

Summary



DRAFT

Northland Regional Land Transport Programme 2009—2012



What is the Draft Regional Land Transport Programme?

This first Regional Land Transport Programme for Northland is a programme of works through which the New Zealand Transport Agency and Northland's Approved Organisations — district and regional councils — bid for funding assistance from the National Land Transport Fund.

The programme lists key regional transport issues — identified in the Regional Land Transport Strategy for Northland 2006-2016 — and proposed transport activities to be carried out during 2009/12. It also covers the significant activities for 2012/15 and provides a ten year forecast of expected revenue and expenditure for transport activities and detailed financial information for 2009/12.

The activities in the programme were either identified by the 3 District Councils and Northland Regional Council and other agencies with transport interests or proposed by the NZ Transport Agency. The activities include major new and improved infrastructure projects, routine maintenance and minor capital improvement activities, continuing passenger transport services and other activities including state highway maintenance.

This programme is presented as a Draft for public review and consultation. Public submissions close on Monday 20 April. The final programme is expected to be submitted to the NZ Transport Agency by Wednesday 15 July 2009. A copy of the complete Programme is available from any NRC Office.

What area does the programme cover?

The programme covers the Northland region with its current transport network of approximately 6,510 kilometres of road, rail links that end at Otiria and Dargaville, 3 airports, the major marine port at Marsden Point and a number of smaller coastal ports.

Whangarei City's contracted bus service, which started in July 2000, and total mobility scheme are also included in the programme. There are currently few cycle facilities.



The impact of national funding

On 1 August 2008 the Land Transport Amendment Act took effect. The provisions of the Act have a major impact on the way the transport sector operates.

Key changes

- The establishment of the NZ Transport Agency
- Three-year regional and national land transport programmes instead of annual programmes
- Priorities and funding forecasts for short and medium-term projects from national funds
- Regional transport committees have greater responsibilities and functions including the priority for funding from national funds
- Planning is longer term and better aligned centrally, regionally and locally — the next Regional Land Transport Strategy will need to be a 30-year view
- Planning provides for greater integration across transport modes
- Three-year programmes focus on: value for money; integrated planning; strategic vision and planning; consultation; prioritisation of activities; and affordability

Under the Act every regional council must establish a regional transport committee. The committee is responsible for preparing the Regional Land Transport Programme every three years.



What does the programme cover?

The following groups of activities are covered by this programme:

- Local road maintenance
- Renewals and minor capital works
- Existing public transport services including minor changes to those services
- Any other activities proposed by approved organisations
- State highway activities proposed by the NZ Transport Agency
- Other activities proposed by the NZ Transport Agency



These activities are given priority order by the Regional Transport Committee.

Major projects

New and improved infrastructure projects for the State Highways — as prioritised by the Regional Transport Committee — are:

1. Construction of Waitiki Landing to Cape Reinga SE — stage 2
2. Construction of Kamo Bypass — stage 2
3. Matakohe realignment
4. Bulls Gorge realignment
5. Investigation of Brynderwyn Hill realignment
6. Akerama curves realignment and passing lane
7. Design of Snake Hill realignment



New and improved infrastructure for local roads are:

Whangarei District Council:

- Design and construction of Spedding Road link;
- Porowini Ave extension;
- Whangarei bus service infrastructure;
- Onerahi Road improvements;
- Mill Road/Nixon Street upgrades;
- McEwan Road upgrades;
- One Tree Point upgrades;
- Riverside Drive/Onerahi Road upgrades;
- Lower Hatea River crossing;
- McEwan Road upgrades;
- Walton Street upgrades.

Waharua Road, Quarry Road, off State Highway 1 (Kawakawa — Paihia), Jasons Road, Churtons Road, Pokapu Road, Waikuku Road, and Browns Road.

- Waipapa Road seal widening
- Seal extensions on Pungaere Road, Picadilly Road, Haruru Falls Road, Matawaia — Maromaku Road, Ngapipito Road, Taheke Road, Oturu Road, and Fairburn Road.

Far North District Council:

- Bridge replacement programme at Sawyers Road, Wainui Road, Matawheroia Road,

Kaipara District Council:

- Otamatea Area Road reconstruction
- Bridge replacements
- Otamatea Area seal extensions
- Dargaville stock effluent disposal site construction
- New Dargaville link road

How much will this cost?

Activity Class	2009/2012	2012/2015	2015/2019	Total 10 Year
Transport Planning	\$9,351,905	\$2,871,844	\$4,372,251	\$16,596,000
Maint. & Ops: Local Road	\$80,434,184	\$79,374,834	\$97,164,579	\$256,973,597
Renewal of Local Roads	\$115,391,730	\$124,053,319	\$183,282,888	\$422,727,937
Maint. & Ops: State Highways	\$52,079,652	\$0	\$0	\$52,079,652
Renewal of State Highways	\$71,527,117	\$0	\$0	\$71,527,117
New & Imp Infr: State Highways	\$91,657,894	\$13,930,213	\$7,430,544	\$113,018,651
New & Imp Infr: Local Roads	\$97,715,113	\$53,690,300	\$82,207,375	\$233,612,788
Public Transport Services & Ops	\$4,551,516	\$4,949,996	\$7,811,532	\$17,313,044
Public Transport Infrastructure	\$390,594	\$173,915	\$217,831	\$782,340
Walking and Cycling Facilities	\$5,788,387	\$8,105,400	\$5,054,355	\$18,948,142
Demand Mngnt & Comm Prog	\$13,341,816	\$13,670,739	\$20,070,637	\$47,083,192
SuperGold Card	\$33,000	\$33,000	\$44,000	\$110,000
Total of Activities	\$542,262,908	\$300,853,560	\$407,655,992	\$1,250,772,460



Northland's transport issues and challenges

Key regional issues

- Northland's relatively sparse population means its people rely more heavily on private vehicles, although use of the Whangarei public bus service has increased;
- Some economically deprived rural communities, particularly in the Far North;
- Strong rural-based and manufacturing economy: pastoral farming, forestry, fishing and tourism;
- Diverse socio-economic patterns – high growth in the south (largely as a result of Auckland's growth) compared to the north. The east coast is characterised by high recreational use and coastal subdivision. The west coast has few settlements. In some areas the west coast population is falling, and in others it is growing more slowly than the rest of Northland;
- Northland continues to remain a favourable holiday destination with strong growth in coastal development in areas such as Mangawhai, Kerikeri and Coopers Beach. This growth impacts on traffic congestion at weekends and holiday periods.



Key transport issues

A number of key transport issues have also been identified during the review process:

- **Road design, maintenance and investment in infrastructure:** The existing roading network requires significant upgrading to be efficient network. For example, the Kaipara District is ranked 70th out of 74 councils across New Zealand for the proportion of unsealed roads in its district.
- **Funding:** Northland's low population and socio-economic base means the region often struggles to meet its share of funding for roading projects.
- **Transportation of Freight:** Major sources of freight transported on Northland's roads include logs, dairy products, livestock, fertilizer, quarried material and other general freight. The size and capacity of heavy vehicles has increased over time, resulting in frequent and often severe road surface and bridge damage.
- **Land Use Planning:** There is a need to integrate transportation planning and land use in the region.
- **Rail Network:** A strong and reliable rail network is desirable. The current network is run-down and rail access to Marsden Point is required for transporting freight, to increase the current rail system usage.
- **Passenger Transport Services:** Increasing passenger transport services to connect key destinations and improve passenger transport infrastructure (e.g. accessible buses on all routes, shelter, and lighting).
- **Travel Demand Management:** Reduce private vehicle use by promoting alternative travel behaviour, i.e. working with schools to promote children walking and cycling to school.
- **Cycling and Walking:** Safe cycle and pedestrian networks/facilities are likely to create demand.
- **Road Safety:** There is a strong need for a more streamlined approach to delivering road safety initiatives.
- **Tourism:** Increased roadside facilities for tourists/visitors to Northland.



Have your say...

You are invited to make a submission on the Draft Regional Land Transport Programme 2009-2019. The questions you might like to consider:

1. Have the major projects been allocated in the correct priority order?
2. Are there any projects that have not been included you feel should have been?

A submission form is provided on the last page of this summary — submissions close at 4 p.m. on Monday 20 April 2009. Submissions will be heard at the Northland Regional Council from 11-15 May. For more information: www.nrc.govt.nz/rltp

Submission Form

Draft Northland Regional Land Transport Programme 2009-2012

Name:

Name of Organisation (if applicable):

Address:

..... Postcode

Business Hours Telephone: After Hours Telephone:

Please write your comments in the space provided and forward your submission to:

Draft Northland RLTP Consultation
Transport Operations
Northland Regional Council
Private Bag 9021
Whangarei Mail Centre
Whangarei 0148

Fax: 09 438 0012

e-mail: mailroom@nrc.govt.nz or complete your submission online at www.nrc.govt.nz/haveyoursay

Submissions should reach the Council by 4.00pm, Monday 20 April 2009.

Would you like to attend a hearing to tell Councillors more about the matters you have raised in your written submission?

		Please tick
NO	I do not wish to be heard in support of my submission	
YES	I do wish to be heard in support of my submission	

It is anticipated the hearing of submissions will be held 11 to 15 May 2009.

1. Do you agree with the transport issues and priorities identified in section 3 and 4 of the programme (page 3 of this summary)? Yes / No (circle one)

Because:

2. Are there any additional transport activities or projects that you would identify in Table 2 (totals page 3 of this summary) and seek national funding for? Yes / No (circle one)

Additional transport activities or projects:

3. What changes, if any, would you make to the priority order of the projects listed in Table 3 (page 22 of the programme)?

Changes to priority order:

4. Are there any other further comments you wish to make?

(Please attach additional pages as necessary)

Signature: Date:

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**No Stamp
Required**

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