North District Council Integrated Transport Strategy 2020
- Whangārei District Walking and Cycling Strategy 2018
- Kaipara Walking and Cycling Strategy 2017

Rail

Northland presently has 270km of operational rail, which runs between Kauri (north of Whangārei) and Auckland. The line is around 100-years old and was in a state of managed decline for a number of years. The main line north of Kauri and the branch line to Dargaville had been mothballed.

Northland's railway lines are under-utilised because of their condition to the extent that they currently only carry 2% of the region's freight. Kiwirail run one week-day return service to Auckland, predominantly carrying dairy and forestry freight^[1]. This is exacerbated by the need to, and cost of, double handling less than a container load of goods between road and rail.

Whilst Northland strives towards a multimodal approach to freight movement, the role of rail is likely to remain limited until significant investment is made to the network. Current limitations include:

- the lack of a rail link to Northport;
- weight and speed restrictions due to line condition;
- freight services are easily disrupted, with at least 70 line outages on the Northland Line since 2010 – mostly due to slope stability, flooding issues and derailments;
- limitations in the Auckland network – there is a very limited window in which freight from Northland can move through Auckland.

In September 2019, the government announced a \$94.8 million investment package to upgrade the Whangārei to Auckland line to get more freight off the roads and on to rail. This work, which included replacing or upgrading almost a third of the line, lowering the floor on 13 tunnels, replacing five aging bridges, improving numerous drains and culverts, and strengthening embankments was

completed in late 2022.² This now allows for the conveyance of high cube containers on this line.

Unfortunately, the combination of the rain event on 27 January 2023 and Cyclone Gabrielle in February 2023 caused considerable damage to the North Auckland line, with more than 100 damage sites on the line and closing the service north of Auckland. Repairs are expected to be completed in early 2024.

Safety and efficiency improvements at the Whangārei rail yard³ and reopening the currently mothballed part of the Northland line between Kauri and Otiria, as well as building a container terminal at Otiria has been funded but work has yet to be completed.

In anticipation of progressing the construction of the rail link between Northport at Marsden Point to the main Northland-Auckland line, the government announced in January 2020 that funding had been allocated to purchase the required land. At the time of writing negotiations to secure this land are ongoing. After the completion of a detailed business case, KiwiRail was allocated funding in mid-2023 to carry out detailed design work on the rail link to Marsden Point. This is expected to be completed in late 2024.

Further information on the rail network and proposed rail investment in Northland can be found in the [National Rail Plan](#).

Air

Kerikeri and Whangārei have regional airports that provide air connections for business, recreation and tourism to centres throughout New Zealand. Kerikeri airfield has customs clearance services available and is within flying distance for light aircraft arriving / departing from New Zealand to Norfolk Island, Noumea in New Caledonia or Lord Howe Island, which can be used as a stepping stone to the Australian mainland.

Kaitiāia airport has the longest sealed runway in Northland (1,405m) and Kaikohe airfield has the longest grass runway in Northland (1,500m).

Barrier Air operates 21 flights per week from Kaitiāia, providing connections to Great Barrier Island and Auckland.

Kerikeri Airport is the busiest airport in the region. In 2019, it opened a new airport terminal to allow three times more passengers to fly into the Bay of Islands. The new terminal has more space for arrivals and departures, state-of-the-art baggage screening and a separate luggage collection area.

Whangārei Airport is located east of the city centre in Onerahi. A major upgrade to the Whangārei Airport terminal building was completed in 2016.

In late 2013, Whangārei District Council staff raised concerns about the long-term adequacy of the existing Onerahi airport and, in particular, the runway. In February 2014, the council formally resolved to begin a review to ensure the district has an aerodrome facility capable of meeting the long-term needs of its users and the district.

The first phase of this project entailed a detailed review of the adequacy of the Onerahi airport, together with possible options to overcome identified inadequacies. In conjunction with this work, a preliminary analysis was undertaken of a possible alternative site, centred on an area of land called Port Nikau. This was land previously associated with Port Whangārei. Both these investigations were undertaken by Beca Ltd, who presented their two reports to council in December 2014.

The report did confirm a number of short- and medium-term inadequacies in the existing airport, and some options to partially deal with them. It also concluded that the Port Nikau site had a number of shortcomings as an alternative airport, the most significant being ground penetrations of the obstacle limitation surfaces associated with a new airport.

This would lead to real difficulties gaining regulatory approval from the Civil Aviation Authority.

Council resolved to proceed with phase two of the project, which entailed identifying a range of

² [New Zealand Herald, 6 September 2019](#) Retrieved 18 May 2020.

³ [KiwiRail, Northland rail rejuvenation](#) Retrieved 8 May 2020.

possible sites within the district, evaluating those sites and selecting a preferred site for more detailed examination. Beca was awarded the phase two contract.

Since then, Beca has progressed through the agreed methodology and completed tasks relating to:

- project objectives;
- site evaluation criteria;
- identifying a longlist of potential sites;
- analysing the longlist to identify a shortlist of five sites; and
- further analysis of shortlisted sites.

A shortlist of sites has been presented to council. Work is being undertaken on evaluating these sites to determine the preferred location, including planning and designation requirements.

Table 5: Summary of Northland's passenger movement via air

Airport	Annual commercial passenger numbers
Kaitiāia	9,260
Kerikeri	126,000
Whangārei	11,400

Sea

Coastal shipping in Northland operates primarily out of Whangārei Harbour. Facilities at Golden Bay Cement (Oakleigh), Northport (Marsden Point) and Channel Infrastructure Ltd (Marsden Point) facilitate the transport of freight, cement and fuel to ports throughout the country.

The region has a number of natural harbours that could support coastal shipping in the future, if facilities were developed and the mode proves to be competitive with road and rail transport.

Northland Regional Council has investigated the feasibility of barging raw logs and processed timber products from Kaimaumau and Totara North along the coast. This did not progress past the investigation stage.

While previous feasibility studies have not identified coastal shipping as a viable option

outside Whangārei, it is important to note that if coastal shipping / barging were to become viable in the future, Northland's heavily indented coastline and the navigability potential of the Wairoa River may prove to be natural assets.

In the short-term, any increase in coastal shipping is most likely to occur via Northport, near Whangārei, and will be driven by market forces.

Through the Government Policy Statement, funding is being made available for studies to better understand the needs of both ports and shipping companies in this regard.

It should be noted that, in addition to Northport, the port of Ōpua is an official point of entry into New Zealand, which provides custom, pratique (port health clearance) and port health services as well as marine repairs and servicing.

The Far North features two ferry services. The Hokianga Harbour crossing links Rawene with Kohukohu and provides an essential transport linkage for the west coast. The essential nature of this ferry is recognised by NZTA which subsidises its operation. The Bay of Islands ferry services comprise a pedestrian ferry link between Paihia and Russell and a vehicle ferry which links Ōpua to Okiato. These both serve a significant tourist customer base and operate on a successful commercial basis without subsidy.

Through their Integrated Transport Plan, the Far North District Council intends to replicate the success of the east coast services on the west coast Hokianga ferry service.

Prior to COVID-19 the Far North's Bay of Islands hosted a significant number of cruise ships during the summer season, with Waitangi and Paihia serving as the starting point for many day trips and land and sea activities. Cruise ships are beginning to return, with 96 scheduled to visit the Bay of Islands and Whangārei in 2023 / 24.

Our urban and regional development

Northland is growing and is expected to continue growing over the next 10 years. Growth is occurring throughout the region, but to varying degrees. To date development has been largely focused around key nodes in the south east of the region and along the eastern coast of the Far North. Growth has been particularly strong in and around the following areas:

- Kerikeri / Waipapa
- Whangārei City, its coastal settlements and surrounding rural areas
- Mangawhai

Most growth has occurred as low-density housing. Whangārei has allowed for greater density growth; this has yet to be taken-up. Overall, the low density of development, dispersed rural and coastal communities and limited public transport services results in a high level of car dependence.

Recent growth is putting pressure on the region's facilities and infrastructure, including transport infrastructure. As our region grows our transport infrastructure will need to adapt to ensure people and freight can get to where they need to go in a timely manner.

Transport is a key enabler of sustainable urban and regional development. By improving access, affordability, community connectedness and environmental outcomes. Integration of land use planning and transport planning is critical.

Growth in Northland will be guided by:

- Whangārei Future Development Strategy
- Marsden Point Structure Plan
- Kaipara District Spatial Plans
- Mangawhai Network Operating Framework
- Waka Kotahi One Network Framework – movement and place classification
- Kaipara District Spatial Plan – Ngā Wawata 2050

Several large-scale projects are proposed in the near future. When planning for the region, it is important to consider the opportunities and pressures these projects may bring for our transport network. These projects include:

- Project Pihi Kaha – Whangārei Hospital Redevelopment
- Growth in freight movement through Northport and potential expansion of the port.

Transport has an important role to play in shaping urban development. The location, form, and type of urban development can either support or undermine transport outcomes, and vice versa. As access along the corridor north of Tāmaki Makaurau is improved, Te Taitokerau will become an even more attractive region to live, work, and visit with the population expected to grow by

41,000 over the next 25 years.

Whangārei is the main urban centre in Te Taitokerau and will accommodate a large portion of the region's growth. It's a focus for investment in public transport, active modes, and safety improvements to the urban network. Alignment between these investments and the location and timing of future growth is essential.

The Whangārei Future Development Strategy - a Council-led spatial plan for 30-year growth - will be a key tool to align land use planning and the provision of transport services / infrastructure.

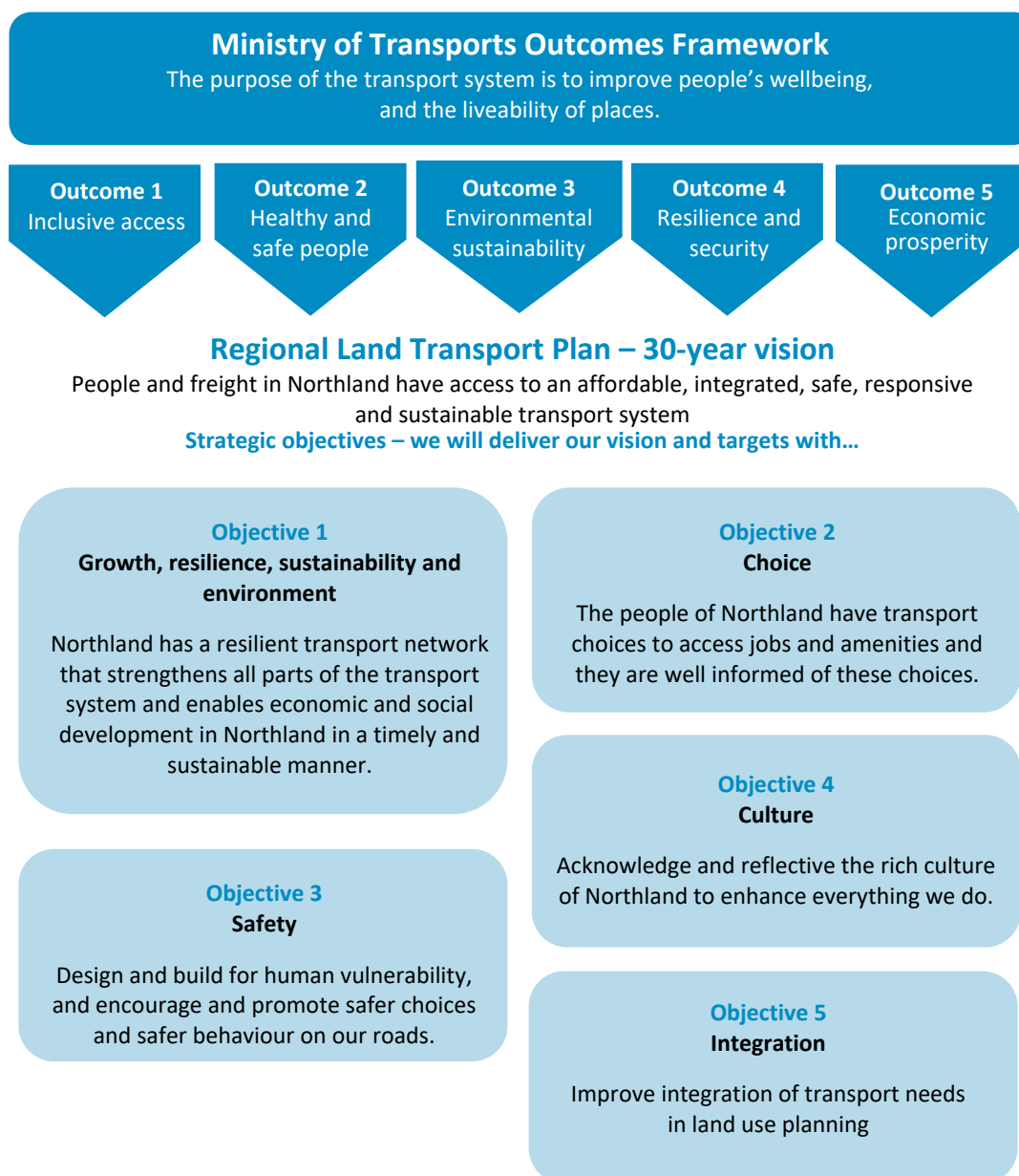
Future scenarios and opportunities

There are a number of opportunities to capitalise on the benefits our transport network provides to the region, including:

- safety improvements across the roading network; four-laning of SH1 from Whangārei to Auckland;
- increasing the speed and volume of goods transported by rail through works on the Northland–Auckland rail network;
- improved connectivity to Northport through construction of the Marsden Point Spur rail line;
- increased volume of freight transported via sea;
- infrastructure in place to import and export goods through Northport and serving communities in Northland, Auckland and beyond;
- improvements to make the network more resilient to the impacts of natural events such as storms and cyclones, particularly as these are likely to be more frequent and intense due to climate change and because of the distribution of economic activity across the region;
- improvements to the unsealed road network to reduce the health impacts of dust on residents, particular on forestry and other freight routes;
- improving access in high-growth urban areas such as Whangārei city, Kerikeri and Mangawhai, while understanding how employment growth nodes interface with residential growth nodes
- mode-neutral transport options, ie.
 - public transport mode shift
 - walking and cycling infrastructure.

1.2 Strategic framework

The Land Transport Management Act 2003 seeks an effective, efficient, and safe land transport system. This is achieved through preparing an RLTP consistent with the Government Policy Statement on Land Transport and taking into account relevant land use and transport integration policy statement or plans.



1.3 Objectives and policies

Objective 1: Northland has a resilient transport network that strengthens all parts of the transport system and enables economic and social development in Northland in a timely and sustainable manner.

Policies for Objective 1	
1.1	Implement route resilience plans for all state highways and local roads.
1.2	Improve integration of transport needs in land use planning.
1.3	Support economic activity by improving freight and passenger connections and maintaining or investing in fit for purpose transport infrastructure, including rail, air and sea.
1.4	Plan and develop network improvements identified in NZTA's "Connecting Northland" programme to realise the safety, economic, access and resilience benefits these improvements will provide for Northland.
1.5	Recognise that the risk of flooding, coastal inundation and storm damage will increase as a result of adverse weather events and climate change and take this into account when planning and developing new transport infrastructure and improving existing infrastructure, including provision of resilient and fit for purpose State Highway detour routes.
1.6	Ensure good practice design, construction and maintenance standards are used during the implementation of transport infrastructure projects, to maintain or enhance biodiversity, water quality and air quality.
1.7	Advocate for and support initiatives that contribute to ongoing improvement to the vehicle fleet in an effort to reduce greenhouse gas emissions and improve air quality through such initiatives as encouraging the uptake of electric vehicles, offering alternative fuel options and improved fuel efficiency.
1.8	Ensure environmental costs and benefits are considered in transport investment and procurement decisions.

Objective 2: The people of Northland have transport choices to access jobs and amenities, and they are well informed of these choices.

Policies for Objective 2	
2.1	When considering investment in Northland's transport network, recognise that, over the life of this plan, private vehicles will remain the dominant mode of transport in rural Northland.
P2:	Notwithstanding private vehicle reliance, develop and implement an appropriate public transport network of services tailored to meet the needs of rural, isolated and often low socio-economic communities.
2.3	Investigate and where feasible provide fit for purpose infrastructure to allow for multi-modal transport choices in urban areas in support of mode shift.
2.4	Plan for an increase in public transport services, which is supported by evidential demand and a community willingness to pay to encourage a mode shift to public transport.
2.5	Work with partners to secure the relevant funding to progress construction of walking and cycling projects as identified by the Whangārei District Council, Far North District Council and Kaipara District Council in their Walking and Cycling Plans and/or strategies and Waka Kotahi's Corridor Management Plans to encourage mode shift.
2.6	Encourage and consider mode neutrality at early stages of all land use and transport projects.

Objective 3: Design and build for human vulnerability and encourage and promote safer choices and safer behaviour on our roads.

Policies for Objective 3	
3.1	Encourage the installation of permanent road safety barriers in appropriate locations on the Northland State Highway network while maintaining or improving passing opportunities, including the construction of new passing lanes.
3.2	Encourage road safety programmes and interventions to target the highest risk roads and road users consistent with the safe system approach.
3.3	Implement regionally consistent speed management approaches in line with national direction.
3.4	Improve the safety, connectivity and accessibility of street networks to encourage modal shift to walking, cycling and public transport.

Objective 4: Acknowledge and reflect the rich culture of Northland to enhance everything we do.

Policies for Objective 4	
4.1	Acknowledge and reflect Northland's cultural heritage through regional and national education and promotion to enhance our sense of place, tourism, regional brand, and regional economic development.
4.2	Ensure, as far as practical, infrastructure design reflects and caters for Northland's unique cultural heritage and diverse communities, to allow safe, effective, and efficient movement by residents and visitors alike.
4.3	Continue to build a strong regional brand in alignment with existing branding such as the Twin Coast Discovery Route.
4.4	Work with community identities and organisations to educate and promote local safety campaigns.

Objective 5: Improve integration of transport needs in land use planning

Policies for Objective 5	
5.1	Regional Council, District Councils and NZTA will work together to ensure transport planning and land use planning are integrated.
5.2	Encourage high freight generating activities to locate in areas that have safe, efficient, reliable and resilient connections to the state highway network, rail network or coastal shipping.
5.3	Collaborate with neighbouring cities and regions to support the inter-regional function of strategic transport corridors.
5.4	Promote future development around key centres, public transport hubs and along key public transport corridors where development will contribute to modal-shift.
5.5	Manage growth to contribute to an effective efficient and safe strategic transport network.
5.6	Identify and protect future transport corridors.
5.7	Encourage, where viable, wood processing close to the location of significant forest areas. This is to reduce the mass needed to be transported.

Three year priorities



1.4 Ten-year transport priorities

Transport priority 1: Route resilience and route security

Problem

Northland is connected to the rest of New Zealand through a small number of key road and rail routes that are subject to continuing disruption. These include crashes, adverse weather events often leading to flooding, slips and erosion (requiring long or extensive rehabilitation work), and increasing traffic volumes, particularly during holiday periods. These events can isolate communities, extend travel time and costs, and can potentially result in damage to local road surfaces through extended heavy traffic use. Access to vital essential infrastructure within Northland and in particular infrastructure centred at Whangārei is an issue. For example the Northland Base Hospital becomes inaccessible by both road and helicopter to many Northland communities during flooding and storms.

Summary of evidence

The local road network is also susceptible to weather-related damage, which results in entire communities being cut off from essential services.

Climate change is making extreme weather events more frequent. These include more frequent high-intensity rain events, leading to flooding and slips.

Over the long term, Northland's roading network will experience the effects of sea level rise. Current guidance indicates sea levels in New Zealand to rise 30cm by 2050⁴, resulting in temporary flooding from storm surges, permanent tidal inundation and coastal erosion. In some parts of Northland vertical ground movement will exacerbate or alleviate the effect of sea-level rise (*see Fig 1*).

Many coastal roads servicing rural communities are located in coastal floodplains and may require resilience works, such as raising the road to maintain levels of service or may require managed retreat as sea levels continue to rise in the future.

Secure transport connections are vital to ensure the security of supply of the goods, food and fuel that Northlanders depend upon. As almost all of these supplies are delivered by road; road closures cause major disruption with no alternative means of supplying large areas of Northland.⁵

Disruption has resulted in significant economic loss and has reduced access to emergency and essential services.

Northland has a lack of suitable alternative routes that can accommodate all classes of vehicles particularly heavy vehicles. These alternative routes may also be susceptible to flooding and slip events, so a natural event or road crash can cause major delays to traffic movement.

Northland is particularly susceptible to landslips due to relatively frequent heavy rainfall events and the region's short, steep and unstable geology. One of many examples is the closure of SH11 due to a land slip at Lemons Hill. It took five months, and the removal of 50,000m³ of loose materials and trees to stabilise the hillside⁶.

There is a short flood prone section (100M) of SH1 at Whakapara that cuts off access to the Mid North.

The section of SH1 connecting Northland to Auckland is Northland's most vital transport link, connecting freight, Northland communities, and visitors. Weather events of 2022/23 have again demonstrated the vulnerability of this transport corridor and the associated detour routes, at times resulting in Northland being cut off from the rest of the country, and extended periods of highway closures significantly increasing travel times and associated costs (estimated regional impact of \$1 million per day).

⁴ Parliamentary Commissioner for the Environment, 2015. Preparing New Zealand for rising seas: Certainty and Uncertainty .

⁵ <https://www.nzta.govt.nz/assets/Highways-Information->

Portal/Technical-disciplines/Resilience/nrpbc/National-Resilience-PBC.pdf

⁶ Northern Advocate, 11 March 2019. "SH11 at Lemons Hill, Bay of Islands, fully functional again after sealing."

Northland councils recognise that a significant strategic long term investment strategy is required to improve the reliance and safety of this corridor. Parts of the region are also susceptible to floods. In extreme cases, such as the flooding that occurred in July 2014 and July 2020, access to the Far North was cut off by slips and floodwaters (SH1, SH12 and what is now SH15 were all closed). The 2014 event lasted four days. While extreme weather is not new for Northland, the resulting road closures are having an increased impact.

Our region is growing, the volume of traffic is increasing, and more freight is being moved on our roading network. Disruption, particularly on our state highways, is affecting more people and is

having a larger economic impact than it did in the past.

Our transition to a resilient transport system will be informed by a number of factors including:

- National Adaption Plan
- Emission Reduction Plan
- Te Tai Tokerau Climate Adaptation Strategy
- National Resilience Programme Business Case and Resilience Framework
- Northland Regional Council Route Resilience Plan (under development).

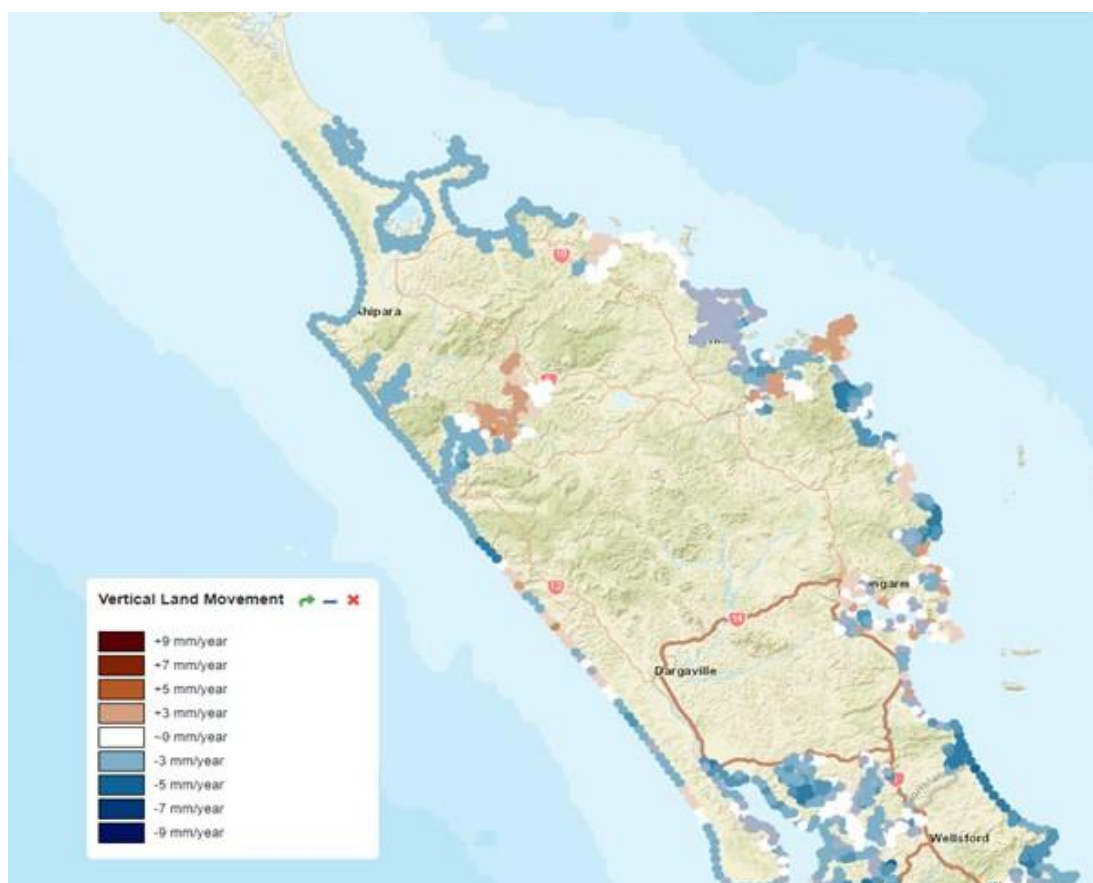


Fig 1: Vertical Land Movements

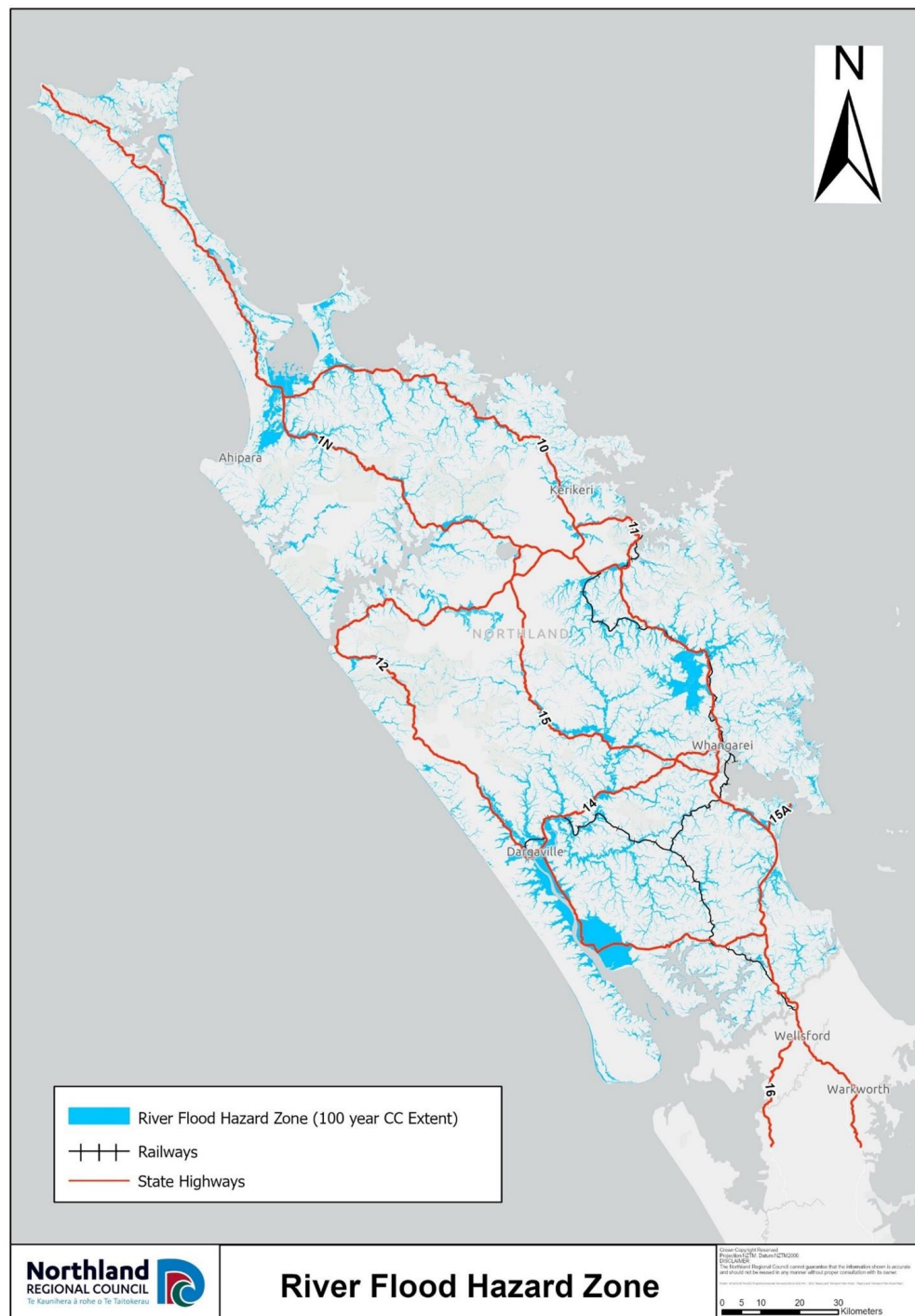


Fig 2: River Flood Hazard Zone

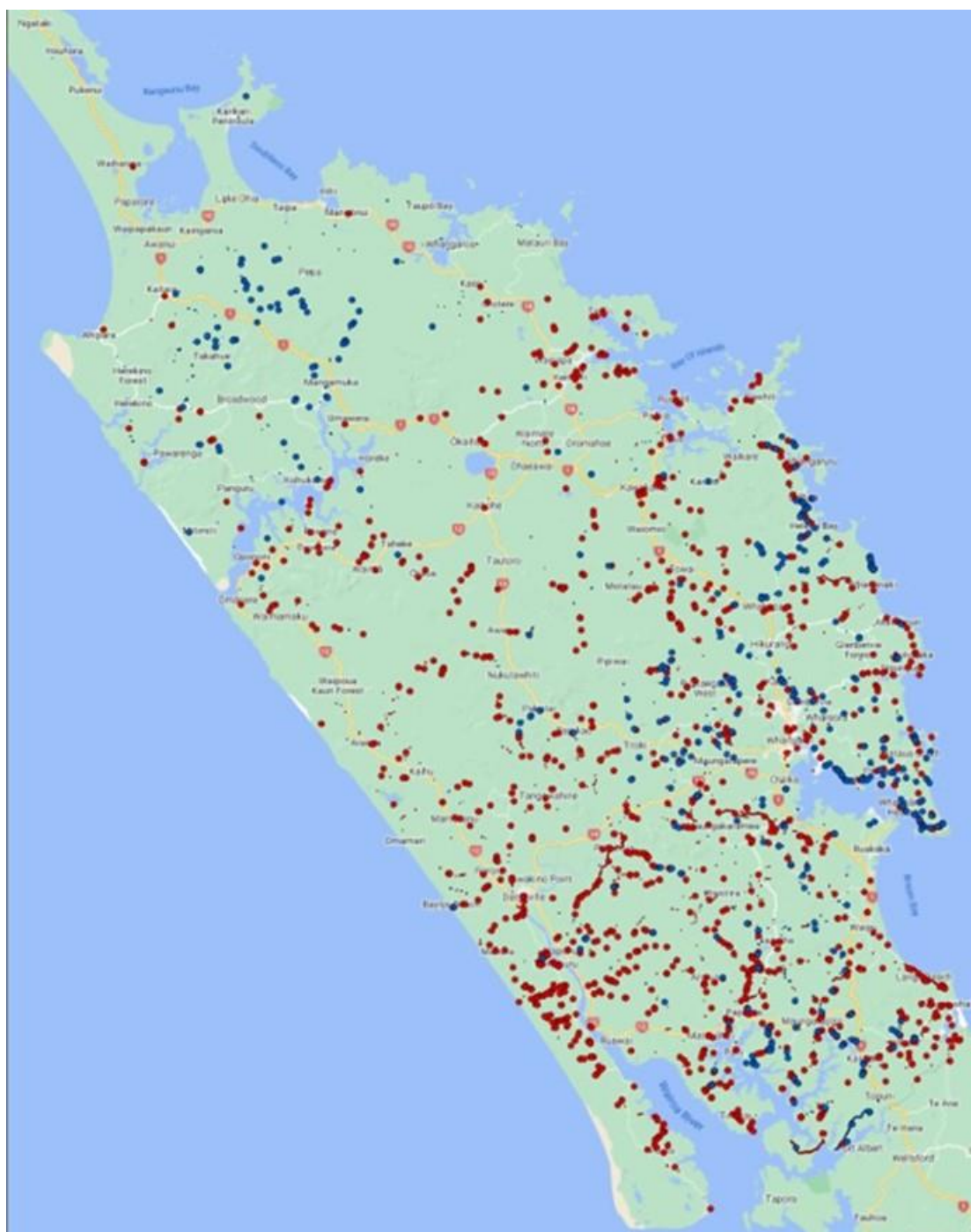


Fig 3: Road network impacts 2022/23 weather events

Traffic growth

The volume of traffic using Northland's roads has continued to increase in the following ways:

- The number of heavy vehicles has increased markedly (24%) since 2011, putting additional pressure on the region's roads. Heavy vehicles currently make up an average of 9% of total traffic flows across the region.
- Traffic flows have been increasing since 2011, eg. from 2014 to 2018 alone, traffic on our state highways increased by an average of 27% across the region.

Northland's freight task

Pressure on Northland's road network from the growing number of heavy vehicles is exacerbated by the increasing size and capacity of those vehicles. While these vehicles contribute to Northland's economic growth and productivity, they do have a major impact on road safety, pavement life, bridge life and resilience.

Northland has a large number of bridges on rural roads that are unsuitable for large vehicles because of the bridges age and deterioration and a lack of planned replacement. There have been a number of reported instances of heavy vehicles using bridges that are unable to support the vehicle's mass or dimension and result in damage. Damage to these bridges is an ongoing issue, with the repair costs having to be covered by the relevant local authority.

Estimates indicate that between 2005 and 2016, the total tonnes per kilometre (tonne kilometres) travelled by heavy vehicles on Northland roads increased by 50%, representing an annual increase of 3.8%.

A major factor behind the increase in total kilometres travelled in Northland has been the growth in the number of heavy vehicles transporting logs. This increased from 270 million to around 700 million tonne kilometres (163%) between 2005 and 2016, equivalent to an annual increase of 9% over those 11 years. While log harvesting peaked in 2021, it is anticipated that heavy vehicle traffic will plateau rather than decline.

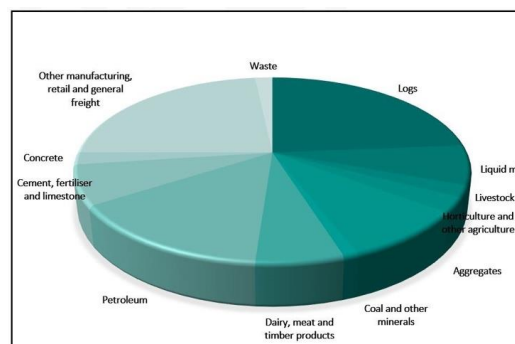


Fig 4: Share of total freight Northland

The majority of tonne kilometres travelled is involved with the transportation of logs, which totalled 560 million in 2023 or 49% of the total estimated for the 11 commodities. According to the National Freight Demand Study, Northland harvests 12% of New Zealand's logs – the third-highest region in New Zealand. The absolute volume of logs moved per annum is estimated at 3.41 million tonnes of logs (part of a total 4 million tonnes of timber and forestry products moved).

This shows how important processing logs near forests is. The mass of timber to be transported is reduced by approximately 60% by processing.

As previously mentioned, Northland is heavily reliant on road transport. One option to increase resilience for our freight systems is to increase the share of freight moved by alternative modes, eg. rail and coastal shipping. In recent years the total volume of freight transported by rail has decreased from approximately 250,000 tonnes in the late 2010s (see Fig 14).

Upgrades and remedial work to the Auckland to Northland rail line were completed at the start of 2021. This presents an opportunity for an alternative mode of transport for the conveyance of freight.

Over the years 2013 - 2016, wood from Northland was the dominant product carried by rail, accounting for 53% of all rail freight. The closure of the Otiria to Kauri link in August 2016 removed the intra-region rail transport of logs for processing into woodchip. Around 30,000 tonnes of wood from Northland continues to be transported south to the Bay of Plenty each year. Dairy products from the Fonterra factory at Kauri north of Whangārei are now the dominant product shipped by rail.

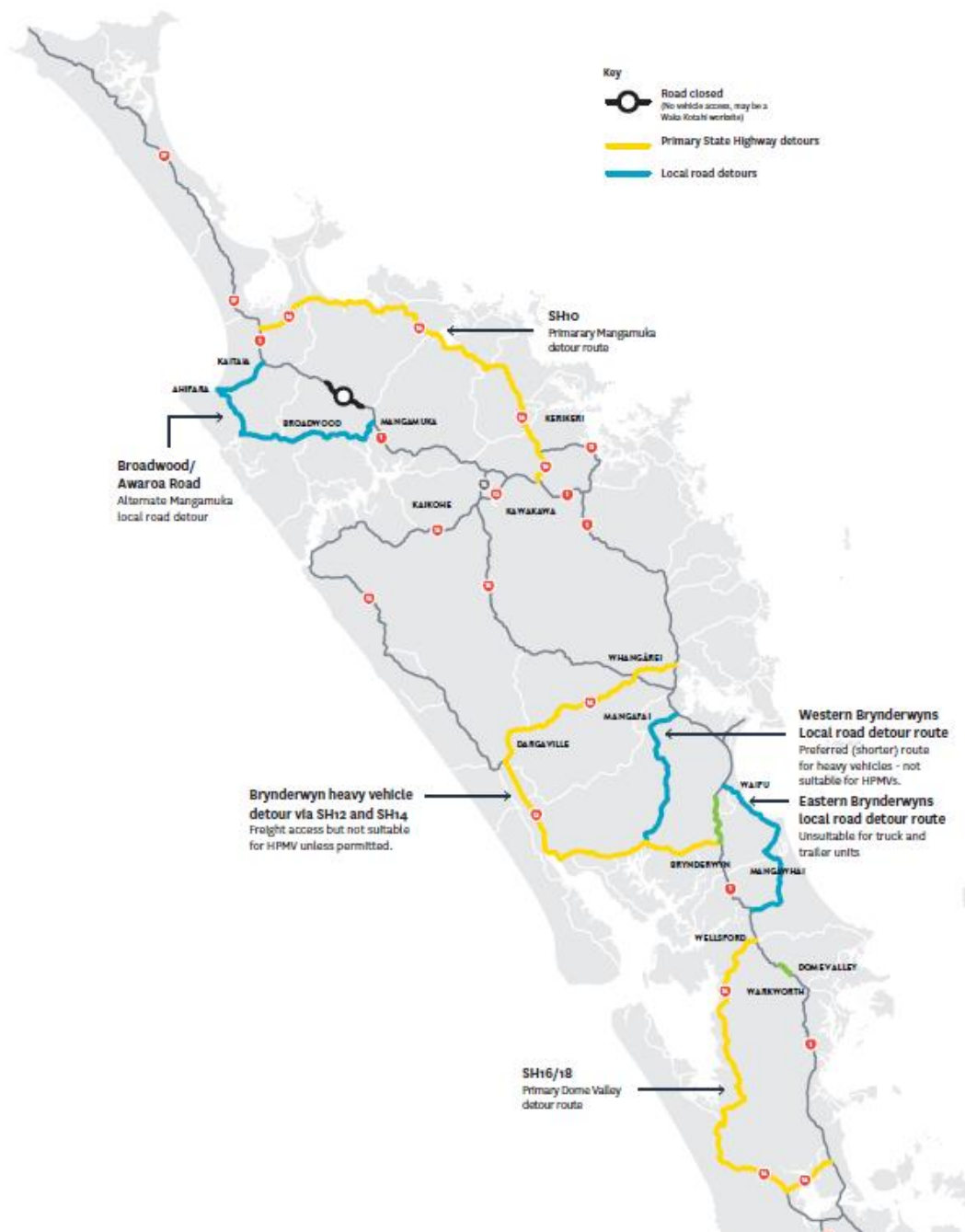


Fig 5: State Highway detour routes

The increase in this freight requirement, and the trend towards using heavier 50-tonne and 62-tonne vehicles, will require extra resources to ensure levels of service on key freight routes are maintained and that Northland benefits from these larger vehicle classes. This will be a challenge, as due to physical, economic and social reasons, it already costs more than the national average to maintain Northland's roads.

Case for investment

As discussed above, the movement of people and freight is frequently interrupted by traffic crashes and the effects of severe weather. While we acknowledge that severe weather will continue and may get worse due to climate change, and crashes will continue to happen, the design, construction and maintenance of our transport networks can reduce the impact of these events.

Investment in Northland's transport infrastructure will improve route resilience and security over time by:

- progressively improving the network
- targeting major risk areas first
- upgrading rail infrastructure to provide a viable alternative to road transport, and
- taking route resilience into account when undertaking network improvements in other areas
- Overtime improving access to coastal shipping and supporting infrastructure.

Repairing our Transport Network

Between July 2022 and March 2023, Northland's road and rail networks suffered significant damage from eight discrete serious weather events. The road network suffered \$75 million worth of damage. Even as access has been restored the effects of these weather events has left the network fragile in many places. Works required to repair this damage and restore some resilience to the network has been identified in a report titled Actions to Address the Compounding Effects of 2022-2023 Extreme Weather Events and projects to implement these repairs have been included in Section 2 of this plan.

The North Auckland rail line remains closed

following the weather events in early 2023. Until this damage is repaired there is no rail service connecting Northland to the rest of New Zealand. Kiwirail is working towards reconnecting Northland, however, given the scale and complexity of the work involved in reopening the NAL, the line is expected to remain closed into 2024.

Further north Waka Kotahi is assessing and confirming the future resilience improvements for the Far North and Mangamuka Gorge. These works include stabilising slips, improving drainage, protecting against erosion, and upgrading bridges and culverts where funding is available. Waka Kotahi worked with local communities to identify the highest risk areas. Work is required to reinforce soil slope walls at several locations on SH1 to address the recent slips and ground movement. This includes work on projects like slope stabilisation at various SH1 locations in Northland such as Long Hill, Saunders Road and Kaiwaka.

Major risk areas

Risk to people and freight movement is amplified through the large number of risk areas in Northland. Waka Kotahi's National Resilience Programme Business Case identifies a number of major and extreme risks to Northland. Risks include flooding, surface slips, washouts and erosion from extreme weather events exacerbated by poor drainage from heavy, boggy clay soils. However, the program did not identify the vulnerability of the Mangamukas.

Resilience is a significant issue for Northland, illustrated by a number of examples in recent years of parts of the region being cut off, either entirely or with long and sometimes difficult diversion routes. The current major risk areas are shown in Figure 4.

The Regional Land Transport Plan programme addresses resilience issues in four ways:

- reducing the effect of stormwater on transport infrastructure and drainage maintenance / improvements;
- capital projects to improve resilience on the road network, including preventative maintenance at key risk areas;
- improving diversion routes, including managing and responding to events; and
- improving the reliability and efficiency of rail

transport.

In the 2021 - 2027 plan period, a number of projects are proposed or already underway that will improve resilience on the state highway network.

This will help to improve the region's ability to adapt to extreme weather events, which are likely to get worse due to the effects of climate change.

These include:

- Far North Resilience Strategic Response
- Whangārei to Dome Valley Resilience Strategic Response – Recovery
- Reducing the risk of flooding (network-wide);
- Progressing the upgrade of the Kāeo bridge from one to two lanes, and adding flood mitigation measures;
- Improvements to SH15 (the inland freight route), and investigations into resilience improvements between Kawakawa and Paihia (SH11), Ōhaeawai and Kaitiāia (SH1), and Dargaville and Paparoa (SH12);
- SH14 Transportation improvements

State Highway 1 between Whangārei and Warkworth has been identified as a key deliverable for the Strategic Investment Programme in the draft 2024 GPS given the importance of network resilience for Northland. It is envisioned that this programme will deliver a series of upgrades and interventions over the next 20 years.

This will be in line with the long-term strategic direction for the corridor to strengthen Northland strategic links to Auckland, save lives and provide for greater network resilience.

In response to the 2022-23 weather events NZTA has identified several projects to be delivered through the Resilience Strategic Response Programme. This Resilience Strategic Response seeks to address the short- and medium-term resilience requirements of the strategic transport network.

Inland freight route

In addition to targeting known risk areas on state highways, there is also a strong need to provide viable route alternatives in Northland.

In 2016 the 'inland freight route' – incorporating Te Pua Road, Mangakāhia Road and Otaika Valley Road, from the south to north of the region – was designated as SH15.

This route is utilised by an average of around 280 heavy vehicles per day (NZTA state highway volumes 2022, data recorded at Otaika Valley Road).

NZTA has developed a corridor management plan for upgrading and strengthening this route to accommodate the large number of heavy vehicles using it, and for it to be used as a diversion route in the event of the closure of SH1 and/or SH12.

National transport outcomes	Draft Government Policy Statement 2021 objectives
Inclusive access ✓✓	Better travel options ✓
Environmental sustainability ✓	Climate change ✓✓
Economic prosperity ✓✓✓	Safety
Healthy and safe people ✓✓	Improving freight connections ✓✓✓
Resilience and security ✓✓✓	
Regional Land Transport Plan objectives	
Objective 1: Growth, resilience and sustainability ✓✓✓	
Objective 2: Choice ✓	
Objective 3: Safety	
Objective 4: Integration	
Objective 5: Culture	

Key:

- ✓ Minor contribution to achieving the outcome / objective / target
- ✓✓ Moderate contribution to achieving the outcome / objective / target
- ✓✓✓ Strong contribution to achieving the outcome / objective / target

Benefits of investment	Key Performance Indicators
<p><i>Primary benefits:</i></p> <ul style="list-style-type: none"> Risk reduction benefit (natural / environmental) risks Risk reduction benefits (human made) risks <p><i>Co-benefits:</i></p> <ul style="list-style-type: none"> Health and safety of people Reduction in greenhouse gas emissions 	<ul style="list-style-type: none"> Availability of a viable alternative to high-risk and high-impact routes Identify future high-risk areas prone to flooding and coastal inundation
Priority investment areas	Key investment partners
<ul style="list-style-type: none"> Capital projects to improve resilience on the road network, including preventative maintenance at key risk areas Improving diversion routes, including managing and responding to events Reducing risk of flooding network wide 	<ul style="list-style-type: none"> NZTA Northland Regional Council Whangārei District Council Far North District Council Kaipara District Council

Transport priority 2: Reducing transport-related deaths and serious injuries

When considering transport priority 1, two distinct problems have been identified that warrant discussion. For that reason, this section addresses the problem, case for investment and resulting benefits separately.

Problem 1 - Road safety

- Drivers lack respect for the environment, other road users and the rules of the road results in a high number of crashes resulting in death or serious injury.
- Many of Northland's roads and roadsides are not designed, built or maintained to take account of drivers making mistakes, resulting in a high number of crashes resulting in death or serious injury.

Summary of evidence

Northlanders and visitors travel on our streets, footpaths, cycleways and state highways every day. They influence how we live our lives and interact with our region.

The road system shapes how people and products move around, it plays an important part in connecting people, and provides access to education, recreation and work. It is essential that Northland's roads are safe.

In 2019 there were 26 deaths and 544 serious injuries on Northland's roads. Northland has a poor record when it comes to road crashes. Whilst the Northland region only has 3.8 % of New Zealand's population, its road crashes result in 6.6% of national deaths and serious injuries^[1].

Northland is unique in that approximately 60% of road crashes occur on the state highway network. In comparison the average for the rest of New Zealand is closer to 40%.

^[1] NZTA, August 2020. *Arataki version 2.0.*

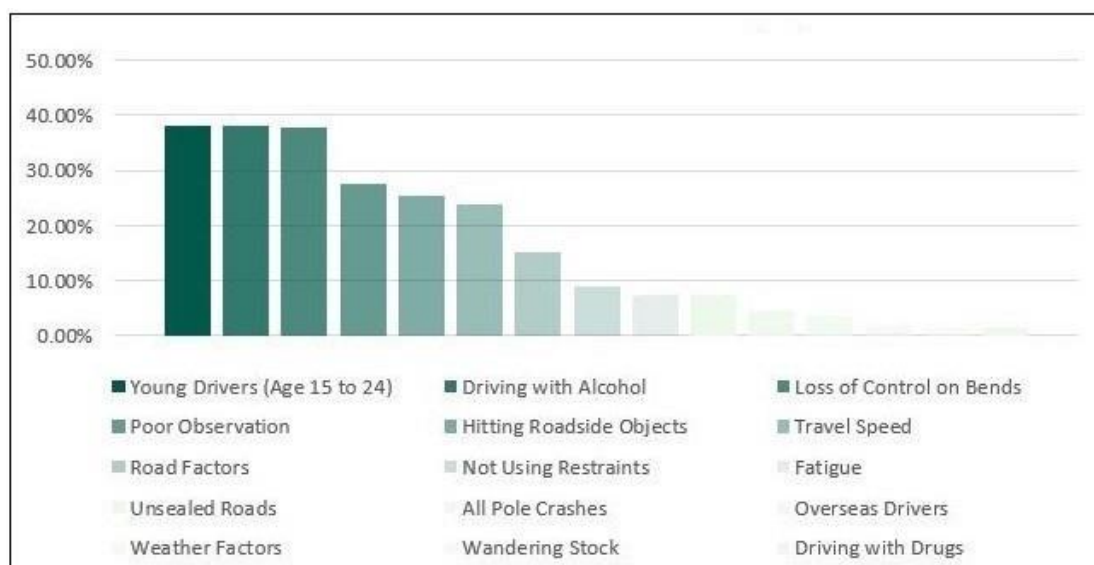


Fig 6: Factors in road crashes resulting in injury (2019)

Road Crash Trauma in the Northland Region 2022

1742 patients were admitted to Northland hospitals due to road traffic crashes in 2022

Road traffic crashes are a major cause of trauma admissions to hospitals in the Northland Region, and the most common cause of major trauma admissions with serious threat to life. In 2022, the Northland Trauma System Registry recorded 1742 road crash (including 441 motorcycle) casualties who were admitted to Northland hospitals.



1083 patients were male

653 patients were female

263 patients were children 0-14 years

1479 patients were adults



1742 - Northland DHB



Hospital admissions due to road traffic crash trauma in Northland DHB

2299 total bed days were spent in Northland hospitals by traffic crash trauma patients



\$8,023,950

The direct cost of road traffic crash trauma to Northland DHB in 2022 alone

Wearing seatbelts significantly reduces the risk of serious injury. 32 drivers and passengers died due to road traffic crashes in 2022. Of these, 15 were unrestrained.



The cost to you and your family could be incalculable.
Drive safe and seat belt on, always.

Fig 7: Road crash trauma 2022

The key challenges around road safety in Northland include:

- loss of control on bends
- excessive speed
- impaired drivers (alcohol and drugs)
- lack of restraints
- road factors
- roadside hazards
- driver behaviour.

These factors are consistent with the factors identified in NZTA's Safer Journeys – 2020 Road Safety Strategy and the latest Communities at Risk Register.

Northland's road safety partners have been meeting regularly and developing evidence-based target themes, as tabled below. It is important that there is an aligned and joined-up approach by all the road safety partners in addressing the abovementioned key changes.

Case for investment

Road safety is an overarching priority for New Zealand and Northland. Nationally, road safety is addressed through the Road to Zero strategy. This strategy sets the vision for "a New Zealand where no one is killed or seriously injured in road crashes". It includes guiding principles for designing the road network, how we make road safety decisions and set our targets for 2030. This replaces the previous national road safety strategy Safer Journeys 2010-20.

Regional implementation is undertaken through the "evidence-based" Road Safety Action Plan. This aligns with the Road to Zero strategy.

In recent years, significant progress has been made across all areas of the network to improve road safety. This includes initiatives such as:

- raising public awareness through advertising campaigns
- making our high-risk roads safer by installing rumble strips and median barriers
- mandating electronic stability control for light vehicles.

Many of these initiatives will continue as a core part of the work done by various agencies including

New Zealand Police, NZTA, district councils and Northland Regional Council.

However, there are still areas where progress needs to be made to improve road safety in Northland and for the region to meaningfully contribute to the Road to Zero target of reducing road crashes that result in serious injuries and death by 40% over the next 10 years. A system-wide approach will be used to address road safety in Northland over the next six years. Our focus areas are:

- safer roads and roadsides;
- safe speeds; and
- safe road use.

Safer roads and roadsides

Infrastructure is expensive and long lasting, so it is important to get it right, and to properly prioritise where we invest. Safety for all modes of transport and improved accessibility needs to be considered through the planning and infrastructure lifecycle and in investment decision-making^[1]. Our roads and roadsides must factor in that people make mistakes – including those who are usually careful and responsible drivers. We need to build a safe road system that is designed for people. This means doing our best to reduce crashes, while acknowledging that crashes will continue to happen. When crashes occur, we can prevent serious harm through safe vehicles, safe speeds and forgiving road design^[1].

While infrastructure safety treatments can be expensive, they have proven to be effective at reducing the number of fatalities and injuries on roads. International research shows flexible barriers fitted along the side and centre of high-speed roads can reduce the number of people killed by up to 90%. Rumble strips alone can reduce total crashes by around 25% and fatal run-off-road crashes by up to 42%^[2].

In 2017, work was completed on the northern section of the Brynderwyn Hills, where alignment and safety works included separating northbound and southbound lanes with flexible barriers. Since the works were completed, the barriers have been struck in excess of 150 times with no fatalities or serious injuries. From 2007 to 2017, this section of road had nine fatalities and five serious injuries.

An emerging issue for road safety is managing increasing risk at rail crossings. Until recently, rail in Northland was in a state of managed decline and the line was not often used. In 2019 the New Zealand government announced significant investment to improve the quality and resilience of rail infrastructure in Northland^[3]. It is expected that these improvements will lead to an increase in the volume of freight being transported by rail and an increase in the number of trains using the line. Alongside the rail improvements on the Northland – Auckland line, several road / rail crossings will need to be upgraded to improve safety.

Roadside hazards continue to be a contributing factor in many of Northland's fatal and serious injury crashes. In 2019 alone, roadside hazards played a part in 145 crashes. As the region strives towards reducing fatal and serious injury crashes by 40% over the next 10 years, reducing the risk posed by roadside hazards must be factored into road maintenance, operations and renewals work, as well as in the design and build of new infrastructure.

One often-overlooked roadside hazard is that of wandering stock. In Northland, the risk of crashes involving stock is higher as the majority of the roading network runs through rural areas. While the number of reported crashes is relatively low, anecdotes of near misses are common, particularly in the west and north of the region.

In addition to normal crash reporting through New Zealand Police, reports relating to crashes and near misses continue to be received from the public, the trucking industry and from rural-based health services. The majority of reported incidents have occurred at dusk, dawn or at night.

^[1] Ministry of Transport, 2019. Road to Zero - New Zealand's Road Safety Strategy 2020-2030

^[2] Johansson, R. (2009). Vision Zero – Implementing a policy for traffic safety. *Safety Science*, 47(6), 826-831. doi:10.1016/j.ssci.2008.10.023

^[3] Ministry of Transport, May 2019. [North Auckland Line \(NAL\) Business Case](#)

Initiatives to target driver behaviour

Fatigue management – driver reviver / fatigue stops

Driver fatigue-related crashes are an ongoing issue in Northland, even allowing for the under-reporting of these crashes. This is consistent with international research findings that up to 33% of crashes could involve fatigue as a contributing factor.

Fatigue-related crashes are more predominant on state highways, but also occur on local roads.

Reported fatigue-related crashes peak between October and April on the state highway network. Five driver reviver / fatigue stops, and one truck education and health stop are held on a stretch of SH1 in Uretiti. These are scheduled between these months to capture peak holiday travel times and there will often be other stops further north in Waioimio or Kawakawa. The fatigue messaging is reinforced through key road safety partners using radio, print and social media.

Driver and rider training

Motorcycling is a fast-growing commuter and recreational pursuit in Northland and is popular with both residents and visitors. Between 2016 and 2020, there have been 16 fatal motorcycle crashes. Most crashes are single vehicle crashes, involving key factors of travel speed and failing to negotiate bends.

ACC have an excellent skill-based motorcycle training programme called Ride Forever. This involves motorcyclists attending three separate full days of rider coaching to achieve bronze, then silver and gold course achievements.

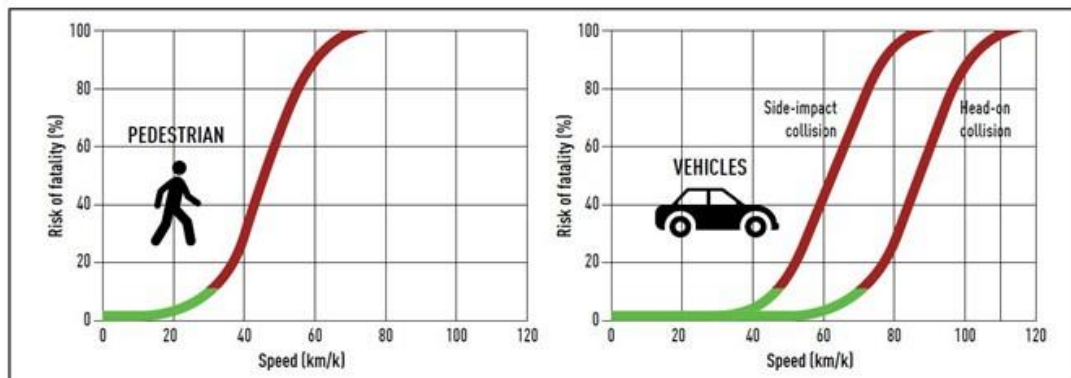


Fig 8: Relationship between vehicle speed and likelihood of fatality

Working closely with ACC, New Zealand Police and Ride Forever trainers, motorcyclists are encouraged to register for the subsidised training courses.

Motorcycle safety promotional material and messaging is ongoing through radio, print and social media to engage with motorcyclists. Early stages of developing a Regional Motorcycle Safety Strategy, which will better identify the high-risk motorcycle routes and what infrastructure and pavement improvements are required to make the roads safer for a key vulnerable road user group.

Travel speed

All drivers are reminded of travel speed risk and consequences. Extra focus is put on heavy vehicle and motorcycle speeds, with messages such as "Keep it 10 below into corners" and "Dress for the slide".

Working together with road safety partners including the New Zealand Police commercial vehicle inspection unit, NZTA, freight sector operators and trainers, stops for heavy vehicle truck education and health are organised to closely engage with drivers about safety messaging.

At the Northport scaling shed area, which has more than 400 logging truck movements each day, two television monitors screen safety messaging every day, targeting drivers of logging trucks.

A number of initiatives are underway or proposed for the 2021 - 2027 plan period that principally improve safety on the Northland transport

Speed management / speed limit review

Travel speed is a factor in approximately 23% of crashes resulting in injury on Northland roads. We all know that not all roads are equal. The safety of a road's design and the speed we travel on it influence both the risk of a crash and whether we survive it.

Many trips on Northland's roads wind through low hills and coastal landscapes or encounter unsealed roads (59% of local roads are unsealed).

Not all these roads are suitable to be driven at the speed limit.

Northland Transportation Alliance (NTA), on behalf of the three district councils of Northland (Whangārei, Kaipara and Far North), is reviewing all local road speed limits in Northland. This is a rolling review, where we review catchments, focusing on our highest-benefit roads.

The highest-benefit roads have been identified by NZTA at a nationwide level based on crash density, type, road geometry and roadside hazard presence. The first step was amending the three councils' bylaws to align with the 2017 Setting of Speed Limits Rule revision and develop a Northland strategy, which was adopted by all three councils.

Tranche 1 for Whangārei and the Far North will be completed in 2021, and tranche 2 is planned to commence before 2024.

network. These include:

- **Proposed State Highway improvements:**
 - SH1 Kāeo bridge improvements

- Upgrade SH1 between Whangārei and the Mid North (not currently included in detailed 3-year programme)
 - SH1 Loop Road North to Smeatons Hill
 - SH1 Whangārei to Wellsford central tranche 2
 - Warkworth to Wellsford designation
 - Te Hana to Brynderwyns
 - Brynderwyns resilience works
 - Brynderwyns to Whangārei
 - Speed and infrastructure programme
 - **Proposed local road improvements:**
 - Mangawhai shared path - Wood Street to village
 - Twin Coast Cycle Trail development
- improvements can be found in Part 2 of this plan. The Brynderwyn (North) Safer Systems project and SH11 Airfield to Lily Pond safety improvements have now been completed.
- In recent years, the junction between SH14 and SH15 at Maungatapere has become increasingly dangerous due to logging trucks crossing SH14, trying to access the port along Otaika Valley Road (SH15) and coming into conflict with local traffic using SH14. It is likely that an intersection upgrade will be required in the next three to five years to reduce the risk to road users.
- While the length of passing lanes has increased in recent years along state highways in the region, a need has arisen for future passing lanes along SH14 between Wheki Hill and Whangārei.

A full list of Road to Zero state highway

National transport outcomes	Draft Government Policy Statement 2021 objectives
Inclusive access	Better travel options
Environmental sustainability	Climate change
Economic prosperity	Safety ✓✓✓
Healthy and safe people ✓✓✓ Resilience and security	Improving freight connections
Regional Land Transport Plan objectives	
Objective 1: Growth, resilience and sustainability	
Objective 2: Choice	
Objective 3: Safety ✓✓✓	
Objective 4: Integration	
Objective 5: Culture ✓✓	

Key:

- ✓ Minor contribution to achieving the outcome / objective / target
- ✓✓ Moderate contribution to achieving the outcome / objective / target
- ✓✓✓ Strong contribution to achieving the outcome / objective / target

Benefits of investment	Key Performance Indicators
<i>Primary benefits:</i> <ul style="list-style-type: none"> Fewer deaths and serious injuries resulting in: <ul style="list-style-type: none"> less harm to families and communities reduced impact on our healthcare system avoiding the economic impact of road crashes (\$3.8 billion nationally each year) 	<ul style="list-style-type: none"> Reduction in deaths and serious injuries (DSIs)
Priority investment areas	Key investment partners
<ul style="list-style-type: none"> Road to Zero Infrastructure and Speed Management Programme to address crashes on high-risk rural roads Road Safety Promotion to improve driver behaviour 	<ul style="list-style-type: none"> NZTA Kiwi Rail Northland Regional Council Whangārei District Council Far North District Council Kaipara District Council

Further information:

- Road to Zero Strategy
- Road to Zero Action Plan 2020-2022
- Communities at Risk Register
- Northland Road Safety Issues 2015 -2019
- www.northlandroadsafety.co.nz

Problem 2 - Dust from unsealed roads

Heavy vehicles must use local unsealed roads to access arterial routes, which means that all users of local roads, the environment and people's health are affected adversely by dust.

Summary of evidence

In Northland, 3,481km of local roads are unsealed. Traffic on our unsealed road continues to increase. Northland had the highest percentage share of total vehicle kilometres travelled (VKT) on unsealed roads in New Zealand in 2019. Traffic growth on unsealed roads in Northland is second only to Southland. There is growing concern from residents over the effects of dust from unsealed roads. Strength of feeling about this has been sufficient to drive affected local residents to block roads in protest.

A number of adverse effects can occur from dust arising from unsealed roads, including nuisance, health and ecological impacts. Nuisance dust particles typically comprise the larger size fraction of suspended particles and are referred to as total suspended particulate (with an aerodynamic diameter up to 100 microns). The finer size fraction of dust particles with an aerodynamic diameter of less than 10 microns (PM₁₀) are of concern because of potential health effects.

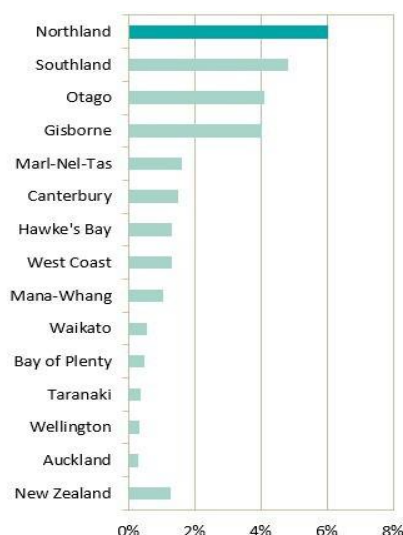


Fig 9: Percentage share of VKT in region (2019)

Source: NZTA

The recent increase in lifestyle blocks in rural areas has meant a greater number of people are being

exposed to dust from unsealed roads, especially as, for economic reasons, new houses tend to be built closer to the road than traditional farmhouses^[1].

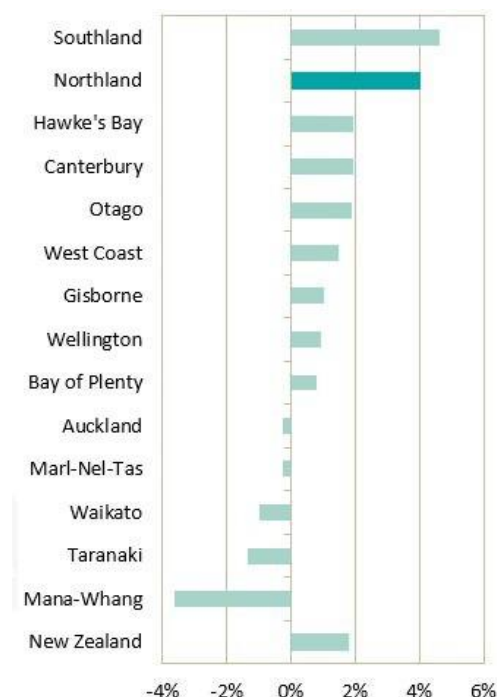


Fig 10: Annual average growth in VKT on unsealed roads, (2014 - 2019)

Health effects

The World Health Organization (WHO) notes there is scientific consensus that exposure to particulate pollution causes predominantly respiratory and cardiovascular effects, ranging from subclinical functional changes (eg. reduced lung function) to symptoms (increased cough, exacerbated asthma) and impaired activities (eg. school or work absenteeism) through to doctor or emergency room visits, hospital admissions and death (2006). The effects, in terms of escalating severity, are described as increased visits to doctors for many individuals, hospital admission for some individuals and death for a few individuals. The exposure - response relationship is essentially linear and there is no 'safe' threshold; adverse health effects are observed at all measured levels (WHO, 2013)^[1].

In 2013, the International Agency for Research on Cancer (IARC) classified particulate matter (as a component of outdoor pollution) as carcinogenic based on an increased risk of lung cancer (IARC

2013)^[2].

^[1] WHO (2013). Review of evidence on health aspects of air pollution – REVIHAAP Project. Technical Report. Copenhagen: WHO Regional Office for Europe. pp. 38-40

^[2] IARC (2013). IARC: Outdoor air pollution a leading environmental cause of cancer deaths. [online] Available at: www.iarc.fr/en/media-centre/pr/2013/pdfs/pr221_E.pdf Accessed 21 August 2018

Nuisance / amenity effects

These include:

- visual soiling of clean surfaces (cars, window ledges, household washing), increasing the cost of cleaning
- dust deposits on flowers, fruit and vegetables
- indoor dust deposits, increasing the cost of cleaning
- reduced enjoyment of the outdoor environment (camping, picnicking, barbecues)
- reduction of property values
- visibility degradation (and associated safety concerns).

Effects on primary production

These include:

- reduced photosynthesis through reduced light penetration, reduced growth rates and plant health
- increased incidence of pests and diseases (dust acts as a medium for their growth)
- reduced pesticide effectiveness, through reduced contact
- ovine (sheep) pneumonia
- dirty fleeces
- reduced dairy yield due to decrease in palatability of grass
- increased vehicle operating costs (dust filters, driving on exposed gravel)
- reduced lambing rates.

Several studies in Northland have indicated that concentrations of PM₁₀ are likely to exceed the National Environmental Standards for Air Quality in some locations at times^[1].

While the studies identified elevated levels of PM₁₀

close to unsealed roads, they also identified that treating the road with dust suppressant significantly reduces the generation of PM₁₀. It is also well established that road sealing and sealing sections of road along house frontages is effective.

^[1] Jeff Bluett, Maria de Aguiar and Neil Gimson (Golder Associates (NZ) Limited) for NZ Transport Agency, April 2017. Impacts of exposure to dust from unsealed roads April 2017 (replacing the version released in August 2016)

Jayne Metcalfe and Louise Wickham (Emission Impossible Ltd) for Ministry of Health (April 2019), Health Impacts of PM₁₀ from Unsealed Roads in Northland

Northland Regional Council, 2013. Ambient PM₁₀ monitoring adjacent to four unsealed roads in Northland

The case for investment

We know that dust from unsealed roads can affect the health and wellbeing of people who live near unsealed roads, and that these effects are greater on routes regularly used by heavy vehicles. We also know that the issue can be effectively managed by sealing roads, sealing roads along house frontages and by applying dust-suppressing treatments. All these options have been effective at managing the issue in Northland in the past.

All the road-controlling authorities and Northland Regional Council recognise there are nuisance and potentially health-related issues associated with dust from unsealed roads. However, the immediate solutions of dust suppressants or road sealing require significant financial investment. Given the scale of the region-wide dust problem, it is more practical to first address the worst-affected areas, using a clear and consistent method to identify priority areas and preferred mitigation options.

This has prompted the development of the Regional Dust from Unsealed Roads Mitigation Framework.

The framework intends to provide a consistent means to identify:

- priority sites for dust mitigation measures
- a toolbox of options, and
- the most cost-effective treatment options at priority sites.

The framework utilises NZTA's Dust Risk Matrix

from General Circular 16/04. Outputs of the framework are a list of priority sites in each of the three districts, preferred treatment options for these sites and associated costing. It should be noted that the framework is not a statutory document and does not allocate funding or guarantee road-controlling authorities will implement treatment options.

This framework was compiled with the assistance and direct input of the:

- Regional Transport Committee
- Far North District Council
- Whangārei District Council
- Kaipara District Council, and
- NZTA.

The Northland Transportation Alliance has been developing a centre of excellence for the maintenance of unsealed roads. As part of this

initiative, it has been identified that the current loose, blue stone gravels used on unsealed roads are contributing to dust generation as well as being prone to potholing and corrugations.

It is now being proposed to use a more clay-like gravel wearing course, which is compliant with the Paige-Green charts.

This material forms a tightly bound surface that generates less dust and is less prone to potholing and corrugations. The material has been included in local road maintenance contracts and is gradually being implemented on the unsealed road network as funds allow.

A step change in funding is being sought through the 2021-2024 Regional Land Transport Plan to accelerate the application of the Paige-Green-compliant wearing courses and reduce the amount of dust being generated on the network

National transport outcomes	Draft Government Policy Statement 2021 objectives
Inclusive access	Better travel options
Environmental sustainability ✓✓	Climate change ✓✓
Economic prosperity ✓	Safety ✓
Healthy and safe people ✓✓✓	Improving freight connections ✓✓
Resilience and security	
Regional Land Transport Plan objectives	
Objective 1: Growth, resilience and sustainability ✓	
Objective 2: Choice	
Objective 3: Safety ✓✓✓	
Objective 4: Integration ✓	
Objective 5: Culture ✓	

Key:

- ✓ Minor contribution to achieving the outcome / objective / target
- ✓✓ Moderate contribution to achieving the outcome / objective / target
- ✓✓✓ Strong contribution to achieving the outcome / objective / target

Benefits of investment	Key Performance Indicators
<p><i>Primary benefits:</i></p> <ul style="list-style-type: none"> • A reduction in acute health effects for people 	<ul style="list-style-type: none"> • Improved ambient air quality – PM₁₀ and PM_{2.5} • Increase kilometres of unsealed road treated

<p>with pre-existing respiratory conditions that live close to unsealed roads</p> <ul style="list-style-type: none"> Improved visibility due to reduced dust <p><i>Co-benefits:</i></p> <ul style="list-style-type: none"> Improved wellbeing and quality of life for residents living close to unsealed roads due to a reduction of dust and the associated nuisance effects Improved water quality in waterways through reduced sediment loading in stormwater runoff from the carriageway 	<p>to manage dust emissions</p>
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Pbriority investment areas	Key investment partners
<ul style="list-style-type: none"> Dust suppression where Paige-Green material not sufficient to adequately control dust House frontage sealing on high volume heavy vehicle routes 	<ul style="list-style-type: none"> NZTA Northland Regional Council Whangārei District Council Far North District Council Kaipara District Council

^[1] Golder Associates (NZ) Ltd. for NZ Transport Agency, August 2016. <https://www.nzta.govt.nz/assets/resources/590/590-impacts-of-exposure-to-dust-summary-report.pdf>

^[2] NZTA, August 2020. *Arataki version 2.0*

Transport priority 3: Regional and national connectivity

Problems

- Major local variances in the quality of our infrastructure and services and a lack of resilience means we fail to support the transport needs of the regional economy.
- Northland remains reliant on road transport, but the demands on the transport network are changing, which means we fail to meet community/business expectations.

Summary of evidence

In Northland, traffic volumes are growing, as is the volume of freight being moved within and out of the region. Northland is heavily reliant on a small number of key routes to connect our towns and cities with the rest of New Zealand. As discussed in transport priority 1: Route resilience and route security, low resilience in parts of the roading network is an ongoing issue. At times the movement of people and freight is restricted, or completely blocked.

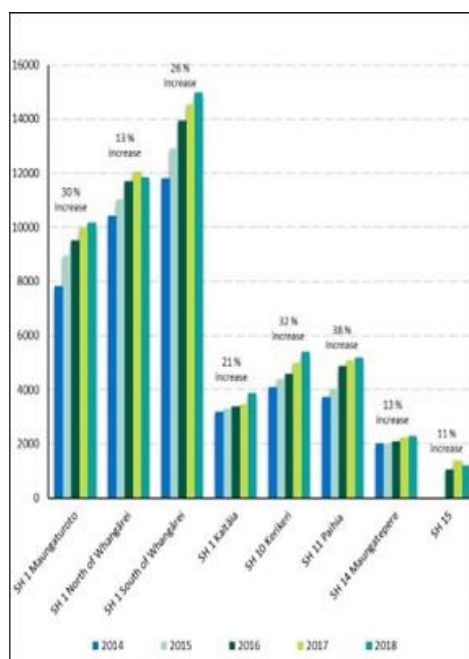


Fig 11: Traffic volumes in Northland (2014 – 2018)

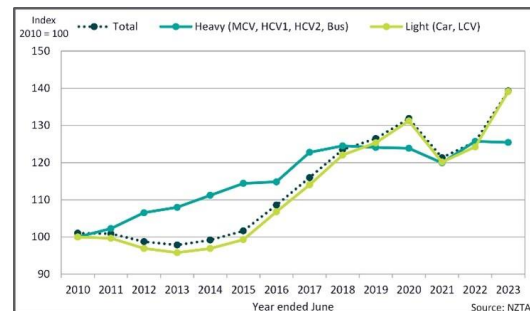


Fig 12: Traffic growth on state highways in Northland by type (2010 - 2023)

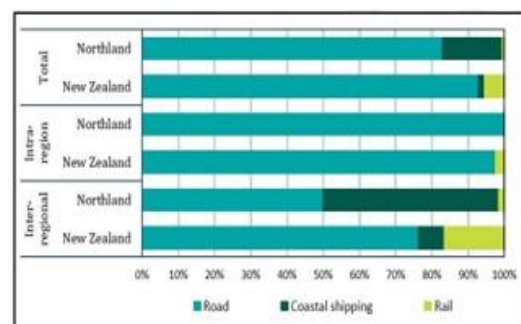


Fig 13: Freight destination by mode share in Northland and New Zealand (2017/2018)

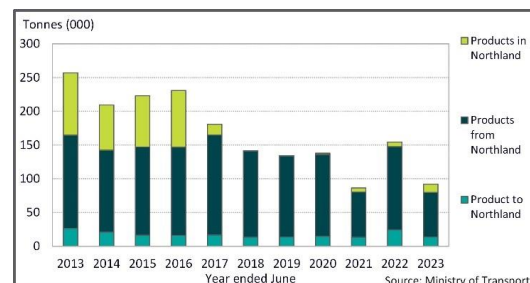


Fig 14: Tonnes of product transported on rail in Northland

Case for investment



Whangārei to Auckland

The route (SH1) between Whangārei and Auckland is a vital connection between Northland and the rest of the country for freight, communities and tourism. Around two million tonnes of freight moves between Northland and Auckland each year, and tourism in Northland accounts for \$1 billion a year in international and domestic spending.

While the planned investment in the Auckland-Northland rail link upgrade and related expected benefits are acknowledged, it is important to remember that the road network still requires further upgrades for smaller industry freight, just-in-time deliveries, agricultural produce and tourism.

This corridor incorporates the recently completed Puhoi-Warkworth motorway upgrade and the Whangārei to Port Marsden Highway Intersection four-laning, which is being funded through the New Zealand Upgrade Programme. The Whangārei to Auckland corridor is approximately 191km long

(1.7% of the state highway network). Under the NZTA One Network Road Classification system, the Puhoi to Wellsford section is classified as a high-volume national state highway and the Wellsford to Whangārei section is classified as a national state highway.

There are a number of pinch points identified in the Whangārei to Auckland corridor management plan:

- The Brynderwyn hills are steep and winding, causing traffic to slow in both directions. The south side is a high resilience risk for slips and rockfalls that could close the corridor for significant periods of time. There are also a number of out-of-context bends. Alternative routes for heavy vehicles are limited to either the Paparoa - Oakleigh road (which has weight restrictions on bridges) or the Mangawhai - Waipū road (which is windy and narrow in places).
- Instability is common along the corridor and there is a lack of alternative routes (or appropriate alternative routes) along the corridor in the event of road closure, making critical delivery times (for freight) and road and traffic conditions highly variable. Acceptable alternative routes for heavy vehicles are limited in some places and this can adversely impact on delivery times and, therefore, on business. In early 2023 Cyclone Gabrielle caused several huge slips, which closed SH1 through the Brynderwyn Hills for 73 days. The partial closure of SH1 at the Brynderwyn Hills was costing Northland \$2 million a day⁷.
- Northland Inc estimates weather related closure of SH1 through the Brynderwyn Hills during 2022/2023 period amounted to an additional \$62 million in transport margins, and \$9.94 million in household vehicle operating costs⁸.
- The underlying pavement strength is generally poor and surface skid resistance is a particular issue.
- The southern section of this route regularly

⁷ RNZ, 14 November 2023, <https://www.rnz.co.nz/national/programmes/checkpoint/audio/2018915334/sh1-to-northland-may-close-for-months-of-maintenance-starving-region-of-visitors>

⁸ M.e research for Northland Inc, 2 September 2023, *Economic Impacts of the State Highway 1 Brynderwyn Hills Closure*

reaches capacity at peak times (between Puhoi and Warkworth) and is below a level of service that would be expected for a national high-volume route.

- Peak season holiday traffic can cause congestion at various points on the route.

Investment in the corridor will address three critical problems:

- a poor safety record – high number of deaths and serious injuries;
- lack of resilience and alternative routes – the movement of freight and the wellbeing of people are frequently impacted by unplanned events disrupting travel on this key connection. In the past, the lack of long-term, integrated investment has created suboptimal outcomes in transport, which has reduced economic investment in Northland;
- the corridor experiences a higher cost of moving freight as a result of the poor alignment and long journey times, which are not competitive with other regions^[1].

Under the Connecting Northland branding, NZTA is proposing a series of projects that will help address these pinch points identified in the corridor management plan. At the centre of this work is the Whangārei to Te Hana project, a long-term programme of investment being undertaken by NZTA on behalf of the New Zealand government. The programme includes a combination of projects to deliver an upgraded carriageway and safer alignment of SH1. The programme will be delivered in stages over the next 30 years and will include a programme of initiatives to encourage safer driver behaviour and innovative technology to improve the traveller experience

^[1] NZTA. [SH1 Auckland to Whangārei Recommended Programme](#).

Northland's population and GDP have grown in recent years however, the region's business community have made the case that while

Northland has stepped up its economic contribution the lack of a robust transport corridor between Northland and Auckland is a "massive handbrake" on realising the regions true potential⁹.

Northland's business leaders have also been clear that an effective corridor between Whangārei and Auckland, and in time further north, will unlock growth¹⁰.

Kaitiāia to Whangārei

North of Whangārei, traffic volumes are slightly lower on the state highway network. However, the route is important as the primary means of access to the Far North, as well as a key tourist journey for domestic and international tourists (as shown in the Investment Logic Mapping). Whilst the RTC acknowledges the importance of State Highway 1 between Auckland and Whangārei and appreciates this section of the State Highway being designated High Volume, it urges Waka Kotahi to also recognise the importance of the remainder of State Highway 1 north of Whangārei by designating it High Volume.

As a producer region that contributes to the nations GDP, State Highway 1 north of Whangārei is vital link to the region's hinterland for the conveyance of large volumes of freight and therefore requires the appropriate "fit for purpose" roading infrastructure. Under the present classification system, volume is determined by total vehicle numbers and does not accommodate for high usage by heavy vehicles. This disadvantages roads such as State Highway 1 north of Whangārei which suffers a high amount of wear and degradation from the large volume of heavy trucks using it.

This road also leads to one of New Zealand's most iconic holiday destinations serving both national and international tourism.

Due to its geographical nature and lack of suitable transport alternatives, Northland is highly dependant on roading for the transportation of goods, materials, and tourists.

⁹ New Zealand Herald, 20 November 2023, *Northland business heavyweights rally for 'urgent and robust' highway to burgeoning region*, <https://www.nzherald.co.nz/northern-advocate/news/northland-business-heavyweights-rally-for->

[urgent-and-robust-highway-to-burgeoning-region/PITGFK7DFG6JBM2RB3KQJQPJQ/](#)

¹⁰ Northland Corporate Group [NCG] co-chair Andrew McLeod

The corridor from Whangārei to Cape Rēinga, inclusive of SH10, SH11 and SH1, is approximately 399km long (3.5% of the state highway network). NZTA's One Network Road Classification system classifies the section of highway between Whangārei and Kawakawa as of a 'regional' level of service and a 'primary collector' north of Kawakawa.

There are a number of pinch points identified in the Whangārei to Kaitiā Corridor Management Plan:

- Resilience is an issue along the corridor due to frequent weather-related events. Flooding regularly occurs, causing SH1, SH10 and SH11 to be closed to vehicles. In 2014 an event caused all roads to be closed, isolating the Far North and leading to shortages in food and fuel. In such events, the number of suitable deviation routes is limited and depending on the severity of the event, there may be none. In 2018, with a major slip on SH11 at Lemons Hill resulting in the road being closed for an extended period of time, road users had to take a long diversion route via Pakaraka. In July 2020, a very large slip closed SH1 at the Mangamuka Gorge. Since that time the gorge has largely remained closed, except for a period between July 2021 and August 2022 - it is expected to re-open in late 2024. During this period road users were required to deviate via SH10. In addition to these major events, relatively regular flooding on SH1 at Whakapara north of Whangārei is also a concern. Raising the highway at this point is an important step towards improving the resilience of SH1 in the mid-north.
- Both SH1 and SH11 suffer from a varied and discernible surface roughness, due to deferred maintenance and difficult geology.
- Some intersections in Whangārei experience congestion in morning and afternoon peak periods, which affect both private vehicle and public transport occupants. Seasonal holiday traffic can be busy around key regional tourist centres such as Paihia, Kerikeri, Mangawhai and Whangārei.
- Congestion can also occur at pinch points such as one-lane bridges.
- The road has a poor KiwiRAP (New Zealand Road Assessment Programme) safety rating, with

many parts of the corridor scoring only two stars out of five. This is below the level of service for the part that is currently classified as a regional road (Whangārei - Kawakawa).

Recently, improvements have been (and are still being) made to improve safety and journey time reliability by upgrading the SH10 Waipapa intersection and two-laning Taipa and Kāeo bridges.

A number of improvements have been made as part of the Twin Coast Discovery Highway revitalisation, including upgrades to signage, rest stops, facilities and branding.

The New Zealand Upgrade Programme has completed the construction of roundabouts at the SH1 / SH11 junction in Kawakawa and the SH1 / SH10 junction at Puketona, on the turn-off to Paihia.

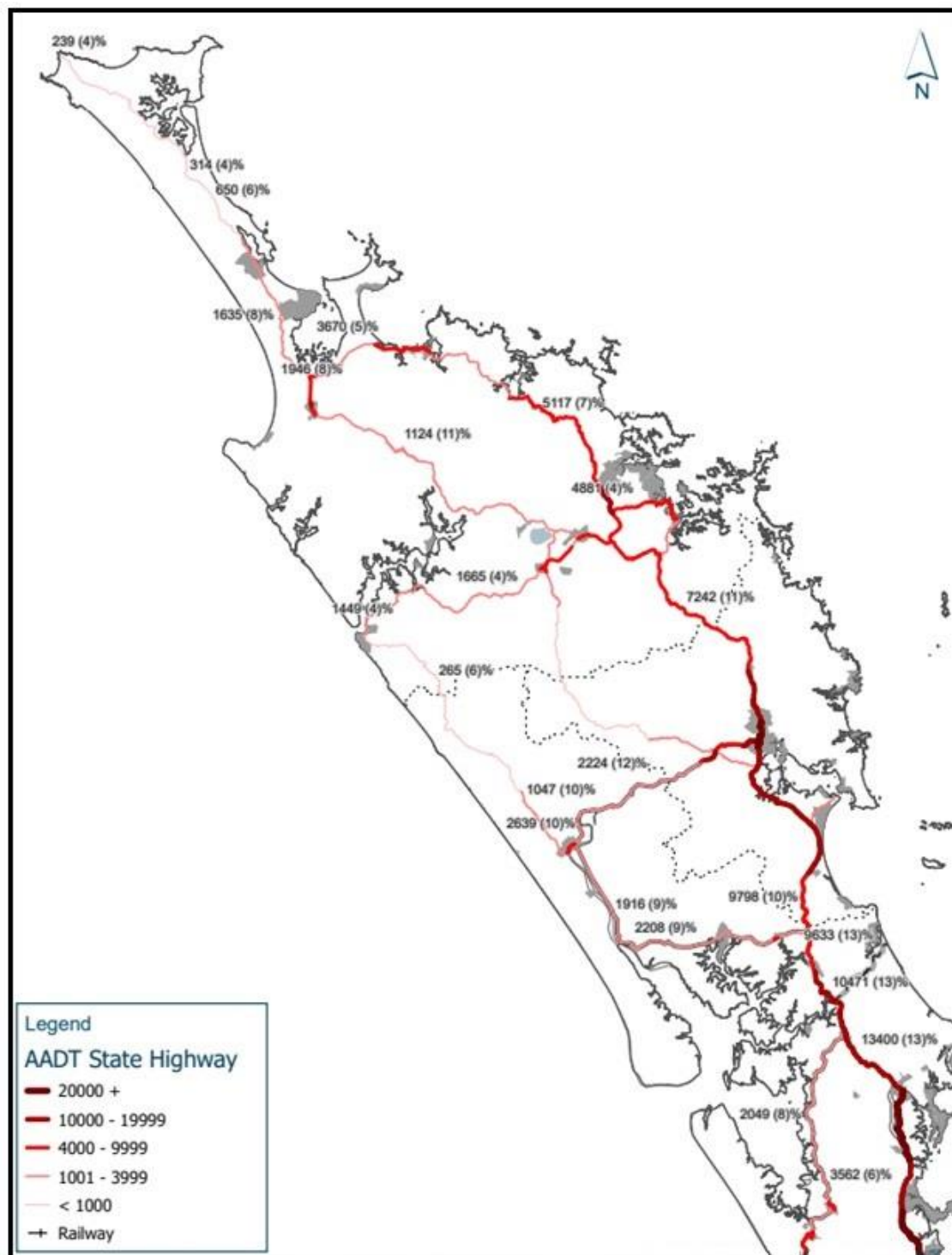


Fig 15: Northland State Highway Traffic Volumes 2022 / 23

Northland primary collectors

Aside from SH1 (Wellsford to Kawakawa) and SH15, according to the One Network Roding Classification all other state highways are classified as primary collectors. These attract a lower level of service than regional or national routes. The collective length of the primary collectors identified in the corridor management plan (SH12, 14 and 15) is approximately 271km long (2.4% of the state highway network).

These roads are still regionally important, and it must be noted that the growing number of tourists visiting Northland will put more pressure on the network of primary collectors (noting that SH12 is the backbone of the Twin Coast Discovery Highway along the west coast).

As such, investment will be needed to increase passing-lane length and to develop rest areas to accommodate this growth in tourist traffic. In addition, a notable amount of freight uses these roads, particularly SH14 and SH15. A large volume of wood is transported along SH15 from the plantation forests in central Northland to Northport. SH14 is important to transport freight from west to east, as well as access employment and services (particularly health services) in Whangārei for those living in Dargaville, especially given the centralisation of services to the city from other parts of the region in recent years.

Changing land use in the mid and far north is an emerging issue. Land use changes from dairy and pasture to avocado production is one example of this. The PGF investment into water storage could potentially see more intensive horticultural production, increasing the volume of perishable goods being transported on the network.

There are a number of pinch points identified in the Northland primary collectors corridor management plan:

- Sections of SH15 north of Twin Bridges have a high resilience risk, as there are limited alternative routes available and the route is susceptible to flooding and slips.
- The rest of the route is also susceptible to closure due to unplanned events resulting from weather events or crashes. There is a lack of alternative routes along the corridor in the event

of road closure, although the state highway network on the southern part of the corridor provides some resilience.

- The surface of the section of SH12 between Kaikohe and Waipoua Forest falls below expectations for this category of road.
- Congestion on the SH1 / SH14 interchange in Whangārei impacts on the hospital. Weekend and holiday traffic can be busy around Opononi / Ōmāpere, Dargaville, Kaikohe and through the Waipoua Forest during summer months.
- Regular slips cause minor maintenance-related delays, particularly on SH12.
- The road has a poor KiwiRAP safety rating, with many parts of the corridor scoring only two, or at best three, stars out of five.

It is important to note that this corridor management plan has been extensively workshopped with support from the local community.

In addition, community feedback indicates that congestion at the intersection of SH12 and SH15 is an issue, particularly for the movement of freight to and from the inland freight route (SH15) at times.

Rail

Northland's railway lines are under-utilised, and freight volumes carried by rail have been dropping. Because of the condition of the network, rail currently only carries 2% of the region's freight. KiwiRail run one weekday return service to Auckland on the line, predominantly carrying dairy and forestry products^[1].

Recently, the government has invested in the Northland Rail Rejuvenation, which includes:

- upgrading the Northland line between Swanson and Whangārei, including replacing five bridges on the line;
- lowering the tracks in 13 tunnels to allow high-cube shipping containers to be carried on the Northland line;
- re-opening the currently mothballed Northland line between Kauri and Otiria, and building a container terminal at Otiria;
- purchasing land along the rail-designated route

between Oakleigh and Northport/Marsden Point.

This investment marks a large step forward in improving freight connections in Northland with co-benefits for road safety and a reduction in emissions^[1]. However, it must be recognised that it cannot be done in isolation and would require improvements to the surrounding transport infrastructure to ensure an efficient and integrated transport network.

In order to truly unlock the potential of rail in Northland and encourage a modal shift of freight from road to rail, the network is missing a critical piece. Northport, the region's main seaport, is isolated from the rail network and is the only major port in New Zealand not connected to the national rail network.

There is a strong strategic case for the renewal and upgrade of the Northland - Auckland line and the construction of the Marsden Link, based on the potential for substantial changes to freight flows within the upper North Island. This strategic benefit is based on the significant medium- to long-term option value of providing a second high-quality land transport connection linking Northport (a natural deep-water port) to Auckland, our largest economic centre.

This business case has identified potential rail freight demand of between 1.8 and 2.5 million tonnes, conditional on the price of cartage, with appropriate and reliable service levels. This business case also identifies substantial benefits in reducing some of the negative effects of road transport, which include:

- congestion reduction (using estimated freight volumes, up to 75,000 heavy truck trips could be avoided each year)
- crash risk reduction
- greenhouse gas emission reductions
- road maintenance (with a reduction in heavy vehicle travel, there will be a measurable reduction in wear and tear on the state highway routes of around \$3.8 million per annum^[2]).

Given the potentially significant benefits to Northland, the Northland Regional Transport Committee (RTC) strongly supports development of a rail line connecting Northport to the Auckland

Northland Rail Line. The Northland RTC will continue to encourage the Government to invest in a rail link to Northport and realise the potential benefits for the region.

^[1] KiwiRail, [Northland rail rejuvenation](#). Retrieved 8 May 2020

^[2] Ministry of Transport, March 2019. Northland Rail – North Auckland Line and Marsden Rail Link: Single Stage Business Case – Project Number: 60580963

Coastal shipping

Coastal shipping will continue to be an important freight mode in Northland. While many of the region's harbours have potential for coastal shipping in the long term, Whangārei Harbour is expected to be the primary location for coastal shipping in the region, over the life of this plan. The Government Policy Statement on land transport recognises the role coastal shipping can play to move freight, as well as the environmental and safety benefits that come with a mode shift to coastal shipping.

Northport, located at the mouth of Whangārei Harbour, is the region's only deep-water commercial port. The port's unique position, combined with deep-water capabilities, means it could potentially play a vital role in our national economy and global trade. Northport is planning for expansion to support growth in both Northland and north Auckland.

While the plans for expansion are not set in stone, it is important to be cognisant of the inter-relationship the port, roading and rail networks have in providing efficient, reliable connections to support productive economic activity in Northland. Expansion of the port will undoubtedly have flow-on effects for the roading and rail networks.

National transport outcomes	Draft Government Policy Statement 2021 objectives
Inclusive access ✓	Better travel options ✓
Environmental sustainability ✓✓	Climate change ✓✓
Economic prosperity ✓✓✓	Safety ✓✓✓
Healthy and safe people ✓✓✓	Improving freight connections ✓✓✓
Resilience and security	

Regional Land Transport Plan objectives
Objective 1: Growth, resilience and sustainability ✓✓✓
Objective 2: Choice
Objective 3: Safety ✓✓✓
Objective 4: Integration
Objective 5: Culture ✓

Key:
✓ Minor contribution to achieving the outcome / objective / target
✓✓ Moderate contribution to achieving the outcome / objective / target
✓✓✓ Strong contribution to achieving the outcome / objective / target

Benefits of investment	Key Performance Indicators
<p><i>Primary benefits:</i></p> <ul style="list-style-type: none"> Improvements to travel time and reliability – particularly at the Brynderwyns Increase in resilience Reduction in risk at “black spot” intersections Increase in economic activity Reduction in the environmental impact of travel 	<ul style="list-style-type: none"> Reduction in average journey times (Journey Time Savings) Reduction in number of road closures
Priority investment areas	Key investment partners
<ul style="list-style-type: none"> SH1 Whangārei to Wellsford (safety improvements) SH1 Port Marsden Highway to Te Hana (4-laning) Marsden Point rail line Two lane bridges at SH10 Kāeo and SH1 Rangiahua Roundabouts for SH1 / SH11 Kawakawa, SH10 Pakaraka and Puketona SH1 Whangārei to the Mid North SH1 Mangamuka diversion route Rail resilience and security projects 	<ul style="list-style-type: none"> NZTA Northland Regional Council Whangārei District Council Far North District Council Kaipara District Council

Further information

- NZTA – [Connecting Northland](#)
- NZTA - [Arataki](#)
- NZTA – [New Zealand Upgrade Programme](#)
- KiwiRail – Northland rail rejuvenation
- Ministry of Transport, Northland Rail – North Auckland Line and Marsden Rail Link: Single Stage Business Case



Fig 16: Northland key projects 2024 - 2027

Transport priority 4: Economic and tourism development

Problems

Major local variances in the quality of our infrastructure and services, and lack of resilience, means we fail to support the transport needs of the regional economy.

Northland remains reliant on road transport, but the demands on the transport network are changing, which means we fail to meet community / business expectation.

Summary of evidence

Post COVID-19 impact

The summary of evidence provided in this section of the plan utilises data up to 2019. Since this data was collated, Northland has experienced the effects of the global outbreak of COVID-19, which has affected all sectors of the economy in some form. At the time of writing this plan, the path to economic recovery remains unclear. It should be noted, however, that many of the key sectors in Northland's economy are reasonably well placed to recover from the pandemic. A question mark remains over the long-term financial impact for the retail and tourism sectors.

International tourism makes up approximately 20% of Northland tourism spend. Closure of the country's borders resulted in a reduction in international tourism to Northland (in the short term). However, due to its proximity to Auckland the decline in international tourism may be offset by an increase in domestic tourism.

The region has a relatively low reliance on temporary migrant labour (1.2% of labour force, 2019), so will not be unduly impacted by reductions in immigration. Most are employed in the agriculture and horticulture sectors.

Since 2014, the Northland economy has grown by 3.2% per annum in real terms, with the growth being very broad based across primary industries, manufacturing and construction, and service industries. Our economy is heavily reliant on the state highway network, particularly SH1 and Northport, to get products made in Northland to market. It is hoped that the rail network will increase its share of freight in the near future.

There is a strong synergy between regional and national connectivity (Transport Priority 2) and economic and tourism development (Transport Priority 4). The importance of connections to Northport and on to the rest of New Zealand, via Auckland, are discussed in detail in priority 2.

For that reason, this section focuses upon the role of tourism in Northland's economy.

Between 2014 and 2019, the total number of guest nights in Northland increased by more than 330,000, or 20%. This equates to an average annual increase of 3.7% and matched the growth in guest nights experienced in New Zealand as a whole. Most of the growth in Northland was the result of an increase in overnight stays by domestic tourists rather than by international visitors. The number of guest nights by domestic tourists has increased by 24% since 2014, while international visitor numbers have increased by 14%. At the national level, the 20% growth in total guest nights has been driven largely by international visitors (up 28%) rather than domestic tourists (up 14%).

Projections of future international visitors to New Zealand and growth in New Zealand's population suggest that visitor numbers to the region will continue to grow at a similar rate over the next five years or so.

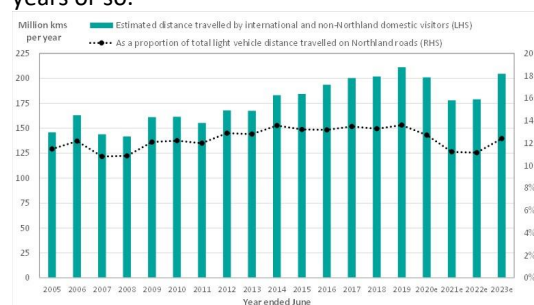


Fig 17: Tourism light vehicle travel on Northland roads (2005 - 2023)

The graph above shows the estimated total distance travelled by international and non-Northland domestic visitors to the region over the period 2005 to 2016. It also presents this as a share of the total distance travelled on Northland roads by light vehicles (which is the sum of visitor travel

and travel undertaken by Northlanders).

A number of assumptions was made in calculating this total, including estimates of the proportion of visitors using light vehicles to travel, and the average distance undertaken by travellers of different origins and purposes. It is estimated that visitors to the region travelled a total of almost 200 million kilometres on roads in Northland during the year ended June 2016. This is 33% higher than the distance travelled in the year ended June 2005^[1].

The distance travelled in light vehicles by visitors to Northland in 2015/16 is estimated to be around 13% of the total distance travelled by light vehicles on Northland roads. This is slightly up on the 11% estimated for 2004/05.

^[1] Estimates of the number of visitors to each region are no longer available, so the series cannot be updated

With the increase in visitor numbers expected over the next few years, the distance travelled by visitors on Northland roads is also forecast to increase.

Twin Coast Discovery Route

The Twin Coast Discovery Route is a scenic 800km circular route connecting attractions and communities around Northland. This route provides for a wide range of users, including local trips and inter-regional freight, in addition to a growing number of tourists. Tourism is an important economic driver, accounting for almost 8% of Northland's regional gross domestic product and 11% of Northland's employment in 2019.



Fig 18: Twin Coast Discovery Route

Walking and cycling

At present, walking and cycling is not a prime drawcard for visitors to the region. With the right promotion and some infrastructure improvements, there is potential for walking and cycling to complement existing attractions in the region.

In respect to tourism, key parts of the walking network include the Te Araroa trail (which runs the entire length of the country from Cape Rēinga to

Table 5: Walking tourism infrastructure

	Northland		New Zealand		Northland as a percentage of New Zealand
	Number	% total	Number	% total	
Short (< four hours)	93	78%	699	62%	13%
Day (> four hours)	22	18%	274	24%	8%
Overnight / multi-day	4	3%	157	14%	3%
Total	119	100%	1,130	100%	11%

Northland is home to the Pou Herenga Tai – Twin Coast Cycle Trail between Ōpua and Mangungu. The 87km trail provides a safe, largely off-road route that is divided into four sections which can be completed over several days of travel and ridden all year round. It is the region's only Great Ride (one of 22 nationwide), and forms part of Ngā Haerenga – the New Zealand Cycle Trail.

The region has a developing network of Heartland Rides. Heartland Rides function as back-country cycle touring routes (mainly on-road) that link the Great Rides (mainly off-road trails), urban centres, transport hubs and other key tourist attractions. There are three Heartland Rides in Northland;

Bluff), a large number of other scenic walks of varying lengths and grades that are managed by the Department of Conservation (DOC), as well as a series of short walks managed by district councils.

These provide visitors with access to stunning viewpoints and culturally significant locations throughout the region. DOC manages a total of 119 tracks in Northland, representing 11% of all DOC tracks in New Zealand.

together these three routes link Cape Rēinga with Poutō Point along the west coast of Northland and form the first 400km of the developing Tour Aotearoa route from Cape Rēinga to Bluff (3,000km). The Tour Aotearoa event has grown to attract 600 riders in 2018, and year-round the trail is rapidly growing as a 'bike-packing' route, attracting many overseas riders.

While they are gaining in popularity, Northland's existing Heartland Rides currently appeal to cyclists classified as 'strong and fearless' and 'enthused and confident', who are comfortable travelling longer distances on the state highway network and/or gravel roads relatively far from townships.



Case for investment

Twin Coast Discovery Route

To facilitate the expected growth in tourist traffic, the Twin Coast Discovery Route will require improvements to meet the expectations of all users, including safety and reliability. This includes those parts of the route that are not ranked as nationally or regionally important but are nevertheless experiencing pressure and require additional passing lanes and new and/or upgraded rest areas.

The programme business case, part of the Tai Tokerau Northland Economic Action Plan and Connecting Northland, recommends investment in a transport programme to enable the necessary improvements to the Twin Coast Discovery Route, including the projects below:

- improvement works to support the growth of Waipapa as a service centre;
- improvements to the resilience of SH10 and SH12;
- improvements to the Opononi / Ōmāpere township;
- stopping-place strategy and improvements; and
- region-wide walking and cycling strategy.

Several business cases have been developed as part of the Twin Coast Discovery Route programme business case. This includes improvements to wayfinding, rest areas, Heartland Ride cycleways,

SH11 and SH12. More details can be found on NZTA's website^[1].

These business cases will guide Waka Kotahi and local council transport investment in Northland. Combined, the seven business cases recommend over 300 individual activities, which sit across multiple organisations and varied funding sources.

While the business cases recognise the availability of funding is a substantial risk, the programme addresses foundational transport infrastructure by recommending improvements to safety and resilience and details a significant investment for a more sustainable transport system including walking, cycling and ride share schemes to enhance the environment and encourage better community and public health outcomes.

To this point, there are several projects identified within the Twin Coast business cases included in the RLTP, these have a range of project owners (Waka Kotahi and Local Authorities) and activity classes. Other projects are being progress with Crown funding (PGF, NZUP etc) and more will be promoted when funding is available.

The route also acts as part of the branding for our region and encourages tourists to travel to more remote areas – such as the Hokianga Harbour. There is the potential to develop more local touring routes that complement this regional route. A good example is the recent development of the Whangārei Heads touring route by Whangārei District Council. Other similar 'byways' are under development to complement the Twin Coast

Discovery Route.

By improving the transport network in this way, and working alongside partners in regional economic development, the Twin Coast Discovery Route will make travel safer and easier for visitors and locals, as well as enabling future growth and development of the region.

^[1] [Twin Coast Discovery Route](#)

Walking and cycling

A quality regional network will encourage an uptake in domestic and international walking and cycling tourism in Northland, increase visitor spending and extend the time visitors spend in the region.

The Northland Walking and Cycling Strategy 2018 identifies walking and cycling projects that will, when fully developed, create an integrated regional network. This will include a mix of:

- walks – from half-day walks to multi-day hikes;
- easy rides – these are rides for the recreational / casual cyclist and comprise mostly grade 1 and some grade 2, including what are termed as Great Rides;
- avid rides – these are rides for the more intrepid and adventurist cyclist and will comprise anything that is grade 3 or higher.

The development of a regional network will also align with projects included in the Tai Tokerau Northland Economic Action Plan, such as the revitalisation of the Twin Coast Discovery Route and the development of scenic byways known as Northland Journeys. NZTA and Northland Inc have partnered to develop a programme business case to address this. This has been developed further

into the Northland Integrated Cycling Implementation Plan, which details a network of Heartland Rides connecting to the Twin Coast Cycle Trail, eventually creating a loop around Northland. Cycling is an emerging visitor activity in Northland and has the potential to generate economic benefits for the region.

Accordingly, cycling connections are an important component of this programme business case, with recommended options including extensions to existing cycling paths, linking to other attractions and creating new infrastructure.

One such project is the Whangārei to Ōpua tourist cycle trail, as recommended in the Twin Coast Discovery Route programme business case.

By working with our partners in the community, local government and central government, it is possible to create a high-quality, integrated walking and cycling network, which caters for a variety of skill and fitness levels and showcases Northland's natural beauty and cultural heritage to locals and visitors.

Further information on Northland's walking and cycling network, as well as future opportunities for improvement and expansion, is available in the following documents:

- Northland Walking and Cycling Strategy
- Northland Integrated Cycling Implementation Plan
- Whangārei District Walking and Cycling Strategy
- Kaipara District Walking and Cycling Strategy
- Kaipara District Spatial Plans
- Far North Integrated Transport Strategy and Plan.

National transport outcomes	Draft Government Policy Statement 2021 objectives
Inclusive access ✓	Better travel options ✓
Environmental sustainability ✓✓	Climate change ✓✓
Economic prosperity ✓✓✓	Safety ✓✓
Healthy and safe people ✓✓	Improving freight connections
Resilience and security ✓	
Regional Land Transport Plan objectives	
Objective 1: Growth, resilience and sustainability ✓✓✓	
Objective 2: Choice ✓✓	
Objective 3: Safety ✓	
Objective 4: Integration ✓	
Objective 5: Culture ✓✓	

Key:

- ✓ Minor contribution to achieving the outcome / objective / target
- ✓✓ Moderate contribution to achieving the outcome / objective / target
- ✓✓✓ Strong contribution to achieving the outcome / objective / target

Benefits of investment	Key Performance Indicators
<p><i>Primary benefits:</i></p> <ul style="list-style-type: none"> Enabling an increase in economic development activity (including tourism) Contributing to a reduction in social deprivation <p><i>Co-benefits:</i></p> <ul style="list-style-type: none"> Reducing the environmental impact of travel People have transport choices to access work and amenities A transport system that enhances and supports the region's cultural and environmental values Improved safety (a reduction in DSIs) on tourism and cycle routes 	<ul style="list-style-type: none"> Increase in number of visitor nights in accommodation Increased number of walkers and cyclists Reduction in deaths and serious injuries (DSIs)

Priority investment areas	Key investment partners
<ul style="list-style-type: none"> • Implementation of Twin Coast Discovery Route business case projects • Construction of the projects outlined in the Northland Walking and Cycling Strategy • Integrated Cycling Implementation Plan • Extension and enhancement of the Twin Coast Cycle Trail • Mangawhai Shared Path • Whangārei urban walking and cycling network 	<ul style="list-style-type: none"> • NZTA • Kiwi Rail • Northland Regional Council • Whangārei District Council • Far North District Council • Kaipara District Council

Further information

- [Northland Journeys](#)
- [Tai Tokerau Northland Economic Action Plan](#)
- [Connecting Northland](#)
- Twin Coast Discovery Route and Northland Journeys Northland [Integrated Cycling Implementation Plan](#) Preliminary Design and Delivery
- [Northland Walking and Cycling Strategy 2018](#)

Transport priority 5: Reducing the environmental effects of the transport



Problem

Our land transport system contributes to environmental degradation through its climate-changing greenhouse gas emissions, land use impacts, its air and water pollution, and its significant footprint on areas with sensitive habitats and waterways.

Summary of evidence and case for investment

The land transport system has a footprint. It runs from the boundary of Auckland in the south to the most northern tip of New Zealand, at Cape Rēinga.

Throughout its length, it encounters and influences a range of natural and built environments. Due in part to its footprint, the land transport system has been identified as a contributor to environmental degradation through climate-changing greenhouse gas emissions, land use impacts, and air and water pollution^[1].

Nearly 20% of New Zealand's domestic greenhouse gas emissions currently come from transport, with 90% of these emissions from road transport.

In response to climate change, the government has committed to:

- reducing greenhouse gas emissions by 30% below 2005 levels by 2030 under the Paris Agreement on Climate Change^[2]; and
- reducing net emissions of all greenhouse gases (except biogenic methane) to zero by 2050^[3].

Northland Regional Council has adopted a climate change strategy and implementation plan setting out how NRC will reduce its emissions and how it will for fill its functions. Further information can be found in the following documents:

- [Ngā Taumata o te Moana: our strategy for tackling climate change](#)
- [Ngā Taumata o te Moana implementation plan](#)

While the network undoubtedly presents environmental risk, it also presents opportunities to

enhance the natural and built environments. Through the Government Policy Statement on Land Transport, the government is pushing for greater use of alternative modes of transport in an effort to reduce greenhouse gas emissions.

New Zealand is committed to reducing greenhouse gas emissions. For New Zealand as a whole, this will be met through a combination of emissions reductions, planting more trees to remove carbon dioxide, and purchasing credits in international carbon markets.

The land transport system has a particularly important role to play in responding to climate change. Decarbonising the transport fleet, and aligning transport planning and land use/spatial planning to better provide for walking, cycling and public transport, will all play a role.

Through good design and investment, Northland's transport network can contribute to the maintenance or improvement of biodiversity, water quality and air quality. Investing in green infrastructure and alternative modes of transport (eg. public transport, walking and cycling) can help reduce greenhouse gases. Over the life of this plan, we will reduce the environmental impact of the transport network through the following actions:

- **Walking and cycling:** we will continue to invest in walking and cycling infrastructure and promote walking and cycling to increase its mode share;
- **Public transport:** we will increase investment in public transport infrastructure and services, particularly in Whangārei city, to increase public transport mode share and reduce the number of private vehicle trips;
- **Electric vehicle charging network:** Northland has been investing in a network of charging stations to facilitate the use of electric vehicles. In 2020 there were 15 fast public charging stations throughout the region. Tesla have also recently installed a supercharger in central Whangārei.
- **Land use –** We will partner with agencies planning and developing our towns and cities to create urban environments that reduce the need for fossil fuels. For example, the Ngawha Geothermal Field is located at the epicentre of

the Far North District's plantation forests and the steam would enable very low carbon footprint wood processing. This includes producing wood pellets as a coal substitute from logs that are currently left in the forests.

We will continue to advocate for electric vehicle infrastructure as one of many initiatives to transition to a low-carbon transport system, while lowering the impact of the network on air quality and reducing noise pollution.

In recent years, Northland Regional Council and its partners were successful in securing funding for five additional charging stations, which will be installed at Waipū, Tutukākā, Matakōhe, Mangawhai and Paihia.

Other initiatives include:

- **CityLink electrification:** Northland Regional Council is currently investigating the feasibility of electrifying Whangārei's bus network (known as CityLink). If the proposal is feasible and funding can be secured, this would reduce greenhouse gas emissions, air pollutants and noise arising from Whangārei's bus fleet.
- **Infrastructure development:** new infrastructure and upgrades to existing infrastructure will be designed and built in accordance with Ministry of Transport, NZTA and Northland Regional Council environmental policies to maintain or improve biodiversity, water quality and air quality.
- **Freight:** Northland relies heavily on the road network to move freight. Nearly all freight within the region and 50% of freight outside the region is moved via road. Recent investment in the rail network is expected to vastly improve the rail network in Northland, after years of managed decline.

This investment presents an opportunity to increase the mode share of rail in moving freight, which will reduce greenhouse gas emissions. A recent study by the University of Canterbury found that transporting freight by rail produces around one quarter of the carbon

emissions of trucking freight (wheel to wheel)¹¹.

Improved connectivity to Northport through construction of the Marsden Point Spur rail line is key to unlocking the potential of rail in Northland. Local and Central government are working toward this goal.

To realise the benefits rail can provide, in terms of achieving the government's targets and the objectives of this plan, further investment is required.

While no projects are proposed in this iteration of the RLTP, it should be noted that Northland has potential to shift a portion of its freight to coastal shipping, beyond the freight currently shipped from Whangārei, if suitable infrastructure became available.

Northland's heavily indented coastline has potential to support coastal shipping throughout the region. Coastal shipping produces around one-fifth of the carbon emissions of trucking freight, as such any movement of freight from road transport to coastal shipping in Northland would contribute towards meeting nations emissions reduction targets.

National transport outcomes	Draft Government Policy Statement 2021 objectives
Inclusive access ✓	Better travel options ✓
Environmental sustainability ✓✓✓	Climate change ✓✓
Economic prosperity	Safety
Healthy and safe people ✓	Improving freight connections
Resilience and security ✓	
Regional Land Transport Plan objectives	
Objective 1: Growth, resilience and sustainability ✓✓	
Objective 2: Choice ✓✓	
Objective 3: Safety	
Objective 4: Integration	
Objective 5: Culture	

Key:

- ✓ Minor contribution to achieving the outcome / objective / target
- ✓✓ Moderate contribution to achieving the outcome / objective / target
- ✓✓✓ Strong contribution to achieving the outcome / objective / target

¹¹ Evaluating the opportunity to engineer transition to a low

carbon freight transport system in NZ, EPECentre report 2022

Benefits of investment	Key Performance Indicators
<p><i>Primary benefits:</i></p> <ul style="list-style-type: none"> • Contribute towards a resilient transport sector that reduces harmful emissions • Contribute towards achieving New Zealand's target of reducing greenhouse gas emissions by 30% below 2005 levels by 2030 under the Paris Agreement on Climate Change • Contribute towards the government's target for New Zealand to be net zero carbon by 2050 	<ul style="list-style-type: none"> • Percentage of Euro 5 low-emission vehicles in service for CityLink Whangārei • Percentage of zero-emission vehicles in service for CityLink • Metres of T2 / bus lanes in Northland • Number of publicly accessible electric vehicle charging facilities in Northland • Percentage completion of the strategic walking and cycling networks
Priority investment areas	Key investment partners
<ul style="list-style-type: none"> • Walking and cycling infrastructure • Public transport infrastructure and services, particularly to drive mode shift in Whangārei city; <ul style="list-style-type: none"> • encourage the uptake of electric vehicle use; • electrify the public bus service in Whangārei; and • travel planning to encourage the shift from private vehicles to walking, cycling and public transport 	<ul style="list-style-type: none"> • NZTA • Kiwi Rail • Northland Regional Council • Whangārei District Council • Far North District Council • Kaipara District Council

^[1] Ministry for the Environment and Stats NZ (2019). New Zealand's Environmental Reporting Series: Environment Aotearoa 2019

^[2] [Ministry for the Environment](#), November 2019

^[3] [Climate Change Response \(Zero Carbon\) Amendment Act 2019](#)

Transport priority 6: Provide people with better transport options and consider the needs of the transport disadvantaged (including transport choices in rural communities)

Problem

Outside of Whangārei City, travel choice is generally limited. There is considerable reliance on private motor vehicles to access jobs, recreation opportunities and community facilities. This is because:

- the current transport network does not adequately serve people who do not have access to private motor vehicles, are not licensed to drive, cannot drive or choose not to drive. This problem is compounded in rural areas and parts of the region that experience high deprivation.
- in rural towns, short trips are made by car due to either a lack of, or inadequate, walking and cycling facilities. There is a current lack of connectivity in walking and cycling infrastructure that reduces its appeal and makes it difficult for people to use existing facilities.

Summary of evidence

While it is acknowledged that many parts of the region rely on private motor vehicle transport to access jobs, recreation opportunities and community facilities, census data shows that relatively large proportions of the population do not have access to private motor vehicles. Northland has a comparatively high proportion of transport-disadvantaged residents.

‘Approved organisations’ have a specific duty (under Section 35 of the Land Transport Management Act 2003) to consider the needs of the transport disadvantaged when developing transport plans.

A legal definition of transport disadvantaged from the act is “people who the regional council has reasonable grounds to believe are the least able to get to basic community activities and services (for example, work, education, health care, welfare and food shopping)”.

In Northland this can include a wide scope of the population, for instance:

- the elderly;
- youth;
- those with a disability;
- those remote from employment and services;
- those with a low household income; and
- those without access to a private motor vehicle.

It is important to recognise that secondary specialist healthcare is centralised in Whangārei, requiring transport to access it from the rest of Northland.

This is supported by results from the 2013 and 2018 censuses, and more recently data collected and released by Stats NZ, have shown the following trends to be apparent in Northland:

The number of people over 65 years of age living in Northland is increasing. While the rate of this increase has slowed during the past six years, the number of Northlanders aged 65 and over has increased from 28,900 in 2013 to 39,300 in 2020, an average annual increase of 4.5% compared to the total Northland population increase of 2.4% per annum. People aged over 65 years now account for 20% of the Northland population compared to just 12% in 1996. As the population ages, demand for public transport and total mobility services is likely to increase – this will create issues for the planning and prioritising of public transport investment in the region.

In the 2018 census, 5.4% of Northland households indicated they did not have a motor vehicle, down from 7.5% in 2013 and below the national average of 6.6%. While access to private motor vehicles has improved, there are parts of the region that still have low rates of access to motor vehicles.

Table 6: Northland population without access to a motor vehicle

Area	%	Area	%
Inlets - Far North	30.0	Port – Limeburners	14.3
Otagareei	23.8	Kensington	13.8
Whangārei Central	18.9	Kaikohe	13.2
Kaitāia West	16.3	Mairtown	12.6
Tarewa	15.9	Kawakawa	11.3
Kaitāia East	15.5	Tikipunga North	10.7
Woodhill – Vinetown	14.5		

The annual average unemployment rate in Northland was 5.8% compared to 4.07% nationally. Between 2009 and 2016, Northland's unemployment rate held relatively steady within the 8-9% range. The current level of unemployment is not too far above the regional record low of 4.2%, set in 2007.

In December 2020, the annual average unemployment rate for Māori in Northland was 7.6% compared to 3.5% for Europeans. Unemployment rates for both Māori and Europeans remained relatively constant for the period 2009-2016, averaging 17% for Māori and 6% for Europeans. The national Māori unemployment rate is 8.3%.

Data from the 2018 Census shows the median annual income in Northland was \$24,800, versus a national median wage of \$51,527. In this regard, the future ability of the community to pay the local share for infrastructure and public transport service is an issue.

New Zealand has the third-highest rate of obesity and overweight adults and children within OECD countries. Northland's obesity rates are higher than the New Zealand average, with 36.6% of children and 73.4% of adults being either overweight or obese compared to 32.6% of children and 66.3% of adults^[1]. Northland has the highest proportion of adults within the obese or overweight body size category of any region in New Zealand.

The following subsidised, contracted public

transport services operate in Northland:

- CityLink, operating in the Whangārei urban area;
- Far North Link, operating in Kaitāia and the surrounding area;
- Mid North Link, operating a trial service linking Kaikohe, Kerikeri and Bay of Islands;
- Hokianga Link, operating a between Opononi/Ōmāpere and Kaikohe; and
- Bream Bay Link, Whangārei Heads Link and Hikurangi Link.

The Regional Public Transport Plan (RPTP) provides greater detail on public transport services in Northland.

In Whangārei, traffic congestion is increasingly becoming an issue during morning and evening peaks. During school holidays Whangārei congestion is noticeably reduced. Perhaps the provision of a comprehensive school bus service would be a practical way to reduce traffic congestion in Whangārei?

Transitioning from private motor vehicles to alternative modes of transport for trips within the city is one way of relieving congestion. Investment in public transport services and infrastructure for public transport and active modes of transport is required to facilitate this shift.

^[1] 3. Regional Data Explorer 2014-17: New Zealand Health Survey: Ministry of Health, 2018

Walking, cycling and horse riding

Specific reasons to encourage these activities include:

- some people, such as the young and elderly, don't have cars;
- there are substantial health benefits;
- they are the most environmentally friendly forms of travel
- economic benefits, through less wear and tear on roading and/or reduction in the need for expensive interventions in the roading corridor;
- public transport is not always available; and
- walking is already a component of most trips and is a popular activity for visitors and residents that choose to live more actively.

Relevant matters to consider include:

- lack of walking and cycling facilities, particularly in urban areas but also between towns;
- lack of national and local funding – presently 2% of the national fund is allocated to walking and cycling, with most of this funding being directed to larger urban areas;
- the need to source alternative funding (ie. from the New Zealand Cycle Trail Fund);
- safety concerns, particularly for the young;
- the importance of promoting walking and cycling (for work, school and recreational purposes) for environmental, health and economic reasons;
- the historic and ongoing use of horses in parts of the region;
- the need to educate pedestrians, cyclists and motorists in appropriate and considerate road use; and
- the value of a region-wide walking and cycling network for tourists.

As stated in Part 2 – Regional Land Transport Programme, prioritised projects in this plan have to

demonstrate that they are compatible with the 'strategic fit' of the Government Policy Statement on Land Transport and are prioritised according to NZTA's project assessment and prioritisation process.

As such, prioritised projects in the programme in Part 2 will primarily be focused on areas where the greatest value can be demonstrated.

Nevertheless, better transport links and services can certainly play their part in reducing inequality (by reducing barriers to accessing employment and services for example). As such, road-controlling authorities in the region should look to develop these opportunities where possible. Historically, there has also been an acknowledged lack of subsidised public transport services outside Whangārei.

Recent efforts have focused on providing better travel options in rural areas.



Case for investment

CityLink Whangārei

CityLink Whangārei is the region's largest bus service and operates entirely within urban Whangārei. CityLink consists of eight routes, operating on weekdays from as early as 6.00am and as late as 6.00pm on some routes, and between 7.00am and 5.00pm on Saturday. There are no services operating on Sunday and public holidays.

Patronage on the CityLink service has been static over recent years. In partnership, Northland Regional Council and Whangārei District Council are planning a step change in frequency, efficiency and level of service for the CityLink service. The planned improvements include:

- **Improvements to Rose Street bus terminus:** Operationally, more room is required for the existing increased fleet size, the ability for buses to pass each other, more modern seating, weather covering and pedestrian access for passengers. These improvements are intended to make the Rose Street bus terminal a modern, attractive bus hub that passengers find comfortable and safe to use.
- **Increased frequency:** the CityLink service now requires additional investment to make improvements to meet public expectation and to encourage a mode shift from private car to public transport. In particular, capacity in the afternoon peak period is near saturation, with increasing numbers of students now using the service.

Northland Regional Council will also consult with the public during the Long Term Plan about their

willingness to pay for the increased investment, and has applied to NZTA for funding assistance.

- **Whangārei bus priority lane trial:** As part of its Whangārei City Transportation Network Strategy, the Whangārei District Council has committed to a trial of bus priority lanes where possible within the current footprint of the roading network. The intent is that buses visibly have a time advantage over private vehicles and will become more attractive to use.
- **Electronic ticketing system.** The introduction of the Beecard allows for passenger convenience by reducing the need for cash fares and speeding up boarding. This card may also be used on buses in the following regions: Hawkes Bay, Horizons, Invercargill, Otago, Nelson, Taranaki, Bay of Plenty and Waikato. The Government is continuing to investigate the feasibility and viability of a nationally consistent and integrated electronic ticketing system for use on contracted public transport.
- The combination of improved facilities at Rose Street bus terminus, an increase in frequency and the introduction of bus priority lanes will create a step change in the level of service for public transport in Whangārei. These projects will provide for modal shift, better provide for transport-disadvantaged people in Whangārei, and have co-benefits for the health and safety of people and climate change.

Further information on the proposals for CityLink is available in WDC's Whangārei City Transportation Network Strategy and NRC's Regional Public Transport Plan.

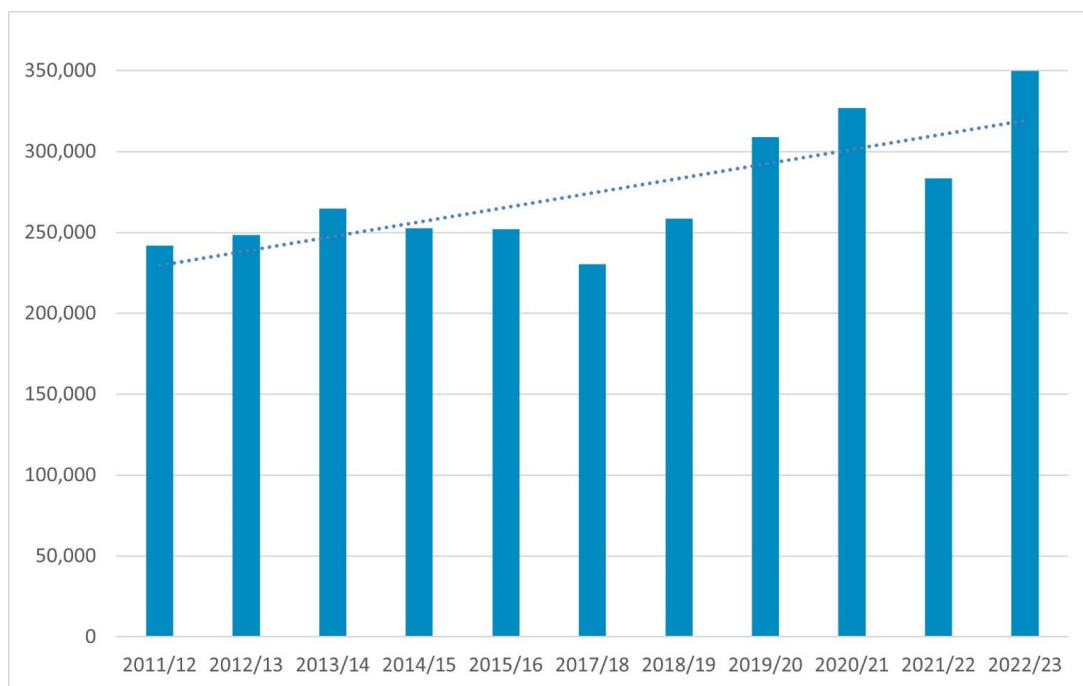


Fig 18: CityLink passengers carried per year

Outside Whangārei

Northland Regional Council currently manages the operation of a number of rural bus routes. These routes are intended to provide access to services and improve transport connection and choice. While patrons pay to use the service, NRC recognises they are unlikely to be commercially viable.

NRC is committed to retaining the current network of services, but given the distance between settlements, it can be difficult to initiate and retain services. Challenges faced are high operating kilometres, retaining an affordable fare level and securing funding from council ratepayers and NZTA. In recent times, the government has supported public transport in more rural areas, which has allowed NZTA to allocate subsidies to Northland.

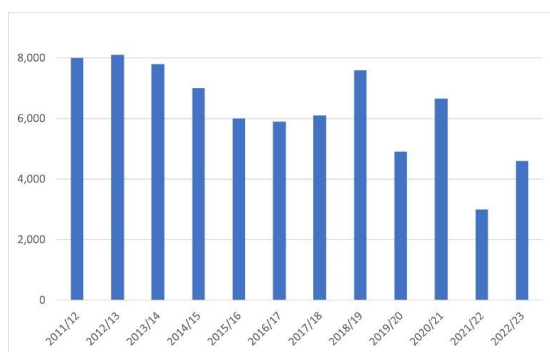


Fig 20: Far North Link passenger numbers (2011 - 2019)

Where possible, NRC will continue to improve the existing services, and at a very minimum retain a frequency of once a week, provided the community continues to show willingness to pay the local share via a targeted rate.

More detail on urban and rural services can be found in Northland's Regional Public Transport Plan^[1].

Transport disadvantage is considered in more detail in the Regional Public Transport Plan, in relation to the provision of public transport services, including the Total Mobility scheme.

The Total Mobility scheme is administered by Northland Regional Council and funded by Whangārei District Council (40%) and NZTA (60%) to provide financial assistance to those with reduced means of travelling due to a physical impairment.

Northland Regional Council applies for a set funding allocation from these agencies each year based on anticipated demand to service the scheme.

Although the scheme is currently limited to Whangārei, Northland Regional Council will investigate all applications for a Total Mobility scheme elsewhere in Northland, provided the local share funding for any new services is provided by the relevant territorial authority – as it is done in the Whangārei district. The implementation of any new or extended service is heavily dependent on available national and local funding, and the availability of transport operators in the different regions.

^[1] www.nrc.govt.nz/transportplan

Walking and cycling

Over recent years, a number of initiatives have improved walking and cycling infrastructure throughout the region. Now it is time to build on this initial success to provide better travel options within our communities and between communities.

Developing local routes will more safely connect local communities to education and employment opportunities, as well as provide health and environmental benefits.

For the most part, communities use the local roading or state highway network when travelling by bike.

Footpaths are also used for cycling, but this is illegal under the New Zealand Road Code, unless the path is designated as a shared path. Frequently, submitters to councils cite a 'hostile walking and cycling environment' as a barrier to use. This includes having to share the road with fast-moving traffic, and complaints about the roads themselves being narrow and winding.

A number of initiatives are planned or underway to improve the walking and cycling experience, to support walking and cycling in Northland.

They are explained in more detail in the Northland Walking and Cycling Strategy, and the walking and cycling strategies of district councils. Key planned programmes and future opportunities include:

- the Whangārei urban network is currently being developed around five key shared path routes that radiate out from the city centre. Planned future routes include the Tikipunga and Limeburners routes;
- separated walking and cycling path between Whangārei and SH15 (NZUP);
- the Far North District Council's Integrated Transport Plan includes a significant number of active-mode projects and activities to increase the amount of infrastructure and facilities, thereby promoting greater uptake;
- the Kaipara Walking and Cycling Strategy, Spatial Plans and the Mangawhai Network Operating Framework identify walking and cycling opportunities to integrate with current and future land use to provide safe active-mode use; and
- programmes to encourage walking and cycling uptake, such as the Bikes in Schools programme, create supporting infrastructure such as bike racks in public places, route signage and marketing.

National transport outcomes	Draft Government Policy Statement 2021 objectives
Inclusive access ✓✓✓	Better travel options ✓✓✓
Environmental sustainability ✓✓	Climate change ✓✓
Economic prosperity ✓	Safety
Healthy and safe people ✓✓	Improving freight connections
Resilience and security ✓	
Regional Land Transport Plan objectives	
Objective 1: Growth, resilience and sustainability ✓	
Objective 2: Choice ✓✓✓	
Objective 3: Safety	
Objective 4: Integration	
Objective 5: Culture	

Key:

- ✓ Minor contribution to achieving the outcome / objective / target
- ✓✓ Moderate contribution to achieving the outcome / objective / target
- ✓✓✓ Strong contribution to achieving the outcome / objective / target

Benefits of investment	Key Performance Indicators
<p><i>Primary benefits:</i></p> <ul style="list-style-type: none"> • Better travel options • Better access to jobs, services and recreational opportunities • Improved wellbeing of Northlanders <p><i>Co-benefits:</i></p> <ul style="list-style-type: none"> • Improved health outcomes • Reduction in greenhouse emissions • Economic benefits 	<ul style="list-style-type: none"> • Punctuality of public transport • Increase in the percentage of people living within 500m of a bus stop in Whangārei • Number of bus stops (and shelters) supporting rural based bus services • Increased access to key economic destinations – number of contracted rural bus services connecting to towns and services
Priority investment areas	Key investment partners
<ul style="list-style-type: none"> • Active Mode infrastructure planning, implementation and promotion • Regional integrated cycle network • Improved infrastructure and services for the Whangārei CityLink bus service • Continue to develop and support rural bus services 	<ul style="list-style-type: none"> • NZTA • Kiwi Rail • Northland Regional Council • Whangārei District Council • Far North District Council • Kaipara District Council

Transport priority 7: Future proofing and long-term planning

Problems

With a historical disconnect between transport planning and land use / spatial planning, the network has evolved to be vehicle-centric and with little consideration of alternative modes of transport.

The expectations of Northlanders are changing. To meet their needs and expectations, transport and land use planning must be integrated.

Case for investment

A key challenge in Northland is to balance the need to invest in developing and maintaining infrastructure against changing patterns of employment, population and income. Growth, where it occurs, is being managed by district councils through the development of structure plans and growth studies.

In the past, planning for growth in our towns and cities and planning our transportation networks have not always been well aligned. Because of this, we have not realised the full benefit of our urban infrastructure or our transport infrastructure. In some cases, poor alignment has resulted in additional cost.

The intent of this section of the Regional Land Transport Plan (RLTP) is to promote the integration of infrastructure planning with growth strategies and district plans. Examples of this planning include:

- Whangārei Future Development Strategy and Marsden Point Structure Plan
- Whangārei City Transportation Network Strategy Far North Integrated Transport Strategy and Plan Kerikeri-Waipapa Structure Plan
- Kaipara District Spatial Plans

- Mangawhai Network Operating Framework
- Kerikeri-Waipapa Structure Plan
- Far North Integrated Transport Strategy
- Waka Kotahi One Network Framework – movement and place classification.

These plans and strategies for growth should incorporate and be integrated with forward-thinking transport planning that is responsive to growth, as this will be important over the life of this plan.

When planning for landuse and development in Northland the RTC supports encouraging primary products being processed as close as practical to the area they are sourced. Movement of heavy freight and primary products impacts the quality, lifespan and maintenance requirements of our roading infrastructure. Locating processing facilities close to their source of raw material will contribute to maintaining the quality of the regions roads and minimise carbon emissions from transport.

In Whangārei, the urban area has been identified as a Tier 2 Urban Area through the National Policy Statement on Urban Development Capacity.

In the five years between 2013 and 2018, census data shows the population of Whangārei grew 18.1%. In certain areas experiencing below average or declining levels of population and economic growth, there may be opportunities where the provision of infrastructure can act as a catalyst to help generate growth.

Where these opportunities arise, it is important to recognise that projects must demonstrate they meet the requirements of the Government Policy Statement on Land Transport.

National transport outcomes	Draft Government Policy Statement 2021 objectives
Inclusive access ✓	Better travel options ✓
Environmental sustainability ✓	Climate change ✓
Economic prosperity ✓	Safety ✓
Healthy and safe people ✓	Improving freight connections ✓
Resilience and security ✓	
Regional Land Transport Plan objectives	
Objective 1: Growth, resilience and sustainability ✓	
Objective 2: Choice ✓	
Objective 3: Safety ✓	
Objective 4: Integration ✓✓	
Objective 5: Culture ✓	
<p>Key:</p> <p>✓ Minor contribution to achieving the outcome / objective / target</p> <p>✓✓ Moderate contribution to achieving the outcome / objective / target</p> <p>✓✓✓ Strong contribution to achieving the outcome / objective / target</p>	

Benefits of investment	Key Performance Indicators
<p><i>Primary benefits:</i></p> <ul style="list-style-type: none"> • More livable towns and cities • Better designed and more efficient infrastructure <p><i>Co-benefits:</i></p> <ul style="list-style-type: none"> • Financial savings 	<ul style="list-style-type: none"> • Align RLTP, transport infrastructure strategies, asset management plans with districts plans, structure plans and growth strategies
Priority investment areas	Key investment partners
<ul style="list-style-type: none"> • Collaboration between Northland's councils • Collaboration between Northland's councils and NZTA • Collaboration to align RLTP, transport infrastructure strategies, asset management plans with districts plans, structure plans and growth strategies 	<ul style="list-style-type: none"> • NZTA • Kiwi Rail • Northland Regional Council • Whangārei District Council • Far North District Council • Kaipara District Council

Ngā Kaupapa Haerenga Waka a Rohe Regional Land Transport Programme



2.1 Programming and funding



National funding context

New Zealand road users primarily fund the country's land transport system through fuel excise duty (petrol tax), charges on diesel and heavy vehicles (road user charges), and vehicle registration and licensing fees. These funds are paid into the National Land Transport Fund for investment in maintaining and improving land transport networks and services.

Other funding comes directly from central government (Crown), local authorities and other sources such as financial contributions for development.

The National Land Transport Fund is used to fund:

- local transport networks and services delivered and co-funded by local government;
- the management and delivery of the state highway network and transport services;
- the Road Policing Programme; and
- sector training and research.

The National Land Transport Fund is the government's contribution to funding the land transport activities approved in the National Land Transport Programme. Different types of funds within the National Land Transport Fund are used to finance particular activities. These funds are allocated to activities using an allocation process.

There are two types of National Land Transport Fund funds:

- **N Funds – Nationally Distributed Funds.** The main funding stream, for investment in national priorities guided by Land Transport Management Act 2003 objectives and the Government Policy Statement on Land Transport (the GPS); and
- **C Funds – Crown Funding.** Special funding for specific regions: Crown investment in specific transport needs, in line with Land Transport Management Act 2003, regional and Crown objectives.

NZTA's role is to invest the National Land Transport Fund in land transport infrastructure and services that deliver on the government's desired outcomes and priorities.

NZTA will do this through the investment prioritisation method, which provides the framework and direction for this investment.

The framework uses the tests of 'GPS Alignment' (alignment with government objectives), 'Scheduling' (how urgent or interdependent the project is) and 'Benefit and Cost Appraisal' (ie. Economic efficiency) to assess proposals and projects for inclusion in the National Land Transport Programme.

Investment is prioritised where it reflects the government’s road safety priorities (such as the Road to Zero strategy), improves transport options, promotes freight productivity improvement, reduces the effects of climate change and greenhouse gas emissions, and increases the emphasis on achieving value for money in investments. The investment prioritisation method is used to prioritise economically significant projects that have national benefits.

The GPS outlines the government’s strategy to guide land transport investment over the next ten years. It also provides guidance to decision-makers about where the government will focus resources.

It influences decisions on how money from the National Land Transport Fund will be invested across activity classes, such as state highways and public transport. It also guides NZTA and local government on the type of activities that should be included in regional land transport plans and the National Land Transport Programme.

The policy statement has four strategic priorities:

- safety;
- better travel options;
- improving freight connections; and
- climate change.

In addition, the policy statement includes the overarching principle of “value for money”. This principle applies to all strategic priorities and investments in the National Land Transport Programme.

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2.2 Funding plan

The information contained within this section of the programme has been collated by activity class based on data collected from NZTA's Transport Investment Online user guides and is presented in greater detail in Appendix 5.

Proposed funding sources

It generally takes many years for transport projects to be implemented. Before any work on the ground can begin, land has to be acquired and various studies, consultation, feasibility reports, scheme assessments and detailed designs completed. It can also take a considerable period to accumulate local funding and/or obtain national funding.

The prioritisation process outlined above is, therefore, used as a mechanism by NZTA for allocating available funds to those projects that best contribute to the achievement of policy statement targets. Funds are allocated to the highest priority activities first.

Crown (C) funds are allocated to the highest-priority activities pertinent to the purpose for which they were appropriated.

Remaining activities are allocated **Nationally Distributed (N) funds** in each activity class until the total allocation of funds to that activity class is fully provided. NZTA will make allocations to each activity class within the range defined by the policy statement.

The threshold priority order for funding in each activity class (and region) depends on the funds available in each activity class and the priority of the candidate activities. The threshold in each activity class defines the lowest priority of activity likely to be funded.

Local (L) funds are funds sourced by regional and district councils, eg. rates or non-project specific developer contributions. These organisations are required to part-fund all their activities, with the proportion of L funding required for each activity class based on a financial assistance rate. This rate varies depending on the organisation applying for funding and the type of activity being proposed. Local funds sourced through rates are included in councils' Long Term Plans and are, therefore, consulted on separately under the Local

Government Act.

Other funding sources

Funding may become available from sources other than the National Land Transport Fund and the local share for certain activity classes during the plan period. Possible funding sources include:

- **New Zealand Cycle Trail Fund.** In 2016 the Government approved \$25 million to improve and extend Ngā Haerenga, the New Zealand Cycle Trail. The New Zealand Cycle Trail Enhancement and Extension Fund provides up to \$6 million each year to eligible organisations whose projects extend or improve the Great Rides of the New Zealand Cycle Trail. Amongst other things, the fund provides an opportunity to maintain and enhance the Coast to Coast cycleway in the Far North.
- **Provincial Growth Fund (PGF).** Through the PGF, the Government seeks to ensure that people living all over New Zealand can reach their full potential by helping build a regional economy that is sustainable, inclusive and productive.
- **New Zealand Upgrade Programme (NZUP).** The New Zealand Upgrade Programme reflects the Government's balanced transport policy with \$6.8 billion being invested across road, rail, public transport and walking and cycling infrastructure. To date NZUP has committed \$692 million on the SH1 Whangārei to Port Marsden project.
- **Crown Infrastructure Partners "Shovel Ready" funding.** The fund was established by the Government as a stimulatory measure by investing in infrastructure as part of the COVID-19 recovery response.
- **Tourism Infrastructure Fund (TIF).** The Tourism Infrastructure Fund (TIF) provides up to \$25 million annually to develop tourism-related infrastructure that supports regions facing pressure from tourism growth.

2.3 Investment logic mapping – priorities and outcomes



On Wednesday 10 June 2020, the Northland Regional Transport Committee's elected representatives and their support staff attended the 2021 - 2027 Regional Land Transport Plan investment logic mapping workshop under the direction of an independent convener.

The problem statements, benefits and outcomes for Northland's transport system that came out of that meeting and subsequent meetings of the committee are shown in the following diagram.

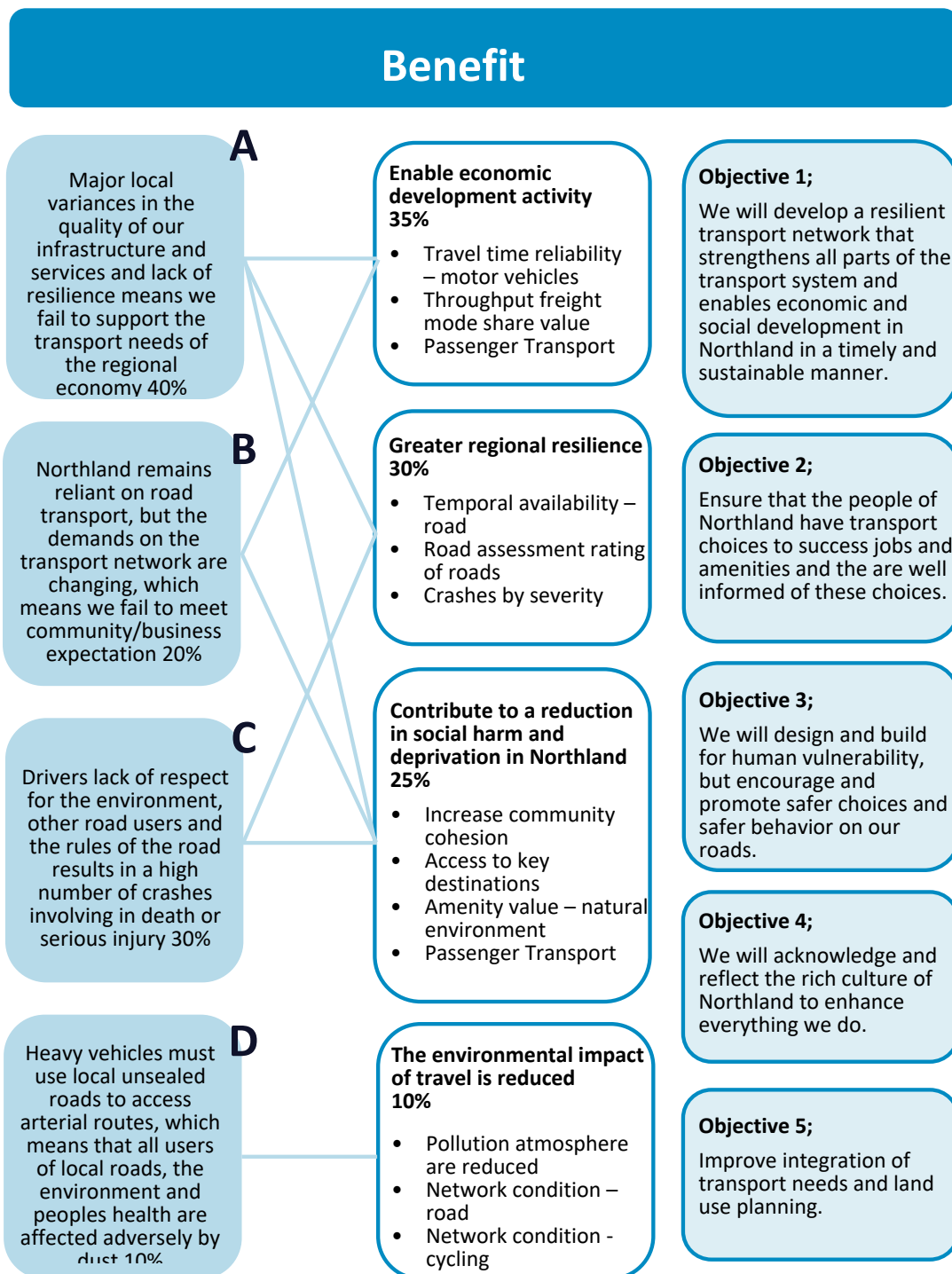


Fig 21: Regional Land Transport Plan - investment logic map

2.4 Relationship with Police activities

Assessment of relationship with Police activities for road safety

As required under Section 16(2)(b) of the Land Transport Management Act 2003, the Northland Regional Transport Committee has assessed the relationship of New Zealand Police activities to this programme.

Police activities for road safety

The New Zealand Police (Police) are committed to the direction set out in Road to Zero: New Zealand's Road Safety Strategy 2020-2030 and working in partnership across the road safety sector. Police will align their road policing activities with the focus areas outlined in the strategy. By doing this, they will play their part in contributing to the overall road safety outcome of reducing death and serious injury on New Zealand's road network.

A combination of prevention, deterrence and enforcement, along with education and information, will be used to reduce death and trauma on Northland's roads. Prevention is an important part of road policing. Police will play their part in preventing crashes and road trauma by targeting high-risk drivers, such as repeatedly impaired (alcohol and drugs) drivers. These road users present significant risk to other road users and feature heavily in serious and fatal crashes. Reductions in offending by these drivers will enable the Police to provide further investment in prevention and assist in providing savings in the health system. Police will contribute to the Road to Zero approach by:

- focusing on measures to reduce fatalities and serious crash injuries on our roads;
- reducing victimisation and social harm created by fatal and serious injury crashes;
- building trust and confidence in Police, resulting in encouragement of all road users to observe and abide by the road rules because they want to;
- working with individuals and groups in our community so they take responsibility for

themselves and others on our roads;

- listening to our community to further understand the risks; and
- working with local authorities in partnership to understand and create activities that will focus on speed management, vehicle safety, work-related road safety, road user choices and system management.

The Northland Police district will continue to use an intelligence-led approach through risk identification and the tasking and coordination model to improve road safety outcomes, developing local action plans that identify how they will achieve against each of the priorities.

The strategic aim of Northland Police for road policing is: *"To contribute to New Zealand becoming the safest country in the world by preventing death and serious injury on Northland roads."*

Desired outcome: *A safe road system*

This is supported by the following desired activity:

- ensuring those behaviours that most contribute to death and serious injury are a primary focus of enforcement;
- encouraging road users to comply with speed limits and drive to the conditions, and investigating alternative methods of promoting speed compliance;
- encouraging drivers to obtain and maintain appropriate licences for the vehicles they drive; and
- understanding, identifying and targeting high-risk drivers, promoting alert and compliant road user behaviour and a positive public road safety culture in Northland.

The table below provides the full list of activities and measures to support the outcomes:

Owner: *Road Policing Manager*

	Owner	Activity	Measures
Speed	Area Commander(s) Road Policing Manager Commercial Vehicle Safety Team (CVST)	<ol style="list-style-type: none"> 1. Informed risk targeting using radars, hand-held lasers, mobile and static cameras including enforcement of HMTV. 2. Working collaboratively with partner agencies, the community and media (including social media) to promote safe speeds. 3. Targeting high-risk drivers, and taking appropriate action. 4. Informing road controlling authorities where posted speeds are inappropriate. 	<ol style="list-style-type: none"> 1. Number of effective partnerships and media messages delivered. 2. Number of drivers identified and tasked for action. 3. Attendance at RSAP meetings. 4. Number of reports received and number of speed changes actioned.
In-vehicle behaviour	Area Commander(s) Road Policing Manager	<p>In-vehicle behaviour combines distractions and restraints.</p> <ol style="list-style-type: none"> 1. Deploy to high-risk locations where restraint use is low. 2. Work collaboratively with partner agencies, the community and media (including social media) to promote improved in-vehicle behaviours. 3. Conduct regular checkpoints with Plunket and other partner groups to increase awareness and promote wearing of restraints including with children. 4. Deliver educational programmes at schools. 	<ol style="list-style-type: none"> 1. Number of checkpoints conducted and notices issued. 2. Number of successful partnerships formed and media safety messages delivered. 3. Number of joint checkpoints conducted. 4. Number of lessons delivered.

	Owner	Activity	Measures
Impaired driving	Area Commander(s) Road Policing Manager	<p>This activity covers pedestrians, cyclists, elderly, inexperienced, visiting, road workers & motorcyclists.</p> <ol style="list-style-type: none"> 1. Reduce opportunities to offend by preventing disqualified, suspended and unlicensed driving including young drivers in breach of GDL provisions through enforcement, and referrals to support agencies to enable compliance. 2. Enforcement of temporary speed zones around road work sites and lowered speed zones around schools. 3. Ongoing partnership to encourage connection to various community driver licence support programmes. 4. Educational programmes encouraging children to wear cycle helmets. 5. Conduct frequent highly visible checkpoints focusing on drugged and alcohol-impaired drivers. 	<ol style="list-style-type: none"> 1. Number of disqualified / suspended drivers apprehended and the number of GDL compliance completed. 2. Number of notices issued in temporary and school zoned areas. 3. Number of individuals referred that follow through and obtain correct licence. 4. Number of educational sessions delivered. 5. Number of breath screening tests completed. Number of individuals apprehended.
High-risk driving	Area Commander(s) Road Policing Manager	<p>This activity covers a range of driving behaviours including centre line, intersection and fleeing drivers, dangerous, insecure and overloading as well as driving unsafe vehicles.</p>	<ol style="list-style-type: none"> 1. Reduction in number of fatal and serious injury crashes where centre line has been crossed and at intersections. 2. Number of drivers identified and worked with.

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	Owner	Activity	Measures
		<ol style="list-style-type: none"> 1. Identification and deployment to high-risk locations and times through monthly tactical activity plans. 2. Identify and work with individual high-risk drivers to change driving behaviour. 3. Use of available legislation to impound vehicles and prevent further offending. 4. Work with road safety partners and wider justice sector to coordinate interventions to reduce the impact and prevalence of high-risk drivers. 	<ol style="list-style-type: none"> 3. Number of vehicles impounded for driving offending. 4. Reduction in the number of fatal and serious injury crashes that feature high risk drivers.
Network maintenance and efficiency	Area Commander(s) Road Policing Manager	<p>This activity covers crash attendance and event management.</p> <ol style="list-style-type: none"> 1. Attend and report all fatal road crashes within policies and legislative timeframes. 2. Efficiently manage incidents to reduce congestion. 3. Inform road controlling authorities and road safety action planning groups by reporting unsafe roads and roadsides. 4. Work with regional and local partners to ensure operations are targeted to risk, jointly implemented where applicable while minimising the interruption to efficient 	<ol style="list-style-type: none"> 1. Identify any instances that fall outside timeframes. 2. Issues with traffic management identified through serious crash debriefs with partners. 3. Number of reports completed. 4. Number of successful partnerships formed and maintained including debrief of all major incidents.

	Owner	Activity	Measures
		operation of freight and traffic flows.	

Ongoing liaison, advocacy and co-ordination with Police

The Northland Regional Transport Committee and Police believe the issues, objectives and policies identified in this plan and the Road Policing Plan for Northland are strongly aligned. Road engineering, crash reduction studies and road safety promotion and advocacy initiatives identified in the programme will contribute to Police road safety targets.

Due to legislative changes, Police are no longer formally represented on regional transport committees. However, they do participate in the committee on relevant matters and have contributed to the development of this plan.

Through the Northland Regional Transport Committee, Police and other partners will regularly meet and liaise on road safety and traffic management issues. Together with committee members, Police will investigate opportunities to promote and integrate common road safety and traffic management objectives via this plan and other planning processes.

Liaison and partnering will also continue at a district level through the development of road safety actions contributing to a Regional Road Safety Action Plan for Northland. Northland's Road Safety Action Plan is a partnership agreement between Police, NZTA, local authorities through the Northland Transportation Alliance, ACC and other community representatives.

A number of plans and evidence-based documents – such as the Road to Zero strategy, Crash Analysis System, KiwiRAP, Mega Maps tools (NZTA electronic maps depicting high-risk roads with supporting evidence), Northland Road Safety Issues, Quarterly Outcomes and the Community At Risk Register – identify road safety risks at the local level, and help ensure that the priority delivery of planned services and interventions is coordinated.

The plans also seek to synchronise all road safety activities delivered at the local level (eg. engineering improvements, community programmes and road policing).

2.5 Monitoring indicator framework

To determine the effectiveness of the strategic objectives, the Northland Land Transport Plan (NLTP) will be monitored and reported on against the measures detailed in the following chapter.

Objective 1: Growth, resilience, sustainability and environment

Measure	Indicator	Data sources
1. CO ₂ emissions	Northland transport generally Northland public transport	Fuel consumption or kilometres travelled + calculation in Ministry for the Environment guide for measuring emissions Regional GHG reporting
2. Temporal availability	Temporal availability (resolved road closures)	Northland Regional Council (NRC) and centralised NTLP database
3. Level of service and risk	Kilometres of road and rail infrastructure susceptible to coastal inundation with sea level rise	NRC GIS – Climate Change module
4. Changes in impact of unplanned disruptive events	Availability of a viable alternative to high-risk and high-impact routes	NRC and centralised NTLP database
5. Tonnes of freight moved	Intra-region freight movement (tonnes) (rail, road and coastal shipping) Inter-regional freight movement (rail, road and coastal shipping)	Centralised NTLP database
6. Heavy vehicle movements	Road traffic count – number of heavy vehicle movements	Centralised NTLP database

Objective 2: Choice

Measure	Indicator	Data sources
7. Public transport	Increase in passenger boardings per annum Mode share (maybe)	NRC electronic ticketing system (BeeCard)
8. Cycling	Mode share	Centralised NTLP database
9. Walking	Mode share	Centralised NTLP database
10. Electric vehicles	Number of charging stations Electric vehicle registration	ChargeNet NZTA
11. Ride sharing	Number of private peak vehicles carrying more than one passenger	Surveys

Objective 3: Safety

Measure	Indicator	Data sources
12. Kilometres of road with permanent road safety barriers	Kilometres of road in Northland with permanent road safety barriers	Waka Kotahi NZ Transport Authority
13. Collective risk (crash density)	Crash density	Centralised NTLP database
14. Deaths and serious injuries	Reducing annual number of deaths and serious injuries	Centralised NTLP database
15. Road assessment rating – roads	Infrastructure risk rating	Centralised NTLP database
16. Road assessment rating – state highways	Kiwi Road Assessment Programme (KiwiRAP) star rating (for state highways)	Centralised NTLP database
17. Ambient air quality	PM ₁₀ PM _{2.5}	Northland Regional Council
18. Road treatment to manage dust	Kilometres of unsealed road treated to manage dust emissions	District councils

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2.6 Reviews and variations

Reviewing this plan

The Land Transport Management Act 2003 (Section 18CA) requires a review take place no less than six months before the expiry of the third year of the Regional Land Transport Plan. Any review will be undertaken in a manner that incorporates the principles of the benefit cost approach. This plan will be reviewed in 2024.

Variations to this plan

This plan will remain in force until 30 June 2027, unless a variation is required under section 18D of the Land Transport Management Act 2003.

Over the duration of this plan, activities or projects could change, be abandoned or be added. Variation requests could occur due to variations in the time, scope or cost of proposed activities (especially given that a funding application can be made three years before an activity is to be undertaken). Approved organisations or NZTA can, therefore, request that the Regional Transport Committee prepares a programme variation. The Regional Transport Committee can also prepare variations of its own initiative.

The Regional Transport Committee will consider requests for variations promptly and forward the amended plan to Northland Regional Council for its consideration.

When variations are 'significant' in terms of Northland Regional Transport Committee's Significance Policy (see below), the Regional Transport Committee must consult on the variation before adopting it and forwarding it to Northland Regional Council and ultimately NZTA. Public consultation is not required for any variation that is not significant in terms of the Significance Policy adopted below, or from a variation arising from the declaration or revocation of a state highway. It is probable that the majority of variations will not be significant.

Section 106(2) of the Land Transport Management Act 2013 requires each regional transport committee to adopt a policy that determines significance in respect to variations made to its Regional Land Transport Plan. The Significance Policy will apply to two scenarios described in the 2013 Act:

- **18B Process for approving regional land transport plans prepared by regional transport committees:** an amendment following initial public consultation, but prior to approval of the Regional Land Transport Plan, may be made without further consultation providing the amendment is deemed to be not significant according to the Significance Policy.
- **18D Variation of regional land transport plans:** a variation of the Regional Land Transport Plan in the three years to which it applies does not require public consultation providing the variation is not significant or arises from the declaration or revocation of a state highway. In other words, the Significance Policy determines the threshold for the size of activities and the extent of changes to the priority, scope or funding arrangements for these activities at which the region decides to revisit public consultation.

Significance Policy

The following amendments or variations to this plan are considered significant for the purposes of consultation:

- addition or removal of a prioritised activity with an approved allocation of more than \$7 million, irrespective of the source of funding;
- a change in scope for a prioritised activity costing more than 10% of the approved allocation, but not less than \$7 million, irrespective of the source of funding;
- a change in the priority of an activity with an approved allocation of more than \$7 million, irrespective of the source of funding;
- a change in the proportion of nationally distributed funding (N funding) allocated to a prioritised activity with an approved allocation

of more than \$7 million.

The following variations to this plan are considered not significant for the purposes of consultation:

- activities that are in the urgent interests of public safety;
- new preventative maintenance and emergency reinstatement activities;
- addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18A of the Land Transport Management Act 2003 and which the Regional Transport Committee considers complies with the provisions for funding approval in accordance with section 20 of the Act;
- a scope change that does not significantly alter the original objectives of the project (to be determined by the Regional Transport Committee);
- addition of the investigation phase of a new activity, one which has not been previously consulted on in accordance with section 18 of the Land Transport Management Act 2003;
- minor variations to the timing, cash flow or total cost, for the following:
 - improvement projects,
 - demand management activities,
 - community-focused activities.
- replacement of a project within a group of generic projects by another project of the same type.

Consultation procedure to follow

The decision on whether or not a requested variation is significant and the resultant variation to this plan will be decided by the Regional Transport Committee.

Where possible, any consultation required will be carried out in conjunction with any other consultation undertaken by Northland Regional Council, eg. the Long Term Plan consultation, to minimise costs.

Tapiritanga Appendices



Appendix 1: Upper North Island Strategic Alliance shared statement

The upper North Island of New Zealand is vital to New Zealand's social and economic success. The area is home to over half of New Zealand's population, employment and GDP and accounts for around 50% of the total freight volume and movement – and is forecast to keep growing. An efficient, effective and safe transport system will be needed to support this forecast increase in the movement of people and goods.

There are opportunities to work together at an upper North Island scale to better plan and manage the impacts of future change of upper North Island significance and to communicate shared views with a united voice on these matters. This will help enable upper North Island performance by improving certainty for communities and investors, decision making and the quality of life for local communities. The current high-level land transport investment priorities from central and local governments include measures to reduce urban congestion, reduce costs for business, manage population change, improve connectivity (intra- and inter-regionally), improve efficiency and road safety outcomes.

The upper North Island is currently benefiting from significant transport system investment to achieve these central and local government priorities.

Examples of this include the investment in improving the upper North Island inter-regional corridors and reducing congestion in the main urban centres, particularly Auckland. This investment will have benefits at a local, regional and national level, as often transport system improvements deliver benefits to people beyond the location of a project or local government boundary.

Going forward, an improved understanding of those upper North Island scale issues and responses to deliver desired transport and wider economic and social outcomes is necessary.

At this stage, at an upper North Island scale, inter-regional road and rail strategic corridor network improvements are critical to enabling improved productivity outcomes through improving connectivity and the efficient and safe movement of people and goods. System improvements to how upper North Island urban centres function, particularly in Auckland, are also critical. A resilient transport network that maintains links between communities remains important.

It is essential to continue to develop and commit to collaborative stakeholder approaches at an upper North Island level to enable issues and opportunities to be identified and solutions agreed to resolve multi-faceted problems. The collaborative work undertaken to date has delivered significant benefits and, as it develops further, can continue to enable a broader understanding of the upper North Island inter-relationships and priorities.

The Upper North Island Strategic Alliance is a collaboration between Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangārei District Council.

Appendix 2: Legislative requirements

Although a Regional Land Transport Plan (plan) lasts for only six years (the current plan is from 2021 to 2027), under the Land Transport Management Amendment Act 2013, the plan is required to contain a statement of transport priorities, objectives, policies/actions and measures for a ten-year period. Monitoring performance measures must also be included.

A regional transport committee must complete a review of the plan during the six-month period immediately before the expiry of the third year of the plan.

In carrying out the review, the committee must have regard to the views of representative groups of land transport users and providers.

The review has been undertaken and a number of amendments have been made to the plan to better align it to the Government Policy Statement on Land Transport.

In 2027 the current plan will expire, and a new plan must contain financial forecasting for the next six-year (2027-2033) and ten-year periods (2027-2037).

The plan needs to include all of the following:

- an assessment of how the plan complies with the core requirements, listed above;
- an assessment of the relationship of Police activities to the plan;
- a list of activities that have been approved under Section 20 but are not yet completed;
- an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned;
- a description of how monitoring will be undertaken to assess implementation of the plan;
- a summary of the consultation carried out in the preparation of the plan;
- a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and
- any other relevant matters.

The above requirements are met in Part 2 (the programme element) of this plan.

Appendix 3: Policy context

A number of statutes and policy documents provide the legislative and policy context for land transport planning and investment at the national, regional and local level. These have informed the development of this plan.

Core statutes

The Land Transport Management Act (LTMA) 2003 is the principal statute guiding land transport planning and funding in New Zealand. The LTMA's purpose is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system. The LTMA sets out the core requirements of regional land transport plans and regional public transport plans for every region.

Other relevant statutes include:

- The Resource Management Act (RMA) 1991 - aims to promote the sustainable management of natural and physical resources and provides the statutory framework for land use planning and the development of regional policy statements, regional plans and district plans. Land use planning can have a significant influence on travel choice and transport network demand. Likewise, transport network investment can shape land use patterns within a region.

The Northland Regional Transport Committee must take the Regional Policy Statement for Northland into account when developing this plan.

- The Local Government Act (LGA) 2002 - guides local government planning and the way councils carry out their functions. It includes provisions guiding the development of council long-term plans and infrastructure strategies, where the local funding share for transport network investment is identified alongside other local investment priorities. The LGA also sets out consultation principles that are relevant for development of regional land transport plans.
- The Climate Change Response Act 2002 - was amended by the Climate Change Response (Zero Carbon) Amendment Bill in 2019. The Act now provides a framework for New Zealand to develop and implement climate change policies that contribute to global efforts under the [Paris Agreement](#) to limit the global average temperature increase to 1.5 degrees Celsius above pre-industrial levels. Key provisions include setting a target to reduce net carbon emissions to zero by 2050. The transport sector will have a key role in contributing to achieving this target, and the direction set at a national level has informed the development of this plan.

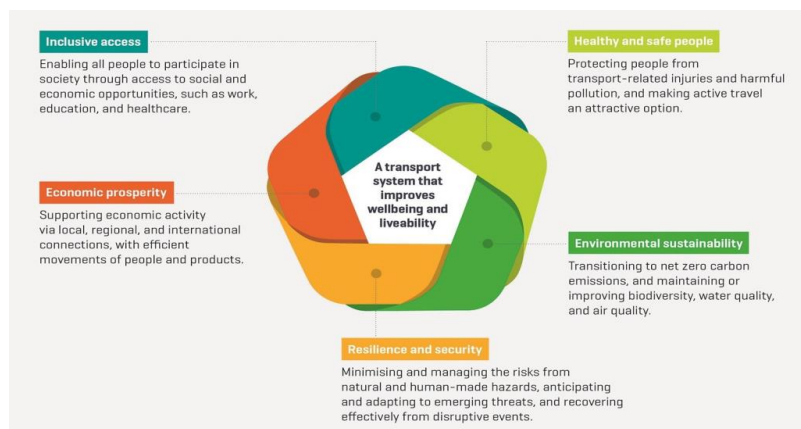


Fig 22: Ministry of Transport National Outcomes Framework

Other national policy context

Transport Outcomes Framework

This Ministry of Transport framework takes a strategic, long-term and integrated approach to transport and makes clear what government is aiming to achieve through the transport system in the long term. The five outcomes are:

- Inclusive access: enabling all people to participate in society through access to social and economic opportunities, such as work, education and healthcare;
- Healthy and safe people: protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option;
- Environmental sustainability: transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality and air quality;
- Resilience and security: minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events;
- Economic prosperity: encouraging economic activity via local, regional and international connections, with efficient movements of people and products;

All these outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system also needs to be integrated with land use planning, urban development, and regional development strategies. This plan has included these outcomes as the foundation of its strategic framework, to align with this enduring long-term direction.

Government Policy Statement on Land Transport

The LTMA requires the Minister of Transport to issue the Government Policy Statement on Land Transport (the GPS) every three years. The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over a ten-year period, and how funding should be allocated. Regional land transport plans must be consistent with the GPS, and NZTA must give effect to it with

regards to land transport planning and funding.

The current GPS's strategic priorities are safety, better transport options, climate change, and improving freight connections. This plan has taken account of the current direction and priorities, particularly in relation to the identification of its short- to medium-term transport investment priorities and regional programmes.

Road to Zero: New Zealand's Road Safety Strategy 2020-2030

Road to Zero articulates the government's vision of 'a New Zealand where no one is killed or seriously injured in road crashes', guiding principles for design of the road network and road safety decisions, as well as targets and outcomes for 2030. It sets out the five areas of focus for the next decade: infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices; and system management.

National Policy Statement on Urban Development (NPS-UD)

The National Policy Statement on Urban Development (the statement) aims to guide local government decisions about enabling growth in the right locations. This includes investing in transport networks to drive more efficient and liveable urban forms and ensuring active travel that provides health benefits is a more attractive and accessible choice. The statement will enable more compact, multi-unit dwellings to be built close to public transport, services and amenities, as well as greenfield development opportunities.

This policy direction will provide important context for land use and transport integration policies within regional land transport plans, particularly for regions with major urban areas and growth pressures. This includes Whangārei City, which is identified as a Tier 2 location, experiencing high population growth. The statement will strengthen the existing requirement for regions to have future development strategies to guide long-term planning.

This is important context, as the rate and pattern of development will have a significant impact on the transport challenges for the region.

New Zealand Energy Efficiency and Conservation Strategy (NZEECS) 2017-2022

This strategy sets the overarching direction for government and specific actions for the promotion of energy efficiency and renewable sources of energy.

The current strategy includes 'Efficient and low-emissions transport' as one of three priority areas, with an associated target for electric vehicles making up two percent of the vehicle fleet by the end of 2021. The contribution of public transport (fleet and use) and efficient freight movement are recognised in the strategy, and this has been taken into account in developing the policies and priorities in this plan as required by the LTMA.

Emissions reduction plan

The Emissions Reduction Plan (ERP) sets out how Aotearoa New Zealand will meet its emissions reduction targets for 2022-2025. It also sets a path for meeting our long-term emissions reduction targets, including transport emissions.

The plan requires action across every sector of the economy to create a low-emissions future with cleaner energy, better transport options and healthier homes.

For transport, the plan includes a focus on reducing reliance on cars and delivering considerable change in walking, cycling and public transport. The aim is to reduce vehicle kilometres travelled by the light vehicle fleet by 20% by 2035. The plan signals changes to the way we fund and invest in infrastructure. These actions can support wider Government objectives like housing affordability and liveability.

National adaptation plan

The National Adaptation Plan will help New Zealand minimise damage from the changing climate. It is the first step in a long-term strategy of how we'll adapt to the irreversible impacts of climate change, bringing together in one place the Government's current efforts and proposed future work to help build New Zealand's climate resilience.

The NAP sets out an initial six-year work programme to help all sectors and communities

prepare and adapt to the impacts of climate change. It includes a number of actions to reduce transport emissions and sets targets. The three focus areas for transport are:

- reduce reliance on cars and support people to walk, cycle and use public transport
- rapidly adopt low-emissions vehicles
- begin work now to decarbonise heavy transport and freight.

The government has committed to four transport targets:

- Target 1 – Reduce total kilometres⁴ travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities.
- Target 2 – Increase zero-emissions vehicles to 30 per cent of the light fleet by 2035.
- Target 3 – Reduce emissions from freight transport⁵ by 35 per cent by 2035.
- Target 4 – Reduce the emissions intensity of transport fuel by 10 per cent by 2035.

Arataki

Arataki is NZTA's ten-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system. Arataki outlines the context for change, the step changes in existing responses that it believes are needed, and the levers the agency will use, in partnership with others, to shape change. It includes national, pan-regional and regional summaries.

A number of key insights are identified in Arataki for the Northland region, and these have informed the development of this plan. The step changes that are areas of 'high' focus for Waka Kotahi

NZ Transport Agency in relation to the Northland region, when considered in the wider national context, are to: improve urban form; transform urban mobility; tackle climate change; and support regional development.

Other national plans that provide important context for this plan

- NZTA's **National Mode Shift Plan**, which sets out

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national objectives and programmes to increase the share of travel by public transport, walking and cycling by shaping urban form, making shared and active modes more attractive, and influencing travel demand and transport choice.

- the Ministry of Transport's **draft New Zealand Rail Plan**, which outlines the government's long-term vision and priorities for New Zealand's national rail network, across both freight and passenger networks.
- **Toitu Te Taiao Our Sustainability Action Plan** (Waka Kotahi) - was launched in April 2020. It is the first step in a long-term commitment to significantly reduce the adverse impacts of the land transport system on people, the environment and the climate and to significantly improve public health.
- **Rail Investment Plan** - outlines the Government's long-term commitment to the significant investment needed to achieve a reliable, resilient and safe rail network.

Appendix 4: Other plans and strategies

Safer Journeys – NZ Road Safety Strategy

In New Zealand, hundreds of people are killed every year and thousands more are injured in road crashes. While we have made improvements over the past 30 years, we still lag behind many developed nations when it comes to the number of people killed in crashes per population.

The Decade of Action for Road Safety calls for a Safe System approach to road safety. This means working across the whole road system with actions for safe roads and roadsides, safe speeds, safe vehicles and safe road use. This is the approach New Zealand is taking through the Safer Journeys road safety strategy 2010-2020 (www.transport.govt.nz/saferjourneys).

Safer Journeys is a strategy to guide improvements in road safety over the period 2010-2020. The long-term goal for road safety in New Zealand is set out in its vision:

“A safe road system increasingly free of death and serious injury.”

This vision recognises that while we could never prevent all road crashes from happening, we could ultimately stop many of them resulting in death and serious injury. It also broadens our focus beyond preventing deaths to also preventing serious injuries.

To support the vision, Safer Journeys takes a Safe System approach to road safety. This approach means working across all elements of the road system (roads, speeds, vehicles and road use) and recognises that everybody has responsibility for road safety. We have also identified the issues that are of most concern. These are the priorities for road safety in New Zealand. Safer Journeys describes the actions we will take to address these issues, using a Safe System approach that works across all elements of the road system.

The first actions will focus on introducing a package of initiatives that will have the greatest impact on the road crash problem. This package will address four areas of high concern:

- increasing the safety of young drivers;
- reducing alcohol-/drug-impaired driving;
- safer roads and roadsides; and
- increasing the safety of motorcycling.

It will also focus on the new medium area of concern – high-risk drivers – through the young drivers’ and alcohol-/drug-impaired driving actions.

Northland Regional Road Safety Plan

Northland has a unique physical and road transportation environment that demands road safety solutions to be delivered differently from other regions. The Northland Regional Road Safety Plan seeks to systematically coordinate the application of the Safe System approach of the government’s Safer Journeys strategy for road safety in Northland. This means working across all elements of the road system to move towards the following:

- safe roads and roadsides;
- safe speeds;
- safe vehicles; and
- safe road use.

The vision of the Regional Road Safety Plan is:

“All road users are safe on Northland’s roads.”

The mission of the Regional Road Safety Plan is that the Northland roading network continues to improve in order to create a safe environment for all road users, and that safety is embedded in the thinking of all Northland’s road users.

Climate change strategies and plans

A number plans /strategies have been developed to address the risks associated with climate change in Northland and reducing greenhouse gas emissions. These plans include targets and actions that relate

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to transport. Further information can be found in:

- Te Tai Tokerau Climate Adaptation Strategy
- Te Taitokerau Climate Action Programme
- [Ngā Taumata o te Moana: Northland Regional Councils - strategy for tackling climate change](#)
- [Ngā Taumata o te Moana implementation plan](#)

Appendix 5: Detailed three year programme

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State Highway improvement projects - prioritised (includes new and improvements)

Committed Activities - Awaiting Final Funding Approval

Org	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			Sub Total	Project Cost Estimates (\$)			Sub Total	2024/2030 Total	FAR	Waka Kotahi Share	Waka Kotahi Cum Total	RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027		2027/2028	2028/2029	2029/2030						
Waka Kotahi	Crown Resilience Low Cost/Low Risk Programme	IMP	2024/25	12	\$1,831,000	\$0	\$0	\$1,831,000	\$0	\$0	\$0	\$0	\$1,831,000	100%	\$1,831,000	\$1,831,000	N/A
Waka Kotahi	Loop Road North to Smeatons Hill Safety Improvement	IMP	2024/25	12	\$11,839,999	\$0	\$0	\$11,839,999	\$0	\$0	\$0	\$0	\$11,839,999	100%	\$11,839,999	\$13,670,999	N/A
Waka Kotahi	SH10 Kaeo Bridge Upgrade	Prop/IMP	2024/25	12	\$6,010,080	\$0	\$0	\$6,010,080	\$0	\$0	\$0	\$0	\$6,010,080	100%	\$6,010,080	\$19,681,079	N/A
Waka Kotahi	NZUP SH1 Whangarei to Port Marsden Highway Safety Improvements	Pre/Prop/IMP	2024/25	24	\$16,545,893	\$37,925,677	\$0	\$54,471,570	\$0	\$0	\$0	\$0	\$54,471,570	100%	\$54,471,570	\$74,152,649	N/A
	Total of Committed Activities				\$36,226,972	\$37,925,677	\$0	\$74,152,649	\$0	\$0	\$0	\$0	\$74,152,649		\$74,152,649		

Funding Applications for 2024/2027 Projects

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			Sub Total	2027/2030 Project Cost Estimates (\$)			Sub Total	2024/2030 Total	FAR	Waka Kotahi Share	Waka Kotahi Cum Total	RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027		2027/2028	2028/2029	2029/2030						
Waka Kotahi	SH1 Te Hana to Brynderwyns	DBC	2024/25	24	\$4,360,000	\$4,360,000	\$0	\$8,720,000	\$0	\$0	\$0	\$0	\$8,720,000	100%	\$8,720,000	\$8,720,000	1
Waka Kotahi	SH1 Te Hana to Brynderwyns	Pre Imp	2025/26	60	\$0	\$2,725,000	\$2,725,000	\$5,450,000	\$109,000,000	\$54,500,000	\$54,500,000	\$218,000,000	\$223,450,000	100%	\$223,450,000	\$232,170,000	1
Waka Kotahi	SH1 Te Hana to Brynderwyns	Prop	2025/26	60	\$0	\$50,350,000	\$253,870,000	\$304,220,000	\$106,000,000	\$106,000,000	\$106,000,000	\$318,000,000	\$622,220,000	100%	\$622,220,000	\$854,390,000	1
Waka Kotahi	Whangarei to Dome Valley Resilience	SSBC	2024/25	24	\$11,990,000	\$11,990,000	\$0	\$23,980,000	\$0	\$0	\$0	\$0	\$23,980,000	100%	\$23,980,000	\$878,370,000	2
Waka Kotahi	Whangarei to Dome Valley Resilience	Imp	2024/25	72	\$124,571,740	\$124,571,740	\$124,571,740	\$373,715,220	\$124,571,740	\$124,571,740	\$124,571,740	\$373,715,220	\$747,430,440	100%	\$747,430,440	\$1,625,800,440	2
Waka Kotahi	Far North Resilience Strategic Response	SSBC	2024/25	24	\$5,450,000	\$5,450,000	\$0	\$10,900,000	\$0	\$0	\$0	\$0	\$10,900,000	100%	\$10,900,000	\$1,731,530,440	3
Waka Kotahi	Far North Resilience Strategic Response	Pre Imp	2024/25	48	\$1,090,000	\$2,180,000	\$1,090,000	\$4,360,000	\$1,090,000	\$0	\$0	\$1,090,000	\$5,450,000	100%	\$5,450,000	\$1,736,980,440	3
Waka Kotahi	Far North Resilience Strategic Response	Prop	2024/25	48	\$1,060,000	\$2,120,000	\$2,120,000	\$5,300,000	\$2,120,000	\$0	\$0	\$2,120,000	\$7,420,000	100%	\$7,420,000	\$1,744,400,440	3
Waka Kotahi	Far North Resilience Strategic Response	Imp	2024/25	60	\$4,360,000	\$32,700,000	\$21,800,000	\$58,860,000	\$21,800,000	\$14,170,000	\$0	\$35,970,000	\$94,830,000	100%	\$94,830,000	\$1,720,630,440	3
Waka Kotahi	SH14 Transport Improvements	SSBC	2024/25	24	\$5,450,000	\$5,450,000	\$0	\$10,900,000	\$0	\$0	\$0	\$0	\$10,900,000	100%	\$10,900,000	\$1,755,300,440	4
Waka Kotahi	SH14 Transport Improvements - Route Protecion	Pre Imp	2027/28	24	\$0	\$0	\$0	\$0	\$2,725,000	\$2,725,000	\$0	\$5,450,000	\$5,450,000	100%	\$5,450,000	\$1,760,750,440	4
Waka Kotahi	SH14 Transport Improvements	Prop	2027/28	36	\$0	\$0	\$0	\$0	\$2,650,000	\$2,650,000	\$21,200,000	\$26,500,000	\$26,500,000	100%	\$26,500,000	\$1,787,250,440	4
Waka Kotahi	SH14 Transport Improvements	Pre Imp	2028/29	12	\$0	\$0	\$0	\$0	\$0	\$5,450,000	\$0	\$5,450,000	\$5,450,000	100%	\$5,450,000	\$1,792,700,440	4
Waka Kotahi	SH15 Weigh Right Marsden	Imp	2024/25	24	\$3,815,000	\$11,881,000	\$0	\$15,696,000	\$0	\$0	\$0	\$0	\$15,696,000	100%	\$15,696,000	\$1,808,396,440	5
Waka Kotahi	SH1 Awanui Commercial Vehicle Safety Centre	Imp	2027/28	0	\$0	\$0	\$0	\$0	\$109,000	\$872,000	\$0	\$981,000	\$981,000	100%	\$981,000	\$1,809,377,440	6
	Total of New Improvement Projects				\$162,146,740	\$253,777,740	\$406,176,740	\$822,101,220	\$30,494,000	\$25,867,000	\$21,200,000	\$77,561,000	\$1,809,377,440		\$1,809,377,440		

Key

- SSBC

= Single State Business Case
- PBC

= Programme Business Case
- DBS

= Detailed Business Case
- Prop

= Property Purchase
- Pre

= Pre Implementation
- Imp

= Implementation
- N/A

= Not Applicable

	2024/2027 Project Cost	2027/2030 Project Costs	Total 2024/2030 Project Costs
Committed Activities - Awaiting Final Funding Approval	\$74,152,649	\$0	\$74,152,649
Other Improvement Projects	\$822,101,220	\$77,561,000	\$1,809,377,440
Total	\$896,253,869	\$77,561,000	\$1,883,530,089

State Highway improvement projects - Speed and Infrastructure Programme – prioritised

Funding Applications for 2024/2027 Projects

Org	Project Name - Speed and Infrastructure Programme	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2021/2024 Sub Total	2027/2030 Project Cost Estimates (\$)			Sub Total	2024/2030 Total	FAR	Waka Kotahi Share	Cum Waka Kotahi Total	RTC Approved Project Prioritisation The Regional Transport Committee supports allocation of funding to road improvements which includes road widening and geometric and surface improvements.
					2024/2025	2025/2026	2026/2027		2027/2028	2028/2029	2029/2030						
Waka Kotahi	Speed Management Plan	Imp	2024/25	36	\$409,000	\$409,000	\$409,000	\$1,227,000	\$994,000	\$994,000	\$994,000	\$2,982,000	\$4,209,000	100%	\$4,209,000	\$4,209,000	
Waka Kotahi	Safety Improvement Projects - Small Projects	Imp	2024/25	12	\$1,980,000	\$0	\$0	\$1,980,000	\$0	\$0	\$0	\$0	\$1,980,000	100%	\$1,980,000	\$6,189,000	
Waka Kotahi	SH1 Cape Reinga to Kaitaia - Median Barrier	Prop	2026/27	12	\$0	\$0	\$90,000	\$90,000	\$0	\$0	\$0	\$0	\$90,000	100%	\$90,000	\$6,279,000	
Waka Kotahi	SH1 Cape Reinga to Kaitaia - Median Barrier	Pre - Imp	2025/26	12	\$0	\$765,000	\$1,913,000	\$2,678,000	\$0	\$0	\$0	\$0	\$2,678,000	100%	\$2,678,000	\$8,957,000	
Waka Kotahi	Whangarei to Wellsford - Central Tranche 2 - Median Barrier	Prop	2024/25	12	\$90,000	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000	100%	\$90,000	\$9,047,000	
Waka Kotahi	Whangarei to Wellsford - Central Tranche 2 - Median Barrier	Pre - Imp	2024/25	24	\$1,770,000	\$754,000	\$0	\$2,524,000	\$0	\$0	\$0	\$0	\$2,524,000	100%	\$2,524,000	\$11,571,000	
Waka Kotahi	Whangarei to Wellsford - Central Tranche 2 - Median Barrier	Imp	2024/25	60	\$3,200,000	\$9,600,000	\$9,600,000	\$22,400,000	\$9,600,000	\$3,200,000	\$0	\$12,800,000	\$35,200,000	100%	\$35,200,000	\$46,771,000	
Waka Kotahi	Whangarei to Wellsford - Southern Tranche 2 - Median Barrier	Pre - Imp	2024/25	36	\$208,000	\$800,000	\$600,000	\$1,608,000	\$0	\$0	\$0	\$0	\$1,608,000	100%	\$1,608,000	\$48,379,000	
Waka Kotahi	Whangarei to Wellsford - Southern Tranche 2 - Median Barrier	Imp	2024/25	48	\$6,400,000	\$6,400,000	\$6,400,000	\$19,200,000	\$800,000	\$0	\$0	\$800,000	\$20,000,000	100%	\$20,000,000	\$68,379,000	
Waka Kotahi	Whangarei to Kawakawa - Median Barrier	Prop	2025/26	12	\$0	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	100%	\$50,000	\$68,429,000	
Waka Kotahi	Whangarei to Kawakawa - Median Barrier	Pre - Imp	2024/25	48	\$1,913,000	\$1,913,000	\$1,913,000	\$5,739,000	\$1,148,000	\$0	\$0	\$1,148,000	\$6,887,000	100%	\$6,887,000	\$75,316,000	
Waka Kotahi	Whangarei to Kawakawa - Median Barrier	Imp	2027/28	36	\$0	\$0	\$0	\$0	\$6,750,000	\$10,800,000	\$10,800,000	\$28,350,000	\$28,350,000	100%	\$28,350,000	\$103,666,000	
Waka Kotahi	SIP Future Activities - Placeholder for Future Activities	Imp	2027/28	36	\$0	\$0	\$0	\$0	\$8,656,000	\$19,439,000	\$22,569,000	\$50,664,000	\$50,664,000	100%	\$50,664,000	\$154,330,000	
	Sub Total				\$15,970,000	\$20,691,000	\$20,925,000	\$57,586,000	\$27,948,000	\$34,433,000	\$34,363,000	\$96,744,000	\$154,330,000		\$154,330,000		

Key

- Prop = Property Purchase
- Pre = Pre Implementation
- Imp = Implementation
- N/A = Not Applicable

New Speed and Infrastrucutre Programme

Total

2024/2027 Project Cost	2027/2030 Project Cost	2024/2030 Total Project Costs
\$57,586,000	\$96,744,000	\$154,330,000
\$57,586,000	\$96,744,000	\$154,330,000

State Highway maintenance, operations and renewals - non-prioritised (includes maintenance, operations and renewals)

Org	W/C	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
						2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
		Maintenance											
Waka Kotahi	111	Sealed Pavement Maintenance	State Highways	2024/2025	36	\$10,721,209	\$11,086,120	\$11,308,663	\$33,115,992	100%	\$33,115,992	\$33,115,992	N/A
Waka Kotahi	112	Unsealed Pavement Maintenance	State Highways	2024/2025	36	\$415	\$365	\$384	\$1,164	100%	\$1,164	\$33,117,156	N/A
Waka Kotahi	113	Routine Drainage maintenance	State Highways	2024/2025	36	\$2,659,486	\$2,719,095	\$2,776,099	\$8,154,680	100%	\$8,154,680	\$41,271,836	N/A
Waka Kotahi	114	Structure Maintenance	State Highways	2024/2025	36	\$2,000,779	\$2,034,194	\$2,143,053	\$6,178,026	100%	\$6,178,026	\$47,449,862	N/A
Waka Kotahi	124	Cycle Path Maintenance	State Highways	2024/2025	36	\$20,492	\$20,871	\$21,258	\$62,621	100%	\$62,621	\$47,512,483	N/A
Waka Kotahi	125	Footpath Maintenance	State Highways	2024/2025	36	\$94	\$92	\$96	\$282	100%	\$282	\$47,512,765	N/A
Waka Kotahi	140	Minor Events	State Highways	N/A	0	\$0	\$0	\$0	\$0	100%	\$0	\$47,512,765	N/A
Waka Kotahi	161	Property Maintenance	State Highways	2024/2025	36	\$814,869	\$830,352	\$844,052	\$2,489,273	100%	\$2,489,273	\$50,002,038	N/A
		Sub Total				\$16,217,344	\$16,691,089	\$17,093,605	\$50,002,038		\$50,002,038		
		Operations											
Waka Kotahi	121	Environmental Maintenance	State Highways	2024/2025	36	\$7,656,906	\$7,315,910	\$6,995,021	\$21,967,837	100%	\$21,967,837	\$71,969,875	N/A
Waka Kotahi	122	Network Service Maintenance	State Highways	2024/2025	36	\$5,083,215	\$5,293,713	\$5,489,586	\$15,866,514	100%	\$15,866,514	\$87,836,389	N/A
Waka Kotahi	123	Network Operations	State Highways	2024/2025	36	\$2,485,434	\$2,862,770	\$2,898,417	\$8,246,621	100%	\$8,246,621	\$96,083,010	N/A
Waka Kotahi	131	Rail Level Crossing Warning Devices Maintenance	State Highways	2024/2025	36	\$5,971	\$6,349	\$6,590	\$18,910	100%	\$18,910	\$96,101,920	N/A
Waka Kotahi	151	Network and Asset Management	State Highways	2024/2025	36	\$2,319,851	\$2,252,372	\$2,286,708	\$6,858,931	100%	\$6,858,931	\$102,960,851	N/A
		Sub Total				\$17,551,377	\$17,731,114	\$17,676,322	\$52,958,813		\$52,958,813		
		Renewals											
Waka Kotahi	211	Unsealed Road Metalling	State Highways	2024/2025	36	\$369	\$380	\$416	\$1,165	100%	\$1,165	\$102,962,016	N/A
Waka Kotahi	212	Sealed Road Resurfacing	State Highways	2024/2025	36	\$13,267,928	\$13,510,221	\$13,689,072	\$40,467,221	100%	\$40,467,221	\$143,429,237	N/A
Waka Kotahi	213	Drainage Renewals	State Highways	2024/2025	36	\$2,143,266	\$2,182,705	\$2,218,779	\$6,544,750	100%	\$6,544,750	\$149,973,987	N/A
Waka Kotahi	214	Sealed Road Pavement Rehabilitation	State Highways	2024/2025	36	\$10,842,457	\$10,984,346	\$11,003,827	\$32,830,630	100%	\$32,830,630	\$182,804,617	N/A
Waka Kotahi	215	Structures Component Replacements	State Highways	2024/2025	36	\$4,287,020	\$3,312,473	\$3,314,334	\$10,913,827	100%	\$10,913,827	\$193,718,444	N/A
Waka Kotahi	216	Bridge and Structures Renewals	State Highways	2024/2025	36	\$10,804	\$53,319	\$12,485	\$76,608	100%	\$76,608	\$193,795,052	N/A
Waka Kotahi	221	Environmental Renewals	State Highways	2024/2025	36	\$25,701	\$26,363	\$28,201	\$80,265	100%	\$80,265	\$193,875,317	N/A
Waka Kotahi	222	Traffic Service Renewals	State Highways	2024/2025	36	\$4,696,338	\$5,665,057	\$5,283,567	\$15,644,962	100%	\$15,644,962	\$209,520,279	N/A
Waka Kotahi	224	Cycle Path Renewals	State Highways	2024/2025	36	\$115	\$114	\$136	\$365	100%	\$365	\$209,520,644	N/A
Waka Kotahi	225	Footpath Renewals	State Highways	2024/2025	36	\$151	\$149	\$157	\$457	100%	\$457	\$209,521,101	N/A
		Sub Total				\$35,274,149	\$35,735,127	\$35,550,974	\$106,560,250		\$106,560,250		
		Total				\$69,042,870	\$70,157,330	\$70,320,901	\$209,521,101		\$209,521,101		

NZ Transport Agency		Project Cost	NZTA Share	Local Share
Maintenance		\$50,002,038	\$50,002,038	N/A
Operations		\$52,958,813	\$52,958,813	N/A
Renewals		\$106,560,250	\$106,560,250	N/A
Total		\$209,521,101	\$209,521,101	N/A

Local road improvement and other significant capital projects - prioritised by Regional Transport Committee

Projects with Committed Funding.												
Org	Project Name	Activity Phase	Start Year	Scheduled Duration (Months)	2024/2025 Project Cost Estimates			Total	FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027					
FNDC	None	N/A	N/A	N/A	\$0	\$0	\$0	\$0	0%	\$0	\$0	N/A
WDC	Maunu Road/Central Ave/Walton St/Water St Intersection Improvements	Imp	2025/2026	12	\$0	\$2,375,188	\$0	\$2,375,188	53%	\$1,258,850	\$1,258,850	N/A
KDC	None	N/A	N/A	N/A	\$0	\$0	\$0	\$0	0%	\$0	\$1,258,850	N/A
Total Projects with Committed Funding.					\$0	\$2,375,188	\$0	\$2,375,188		\$1,258,850		

New Projects Requiring Funding Approval

Org	Project Name	Activity Phase	Start Year	Scheduled Duration (Months)	2024/2025 Project Cost Estimates			Total	FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027					
WDC	Brynderwyn Detour Routes Upgrade - Paparoa and Cove Roads	SSBC/Imp	2024/25	36	\$3,000,000	\$20,000,000	\$20,000,000	\$43,000,000	100%	\$43,000,000	\$43,000,000	1
KDC	Kaipara Resilience Programme	Imp	2024/25	36	\$13,000,000	\$13,000,000	\$0	\$26,000,000	100%	\$26,000,000	\$69,000,000	2
WDC	SH1/SH14 Connection (Hospital) Intersection	SSBC	2026/27	36	\$0	\$0	\$1,000,000	\$1,000,000	53%	\$530,000	\$69,530,000	3
KDC	Kaipara LOS Upgrade Programme	Imp	2024/25	36	\$2,500,000	\$15,000,000	\$15,000,000	\$32,500,000	62%	\$20,150,000	\$89,680,000	4
KDC	Kaipara Road Sealing Programme	Imp	2024/25	36	\$13,000,000	\$13,000,000	\$13,000,000	\$39,000,000	62%	\$24,180,000	\$113,860,000	5
WDC	Port Road Corridor Improvements	Imp	2025/26	48	\$0	\$2,000,000	\$1,000,000	\$3,000,000	53%	\$1,590,000	\$115,450,000	6
KDC	Mangawhai Shared Path Wood Street	Imp	2024/25	24	\$500,000	\$5,500,000	\$0	\$6,000,000	62%	\$3,720,000	\$119,170,000	7
KDC	Mangawhai Shared Path	Imp	2024/25	12	\$0	\$0	\$3,161,934	\$3,161,934	62%	\$1,960,399	\$121,130,399	8
KDC	Mangawhai Shared Path	Imp	2024/25	36	\$4,000,000	\$4,000,000	\$4,000,000	\$12,000,000	62%	\$7,440,000	\$128,570,399	9
WDC	Bank St/Dent St Intersection Improvements	SSBC	2026/27	12	\$0	\$0	\$2,972,554	\$2,972,554	53%	\$1,575,454	\$130,145,853	10
FNDC	Kerikeri Area Transport Network Plan	Pre-Imp	2024/25	12	\$2,000,000	\$0	\$0	\$2,000,000	71%	\$1,420,000	\$131,565,853	11
WDC	Ruakaka Beach Road Bridge Upgrade	SSBC/Imp	2026/27	12	\$0	\$0	\$4,460,000	\$4,460,000	53%	\$2,363,800	\$133,929,653	12
KDC	Local Road Intersection Upgrades Programme	Imp	2024/25	36	\$200,000	\$200,000	\$200,000	\$600,000	62%	\$372,000	\$134,301,653	13
WDC	Riverside Dr/Dave Culham Dr Intersection Improvements	SSBC/Imp	2024/25	12	\$2,544,800	\$0	\$0	\$2,544,800	53%	\$1,348,744	\$135,650,397	14
KDC	KDC Walking and cycling Network Improvements 2024-2027/37	Imp	2024/25	36	\$12,500,000	\$12,500,000	\$12,500,000	\$37,500,000	62%	\$23,250,000	\$158,900,397	15
WDC	Robert St/Walton St Intersection Improvements	Imp	2024/25	12	\$2,544,800	\$0	\$0	\$2,544,800	53%	\$1,348,744	\$160,249,141	16
KDC	State Highway Intersection Upgrades	Imp	2024/25	36	\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000	62%	\$1,860,000	\$162,109,141	17
WDC	Rose St/Walton St Intersection	SSBC	2024/25	12	\$2,500,000	\$0	\$0	\$2,500,000	53%	\$1,325,000	\$163,434,141	18
WDC	AH Reed Reserve - Kamo SUP - Paranui Rd to Kensington	Imp	2024/25	36	\$200,000	\$800,000	\$2,500,000	\$3,500,000	53%	\$1,855,000	\$165,289,141	19
FNDC	Kerikeri Area Transport Network Plan	Imp	2024/25	12	\$8,000,000	\$0	\$0	\$8,000,000	71%	\$5,680,000	\$170,969,141	20
KDC	Dargaville River Path	Imp	2024/25	12	\$2,000,000	\$0	\$0	\$2,000,000	62%	\$1,240,000	\$172,209,141	21
WDC	Bream Bay Coastal (Waipu Cove - Langs Beach) Heartland Ride	SSBC	2024/25	36	\$200,000	\$800,000	\$1,000,000	\$2,000,000	53%	\$1,060,000	\$173,269,141	22
WDC	Bream Bay Coastal (Ruakaka - Waipu Cove) Heartland Ride	Imp	2025/26	12	\$0	\$3,925,829	\$0	\$3,925,829	53%	\$2,080,689	\$175,349,830	23
Total New Projects Requiring Funding Approval					\$69,689,600	\$91,725,829	\$81,794,488	\$243,209,917		\$175,349,830		

Key				Projects Scheduled to Carry over Funding			
FNDC	= Far North District Council			Project Cost		NZTA Share	Local Share
WDC	= Whangarei District Council			Far North District Council	\$0	\$0	\$0
KDC	= Kaipara District Council			Whangarei District Council	\$2,375,188	\$1,258,850	\$1,116,338
DBS	= Detailed Business Case			Kaipara District Council	\$0	\$0	\$0
Prop	= Property Purchase			Total	\$2,375,188	\$1,258,850	\$1,116,338
Pre	= Pre Implementation						
Imp	= Implementation						
N/A	= Not Applicable						
PBC	= Programme Business Case						
SSBC	= Single State Business Case						
				Projects Requiring Funding Approval			
				Far North District Council	\$10,000,000	\$7,100,000	\$2,900,000
				Whangarei District Council	\$71,447,983	\$58,077,431	\$13,370,552
				Kaipara District Council	\$161,761,934	\$110,172,399	\$51,589,535
				Total	\$243,209,917	\$175,349,830	\$67,860,087
				Total Committed and Funding Approval			
				Far North District Council	\$10,000,000	\$7,100,000	\$2,900,000
				Whangarei District Council	\$73,823,171	\$59,336,281	\$14,486,890
				Kaipara District Council	\$161,761,934	\$110,172,399	\$51,589,535
				Total	\$245,585,105	\$176,608,680	\$68,976,425

Local road maintenance - non prioritised (includes maintenance, operations and renewals)

Org	W/C	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
						2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
		Maintenance											
FNDC	111	Sealed pavement maintenance	Local Roads	2024/2025	36	\$3,037,772	\$3,731,910	\$3,307,120	\$10,076,802	71%	\$7,154,529	\$7,154,529	N/A
FNDC	112	Unsealed pavement maintenance	Local Roads	2024/2025	36	\$4,932,600	\$5,597,490	\$5,597,490	\$16,127,580	71%	\$11,450,582	\$18,605,111	N/A
FNDC	113	Routine drainage maintenance	Local Roads	2024/2025	36	\$3,303,716	\$3,999,441	\$3,853,607	\$11,156,764	71%	\$7,921,302	\$26,526,414	N/A
FNDC	114	Structures maintenance	Local Roads	2024/2025	36	\$3,548,808	\$3,811,831	\$4,260,002	\$11,620,641	71%	\$8,250,655	\$34,777,069	N/A
FNDC	124	Cycle path maintenance	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$34,777,069	N/A
FNDC	125	Footpath maintenance	Local Roads	2024/2025	36	\$160,000	\$160,000	\$160,000	\$480,000	71%	\$340,800	\$35,117,869	N/A
FNDC	140	Minor Events	Local Roads	2024/2025	36	\$100,000	\$100,000	\$100,000	\$300,000	71%	\$213,000	\$35,330,869	N/A
		Operations											
FNDC	121	Environmental maintenance	Local Roads	2024/2025	36	\$2,416,537	\$2,779,017	\$2,779,017	\$7,974,571	71%	\$5,661,945	\$40,992,814	N/A
FNDC	122	Network services maintenance	Local Roads	2024/2025	36	\$2,918,615	\$3,255,048	\$3,379,223	\$9,552,886	71%	\$6,782,549	\$47,775,363	N/A
FNDC	123	Network Operations	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$47,775,363	N/A
FNDC	131	Level crossing warning devices maintenance	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$47,775,363	N/A
FNDC	151	Network and asset management	Local Roads	2024/2025	36	\$4,057,500	\$4,104,125	\$4,153,081	\$12,314,706	71%	\$8,743,441	\$56,518,805	N/A
		Renewals											
FNDC	211	Unsealed road metalling	Local Roads	2024/2025	36	\$6,237,299	\$7,110,521	\$7,466,048	\$20,813,868	71%	\$14,777,846	\$71,296,651	N/A
FNDC	212	Sealed road resurfacing	Local Roads	2024/2025	36	\$7,201,909	\$10,171,643	\$6,805,992	\$24,179,544	71%	\$17,167,476	\$88,464,127	N/A
FNDC	213	Drainage renewals	Local Roads	2024/2025	36	\$1,664,901	\$1,870,720	\$2,010,128	\$5,545,749	71%	\$3,937,482	\$92,401,609	N/A
FNDC	214	Sealed road pavement rehabilitation	Local Roads	2024/2025	36	\$4,925,060	\$4,537,187	\$5,744,878	\$15,207,125	71%	\$10,797,059	\$103,198,668	N/A
FNDC	215	Structures component replacements	Local Roads	2024/2025	36	\$1,923,555	\$2,875,001	\$5,227,801	\$10,026,357	71%	\$7,118,713	\$110,317,381	N/A
FNDC	216	Bridge and structures renewals	Local Roads	2024/2025	36	\$3,481,400	\$3,981,192	\$4,077,453	\$11,540,045	71%	\$8,193,432	\$118,510,813	N/A
FNDC	221	Environmental renewals	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$118,510,813	N/A
FNDC	222	Traffic service renewals	Local Roads	2024/2025	36	\$651,691	\$729,309	\$783,309	\$2,164,309	71%	\$1,536,659	\$120,047,472	N/A
FNDC	224	Cycle path renewal	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$120,047,472	N/A
FNDC	225	Footpath renewal	Local Roads	2024/2025	36	\$760,905	\$875,041	\$875,041	\$2,510,987	71%	\$1,782,801	\$121,830,273	N/A
		Maintenance											
Wait	111	Sealed pavement maintenance	SPR	2024/2025	36	\$14,000	\$21,000	\$23,000	\$58,000	100%	\$58,000	\$121,888,273	N/A
Wait	112	Unsealed pavement maintenance	SPR	2024/2025	36	\$11,000	\$11,000	\$11,000	\$33,000	100%	\$33,000	\$121,921,273	N/A
Wait	113	Routine drainage maintenance	SPR	2024/2025	36	\$800	\$800	\$800	\$2,400	100%	\$2,400	\$121,923,673	N/A
Wait	114	Structures maintenance	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,923,673	N/A
Wait	124	Cycle path maintenance	SPR	2024/2025	36	\$800	\$800	\$800	\$2,400	100%	\$2,400	\$121,926,073	N/A
Wait	125	Footpath maintenance	SPR	2024/2025	36	\$800	\$800	\$800	\$2,400	100%	\$2,400	\$121,928,473	N/A
Wait	140	Minor Events	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,928,473	N/A
		Operations											
Wait	121	Environmental maintenance	SPR	2024/2025	36	\$800	\$800	\$800	\$2,400	100%	\$2,400	\$121,930,873	N/A
Wait	122	Network services maintenance	SPR	2024/2025	36	\$800	\$800	\$800	\$2,400	100%	\$2,400	\$121,933,273	N/A
Wait	123	Network Operations	SPR	2024/2025	36	\$800	\$800	\$800	\$2,400	100%	\$2,400	\$121,935,673	N/A
Wait	131	Level crossing warning devices maintenance	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,935,673	N/A
Wait	151	Network and asset management	SPR	2024/2025	36	\$6,500	\$6,500	\$6,500	\$19,500	100%	\$19,500	\$121,955,173	N/A
		Renewals											
Wait	211	Unsealed road metalling	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wait	212	Sealed road resurfacing	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wait	213	Drainage renewals	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wait	214	Sealed road pavement rehabilitation	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wait	215	Structures component replacements	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wait	216	Bridge and structures renewals	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wait	221	Environmental renewals	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wait	222	Traffic service renewals	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wait	224	Cycle path renewal	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wait	225	Footpath renewal	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A

KDC	111	Maintenance											
		Sealed pavement maintenance	Local Roads	2024/2025	36	\$2,771,878	\$3,233,140	\$3,343,300	\$9,348,318	62%	\$5,795,957	\$127,751,130	N/A
KDC	112	Unsealed pavement maintenance	Local Roads	2024/2025	36	\$2,208,300	\$2,575,779	\$2,663,541	\$7,447,620	62%	\$4,617,524	\$132,368,655	N/A
KDC	113	Routine drainage maintenance	Local Roads	2024/2025	36	\$1,969,100	\$2,163,648	\$2,210,110	\$6,342,858	62%	\$3,932,572	\$136,301,227	N/A
KDC	114	Structures maintenance	Local Roads	2024/2025	36	\$2,103,380	\$402,805	\$416,529	\$2,922,714	62%	\$1,812,083	\$138,113,309	N/A
KDC	124	Cycle path maintenance	Local Roads	2024/2025	36	\$15,000	\$22,260	\$22,545	\$59,805	62%	\$37,079	\$138,150,388	N/A
KDC	125	Footpath maintenance	Local Roads	2024/2025	36	\$103,574	\$120,809	\$124,925	\$349,308	62%	\$216,571	\$138,366,959	N/A
KDC	140	Minor Events	Local Roads	2024/2025	36	\$129,900	\$151,516	\$156,679	\$438,095	62%	\$271,619	\$138,638,578	N/A
		Operations											
KDC	121	Environmental maintenance	Local Roads	2024/2025	36	\$1,182,091	\$1,295,596	\$1,322,704	\$3,800,391	62%	\$2,356,242	\$140,994,821	N/A
KDC	122	Network services maintenance	Local Roads	2024/2025	36	\$1,969,100	\$2,163,648	\$2,210,110	\$6,342,858	62%	\$3,932,572	\$144,927,393	N/A
KDC	123	Network Operations	Local Roads	2024/2025	36	\$116,910	\$133,560	\$135,270	\$385,740	62%	\$239,159	\$145,166,551	N/A
KDC	131	Level crossing warning devices maintenance	Local Roads	2024/2025	36	\$45,465	\$51,940	\$52,605	\$150,010	62%	\$93,006	\$145,259,558	N/A
KDC	151	Network and asset management	Local Roads	2024/2025	36	\$4,265,000	\$4,265,000	\$4,265,000	\$12,795,000	62%	\$7,932,900	\$153,192,458	N/A
		Renewals											
KDC	211	Unsealed road metalling	Local Roads	2024/2025	36	\$6,819,750	\$7,791,000	\$7,890,750	\$22,501,500	62%	\$13,950,930	\$167,143,388	N/A
KDC	212	Sealed road resurfacing	Local Roads	2024/2025	36	\$7,598,000	\$5,780,328	\$5,883,578	\$19,261,906	62%	\$11,942,382	\$179,085,769	N/A
KDC	213	Drainage renewals	Local Roads	2024/2025	36	\$1,327,321	\$1,805,557	\$1,879,225	\$5,012,103	62%	\$3,107,504	\$182,193,273	N/A
KDC	214	Sealed road pavement rehabilitation	Local Roads	2024/2025	36	\$3,897,000	\$4,452,000	\$4,509,000	\$12,858,000	62%	\$7,971,960	\$190,165,233	N/A
KDC	215	Structures component replacements	Local Roads	2024/2025	36	\$1,799,000	\$2,257,164	\$2,318,289	\$6,374,453	62%	\$3,952,161	\$194,117,394	N/A
KDC	216	Bridge and structures renewals	Local Roads	2024/2025	36	\$9,000,000	\$9,000,000	\$9,000,000	\$27,000,000	62%	\$16,740,000	\$210,857,394	N/A
KDC	221	Environmental renewals	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	62%	\$0	\$210,857,394	N/A
KDC	222	Traffic service renewals	Local Roads	2024/2025	36	\$240,315	\$280,305	\$289,856	\$810,476	62%	\$502,495	\$211,359,889	N/A
KDC	224	Cycle path renewal	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	62%	\$0	\$211,359,889	N/A
KDC	225	Footpath renewal	Local Roads	2024/2025	36	\$69,049	\$80,539	\$83,284	\$232,872	62%	\$144,381	\$211,504,270	N/A
		Maintenance											
WDC	111	Sealed pavement maintenance	Local Roads	2024/2025	36	\$4,365,914	\$5,191,563	\$5,005,507	\$14,562,984	53%	\$7,718,382	\$219,222,651	N/A
WDC	112	Unsealed pavement maintenance	Local Roads	2024/2025	36	\$2,508,377	\$2,971,172	\$3,060,308	\$8,539,857	53%	\$4,526,124	\$223,748,776	N/A
WDC	113	Routine drainage maintenance	Local Roads	2024/2025	36	\$2,154,303	\$2,551,771	\$2,628,324	\$7,334,398	53%	\$3,887,231	\$227,636,007	N/A
WDC	114	Structures maintenance	Local Roads	2024/2025	36	\$764,325	\$905,343	\$932,504	\$2,602,172	53%	\$1,379,151	\$229,015,158	N/A
WDC	124	Cycle path maintenance	Local Roads	2024/2025	36	\$99,004	\$117,271	\$120,789	\$337,064	53%	\$178,644	\$229,193,802	N/A
WDC	125	Footpath maintenance	Local Roads	2024/2025	36	\$514,228	\$609,103	\$627,376	\$1,750,707	53%	\$927,875	\$230,121,676	N/A
WDC	140	Minor Events	Local Roads	2024/2025	36	\$274,033	\$324,592	\$334,329	\$932,954	53%	\$494,466	\$230,616,142	N/A
		Operations											
WDC	121	Environmental maintenance	Local Roads	2024/2025	36	\$1,467,578	\$1,738,346	\$1,790,496	\$4,996,420	53%	\$2,648,103	\$233,264,245	N/A
WDC	122	Network services maintenance	Local Roads	2024/2025	36	\$2,653,410	\$2,733,012	\$2,815,003	\$8,201,425	53%	\$4,346,755	\$237,611,000	N/A
WDC	123	Network Operations	Local Roads	2024/2025	36	\$1,587,999	\$1,635,639	\$1,684,709	\$4,908,347	53%	\$2,601,424	\$240,212,424	N/A
WDC	131	Level crossing warning devices maintenance	Local Roads	2024/2025	36	\$79,239	\$81,616	\$84,065	\$244,920	53%	\$129,808	\$240,342,231	N/A
WDC	151	Network and asset management	Local Roads	2024/2025	36	\$4,368,044	\$4,499,086	\$4,634,058	\$13,501,188	53%	\$7,155,630	\$247,497,861	N/A
		Renewals											
WDC	211	Unsealed road metalling	Local Roads	2024/2025	36	\$3,397,748	\$4,024,632	\$4,145,371	\$11,567,751	53%	\$6,130,908	\$253,628,769	N/A
WDC	212	Sealed road resurfacing	Local Roads	2024/2025	36	\$7,964,528	\$10,439,198	\$10,534,641	\$28,938,367	53%	\$15,337,335	\$268,966,104	N/A
WDC	213	Drainage renewals	Local Roads	2024/2025	36	\$2,297,927	\$2,721,895	\$2,803,551	\$7,823,373	53%	\$4,146,388	\$273,112,491	N/A
WDC	214	Sealed road pavement rehabilitation	Local Roads	2024/2025	36	\$6,656,913	\$6,136,576	\$7,330,471	\$20,123,960	53%	\$10,665,699	\$283,778,190	N/A
WDC	215	Structures component replacements	Local Roads	2024/2025	36	\$2,463,446	\$2,929,535	\$3,017,421	\$8,410,402	53%	\$4,457,513	\$288,235,703	N/A
WDC	216	Bridge and structures renewals	Local Roads	2024/2025	36	\$3,665,480	\$4,341,761	\$4,472,013	\$12,479,254	53%	\$6,614,005	\$294,849,708	N/A
WDC	221	Environmental renewals	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	53%	\$0	\$294,849,708	N/A
WDC	222	Traffic service renewals	Local Roads	2024/2025	36	\$1,317,747	\$1,560,872	\$1,607,698	\$4,486,317	53%	\$2,377,748	\$297,227,456	N/A
WDC	224	Cycle path renewal	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	53%	\$0	\$297,227,456	N/A
WDC	225	Footpath renewal	Local Roads	2024/2025	36	\$1,191,880	\$1,411,782	\$1,454,135	\$4,057,797	53%	\$2,150,632	\$299,378,088	N/A

		Maintenance											
DoC	111	Sealed pavement maintenance	SPR	2024/2025	36	\$17,093	\$17,435	\$17,784	\$52,312	51%	\$26,679	\$299,404,767	N/A
DoC	112	Unsealed pavement maintenance	SPR	2024/2025	36	\$22,940	\$23,398	\$23,866	\$70,204	51%	\$35,804	\$299,440,571	N/A
DoC	113	Routine drainage maintenance	SPR	2024/2025	36	\$9,865	\$10,062	\$10,263	\$30,190	51%	\$15,397	\$299,455,968	N/A
DoC	114	Structures maintenance	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,455,968	N/A
DoC	124	Cycle path maintenance	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,455,968	N/A
DoC	125	Footpath maintenance	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,455,968	N/A
DoC	140	Minor Events	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,455,968	N/A
		Operations											
DoC	121	Environmental maintenance	SPR	2024/2025	36	\$15,613	\$15,925	\$16,243	\$47,781	51%	\$24,368	\$299,480,336	N/A
DoC	122	Network services maintenance	SPR	2024/2025	36	\$109	\$111	\$113	\$333	51%	\$170	\$299,480,506	N/A
DoC	123	Network Operations	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,480,506	N/A
DoC	131	Level crossing warning devices maintenance	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,480,506	N/A
DoC	151	Network and asset management	SPR	2024/2025	36	\$3,281	\$3,347	\$3,414	\$10,042	51%	\$5,121	\$299,485,628	N/A
		Renewals											
DoC	211	Unsealed road metalling	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,485,628	N/A
DoC	212	Sealed road resurfacing	SPR	2024/2025	36	\$0	\$18,343	\$18,343	\$36,686	51%	\$18,710	\$299,504,338	N/A
DoC	213	Drainage renewals	SPR	2024/2025	36	\$0	\$5,503	\$5,503	\$11,006	51%	\$5,613	\$299,509,951	N/A
DoC	214	Sealed road pavement rehabilitation	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
DoC	215	Structures component replacements	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
DoC	216	Bridge and structures renewals	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
DoC	221	Environmental renewals	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
DoC	222	Traffic service renewals	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
DoC	224	Cycle path renewal	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
DoC	225	Footpath renewal	SPR	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
		Total				\$148,849,725	\$164,778,259	\$168,581,088	\$482,209,072		\$299,509,951		

Key

- FNDC

=

Far North District Council
- Wait

=

Waitangi Trust
- KDC

=

Kaipara District Council
- WDC

=

Whangarei District Council
- DoC

=

Department of Conservation
- SPR

=

Special Purpose Road

Far North District Council

Maintenance	\$49,761,787	\$35,330,869	\$14,430,918
Operations	\$29,842,163	\$21,187,936	\$8,654,227
Renewals	\$91,987,984	\$65,311,469	\$26,676,515
Total	\$171,591,934	\$121,830,273	\$49,761,661

Waitangi Trust

Maintenance	\$98,200	\$98,200	\$0
Operations	\$26,700	\$26,700	\$0
Renewals	\$0	\$0	\$0
Total	\$124,900	\$124,900	\$0

Kaipara District Council

Maintenance	\$26,908,718	\$16,683,405	\$10,225,313
Operations	\$23,473,999	\$14,553,879	\$8,920,120
Renewals	\$94,051,310	\$58,311,812	\$35,739,498
Total	\$144,434,027	\$89,549,097	\$54,884,930

Whangarei District Council

Maintenance	\$36,060,136	\$19,111,872	\$16,948,264
Operations	\$31,852,300	\$16,881,719	\$14,970,581
Renewals	\$97,887,221	\$51,880,227	\$46,006,994
Total	\$165,799,657	\$87,873,818	\$77,925,839

Department of Conservation

Maintenance	\$152,706	\$77,880	\$74,826
Operations	\$58,156	\$29,660	\$28,496
Renewals	\$47,692	\$24,323	\$23,369
Total	\$258,554	\$131,863	\$126,691

Total

Maintenance	\$112,981,547	\$71,302,226	\$41,679,321
Operations	\$85,253,318	\$52,679,894	\$32,573,424
Renewals	\$283,974,207	\$175,527,831	\$108,446,376
Total	\$482,209,072	\$299,509,951	\$182,699,121

Climate Emergency Response Fund (CERF) / Infrastructure Acceleration Fund - non-prioritised

Committed Activities - Awaiting Final Funding Approval													
Org	Project Name	Funding Source	Project Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
						2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
FNDC	Community Connect Ferry Concessions and Administration	CERF	Imp	2024/25	36	\$11,000	\$11,000	\$11,000	\$33,000	100%	\$33,000	\$33,000	N/A
WDC	Springs Flat Project	IAF	Imp	2024/25	24	\$15,320,000	\$3,200,000	\$0	\$18,520,000	100%	\$18,520,000	\$18,553,000	N/A
WDC	CBD Bike & Public Transport Facilities	CERF	Imp	2024/25	12	\$3,000,000	\$0	\$0	\$3,000,000	53%	\$1,590,000	\$20,143,000	N/A
WDC	Raumanga Shared Path Connection	CERF	Imp	2024/25	12	\$2,000,000	\$0	\$0	\$2,000,000	53%	\$1,060,000	\$21,203,000	N/A
WDC	Kamo Shared Path Connection	CERF	Imp	2024/25	12	\$2,000,000	\$0	\$0	\$2,000,000	53%	\$1,060,000	\$22,263,000	N/A
	Sub Total - Projects Awaiting Funding Approval					\$22,331,000	\$3,211,000	\$11,000	\$25,553,000		\$22,263,000		
Projects Requiring Funding Approval													
FNDC	Kerikeri Active Mode Network Connections	CERF	Imp	2024/25	36	\$1,753,349	\$0	\$0	\$1,753,349	100%	\$1,753,349	\$24,016,349	N/A
FNDC	Far North Bus Improvements	CERF	Imp	2024/25	36	\$1,279,796	\$0	\$0	\$1,279,796	100%	\$1,279,796	\$25,296,145	N/A
KDC	Kaipara Cycle Network Connctions	CERF	Imp	2024/25	12	\$7,200,000	\$0	\$0	\$7,200,000	100%	\$7,200,000	\$32,496,145	N/A
	Sub Total - Projects Requiring Funding Approval					\$8,479,796	\$0	\$0	\$10,233,145		\$10,233,145		
	Total Projects Awaiting Funding and Requiring Funding					\$30,810,796	\$3,211,000	\$11,000	\$35,786,145		\$32,496,145		

Key

- FNDC = Far North District Council
- WDC = Whangarei District Council
- KDC = Whangarei District Council
- CERF = Climate Emergency Response Fund
- IAF = Infrastructure Acceleration Fund/Kainga Ora

Committed Activities - Awaiting Final Funding Approval

	Project Cost	NZTA Share	Local Share
Far North District Council	\$33,000	\$33,000	
Kaipara District Council	\$0	\$0	\$0
Whangarei District Council	\$25,520,000	\$22,230,000	\$0
Waka Kotahi	\$0	\$0	\$0
Waitangi Trust	\$0	\$0	\$0
Department of Conservation	\$0	\$0	\$0
Total	\$25,553,000	\$22,263,000	\$0
Projects Requiring Funding Approval	Project Cost	NZTA Share	Local Share
Far North District Council	\$3,033,145	\$3,033,145	\$0
Kaipara District Council	\$7,200,000	\$7,200,000	\$0
Whangarei District Council	\$0	\$0	\$0
Waka Kotahi	\$0	\$0	\$0
Waitangi Trust	\$0	\$0	\$0
Department of Conservation	\$0	\$0	\$0
Total	\$10,233,145	\$10,233,145	\$0
Total	\$35,786,145	\$32,496,145	\$0

Low-cost / low-risk improvements - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
FNDC	Local Road Improvements	Implementation	2024/2025	36	\$11,522,561	\$17,080,359	\$16,515,062	\$45,117,982	71%	\$32,033,767	\$32,033,767	N/A
FNDC	Public Transport Services	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$32,033,767	N/A
FNDC	Walking and Cycling	Implementation	2024/2025	36	\$1,790,000	\$2,740,000	\$2,780,000	\$7,310,000	71%	\$5,190,100	\$37,223,867	N/A
FNDC	Road to Zero	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$37,223,867	N/A
FNDC	Public Transport Infrastructure	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$37,223,867	N/A
Wait	Local Road Improvements (SPR)	Implementation	2024/2025	36	\$150,000	\$350,000	\$400,000	\$900,000	100%	\$900,000	\$38,123,867	N/A
Wait	Public Transport Services	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$38,123,867	N/A
Wait	Walking and Cycling (SPR)	Implementation	2024/2025	36	\$100,000	\$400,000	\$300,000	\$800,000	100%	\$800,000	\$38,923,867	N/A
Wait	Road to Zero	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$38,923,867	N/A
Wait	Public Transport Infrastructure	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$38,923,867	N/A
KDC	Local Road Improvements	Implementation	2024/2025	36	\$3,710,000	\$3,660,000	\$2,850,000	\$10,220,000	62%	\$6,336,400	\$45,260,267	N/A
KDC	Public Transport Services	Implementation	2024/2025	36	\$100,000	\$250,000	\$250,000	\$600,000	62%	\$372,000	\$45,632,267	N/A
KDC	Walking and Cycling	Implementation	2024/2025	36	\$850,000	\$1,485,000	\$785,000	\$3,120,000	62%	\$1,934,400	\$47,566,667	N/A
KDC	Road to Zero	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	62%	\$0	\$47,566,667	N/A
KDC	Public Transport Infrastructure	Implementation	2024/2025	36	\$0	\$0	\$200,000	\$200,000	62%	\$124,000	\$47,690,667	N/A
WDC	Local Road Improvements	Implementation	2024/2025	36	\$9,825,961	\$13,511,195	\$11,235,063	\$34,572,219	53%	\$18,323,276	\$66,013,943	N/A
WDC	Public Transport Services	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	53%	\$0	\$66,013,943	N/A
WDC	Walking and Cycling	Implementation	2024/2025	36	\$2,175,000	\$4,675,000	\$5,870,000	\$12,720,000	53%	\$6,741,600	\$72,755,543	N/A
WDC	Road to Zero	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	53%	\$0	\$72,755,543	N/A
WDC	Public Transport Infrastructure	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	53%	\$0	\$72,755,543	N/A
Waka Kotahi	State Highway Improvements	Implementation	2024/2025	36	\$3,106,667	\$3,106,667	\$3,106,667	\$9,320,001	100%	\$9,320,001	\$82,075,544	N/A
Waka Kotahi	Public Transport Services	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$82,075,544	N/A
Waka Kotahi	Walking and Cycling	Implementation	2024/2025	36	\$1,100,000	\$1,100,000	\$1,100,000	\$3,300,000	100%	\$3,300,000	\$85,375,544	N/A
Waka Kotahi	Road to Zero	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$85,375,544	N/A
Waka Kotahi	Public Transport Infrastructure	Implementation	2024/2025	36	\$180,000	\$180,000	\$180,000	\$540,000	100%	\$540,000	\$85,915,544	N/A
DoC	Local Road Improvements	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$85,915,544	N/A
DoC	Public Transport Services	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$85,915,544	N/A
DoC	Walking and Cycling	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$85,915,544	N/A
DoC	Road to Zero	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$85,915,544	N/A
DoC	Passenger Transport Infrastructure	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$85,915,544	N/A
NRC	Local Road Improvements	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	54%	\$0	\$85,915,544	N/A
NRC	Public Transport Services	Implementation	2024/2025	36	\$232,000	\$237,000	\$243,000	\$712,000	54%	\$384,480	\$86,300,024	N/A
NRC	Walking and Cycling	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	54%	\$0	\$86,300,024	N/A
NRC	Road to Zero	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	54%	\$0	\$86,300,024	N/A
NRC	Public Transport Infrastructure	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	54%	\$0	\$86,300,024	N/A
	Total				\$34,842,189	\$48,775,221	\$45,814,792	\$129,432,202		\$86,300,024		

<u>Key</u>		Project	NZTA	Local	
		Cost	Share	Share	
FNDC	= Far North District Council	Far North District Council	\$52,427,982	\$37,223,867	\$15,204,115
Wait	= Waitangi Trust	Waitangi Trust	\$1,700,000	\$1,700,000	\$0
KDC	= Kaipara District Council	Kaipara District Council	\$14,140,000	\$8,766,800	\$5,373,200
WDC	= Whangarei District Council	Whangarei District Council	\$47,292,219	\$25,064,876	\$22,227,343
DoC	= Department of Conservation	Waka Kotahi	\$13,160,001	\$13,160,001	\$0
NRC	= Northland Regional Council	Department of Conservation	\$0	\$0	\$0
		Northland Regional Council	\$712,000	\$384,480	\$327,520
		Total	\$129,432,202	\$86,300,024	\$43,132,178

Non-subsidised improvement projects and other projects - non-prioritised

Far North District Council

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
Unsubsidised Second Coat Seals	\$150,000	\$150,000	\$150,000	\$450,000	N/A
Unformed Paper Roads	\$500,000	\$500,000	\$500,000	\$1,500,000	N/A
Urban Drainage	\$500,000	\$500,000	\$500,000	\$1,500,000	N/A
Unsubsidised Sealing	\$2,000,000	\$2,000,000	\$2,000,000	\$6,000,000	N/A
Standalone Kerikeri CBD Bypass	\$0	\$0	\$5,000,000	\$5,000,000	N/A
Other Access reactive capital (Beaches, Parks & Reserves, Service Lanes, Crown Land etc)	\$100,000	\$100,000	\$100,000	\$300,000	N/A
Total	\$3,250,000	\$3,250,000	\$8,250,000	\$14,750,000	

Waitangi Trust

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
No Projects	\$0	\$0	\$0	\$0	N/A
Total	\$0	\$0	\$0	\$0	

Kaipara District Council

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
No Projects	\$0	\$0	\$0	\$0	N/A
Total	\$0	\$0	\$0	\$0	

Whangarei District Council

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
Rate Payer subsidised Seal Extensions	\$1,500,000	\$1,500,000	\$0	\$3,000,000	N/A
Community Led Cycle Projects	\$50,000	\$75,000	\$200,000	\$325,000	N/A
Total	\$1,550,000	\$1,575,000	\$200,000	\$3,325,000	

Department of Conservation

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
No Projects	\$0	\$0	\$0	\$0	N/A
Total	\$0	\$0	\$0	\$0	

Northland Regional Council

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
No Projects	\$0	\$0	\$0	\$0	N/A
Total	\$0	\$0	\$0	\$0	

Non-Subsidised Projects and Improvement Projects

Far North District Council	\$14,750,000
Waitangi Trust	\$0
Kaipara District Council	\$0
Whangarei District Council	\$3,325,000
Department of Conservation	\$0
Northland Regional Council	\$0
Total	\$18,075,000

Public transport infrastructure and operations - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
FNDC Wait KDC WDC DoC NRC	Infrastructure Operation											
	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	\$0	\$0	\$0	\$0	71%	\$0	\$0	N/A
	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	\$0	\$0	\$0	\$0	100%	\$0	\$0	N/A
	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	\$0	\$0	\$0	\$0	62%	\$0	\$0	N/A
	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	\$0	\$0	\$0	\$0	53%	\$0	\$0	N/A
	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	\$0	\$0	\$0	\$0	51%	\$0	\$0	N/A
	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	\$0	\$0	\$0	\$0	54%	\$0	\$0	N/A
FNDC Wait KDC WDC DoC NRC	Infrastructure Improvements											
	Public Transport 2024/27	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0	71%	\$0	\$0	N/A
	Public Transport 2024/27	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0	100%	\$0	\$0	N/A
	Public Transport 2024/27	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0	62%	\$0	\$0	N/A
	Public Transport 2024/27	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0	53%	\$0	\$0	N/A
	Public Transport 2024/27	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0	51%	\$0	\$0	N/A
	Public Transport 2024/27	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0	54%	\$0	\$0	N/A
NRC	Service Operation											
	Public Transport 2024/27	Public Transport Services - Bus	2024/2025	36	\$4,342,330	\$4,355,731	\$4,369,942	\$13,068,003	54%	\$7,056,722	\$7,056,722	N/A
	Public Transport 2024/27	Total mobility Operations	2024/2025	36	\$660,000	\$674,520	\$690,034	\$2,024,554	60%	\$1,214,732	\$8,271,454	N/A
	Public Transport 2024/27	Total Mobility Wheelchair Hoists and Ramps	2024/2025	36	\$117,145	\$120,425	\$123,677	\$361,247	60%	\$216,748	\$8,488,202	N/A
	Public Transport 2024/27	TM Wheelchair Hoist Use Payments	2024/2025	36	\$116,885	\$119,456	\$122,204	\$358,545	100%	\$358,545	\$8,846,747	N/A
	Public Transport 2024/27	Public Transport Operations and Management	2024/2025	36	\$340,719	\$349,514	\$358,724	\$1,048,957	54%	\$566,437	\$9,413,184	N/A
	Public Transport 2024/27	PT Ops, Maintenance of Real Time Info and Ticketing Systems	2024/2025	36	\$192,923	\$197,454	\$202,253	\$592,630	54%	\$320,020	\$9,733,204	N/A
	Public Transport 2024/27	PT Facilities and Infrastructure - Operations & Maintenance.	2024/2025	36	\$168,225	\$173,826	\$179,785	\$521,836	54%	\$281,791	\$10,014,996	N/A
	Public Transport 2024/27	PT Facilities and Infrastructure - Renewals	2024/2025	36	\$150,000	\$159,000	\$168,540	\$477,540	54%	\$257,872	\$10,272,867	N/A
	Public Transport 2024/27	SuperGold Card	2024/2025	36				\$0	100%	\$0	\$10,272,867	N/A
WDC NRC	Service Improvements											
	Public Transport 2024/27	Implementation CityLink Improvement Project	2024/2025	12	\$1,772,000	\$0	\$0	\$1,772,012	53%	\$939,166	\$11,212,034	N/A
	Public Transport 2024/27	Implementation CityLink Improvement Project	2024/2025	120	\$2,350,600	\$2,397,612	\$2,445,564	\$7,193,776	54%	\$3,884,639	\$15,096,673	N/A
	Total				\$10,210,827	\$8,547,538	\$8,660,723	\$27,419,100		\$15,096,673		

<u>Key</u>				Project Cost	NZTA Share	Local Share
FNDC	= Far North District Council	Far North District Council	Infra Ops	\$0	\$0	\$0
Wait	= Waitangi Trust		Infra Imp	\$0	\$0	\$0
KDC	= Kaipara District Council		FNDC Total	\$0	\$0	\$0
WDC	= Whangarei District Council	Waitangi Trust	Infra Ops	\$0	\$0	\$0
DoC	= Department of Conservation		Infra Imp	\$0	\$0	\$0
NRC	= Northland Regional Council		Wait. Total	\$0	\$0	\$0
		Kaipara District Council	Infra Ops	\$0	\$0	\$0
			Infra Imp	\$0	\$0	\$0
			KDC Total	\$0	\$0	\$0
		Whangarei District Council	Infra Ops	\$0	\$0	\$0
			Infra Imp	\$0	\$0	\$0
			Service Imp	\$1,772,012	\$939,166	\$832,846
			WDC Total	\$1,772,012	\$939,166	\$832,846
		Department of Conservation	Infra Ops	\$0	\$0	\$0
			Infra Imp	\$0	\$0	\$0
			DoC Total	\$0	\$0	\$0
		Northland Regional Council	Service Ops	\$18,453,312	\$10,272,867	\$832,846
			Service Imp	\$7,193,776	\$3,884,639	\$3,309,137
			NRC Total	\$25,647,088	\$14,157,506	\$11,489,582
		Total	Infra Ops	\$0	\$0	\$0
			Infra Imp	\$0	\$0	\$0
			Service Ops	\$18,453,312	\$10,272,867	\$8,180,445
			Service Imp	\$8,965,788	\$4,823,805	\$4,141,983
			Total	\$27,419,100	\$15,096,673	\$12,322,427

Investment management - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
FNDC	Activity Management Plan	Imp	2024/25	36	\$250,000	\$250,000	\$250,000	\$750,000	71%	\$532,500	\$532,500	N/A
WDC	Activity Management Plan	Imp	2024/25	36	\$250,000	\$250,000	\$250,000	\$750,000	53%	\$397,500	\$930,000	N/A
KDC	Activity Management Plan	Imp	2024/25	36	\$250,000	\$250,000	\$250,000	\$750,000	62%	\$465,000	\$1,395,000	N/A
Waka Kotahi	NTLD Share Digital Engineering/BIM	DBC	2024/25	12	\$194,164	\$0	\$0	\$194,164	100%	\$194,164	\$1,589,164	N/A
Waka Kotahi	NTLD Share Digital Engineering/BIM	Pre -Imp	2026/27	48	\$0	\$82,146	\$7,468	\$89,614	100%	\$89,614	\$1,678,778	N/A
Waka Kotahi	NTLD Share Digital Engineering/BIM	Imp	2027/28	36	\$0	\$0	\$828,929	\$828,929	100%	\$828,929	\$2,507,707	N/A
Waka Kotahi	NTLD Regional Transport Planning	PBC	2025/26	24	\$0	\$500,000	\$1,700,000	\$2,200,000	100%	\$2,200,000	\$4,707,707	N/A
Waka Kotahi	NTLD Share Digital Data Strategy	PBC	2024/25	36	\$14,000	\$27,000	\$7,000	\$48,000	100%	\$48,000	\$4,755,707	N/A
Waka Kotahi	NTLD Share Digital Data Warehouse	PBC	2025/26	24	\$0	\$41,000	\$62,000	\$103,000	100%	\$103,000	\$4,858,707	N/A
Waka Kotahi	NTLD Share Environment PBC	PBC	2024/25	36	\$348,000	\$355,000	\$362,000	\$1,065,000	100%	\$1,065,000	\$5,923,707	N/A
NRC	Regional Land Transport Plan	Imp	2024/25	36	\$382,437	\$393,240	\$404,438	\$1,180,115	54%	\$637,262	\$6,560,969	N/A
NRC	Regional Public Transport Plan	Imp	2024/25	36	\$5,542	\$5,709	\$5,880	\$17,131	54%	\$9,251	\$6,570,220	N/A
NRC	Regional Road Safety Plan	Imp	2024/25	36	\$83,824	\$86,079	\$88,429	\$258,332	54%	\$139,499	\$6,709,719	N/A
NRC	National Ticketing Solution	DBC	2024/25	24	\$70,000	\$70,000	\$0	\$140,000	54%	\$75,600	\$6,785,319	N/A
NRC	Decarbonisation of Whangarei Bus Fleet	PBC	2024/25	36	\$100,000	\$100,000	\$100,000	\$300,000	54%	\$162,000	\$6,947,319	N/A
	Total				\$1,947,967	\$2,410,174	\$4,316,144	\$8,674,285		\$6,947,319		

Key				Project Cost			NZTA Share Cost	Local Share
FNDC	= Far North District Council			Far North District Council	Total	\$750,000	\$532,500	\$217,500
KDC	= Kaipara District Council			Whamgarei District Council	Total	\$750,000	\$397,500	\$352,500
WDC	= Whangarei District Council			Kaipara District Council	Total	\$750,000	\$465,000	\$285,000
Waka Kotahi	= Waka Kotahi			Waka Kotahi	Total	\$4,528,707	\$4,528,707	\$0
NRC	= Northland Regional Council			Northland Regional Council	Total	\$1,895,578	\$1,023,612	\$871,966
				Total		\$8,674,285	\$6,947,319	\$1,726,966

Walking and cycling - non-prioritised

Org	W/C	Project Name	Activity	Phase	Scheduled Start Year	2024/2027 Project Cost Estimate (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
						2024/2025	2025/206	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
FNDC	N/A	Twin Coast Cycle Trail Development	Implementation		2024/2025	\$486,901	\$486,901	\$486,901	\$1,460,703	71%	\$1,037,099	\$1,037,099	N/A
Wait	N/A	None	N/A		N/A	\$0	\$0	\$0	\$0	100%	\$0	\$1,037,099	N/A
KDC	N/A	None	N/A		N/A	\$0	\$0	\$0	\$0	62%	\$0	\$1,037,099	N/A
WDC	N/A	None	N/A		N/A	\$0	\$0	\$0	\$0	53%	\$0	\$1,037,099	N/A
DoC	N/A	None	N/A		N/A	\$0	\$0	\$0	\$0	51%	\$0	\$1,037,099	N/A
NRC	N/A	None	N/A		N/A	\$0	\$0	\$0	\$0	54%	\$0	\$1,037,099	N/A
		Total				\$486,901	\$486,901	\$486,901	\$1,460,703		\$1,037,099		

Key					Project Cost	NZTA Share	Local Share
FNDC	=	Far North District Council		Far North District Council	\$1,460,703	\$1,037,099	\$423,604
Wait	=	Waitangi Trust		Waitangi Trust	\$0	\$0	\$0
KDC	=	Kaipara District Council		Kaipara District Council	\$0	\$0	\$0
WDC	=	Whangarei District Council		Whangarei District Council	\$0	\$0	\$0
DoC	=	Department of Conservation		Department of Conservation	\$0	\$0	\$0
NRC	=	Northland Regional Council		Northland Regional Council	\$0	\$0	\$0
				Total	\$1,460,703	\$1,037,099	\$423,604

Road safety promotion and demand management - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
	Road Safety Promotion											
FNDC	Education Programme - Alcohol	Implementation	2024/25	36	\$149,981	\$155,980	\$162,219	\$468,180	71%	\$332,408	\$332,408	N/A
FNDC	Education Programme - Safer Speeds	Implementation	2024/25	36	\$149,981	\$155,980	\$162,219	\$468,180	71%	\$332,408	\$664,816	N/A
FNDC	Education Courses - Restraints	Implementation	2024/25	36	\$149,981	\$155,980	\$162,219	\$468,180	71%	\$332,408	\$997,223	N/A
FNDC	Education Programme - Driver licencing/Training	Implementation	2024/25	36	\$93,748	\$97,488	\$101,388	\$292,624	71%	\$207,763	\$1,204,986	N/A
FNDC	Education Programme - Young Drivers	Implementation	2024/25	36	\$93,748	\$97,488	\$101,388	\$292,624	71%	\$207,763	\$1,412,749	N/A
FNDC	Advertising - Reducing Driver Distraction	Implementation	2024/25	36	\$28,240	\$29,370	\$30,544	\$88,154	71%	\$62,589	\$1,475,339	N/A
FNDC	Advertising - Fatigue	Implementation	2024/25	36	\$13,004	\$13,524	\$14,065	\$40,593	71%	\$28,821	\$1,504,160	N/A
FNDC	Education Programme - Motorcycle Awareness	Implementation	2024/25	36	\$13,004	\$13,524	\$14,065	\$40,593	71%	\$28,821	\$1,532,981	N/A
FNDC	Education Programme - Pedestrian & Driveway	Implementation	2024/25	36	\$15,236	\$15,845	\$16,479	\$47,560	71%	\$33,768	\$1,566,748	N/A
FNDC	Education Programme - Reducing Impaired Driving	Implementation	2024/25	36	\$172,340	\$179,233	\$186,402	\$537,975	71%	\$381,962	\$1,948,711	N/A
FNDC	Education Programme - Safer Speeds	Implementation	2024/25	36	\$98,480	\$102,419	\$106,516	\$307,415	71%	\$218,265	\$2,166,975	N/A
FNDC	Education Courses - Increased use of Restraints	Implementation	2024/25	36	\$98,480	\$102,419	\$106,516	\$307,415	71%	\$218,265	\$2,385,240	N/A
FNDC	Education Programme - Young Drivers	Implementation	2024/25	36	\$143,982	\$149,741	\$155,731	\$449,454	71%	\$319,112	\$2,704,352	N/A
FNDC	Education Programme - Driver licencing/Training	Implementation	2024/25	36	\$80,990	\$84,230	\$87,599	\$252,819	71%	\$179,501	\$2,883,854	N/A
FNDC	Education Programme - Reducing Driver Distraction	Implementation	2024/25	36	\$121,880	\$126,755	\$131,825	\$380,460	71%	\$270,127	\$3,153,980	N/A
FNDC	Education Programme - Reducing Driver Fatigue	Implementation	2024/25	36	\$45,708	\$47,536	\$49,438	\$142,682	71%	\$101,304	\$3,255,285	N/A
FNDC	Education Programme - Motorcycle Awareness	Implementation	2024/25	36	\$15,236	\$15,845	\$16,479	\$47,560	71%	\$33,768	\$3,289,052	N/A
FNDC	Education Programme - Pedestrian & Driveway	Implementation	2024/25	36	\$112,486	\$116,985	\$121,664	\$351,135	71%	\$249,306	\$3,538,358	N/A
FNDC	FNDC Programme Coordination	Implementation	2024/25	36	\$112,460	\$116,900	\$121,500	\$350,860	71%	\$249,111	\$3,787,469	N/A
FNDC	FNDC Cycling Programme	Implementation	2024/25	36	\$225,000	\$234,000	\$243,300	\$702,300	71%	\$498,633	\$4,286,102	N/A
KDC	Education Programme - Alcohol	Implementation	2024/25	36	\$38,000	\$39,520	\$41,100	\$118,620	62%	\$73,544	\$4,359,646	N/A
KDC	Workshop - Young Drivers	Implementation	2024/25	36	\$35,000	\$36,140	\$37,583	\$108,723	62%	\$67,408	\$4,427,054	N/A
KDC	Education Programme - Young Drivers	Implementation	2024/25	36	\$38,000	\$39,520	\$41,100	\$118,620	62%	\$73,544	\$4,500,599	N/A
KDC	Roadside Advertising - Fatigue	Implementation	2024/25	36	\$12,000	\$12,480	\$12,979	\$37,459	62%	\$23,225	\$4,523,823	N/A
KDC	Event - High Risk Drivers	Implementation	2024/25	36	\$28,000	\$29,120	\$30,784	\$87,904	62%	\$54,500	\$4,578,324	N/A
KDC	Education Courses - Restraints	Implementation	2024/25	36	\$20,000	\$20,800	\$21,632	\$62,432	62%	\$38,708	\$4,617,032	N/A
KDC	Education Programme - Other	Implementation	2024/25	36	\$56,243	\$58,492	\$60,831	\$175,566	62%	\$108,851	\$4,725,883	N/A
KDC	Education Programme - Cycling	Implementation	2024/25	36	\$190,000	\$155,000	\$170,000	\$515,000	62%	\$319,300	\$5,045,183	N/A
KDC	Education Event - Vehicles on Beaches	Implementation	2024/25	36	\$50,000	\$50,000	\$50,000	\$150,000	62%	\$93,000	\$5,138,183	N/A
WDC	Education Programme - Alcohol	Implementation	2024/25	36	\$156,000	\$162,400	\$168,896	\$487,296	53%	\$258,267	\$5,396,449	N/A
WDC	Education Programme - Driver Licencing/Training	Implementation	2024/25	36	\$130,000	\$135,200	\$140,608	\$405,808	53%	\$215,078	\$5,611,528	N/A
WDC	Education Programme - Drugs	Implementation	2024/25	36	\$25,000	\$26,000	\$27,040	\$78,040	53%	\$41,361	\$5,652,889	N/A
WDC	Roadside Education - Fatigue	Implementation	2024/25	36	\$12,480	\$12,979	\$13,498	\$38,957	53%	\$20,647	\$5,673,536	N/A
WDC	Event - Motorcyclist	Implementation	2024/25	36	\$20,000	\$20,800	\$21,632	\$62,432	53%	\$33,089	\$5,706,625	N/A
WDC	Education Programme - Speed	Implementation	2024/25	36	\$80,000	\$83,200	\$86,528	\$249,728	53%	\$132,356	\$5,838,981	N/A
WDC	Workshop - Restraints	Implementation	2024/25	36	\$58,000	\$60,320	\$62,732	\$181,052	53%	\$95,958	\$5,934,939	N/A
WDC	Event - Other	Implementation	2024/25	36	\$30,000	\$31,200	\$32,448	\$93,648	53%	\$49,633	\$5,984,572	N/A
WDC	Events - Driver Licencing/Training	Implementation	2024/25	36	\$30,000	\$31,200	\$32,448	\$93,648	53%	\$49,633	\$6,034,205	N/A
WDC	Workshop - Distraction	Implementation	2024/25	36	\$20,000	\$20,800	\$21,632	\$62,432	53%	\$33,089	\$6,067,294	N/A
WDC	Education Programme - Cycling	Implementation	2024/25	36	\$276,666	\$276,667	\$276,667	\$830,000	53%	\$439,900	\$6,507,194	N/A
WDC	Education Programme - Other	Implementation	2024/25	36	\$112,460	\$116,900	\$121,500	\$350,860	53%	\$185,956	\$6,693,150	N/A
NRC	Events - Motorcycle Safety	Implementation	2024/25	36	\$74,872	\$77,005	\$79,139	\$231,016	54%	\$124,749	\$6,817,899	N/A
NRC	Roadside Education - Speed	Implementation	2024/25	36	\$45,599	\$46,923	\$48,263	\$140,785	54%	\$76,024	\$6,893,923	N/A
NRC	Roadside Education - Fatigue	Implementation	2024/25	36	\$52,135	\$53,646	\$55,174	\$160,955	54%	\$86,916	\$6,980,838	N/A
Total					\$3,524,420	\$3,607,554	\$3,745,770	\$10,877,744		\$6,980,838		

Key		Project Cost		NZTA Share	Local Share
FNDC	= Far North District Council	Far North District Council	\$6,036,763	\$4,286,102	\$1,750,661
KDC	= Kaipara District Council	Kaipara District Council	\$1,374,324	\$852,081	\$522,243
WDC	= Whangarei District Council	Whangarei District Council	\$2,933,901	\$1,554,968	\$1,378,933
NRC	= Northland Regional Council	Northland Regional Council	\$532,756	\$287,688	\$245,068
		Total	\$10,877,744	\$6,980,838	\$3,896,906

Three-year total budgeted expenditure for 2021-2024 funding period

Activity Class	Forecast Expenditure 2024/2027
State Highway Improvement Projects	\$896,253,869
State Highway Road Improvement Projects - Speed and Infrastructure	\$57,586,000
State Highway Maintenance, Operations & Renewals	\$209,521,101
Local Road Improvement Projects	\$243,209,917
Local Road Maintenance, Operations & Renewals	\$482,209,072
Climate Emergency Relief Fund & Infrastructure Acceleration Fund	\$35,786,145
Low Cost/Low Risk Improvements	\$129,432,202
Unsubsidised Projects	\$18,075,000
Public Transport Infrastructure & Operations	\$27,419,100
Investment Management	\$8,674,285
Walking and Cycling	\$1,460,703
Road Safety Promotion	\$10,877,744
Total of Activities	\$2,120,505,138

Low cost / low risk three-year programme

In addition to the programme of works outlined in the tables above, road controlling authorities will seek funding for a number of low cost / low risk projects within the local road improvements, state highway improvements, regional improvements or public transport improvements activity classes.

All low cost / low risk activities are under \$2 million total cost per activity.

A list of the low cost / low risk activities planned in Northland in the 2021-2024 period are available at the following link.

www.nrc.govt.nz/transportprojects



6 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

7 TE KAPINGA HUI / MEETING CLOSE