

DRAFT FOR DISCUSSION NOT FOR DISTRIBUTION

FAR NORTH INTEGRATED TRANSPORT STRATEGY

PROGRAMME BUSINESS CASE

July 2020

HE ARA TĀMATA CREATING GREAT PLACES

Supporting our people

Far North District Council Programme Business Case

VERSION

Abbreviation	Date	Full name
1.0	08 May 2020	Issued to FNDC and Waka Kotahi IQA for review.
2.0	July 2020	Final

Prepared by Commute Transportation Ltd

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GLOSSARY OF TERMS

APA Action Plan Area BCR Benefit Cost Ratio DBC Detailed Business Case DSI Death or Serious Injuries FAR Funding Assistance Rates FFNDC Far North District Council GPS Government Policy Statement HCV Heavy Commercial Vehicle IAF Investment Assessment Framework IAM FNDC Infrastructure and Asset Management Department ILM Investment Logic Map ITS Integrated Transport Strategy ITP Integrated Transport Plan KiwiRAP Kiwi Road Assessment Programme KPI Key Performance Indicator LCLR Low Cost Low Risk LoS Level of Service LSF Living Standards Framework MOT Ministry of Transport MOR Maintenance, Operations and Renewals NAL North Auckland Line NEAP Northland Economic Action Plan NLTF National Land Transport Fund NLTF National Land Transport Programme NRC Northland Regional Council NTA Northland Regional Council NTA Northland Transport Agency ONRC One Network Road Classification PBC Programme Business Case RAMP Regional Activity Management Plan REG Road Efficiency Group RLTP Regional Land Transport Plan RLTS Regional Land Transport Plan RLTD Travel Demand Management	Abbreviation	Full name
DBC Detailed Business Case DSI Death or Serious Injuries FAR Funding Assistance Rates FNDC Far North District Council GPS Government Policy Statement HCV Heavy Commercial Vehicle IAF Investment Assessment Framework IAM FNDC Infrastructure and Asset Management Department ILM Investment Logic Map ITS Integrated Transport Strategy ITP Integrated Transport Plan KiwiRAP Kiwi Road Assessment Programme KPI Key Performance Indicator LCLR Low Cost Low Risk LoS Level of Service LSF Living Standards Framework MOT Ministry of Transport MOR Maintenance, Operations and Renewals NAL North Auckland Line NEAP Northland Economic Action Plan NLTF National Land Transport Programme NRC Northland Regional Council NTA Northland Transport Agency ONRC One New Zealand Transport Agency ONRC One New Zealand Transport Agency ONRC Programme Business Case RAMP Regional Activity Management Plan REG Road Efficiency Group RLTP Regional Land Transport Plan RLTS Regional Land Transport Strategy RMA Resource Management Act	APA	Action Plan Area
DSI Death or Serious Injuries FAR Funding Assistance Rates FNDC Far North District Council GPS Government Policy Statement HCV Heavy Commercial Vehicle IAF Investment Assessment Framework IAM FNDC Infrastructure and Asset Management Department ILM Investment Logic Map ITS Integrated Transport Strategy ITP Integrated Transport Plan KiwiRAP Kiwi Road Assessment Programme KPI Key Performance Indicator LCLR Low Cost Low Risk LoS Level of Service LSF Living Standards Framework MOT Ministry of Transport MOR Maintenance, Operations and Renewals NAL North Auckland Line NEAP Northland Economic Action Plan NLTF National Land Transport Programme NRC Northland Regional Council NTA Northland Transport Agency ONRC One Network Road Classification PBC Programme Business Case RAMP Regional Activity Management Plan REG Road Efficiency Group RLTP Regional Land Transport Strategy RMA Resource Management Act	BCR	Benefit Cost Ratio
FAR Funding Assistance Rates FNDC Far North District Council GPS Government Policy Statement HCV Heavy Commercial Vehicle IAF Investment Assessment Framework IAM FNDC Infrastructure and Asset Management Department ILM Investment Logic Map ITS Integrated Transport Strategy ITP Integrated Transport Plan KiwiRAP Kiwi Road Assessment Programme KPI Key Performance Indicator LCLR Low Cost Low Risk LoS Level of Service LSF Living Standards Framework MoT Ministry of Transport MOR Maintenance, Operations and Renewals NAL North Auckland Line NEAP Northland Economic Action Plan NLTF National Land Transport Fund NLTF National Land Transport Programme NRC Northland Regional Council NTA North Alexand Transport Agency ONRC One Network Road Classification PBC Programme Business Case RAMP Regional Activity Management Plan REG Road Efficiency Group RLTP Regional Land Transport Plan RLTS Regional Land Transport Strategy RMA Resource Management Act	DBC	Detailed Business Case
FNDC Far North District Council GPS Government Policy Statement HCV Heavy Commercial Vehicle IAF Investment Assessment Framework IAM FNDC Infrastructure and Asset Management Department ILM Investment Logic Map ITS Integrated Transport Strategy ITP Integrated Transport Plan KiwiRAP Kiwi Road Assessment Programme KPI Key Performance Indicator LCLR Low Cost Low Risk LoS Level of Service LSF Living Standards Framework MoT Ministry of Transport MOR Maintenance, Operations and Renewals NAL North Auckland Line NEAP Northland Economic Action Plan NLTF National Land Transport Fund NLTP National Land Transport Programme NRC Northland Regional Council NTA Northand Transport Alliance Waka Kotahi (or The Agency) ONRC One Network Road Classification PBC Programme Business Case RAMP Regional Activity Management Plan REG Road Efficiency Group RLTP Regional Land Transport Plan RLTS Regional Land Transport Strategy RMA Resource Management Act	DSI	Death or Serious Injuries
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ITP Integrated Transport Plan KiwiRAP Kiwi Road Assessment Programme KPI Key Performance Indicator LCLR Low Cost Low Risk LoS Level of Service LSF Living Standards Framework MoT Ministry of Transport MOR Maintenance, Operations and Renewals NAL North Auckland Line NEAP Northland Economic Action Plan NLTF National Land Transport Fund NLTP National Land Transport Programme NRC Northland Regional Council NTA Northland Transport Agliance Waka Kotahi (or The Agency) The New Zealand Transport Agency ONRC One Network Road Classification PBC Programme Business Case RAMP Regional Activity Management Plan REG Road Efficiency Group RLTP Regional Land Transport Strategy RMA Resource Management Act	ILM	Investment Logic Map
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LSF Living Standards Framework MoT Ministry of Transport MOR Maintenance, Operations and Renewals NAL North Auckland Line NEAP Northland Economic Action Plan NLTF National Land Transport Fund NLTP National Land Transport Programme NRC Northland Regional Council NTA Northland Transport Alliance Waka Kotahi (or The Agency) The New Zealand Transport Agency ONRC One Network Road Classification PBC Programme Business Case RAMP Regional Activity Management Plan REG Road Efficiency Group RLTP Regional Land Transport Strategy RMA Resource Management Act	LCLR	Low Cost Low Risk
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NAL North Auckland Line NEAP Northland Economic Action Plan NLTF National Land Transport Fund NLTP National Land Transport Programme NRC Northland Regional Council NTA Northland Transport Alliance Waka Kotahi (or The Agency) The New Zealand Transport Agency ONRC One Network Road Classification PBC Programme Business Case RAMP Regional Activity Management Plan REG Road Efficiency Group RLTP Regional Land Transport Strategy RMA Resource Management Act	MoT	Ministry of Transport
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PBC Programme Business Case RAMP Regional Activity Management Plan REG Road Efficiency Group RLTP Regional Land Transport Plan RLTS Regional Land Transport Strategy RMA Resource Management Act	Waka Kotahi (or The Agency)	The New Zealand Transport Agency
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REG Road Efficiency Group RLTP Regional Land Transport Plan RLTS Regional Land Transport Strategy RMA Resource Management Act	PBC	Programme Business Case
RLTP Regional Land Transport Plan RLTS Regional Land Transport Strategy RMA Resource Management Act	RAMP	Regional Activity Management Plan
RLTS Regional Land Transport Strategy RMA Resource Management Act	REG	Road Efficiency Group
RMA Resource Management Act	RLTP	Regional Land Transport Plan
	RLTS	Regional Land Transport Strategy
TDM Travel Demand Management	RMA	Resource Management Act
	TDM	Travel Demand Management

EXECUTIVE SUMMARY

The Far North District Council has developed a Programme Business Case in conjunction with key stakeholders to support the Integrated Transport Strategy (ITS) and considers the case for investment to support communities and business in the Far North by providing a safer, more resilient and reliable transport system. This PBC is intended to be a transport investment map to provide details on the type of options that will holistically provide the greatest benefits to the District.

Far North District Council (FNDC) has developed an Integrated Transport Strategy (ITS) to address the key transport problems faced by the District. It is a holistic strategy that focuses on improving the "now" as well as providing direction to allow the District to respond in a consistent manner to address future challenges faced by growth, changing land use and new technology.

The ITS will comprise of the following documents:

Strategy

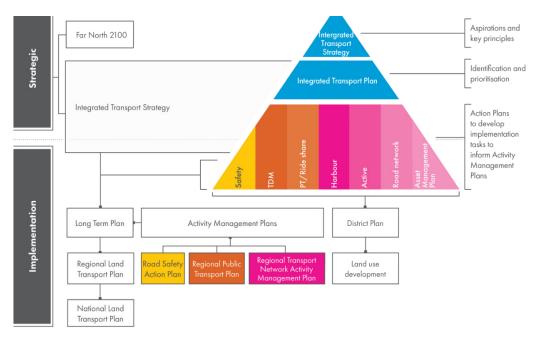
- Public facing strategy which documents the problems, benefits and strategic responses for investment in the Far North. It also includes high level prioritisation for each strategic response.
- Analysis to inform the development of the strategy in a traditional Part A business case format

Integrated Transport Plan (ITP)

- o Public facing executive summary
- o Integrated Transport Plan split into action plans, describing the prioritised projects to be delivered
- o Analysis to inform the plan in traditional Part B and Part C business case formats

Together, these documents will form the **Far North District Council Integrated Transport Strategy** and will provide a transport investment map for the District. The structure of the ITS is shown in Figure A.

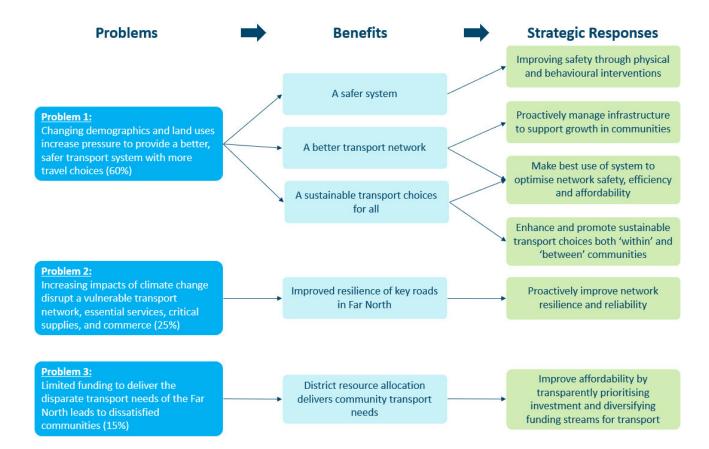
Figure A: Structure of the Integrated Transport Strategy



The Far North District Council Integrated Transport Strategy will focus on addressing three key problems through six strategic responses as shown in Figure B. By doing these things, the Far North will benefit from:

- A better, safer transport system with more transport choice.
- Improved resilience of key roads in Far North
- Community transport needs will be met.

Figure B: Problems, benefits and strategic responses



As such, the Far North District transport vision to deliver this transport strategy is shown in Figure C.

Figure C: Far North Strategic Response



The Integrated Transport Plan (ITP) recommended programme is a comprehensive and holistic programme of initiatives that supports the Far North District transport vision and the delivery of the Integrated Transport Strategy (ITS).

The programme has been developed based on the seven action plan areas in Figure D.

Figure D: Integrated Transport Plan Action Plan Areas



Collectively, they all have an integral role in delivering programme-wide benefits. The Maintenance, Operations and Renewals action plan is being delivered as part of a parallel Activity Management Plan process.

The Far North ITP Recommended Programme is shown in Figure E below and includes 62 activities which represents an investment value (non-maintenance) of \$211M-\$226M over a proposed 10 year implementation plan. Many activities are considered 'business as usual' for transport and focus on general maintenance, operation and renewal activities as well as physical improvements to the network such as safety, road upgrades, improved resilience and enhanced connectivity / condition of walking and cycling networks.

The programme includes packaged transport activities (as identified above), which in some cases, are broad and overarching and are therefore supported by a list of potential individual projects to be further prioritised within this activity. This list contains specific projects / locations identified to date and its purpose is to provide a starting point for the prioritisation of activities. It should be noted that other projects / locations can be considered within each transport activity during this process. This will retain flexibility for FNDC to respond to changes in the future.

The transport benefits for the recommended programme are projected to be in the order of \$204M NPV'. Wider economic benefits were not considered for this PBC. The programme also contributes to the four capitals of the Treasury Living Standards. The BCR for the programme when compared to the do minimum is calculated to be 1.4.

Whilst not all projects are potentially eligible for NLTF, the full programme has been assessed for IAF alignment and is a high alignment with a low BCR, which results in an investment priority of 5.

The holistic and multifaceted nature of the programme results in positive improvements for a range of outcomes with respect to the investment objectives (transport vision). These outcomes are detailed in Figure F.

Overall, this recommended programme will deliver balanced and targeted transport investment to the Far North. The programme has a clear prioritisation process which will result in benefits for both the district as a whole as well as individual communities.

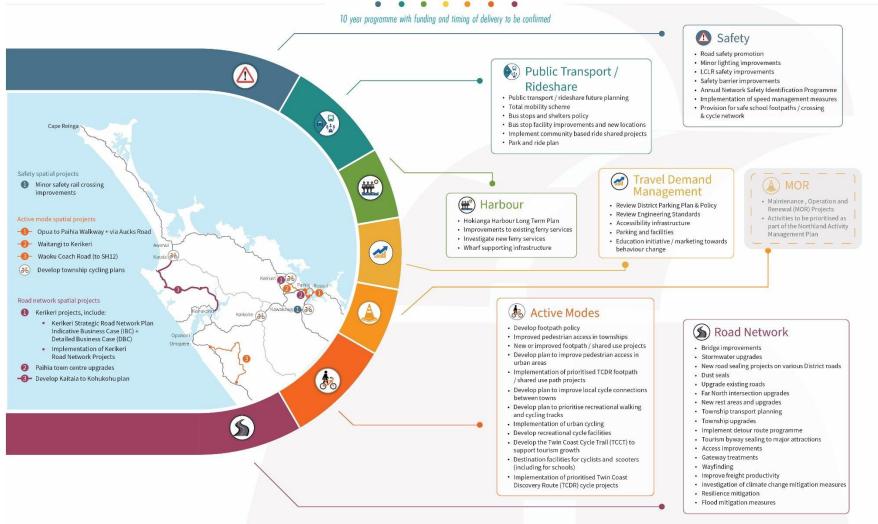
¹ NPV benefit value used for BCR calculation (excludes do-minimum NPV benefits)

Figure F: Recommended Programme



Far North District Council Integrated Transport Plan Recommended Programme

July 2020



		KPI Measures	Outcome
	-	Number of death and serious injuries on	49 DSI's over 5 years. Approximately 26% DSI reduction.
<u>10 1</u>	ıl	local roads (#23)	49 Dol s over 5 years. Approximately 20% Dol reduction.
Improving safety	J	Average annual fatal and serious injury crashes per 100 million vehicle-KM (#24)	28% of options contribute to improving personal risk. This is likely to increase the proportion of low-medium personal risk to 95% to 96%.
		 Percentage travel on road network classified as smooth as per defined level of service (#41) 	49% of options within the recommended programme contribute to this measure at a total of \$164m investment
		Customer satisfaction with operation of network	95% of the options increase customer satisfaction of the over network
IO 2 lanaging for		Number of dwellings on unsealed roads benefitting from dust mitigation (nearby – distance threshold 80-100m, dust mitigation – suppression or seal extensions)	4 options contribute to reduced roading dust (predominantly resealing projects)
growth		Incr in wellbeing assessed including social connections (#42)	87% of the options contribute to increased wellbeing
		Perception of safety and ease of walking and cycling (#28)	28 options increase perception of safety and ease of walking cycling facilities
		Physical health benefits from active modes (#20)	Investment in walking and cycling infrastructure is likely to increase the number of users therefore increasing associated monetary benefits.
<u>IO 3</u> Making best		Project uses/enhances existing network	Recommended programme heavily focuses on the existing network, with 92% of the options using / enhancing the existin network.
use of our existing network		Proportion of population living within travel threshold (15mins, 30mins or 45mins) of key social and economic opportunities (#29)	This KPI essentially measures the level of travel undertaken. 93% of options contribute to improved quality of travel and accessibility to key social & economic activities in some form.
		Percentage of low floor and wheelchair accessible services (#39)	8 options contribute to improve accessibility for mobility impai This would generally include any improvements to public transport / ferry services or infrastructure and total mobility scheme.
IO 4 Improving		Number of transport users by mode, expressed as percentages (#46)	59% of the options promote modal shift in some form. This equates to approximately \$90m investment.
transport choices		Number of pedestrians and cyclists (#45)	59% of the options encourage walking and cycling by providir new / improved facilities increased convenience, better connectivity and safer facilities. This equates to \$111m of investment
		Percentage completion of the planned walking and cycling network (#32)	77km of new or improved footpath / shared paths 86km of new or improved cycle paths
		Number and duration of resolved road closures: urban >=2 hrs; rural >=12hrs (#52)	13 options can potentially reduce the effects of potential local road closures or support State Highway closures.
10 5 ecuring our transport system		Reduction in school days lost	Programme contributes to reducing school days lost through increased reliability of roads: Resilience mitigation Provision of detour routes or viable alternative methods of travel MO&R programme – preventative maintenance
	L	Percentage of high-risk, high-impact routes with a viable alternative (#49)	15 options focus on or may result in increased number of rou with viable alternatives
		Percentage of PBC projects delivered	Programme aims to increase the number of projects funded a delivered: • Providing strategic content to support funding applications
IO 6 Prioritising funding	-	Efficiency of network spend/km	Programme seeks to ensure efficiency of network spend thror Increased investment on MO&R activities to maintain or improve level of service Prioritisation within packaged options to ensure funding is spent efficiently to achieve desired outcomes
		\$ projects funded outside NLTF subsidy	32% of options can be potentially fully or partially funded by alternative funding sources such as developer contributions, private funding, PGF and TIF

APPENDIX G: INTEGRATED TRANSPORT PLAN

ITP Recommended Programme and Staging

Recommended Programn	ne - 10 year Implementation Pe	riod							Short Term (1-	3 yrs)		Medium Term	(4-6 yrs)		Long Term (7-1	0 yrs)			Programme	Outcomes					Alignment	to Draft GPS 2	2021/ <u>22-2030</u>	31	Funding			
Action Plan Option Name	Potential Projects / Description to be considered as part of this improvement stream	Longlist Reference #	Planning / Implementation	Future Business Case	10 YR Period Allocated ITP CapEx Cost (undiscounted)	Short Term total CapEx cost (10 YR period)	Medium Term total CapEx cost (10 YR period)	Long Term total CapEx cost (10 YR period)	Year 1 2021	Year 2 2022	Year 3 2023	Year 4 2024	Year 5 2025	Year 6 2026	Year 7 2027	Year 8 2028	Year 9 2029	Year 10 2030	Improving Safety (IO 1)		Making best use of our existing network		Securing our Transport System (IO 5)	Prioritising Investment (IO 6)	Safety	Better Travel Options	Climate Change	Improving Freight Connections	Primary Funding Authority		PGF NZTA Fu	unding Activty
Road Network Bridge Improvements	Projects to be prioritised within this option, locations to be considered (but not restricted to) include: Kaipātiki Bridge Upgrades	2	1		\$3,287,800	(10 YH period)	\$1,143,900	\$2,143,900					\$500,000	\$643,900	\$1,643,900	500000			NO NO	YES	network (IO 3)	(IO 4) NO	(IO 5) YES	NO NO			н	H	NLTF		Local roa 0% State	ad, regional and ste Highway provements
	Omanaia Bridge future proofing Horeke TCDR Horeke bridge and stream access improvements	2 2																														
Road Network Stormwater Upgrades	Stormwater upgrades - Various Far North District locations	4	1		\$1,030,000		\$1,030,000					\$30,000	\$500,000	\$500,000					NO	YES	YES	NO	YES	NO			М	L	NLTF			ad, regional and ste Highway provements
Road Network New Road Sealing Projects Various district roads	Projects to be prioritised within this option, locations to be considered (but not restricted to) include: New Road Sealing Projects - Various district roads (sealing of prioritised metal roads) Kotutu Loop Rd seal improvements	23 23	I		\$27,765,028	\$3,757,500	\$3,757,500	\$20,250,028	\$1,252,500	\$1,252,500	\$1,252,500	\$1,252,500	\$1,252,500	\$1,252,500	\$1,252,500	\$1,252,500	\$6,815,119	\$10,929,909	YES	YES	YES	YES	YES	YES	L	L	М	L	NLTF	PGF	60% State	ad, regional and ste Highway provements
Road Network Dust seals	Waiotemarama Gorge seal and shape corrections Dust seals	23	1		\$11,000,000	\$3,300,000	\$3,300,000	\$4,400,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	YES	YES	YES	YES	NO	NO	L	L	м	М	NLTF	\vdash		ad, regional and ste Highway
Road Network Upgrades to Existing Roads	Projects are to be prioritised within this option. Specific projects raised to date include the following locations (no		1	Depending on outcome of prioritisation, individual	\$10,000,000		\$2,000,000	\$8,000,000					\$1,000,000	\$1,000,000	\$1,500,000	\$2,000,000	\$2,000,000	\$2,500,000	YES	YES	YES	YES	YES	NO	L	М	м	М	NLTF	PGF	impr Local roa	provements ad, regional and ste Highway
	porticate order). Other locations can be considered during the circinstiction arceles. Nibreke Road upgrade improvements. Horsek FCDR. *Takeke / Nibreke Road upgrade improvements Horsek FCDR. *Nibreke Road, Utakura Valley upgrade improvements foll man. Signal Station fall improvements Signal Station fall improvements. The State Road improvements Sanisht Road of upport the planned Eastern Bay of Islands Great Walk Wyperience (Rawhill).	1		business cases may be required																											impe	provements
	Waimamaku Urban Treatments Other Far North District locations	36 29																														
Road Network Far North Intersection Upgrades	Projects are to be prioritized within this option. Specific projects made to described be following facultum in on particular befollowing facultum in on particular order). Other focations can be considered during the prioritizations process. Stability CDR. Station Road, Plank Road Parkway and intersection unarrantee. Fairli CCR Station Road, Plank Road Parkway and intersection activates of the control of the particular station of the control of the co	33 33 33 33 33 33	1	Depending on outcome of prioritisation, individual business cases may be required	\$4,062,500		\$2,062,500	2000000				\$1,000,000		1062500	1000000	1000000			YES	YES	YES	YES	YES	NO	М	ι	L		NLTF	PGF	0% State	ad, regional and ste Highway provements
Road Network New rest areas and upgrades	Projects to be prioritised within this option, focutions to be considered flust not restricted to) include: SH1 Kanakawa SH1 Clashau SH1	40	ı	Depending on outcome of prioritisation, individual business cases may be required. Note TOBR rest areas have been completed to SSBC stage	\$4,275,000		\$427,500	\$3,847,500						\$427,500	\$855,000	\$1,282,500	\$855,000	\$855,000	YES	YES	YES	YES	YES	NO	L	L			PGF		100%	
Kerikeri Strategic Road Network Plan Indicatelle Business Case (IDRC) (IDRC)	Review of the Kenkerl Strategic Road Network Plan and development of either an indicative Business Case (IRC) for Chestal Belliness Case (IRC). Reprove at a conform to top principles of the Chestal Plany and the Chestal Plany and top principles (IRC) and the Chestal Plany and part of the Chestal Plany and Road (IRC) and Schemes to be considered include: Keriteri (CID Plans, Verheri - Duneside - Kapiro Road Link, SHID Wilappas Loop Road, Connection of development culd easy (Including connection of greenways, Ilaneways and cycleways), Puerrerus Road - SHIL link road and others. Results of traffic modelling work to be included in this assessment.		Р	To be confirmed with Waka Kotahi. IBC/DBC or SSBC	\$1,200,000	\$1,200,000			\$400,000	\$400,000	\$400,000								YES	YES	YES	YES	YES	YES	L	м			NLTF		0% State	aad, regional and ste Highway provements
Road Network Develop Kaitaia to Kohukohu Plan	Kaitaia to Kohukohu needs plan	8	Р		\$50,000	\$50,000				\$50,000									YES	YES	YES	YES	YES	YES	L	М			NLTF	TIF	0% Investmen	ent Management
Road Network Township transport planning	Scope and locations to be considered within this aption flust not restricted toil producte: Urban transport network connectivity - Kaltais / Kaikhele long term arterial planning export considered resignations for new corridors in the district Peri Urban transport network connection retwork connections to industrial areas on the outskirts of townships see. Russell, Palish, Kaltais / Northpust. Network Network connections eg. Ruswal palish visions and Network connections and Network eg. Ruswal palish visions and Network eg. Ruswal palish v	9	P		\$175,000	\$175,000			\$87,500	\$87,500									YES	YES	YES	YES	YES	YES	L	М			NLTF		0% Investmen	ent Management
Road Network Implementation of Kerikeri Road Network Projects	This line item is for the implementation of the outcomes of the de Review IBC / DBC (REF 7). This is expected to be a staged implementation and therefore not lot of the outcomes may be delivered in this 10 year programme and could be considered as part of future planning. Kerikeri Road Network Projects	15	1		\$10,000,000		\$3,000,000	\$7,000,000				\$500,000	\$1,000,000	\$1,500,000	\$2,500,000	\$2,000,000	\$1,500,000	\$1,000,000	YES	YES	YES	YES	YES	NO	м	н			NLTF		0% State	ead, regional and ste Highway provements
Road Network Paihia town centre upgrades	Projects are to be prioritised within this option. Specific projects roused to date include the following locations (no particular order). Diver locations can be considered during the prioritisation process. Pahia town centre upgrades – pedestrianisation, improved public amenities. Pahia town by Waltangi shared use path. Te Karuwha Parade upgrade	35 35 35	1	Point of entry to be confirmed with Waka Kotahi. IBC/DBC or SSBC. Cost to be part of total package allowance.			\$3,600,000	\$6,450,000					\$1,500,000.00	\$2,100,000.00	\$1,500,000.00	1950000	\$2,000,000.00	1000000	YES	YES	YES	YES	NO	YES	L	н			PGF		100%	
Road Network Township upgrades	Tash jick up / drop off areas Projects are to be prioritised within this option. Specific projects maked as date include the following locations (no particular order). Other locations can be considered during the prioritioniary process; Oponon! Township improvements Town centre surface treatments	70 36	1		\$1,246,000	\$500,000	571000	\$175,000	\$500,000					571000	\$100,000	\$75,000			YES	YES	YES	YES	NO	YES	L	L			NLTF	PGF		aad, regional and ste Highway provements
	SH1 and SH 10 street environment through town centre	36																												\sqcup	Incal	ad, regional and
Road Network Implement detour route programme	Scope and focotions to be considered within this option (but not restricted to) include: Secondary routes will be used more and requires resilience planning and investment in detours (Mangakahia Road, around Kaeo) Keeping important routes open during emergencies	12	1		\$2,000,000	\$1,200,000	\$800,000		\$800,000	\$400,000			\$400,000	400000					YES	YES	YES	NO	YES	NO	н		L	М	NLTF		0% State	ad, regional and ste Highway provements
	Kerikeri to Paihia, alternative route through Waitangi Forest Kaitaia to Cape Reinga – provide alternative route	12 12																														
Road Network Tourism byway sealing to major attractions	Nations to Cupe Hengia – provide alternative Toute Projects are to be prioritised within this option. Specific projects raised to date include the following locations (in particular order). Other locations can be considered during the prioritisation process. Tourism byway sealing to major attractions.		1		\$2,700,000		\$1,200,000	\$1,500,000					\$700,000.00	\$500,000.00	\$500,000.00	\$500,000.00		\$500,000.00	YES	YES	YES	YES	NO	NO	L	L	L		TIF	PGF	0%	
Road Network	Course Types yearing to Hagin accasions Seel Baryle Road for tourism access Projects are to be prioritised within this option. Specific projects raised to date include the following locations (no particular arder). Other locations can be considered during the prioritisation process.	25	1	Depending on outcome of prioritisation, individual business cases may be required	\$10,000,000	\$1,000,000	\$4,000,000	\$5,000,000	\$500,000	\$250,000	\$250,000		\$2,000,000	\$2,000,000	1500000	\$2,500,000	1000000		YES	YES	YES	YES	NO	YES	L	L			NLTF	PGF	100% State	ad, regional and ate Highway provements
	TCDR SH11 Improve Access to Waitangi Treaty Grounds TCDR SH12 Pakanae Marae and Cemetery access	38 38																														

Recommended Programi	me - 10 year Implementation Pe	eriod							Short Term (1-	-3 vrs)		Medium Term	(4-6 vrs)		Long Term (7-1	() vrs)			Programme	Outcomes					Alianment t	o Draft GPS 2	2021/22-2030/	31	Funding		
Action Plan Option Name	Potential Projects / Description to be considered as part of this improvement stream	Longlist Reference #	Planning / Implementation	Future Business Case	10 YR Period Allocated ITP CapEx	Short Term total CapEx cost	Medium Term total CapEx cost	Long Term total CapEx cost (10 YR period)	Year 1 2021	Year 2 2022	Year 3 2023	Year 4 2024	Year 5 2025	Year 6 2026	Year 7 2027	Year 8 2028	Year 9 2029	Year 10 2030	Improving Safety (IO 1)	Managing Growth (IO 2)	Making best use of our existing	Improving Transport Choices (IO 4)	Securing our Transport System (IO 5)	Prioritising Investment (IO 6)	Safety	Datter Trees	Climate Change	Improving Freight	Primary Funding Authority	Secondary Funding Authority	
	TCDR SH12 Waiwhatawhata Marae access and parking	38	implementation		Cost (undiscounted)	(10 YR period)	(10 YR period)	(10 YR period)	2021	2022	2023	2024	2025	2020	2021	2026	2029	2030	(IO 1)	Growth (IO 2)	network (IO 3)	(IO 4)	(IO 5)	(IO 6)		Options		Connections	Authority	Authority Funding	% Class
	TCDR SH11 Haruru Falls Road Improvements Williams Rd Car Park - Paihia Kohukohu TCDR - Pioneer cemetery edge & entry Horeke TCDR - Mangungu reserve access improvement	38 38 38																													
	Other Far North District locations Projects are to be prioritised within this option. Specific	38																													
Road Network Gateway treatments	rejects are to be promised within this option. Specific projects raised to date include the following locations (no particular order). Other locations can be considered during the prioritisation process. Opononi Gateway	39	1		\$1,340,000		\$540,000	\$800,000						\$540,000	\$400,000	\$400,000			YES	YES	YES	NO	NO	YES	L				NLTF	PGF 35%	Local road, regional and State Highway improvements
	Waipoua Forest Gateway Horeke TCDR - Gateway markers Kaikohe TCDR -Kowhai Park gateway threshold	39 39 39																													
	Kawakawa TCDR - North and South gateway signage Kaiwaha gateway threshold Other Far North District locations	39 39																													
Road Network Wayfinding	TCDR Wayfinding signage	42	1		\$18,000	\$18,000			\$18,000										YES	YES	YES	NO	NO	NO	L				NLTF	0%	Local road, regional and State Highway improvements
Road Network Improve freight productivity	vehicles throughout the term of this strategy Implement FNDC designated logging routes (review already	13 14	1		\$10,000,000	\$600,000	\$3,200,000	\$6,200,000		\$100,000	\$500,000	\$500,000	\$1,000,000	\$1,700,000	\$1,700,000	\$1,500,000	\$1,700,000	\$1,300,000	YES	YES	YES	NO	YES	NO	М		L	н	NLTF	0%	Local road, regional and
Road Network Investigation of climate change mitigation measures	tile protection or low lying coastal townships and road	93	P		\$75,000	\$37,500	\$37,500				\$37,500	\$37,500							NO	YES	YES	NO	YES	NO			н	L	NLTF	0%	Local road, regional and State Highway
Road Network Resilience mitigation	network Projects to be prioritised within this option, locations to be considered (but not restricted to) include:		1		\$5,567,334	\$1,000,000	\$1,053,868	\$3,513,467	\$500,000.00	\$400,000.00	\$100,000.00	\$200,000.00	\$200,000.00	\$653,868.00	\$556,733.40	\$1,000,000.00	\$1,000,000.00	\$956,733.40	YES	YES	YES	NO	YES	NO	М		н	н	NLTF	0%	improvements Local road, regional and State Highway
	LCLR Resilience slip mitigation Omapere Slope Stability Improvements Horeke TCDR Sea wall edge restoration	27 27 3																													improvements
Road Network Flood Mitigation Measures	Projects to be prioritised within this option, locations to be considered (but not restricted to) include: Panguru Road Raising/ Flood Mitigation Flooding - Kawakawa / Moewera, SH11 spring tides, Taumere	28	1		\$3,495,000		\$2,000,000	\$1,495,000					2000000		1495000				YES	YES	YES	NO	YES	NO	L		н	н	NLTF	0%	Local road, regional and State Highway improvements
Safety Road Safety Promotion	Kaeo Projects to be considered within this option (but not restricted to) include: Road Safety Promotion (10 YEAR PERIOD)	56	I		\$15,000,000	\$4,500,000	\$4,500,000	\$6,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	YES	YES	YES	YES	NO	NO	Н	L			NLTF	0%	Promotion of road safety and demand management
	Road code promotion - driver attitude adjustment promotion Promote and support REAP Safety initiatives Driver education and enforcement - Educate urban drivers or gravel road	56 56 57 58																													
Annual Network Safety	Cycle safety and cycle skills training School children education (REAP) - Cycle skills and safety	73				4				4				4		4	4												=		
Safety Identification Programme	Annual network crash analysis to identify new projects Speed limit reviews Develop strategy to assess corridor safety (local roads)	59 65 66	P		\$150,000	\$45,000	\$45,000	\$60,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	YES	YES	YES	YES	YES	YES	н	L			NLTF	0%	Investment Management
Safety Minor lighting improvements	Lighting improvements - Programme to fill in dark spot gaps to increase safety for existing and new non motorised road and footpath users	1	ı		\$6,666,667	\$1,000,000	\$2,200,000	\$3,466,667	\$500,000.00	\$250,000.00	\$250,000.00	\$900,000.00	\$600,000.00	\$700,000.00	\$466,667.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	YES	YES	YES	YES	NO	NO	Н	L			NLTF	0%	Local road, regional and State Highway improvements
Safety LCLR Safety Improvements	Projects are to be prioritised within this option. Specific projects raised to date include the following locations (no particular order). Other locations can be considered during the prioritisation process.		1		\$4,360,060	\$1,308,018	\$1,308,018	\$1,744,024	\$436,006.04	\$436,006.04	\$436,006.04	\$436,006.04	\$436,006.04	\$436,006.04	\$436,006.04	\$436,006.04	\$436,006.04	\$436,006.04	YES	YES	YES	YES	YES	NO	н	L			NLTF	0%	Local road, regional and State Highway improvements
	LCLR Minor Safety Improvements Rewere TCDR - Parnell Streets- Jow zone and main street upgrade	61 61 61 61																													
	slow zone Other Far North District locations	61 61																													Local road, regional and
Safety Safety barrier improvements	LCLR Minor Safety Barrier Improvements Projects are to be prioritised within this option. Specific	62	1		\$628,571	\$188,571	\$188,571	\$251,428	\$62,857.08	\$62,857.08	\$62,857.08	\$62,857.08	\$62,857.08	\$62,857.08	\$62,857.08	\$62,857.08	\$62,857.08	\$62,857.08	YES	YES	YES	YES	YES	NO	Н	L			NLTF	0%	State Highway improvements
Safety Implementation of speed management measures	projects raised to date include the following locations (no particular order). Other locations can be considered during the prioritisation process.		1		\$4,708,000	\$2,000,000	\$2,708,000		\$500,000	\$1,000,000	\$500,000	\$1,604,000	\$1,104,000						YES	YES	YES	YES	YES	NO	Н	L			NLTF	0%	Local road, regional and State Highway improvements
	Minor Safety - Ahipara Speed Management Kaikohe TCDR - Side streets parking capacity and slow speed environment Kohukohu TCDR - Herald hub slow speed environment	64 64																													
	Kohukohu TCDR - Main street slow speed environment Kohukohu TCDR - Rakautapu Road and wharf intersection- slow speed environment	64 64																													
	Moerewa TCDR - Ōtiria Road-slowing and managing traffic speed Horeke TCDR - Horeke mainstreet, slowing speeds and	64 64																													
	connecting places Moerewa TCDR - Settlement Road- slowing and managing traffic speed	64																													
	Rawene TCDR - Ferry landing slow speed environment Other Far North District locations	64 64																													
Safety Minor safety rail crossing improvements	Kawakawa - Otiria bypass, to respond to new investment in rail line. KiwiRial investment in line to Otiria - need to consider transport requirements around heavy vehicle access to rail head at Otiria		I		\$100,000		100000					50000	50000						YES	YES	YES	YES	YES	NO	н	L			NLTF	0%	Local road, regional and State Highway improvements
Provision for safe school footpaths/crossing and cycle network	Projects to be considered within this option (but not restricted to) include: Schools - Provision of safe footpath and cycle network	72	1		\$1,053,000	\$1,053,000			\$553,000	\$500,000									YES	YES	YES	YES	NO	NO	Н	Н			NLTF	0%	Walking and cycling improvements
	Schools - Provision to sate roughstrain cycle network Schools - Pedestrian crossings Schools - Provide consistent and fit for purpose shoulder widths and lane markings School patrol crossings	72 72 72 72																													
Panjaw District Parking Plan and	Kea crossing - eg. Opononi School and others Walking school bus d Scope and locations to be considered within this option (but no	72 96																													Local road, regional and
TDM Review District Parking Plan and Policy	restricted to) include: District wide parking survey update - Parking Inventory (incl Paihia)	88	P		\$350,000	\$350,000			\$200,000	\$150,000									NO	YES	YES	YES	NO	YES		L			NLTF	0%	State Highway improvements
	Parking at boat ramps (district wide) District Parking Strategy and Policy (Undertake Parking Strategy) Peripheral parking + info boards – 'distance + time' (active	88																													
	mode linkages) Parking Bylaw review Incentivise collaboration and sharing and facilitate transport to																														
	Centre. Improve utilisation of existing parking areas such as Rugby Fields, Turner Centre, Baptist Church, Northtec, Packhouse Market, Kerlikeri High School Paihia Parking Strategy	102																													
TDM Review Engineering Standards	No Freedom Parking Bylaw - Paihia Developing parking management plans Review Engineering Standards (Existing Infrastructure) - Scotnable Crossings Existing coasts for new developments	89 90 94	P		\$75,000	\$75,000			\$75,000										YES	YES	YES	NO	NO	NO					NLTF	001	Investment Management
Keview Engineering Standards	(UNDERWAY) Review Engineering Standards (Future Provision) - Pedestrian planning design guide, Future modes, Future focus on urban		r		\$75,000	\$75,000			\$73,000										10	10	10	INU	NU	NO NO	L				NLIF	0%	invesciment management
	from with high quality W & C infrastructure, Sight lines/ visibility ie. Heritage Bypass Installation of accessibility infrastructure i.e. mobility scooter																														Local road, regional and
TDM Accessibility Infrastructure	Installation of accessibility infrastructure i.e. mobility scooter facilities – ramps, wheelchairs, etc	103	'		\$100,000	\$100,000	I			\$50,000	\$50,000	I	I	I	I	l	I		NO	YES	YES	YES	NO	NO		М			NLTF	0%	State Highway improvements

Recommended Progra	mme - 10 year Implementation Pe	eriod							Short Term (1-	-3 vrs)		Medium Term	(4-6 yrs)		Long Term (7-1) vrs)			Programme	Outcomes					Alignment #	o Draft GPS 2	021/22-2030/	31	Funding		
Action Plan Option Name	Potential Projects / Description to be considered a part of this improvement stream	s Longlist Reference #	Planning / Implementation	Future Business Case	10 YR Period Allocated ITP CapEx Cost (undiscounted)	Short Term total CapEx cost (10 YR period)	Medium Term total CapEx cost (10 YR period)	Long Term total CapEx cost (10 YR period)	Year 1 2021	Year 2 2022	Year 3 2023	Year 4 2024	Year 5 2025	Year 6 2026	Year 7 2027	Year 8 2028	Year 9 2029	Year 10 2030	Improving Safety (IO 1)		Making best use of our existing network (IO 3)	Improving Transport Choices (IO 4)	Securing our Transport System (IO 5)	Prioritising Investment (IO 6)	Safety	Datter Travel	Climate Change	Improving Freight Connections	Primary Funding Authority		PGF NZTA Funding Activty Class
TDM Parking and facilities	LCLR mobility access improvements Projects to be prioritised within this option, locations to be	60			\$735,000	\$600,000	\$135,000		\$300,000	\$300,000		\$135,000							NO	YES	YES	NO NO	NO NO	YES					NLTF	TIF	Local road, regional and 0% State Highway
Town Parking and facilities	considered (but not restricted to) include: Parking and facilities at tourist destinations (eg. Shipwreck Bay, Ahipara foreshore, Kaka Street and others)	104			\$733,000	7000,000	\$133,000		7300,000	2300,000		\$133,000								1.5			NO.						ne.		improvements
	Parking and facilities in urban centres (Kerikeri, Paihia) Kohukohu TCDR - Town Hall civic space	104 104																													
TDM Education initiative / mar	Horeke TCDR - Town Hall Information Kiosk & car park Horeke TCDR - Health Clinic link & car park keting Education initiative / marketing - assume included with	100 98					-		4										L												ner Promotion of road safety
TDM Education initiative / mar towards behaviour chang	e behaviour change strategy Barrier Removal Programme (AT) – Human Rights Commissio	105 n 91	1		\$75,000	\$75,000			\$75,000										NO	NO	NO	YES	NO	NO		М	Н		NLTF		0% and demand management
Active Modes Develop plan to improve pedestrian access in urba	Councils. Focuses on accessibility for disabled New Zealande Strategy to improve pedestrian access in urban areas	112	P		\$75,000	\$75,000			\$75,000										YES	YES	YES	YES	NO	NO	L	н	L		NLTF		0% Walking and cycling improvements
Develop plan to prioritise		113	P		\$75,000	\$75,000				\$75,000									YES	YES	YES	YES	NO	NO	L	н	L		NLTF		0% Walking and cycling improvements
Active Modes Develop footpath policy		113 116	P		\$75,000	\$75,000	+		\$37,500	\$37,500									YES	YES	YES	YES	NO	NO	L	н	L		NLTF		0% Walking and cycling improvements
	Footpath prioritisation criteria update Accessible wide clear footpaths in urban areas Footpath policy – add shared use within distance of CBD + width / widen	116 116 116																													
Active Modes Improved pedestrian accitownships	ess in Projects to be prioritised within this option, locations to be considered (but not restricted to) include: Minor Safety - Kea Crossing and Bus Bay	150	1		\$200,000	\$100,000	\$100,000				\$100,000	\$100,000							YES	YES	YES	YES	NO	NO	М	н	М		NLTF		0% Walking and cycling improvements
	Relocation of pedestrian crossing to opposite the Horotutu Moerewa TCDR - Residential streetscapes - improving	150																													
	footpath connectivity Implementation of pedestrian improvements in urban areas																														
Active Modes New or Improved footps	Walking and cycling path & seawall improvements Projects are to be prioritised within this option. Specific projects raised to date include the following locations (no	118		Depending on outcome of prioritisation, individual									4		4		4												=		10% Walking and cycling
Active Modes shared use Projects	particular order). Other locations can be considered during the prioritisation process. Footpath new works(new builds)	151	'	business cases may be required	\$13,500,000	\$4,050,000	\$4,050,000	\$5,400,000	\$1,350,000	\$1,350,000	\$1,350,000	\$1,350,000	\$1,350,000	\$1,350,000	\$1,350,000	\$1,350,000	\$1,350,000	\$1,350,000	YES	YES	YES	YES	NO	NO	М	н	М		NLTF	PGF	10% waiking and cycling improvements
	Footpath new works/new builds) Minor Safely - Mangonui SH10 Connection - Footpath Kohukohu TCDR - Rakautapu Road trail/ bush trails Kaikohe TCDR - Höne Heke trail to Puriri Tree Kaikohe TCDR - Laneway trails - Broadway to Lindvart Park	151 151 151 151 151																													
	(Kaikohe) Footpath Improvements (Opononi-Omapere) [SH12 SSBC] Moerewa School and Kura Kaupapa Māori o Taumārere - tra	151																													
	edges connecting to the cycleway Awanui TCDR - Trail 2 - The River Loop Oxbow Trail, Awanui River edge restoration and esplanade priority areas	131																													
	Opua to Paihia walking track upgrade Kawakawa - Te Mirumiru to Station Road Fire Station rear ya	151 rd 151																													
	walkwav. Footpath improvements (SH12 Rawene to Katui Road SSBC) Pedestrian access across SH1 North Bridge (Awanui)	151 151																													
	Footpath improvements SH1 North - Awanui Footpath improvements SH 10 East - Awanui	151 151																													
	Moerewa TCDR - Tuna Town improve access and amenity Kaikohe TCDR - Station Road 'lower parkway' shared path an Cycle Trail entry	151 d 151																													
	Kaikohe TCDR -Kaikohe Lindvart Park - potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan																														
	Kawakawa TCDR - Domain Hikoi / Street Walk wayfinding Kohukohu TCDR - Beach Road/ Old Beach Road trail and threshold treatment	151 151																													
Implementation of priorit Active Modes TCDR footpath / shared uprojects	ised se path considered (but not restricted to) include:		1		\$10,000,000	\$1,000,000	\$4,000,000	\$5,000,000		\$500,000.00	\$500,000.00	\$1,000,000.00	\$1,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	1000000		YES	YES	YES	YES	NO	NO	М	н	м		NLTF	PGF	20% Walking and cycling improvements
	Kohukohu TCDR - Reclaimed bay heritage trails and saltmarsi boardwalk Moerewa TCDR - Simson Park- improving connections and access through the park	152 152																													
	Awanui TCDR - Trail 1 - Nature and Sports Trail Loop and Awanui River edge restoration. Awanui TCDR - Trail 3 - River trail to Unahi, Awanui River edg	152 e 152																													
	restoration and esplanade priority areas. Awanui TCDR - Trails 4 - River Trail to Kaitaia, Awanui River edge restoration and esplanade priority areas. Rawene TCDR - Parnell Street and Manning Street footpath	152																													
	extensions Walking trail and limestone reef viewing platform (SH12 Rawene to Katui Road SSBCI)	152 152																													
	TCDR SH11 Shared Use Path Extension and Slip Repair at Haruru Moerewa TCDR - Te Rere Tiria waterfall access	152 152																													
	Rawene TCDR - Rawene Green Links projects Kohukohu TCDR - Walking and cycling path extension stage one- to Tauteihiñi Marae Kohukohu TCDR - Walking and cycling path extension stage	132																													
	two- to The Narrows (vehicle ferry) Horeke TCDR - Höreke Road pedestrian and cycle link from ti town to the School (and to Mängungu Mission)	152 he 152																													
Develop plan to improve Active Modes cycle connections between	Rawene TCDR - Rawene Domain walk and cycle trails ocal Consider low volume roads, all types of facilities. Consideration to be given to a full loop recreational cycle route to link (kishin to Kerikeri	152	P		\$150,000	\$150,000			\$75,000	\$75,000									YES	YES	YES	YES	NO	NO	L	н	L		NLTF		0% Walking and cycling improvements
Active Modes Develop township cycling	Paihia and Kaikohe cycling plans complete. Consider other urban areas such as Kerikeri, Kaitalai, Kawakawa or others. Consider direct routes to CBD's.	117	P		\$75,000	\$75,000			\$37,500	\$37,500									YES	YES	YES	YES	NO	YES	L	н	L		NLTF		0% Walking and cycling improvements
Active Modes Implementation of urban	Projects are to be prioritised within this aption. Specific projects raised to date include the following locations (no particular order). Other locations can be considered during th	:	ı	Depending on outcome of prioritisation, individual business cases may be	\$8,980,000	\$500,000	\$4,500,000	\$3,980,000			\$500,000	\$1,000,000	\$2,000,000	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$980,000	YES	YES	YES	YES	NO	NO	М	н	L		NLTF		0% Walking and cycling improvements
	prioritisation process. Cycle / shoulder for route treatments Implementation of prioritised local cycle projects	123 123		required																											
	Cycleways in Paihia. Suggests change direction of one way system on Williams Road (Maheatai)Taipa bridge footpath/cycleway connectivity	123 123																													
	Implement Paihia cycling plan Implement Kaikohe cycling plan Implementation of strategy to priortise recreational walking	125 126																													
Develop the Twin Coast C	and cycling tracks Implementation of township cycling plans	117			A			A				A		40.7		As	A														New Walking and cycling
	rowth Pou Herenga Tai Cycle trail to support tourism growt rowth Option cost is based on four phases to complete, enhance, extend and link Twin Coast Cycle Trail.	127 127	'		\$10,769,000		\$6,950,000	\$3,819,000				\$2,600,000	\$2,000,000	\$2,350,000	\$1,560,000	\$1,059,000	\$600,000	\$600,000	YES	YES	YES	YES	NO	NO	L	н	L		NLTF		0% waiking and cycling improvements
	Note that REF 134 and REF 135 are part of the Twin Cost Cyc Trail however have been separated from this cost as these options have been developed to a detailed staging	le 127																													
Opus to Paihia Walkway- Aucks Road (Northland Integrated Cycling Implementation Plan)	via Opua to Paihia (Northland Integrated Cycling Implementation Plan) - Extension of the Twin Coast Cycle trail	134	1	TCDR SSBC completed	\$1,234,000	\$1,234,000					\$1,234,000.00								YES	YES	YES	YES	NO	YES	L	н	М		NLTF		0% Walking and cycling improvements
Waitangi to Kerikeri (Nori Active Modes Integrated Cycling Implementation Plan)	Implementation Plan)	135	1	TCDR SSBC completed	\$997,000		997000					997000							YES	YES	YES	YES	NO	NO	L	Н	М		NLTF		0% Walking and cycling improvements
Waoku Coach Road (to SI Active Modes (Northland Integrated Cy Implementation Plan) Develop recreational cycl	Implementation Plan)	130	1	TCDR SSBC completed	\$1,600,000	A	1600000					1600000							YES	YES	YES	YES	NO NO	YES	L	н	м		PGF		100% Walking and cycling
Active Modes Destination facilities Destination facilities for c Active Modes and scooters (including for	recreational facilities) rclists Provision of secure facilities - Sufficient bike parks, electric	146	1		\$800,000	\$400,000	\$400,000				\$400,000	\$400,000							NO NO	YES	YES	YES	NO NO	NO NO		н	M M		NLTF PGF		0% waiking and cycling improvements 100%
schools)	vehicle / bike charging stations	I	I	I	I	I	I	I	I	I	I	I	ı l	I	I		I	I	I	ı İ	I	1	ı !	ı İ	l	I	ı İ		l	ı [I

Recomme	nded Programn	ne - 10 year Implementation Per	iod							la: . =																				.			
				1						Short Term (1-3	3 yrs)		Medium Term	(4-6 yrs)		Long Term (7-1	0 yrs)		T	Programme	Outcomes				,	Alignment to	Draft GPS 2	2021/22-2030	31	Funding	1	_	_
Action Plan	Option Name	Potential Projects / Description to be considered as part of this improvement stream	Longlist Reference #	Planning / Implementation	Future Business Case	10 YR Period Allocated ITP CapEx Cost (undiscounted)	Short Term total CapEx cost (10 YR period)	Medium Term total CapEx cost (10 YR period)	Long Term total CapEx cost (10 YR period)	Year 1 2021	Year 2 2022	Year 3 2023	Year 4 2024	Year 5 2025	Year 6 2026	Year 7 2027	Year 8 2028	Year 9 2029	Year 10 2030	Improving Safety (IO 1)	Managing Growth (IO 2)	Making best use of our existing network (IO 3)	Improving Transport Choices (IO 4)	Securing our Transport System (IO 5)	Prioritising Investment (IO 6)	Safety	Better Travel Options	Climate Change	Improving Freight Connections	Primary Funding Authority	Secondary Funding Authority	PGF NZTA Fundi Funding % Class	ling Activty ass
		Improve Destination Facilities for Cyclists (SH11 Puketona to Kawakawa SSBC) School destination facilities for cyclists	147 147																														
Active Modes	Implementation of prioritised Twin Coast Discovery Route	Projects to be prioritised within this option, locations to be			TCDR SSBC completed	\$9,858,000		\$1,858,000	\$8,000,000				\$358,000	\$500,000	\$1.000,000	\$2,500,000	\$2,500,000	2000000	1000000	YES	YES	YES	YES	NO	YES	L	н	м		NLTF	PGF	50% Walking an	and cycling
	(TCDR) cycle projects	considered (but not restricted to) include: Kaikohe TCDR -Tokoreireia (Monument Hill): cycle to summit	138			, , , , , , , , , , , , , , , , , , , ,		, ,,	, ,				, ,	,,	, , ,	, ,,	, , ,															30% improve	ements
		Kaikohe TCDR - Tokoreireia (Monument Hill): cycle to summit Kaikohe TCDR - SH12 Taheke Road: gateway threshold, cycle	139																														
		trail iunction and rest stop Rawene TCDR - Clendon Esplanade shared zone- one way	140																														
		vehicle movement, 2 way cyclists Moerewa TCDR -Pembroke Cycle Connection improving	141																														
		access to the township Kawakawa TCDR - Cycleway Rail Crossing, Boswell St and	143																														
		Gillies St to SH1 walkway establishment and upgrade.	145																														
		Opononi-Omapere Shared User Path Total Mobility Scheme - Community raised solutions to	143																													$\overline{}$	
PT / Ride share	Total mobility scheme	accessible transport, Provide routes in the Far North, Subsidise shuttle services (Assists eligible users for parts of the journey)	161	Р		\$100,000	\$100,000				\$100,000.00									NO	YES	YES	YES	NO	YES		Н			NLTF		0% Public Tra	
PT / Ride share	Bus stops and shelters policy	Bus stops and shelters policy - Owner maintenance, locations Scope to be considered within this option (but not restricted to)	162	Р		\$40,000	\$40,000			\$40,000.00										NO	YES	YES	YES	NO	NO		Н			NLTF		0% Investment M	
PT / Ride share	Public transport / rideshare future planning	Scope to be considered within this option (but not restricted to) include: PT / ride share planning to address changing land use	163	Р		\$50,000	\$50,000			\$50,000										NO	YES	YES	YES	NO	YES		н			NLTF		0% Investment M	/Janagement
		Autonomous PT services / pick up services Trialling once a week type services on key routes	163 163																														
		Consider aesthetics when determining PT routes	163																														
		Planning for community based ride share projects Connections to facilitate employee movement between	163																														
		towns. Loop systems such as Kerikeri / Waipapa / Puketona or Paihia / Kawakawa / Puketona or Kaikohe / Okaihau /	163																														
		Puketona. Planning for medical / elderly ride share provisions	163																														
		Planning for mobility accessibility on PT Absorb the Kerikeri school transport operation into a public bus service	163 169																														
PT / Ride share	Park and Ride Plan	Park'n'ride facilities near PT services	164	Р		\$75,000	\$75,000				\$75,000									NO	YES	YES	YES	NO	YES		Н			NLTF		0% Investment M	Management
PT / Ride share	Implement community based ride share projects	Projects to be prioritised within this option, locations to be considered (but not restricted to) include:		1		\$500,000		\$500,000						\$250,000	\$250,000					NO	YES	YES	YES	NO	YES		н			NLTF		0% Public Tra	ransport
		Community based operations (ie. ride share, Borrow /leasing vans, Utilising existing school bus operations)	165																														
		Intracommunity carpooling services	165																														
		Formalise informal ride share facility at Puketona Junction Medical / elderly ride share provisions	165 166																														
		Improve mobility accessibility on PT	172																													Local road, re	regional and
PT / Ride share	Bus stop facility improvements and new locations	Projects to be prioritised within this option, locations to be considered (but not restricted to) include:		1		\$450,000	\$225,000	\$225,000				\$225,000	\$225,000							NO	YES	YES	YES	NO	YES		Н			NLTF		0% State Hig improve	Highway
		Improving existing bus stop facilities (shelters, signs, timetables and lighting) and locations	173																														
		New bus stop locations e.g outside of Paihia mall Bus Stop Improvements (SH11 Puketona to Kawakawa SSBC)	173 173																														
		Existing Pedestrian Crossing dis-establishment, new crossing,	173																														
Harbour	Hokianga Harbour Long Term	bus parking area upgrade. Hokianga Harbour Long Term Plan	180	P	SSBC or IBC/DBC. To be	\$175,000	\$175,000			\$175,000.00										NO.	NO	YES	YES	NO	YES		н			NLTF		0% Investment M	Management
	Plan	Hydrodynamic survey interpretive report	180		confirmed with Waka Kotahi	72.3,000				, 2, 300.00																						J. INCLINCTUM	gement
Harbour	Improvements to existing ferry	Electric Ferry feasibility study Projects to be prioritised within this option (but not restricted	181	1	Depending on outcome of	\$1,130,000		\$1,130,000					\$300,000.00	\$300,000.00	\$530,000.00			-		NO	YES	YES	YES	YES	YES		н			NLTF	-	0% Public Tra	Iransport
	services	to) include: Hokianga Ferry (Kohu Ra Tuarua) - improving existing services (equipment renewals) - 7years	184		prioritisation, individual business cases may be																												
		(equipment renewals) - /years Hokianga Ferry - Ferry services should be more frequent and go later at night, particularly during summer	184		required																												
Harbour	Investigate new ferry services	projects to be prioritised within this option (but not restricted to) include:		P/I	Depending on outcome of	\$1,734,000			\$1,734,000								\$500,000	\$1,000,000	\$234,000	NO	YES	YES	YES	YES	YES		н			NLTF		0% Public Tra	ransport
		Provide pedestrian / cyclist Hokianga ferry service (Horeke à Kohukohu à Rawene à Omapere)	185		prioritisation, individual business cases may be																												
		Kohukohu TCDR - Passenger ferry service (Rawene, Kohukohu)	185		required					l													<u> </u>										
Harbour	Wharf supporting infrastructure	Projects to be prioritised within this option, locations to be		1	Depending on outcome of prioritisation, individual	\$2,000,000	\$1,000,000	\$1,000,000			\$500,000	\$500,000		\$500,000	\$500,000					NO	YES	YES	YES	NO	YES		н			PGF		100%	-
		considered (but not restricted to) include: Opononi / Opua / Whangarora / Clendon esplanade.	187		business cases may be required																												
		Boat ramp parking	187																														
		Horeke TCDR - Mangungu Wharf & Mission House improvements	188																														
		Herald hub water access	189 189																														
		Kohukohu TCDR - Memorial arch rest stop and water access Kohukohu TCDR - Paheke waka landing upgrade	189																														
2400	Maintenance , Operation and	Horeke TCDR - Improve access to the water MOR projects prioritised as part of the FNDC Activity	189		-	\$294.000.000	\$88.200.000	\$88.200.000	\$117,600,000	\$29,400,000	\$29,400,000	\$29,400,000	\$29,400,000	\$29,400,000	\$29.400.000	\$29,400,000	\$29,400,000	\$29.400.000	\$29,400,000	Vec	VFF	YES	NO	YES	NO					NLTF		00/ 2	nintanas
MOR	Renewal Programme	Management Plan FNDC	Recommended	· ·	ls (excluding MOR Programme)	\$294,000,000	\$33,731,589	\$72,418,357	\$117,600,000	\$11,214,863	\$11,053,863	\$29,400,000 \$11,462,863	\$19,452,863	\$29,400,000	, ,	\$29,400,000	, .,,	, ,		YES	YES	TES	NU	TES	NU					NLIF		0% Road Main	atenance
					ls (including MOR Programme)	\$512,379,960	\$121,931,589	\$160,618,357	\$229,830,014	\$40,614,863	\$40,453,863	\$40,862,863	\$48,852,863	\$54,220,363	\$57,545,131		\$57,882,863																