Regional Land Transport Plan

for Northland 2021 – 2027

(2023 Review)

NORTHLAND TRANSPORTATION ALLIANCE

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

KAIPARA DISTRICT

Whangarei District Council

Northland REGIONAL COUNCIL

WAKA KOTAHI NZ TRANSPORT AGENCY

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Ngā Kupu Arataki

Introduction

Karakia

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

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 Roading 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 Roading 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 Roading 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:

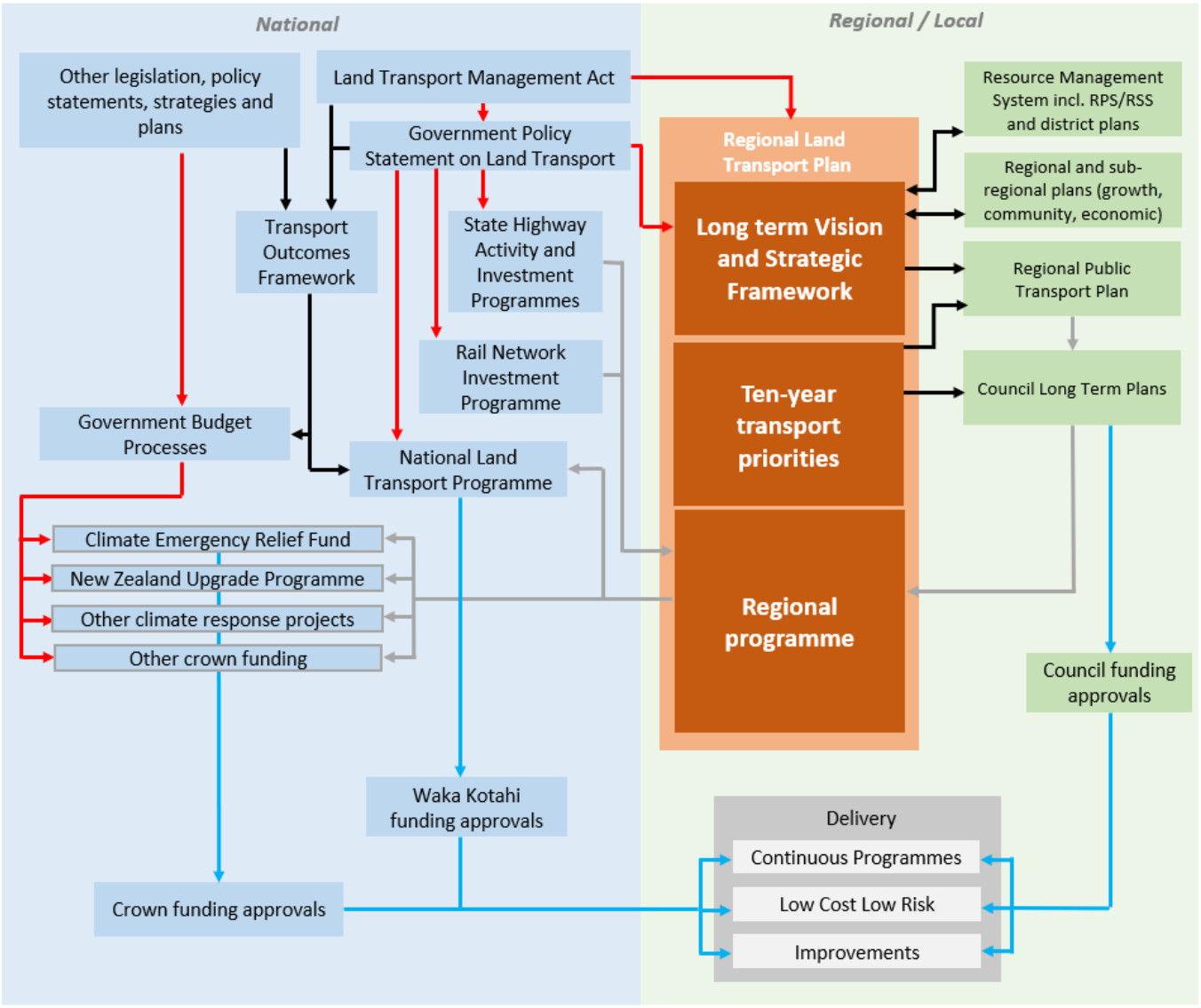
- state highway improvements (new projects greater than $2 million)
- local road improvements (new projects greater than $2 million)
- state highway maintenance (maintenance, operations and renewals)
- local road maintenance (maintenance, operations and renewals)
- low-cost / low-risk improvements (small 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 relentless[1]. 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 proving 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 Kaitāia (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 yard[3] 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.

Kaitāia 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 Kaitāia, 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
Kaitāia	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.

Ministry of Transports Outcomes Framework

The purpose of the transport system is to improve people's wellbeing, and the liveability of places.

- **Outcome 1** Inclusive access
- **Outcome 2** Healthy and safe people
- **Outcome 3** Environmental sustainability
- **Outcome 4** Resilience and security
- **Outcome 5** Economic prosperity

Regional Land Transport Plan – 30-year vision

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

Strategic objectives – we will deliver our vision and targets with…

Objective 1
Growth, resilience, sustainability and environment

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.

Objective 2
Choice

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

Objective 3
Safety

Design and build for human vulnerability, and encourage and promote safer choices and safer behaviour on our roads.

Objective 4
Culture

Acknowledge and reflective the rich culture of Northland to enhance everything we do.

Objective 5
Integration

Improve integration of transport needs in land use planning

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 are 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 2050[4], 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 50,000m^3 of loose materials and trees to stabilise the hillside[6].

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).

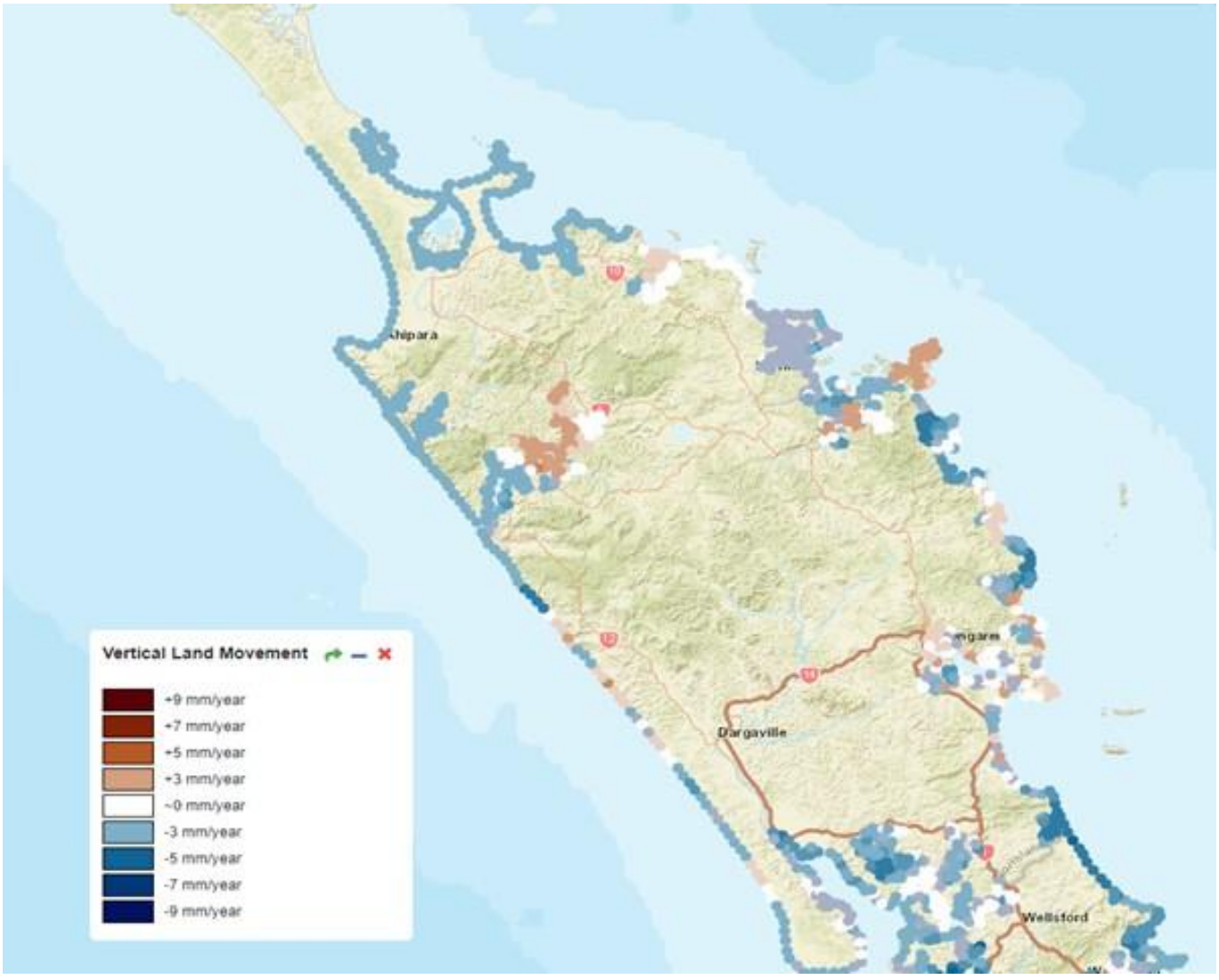


Fig 1: Vertical Land Movements

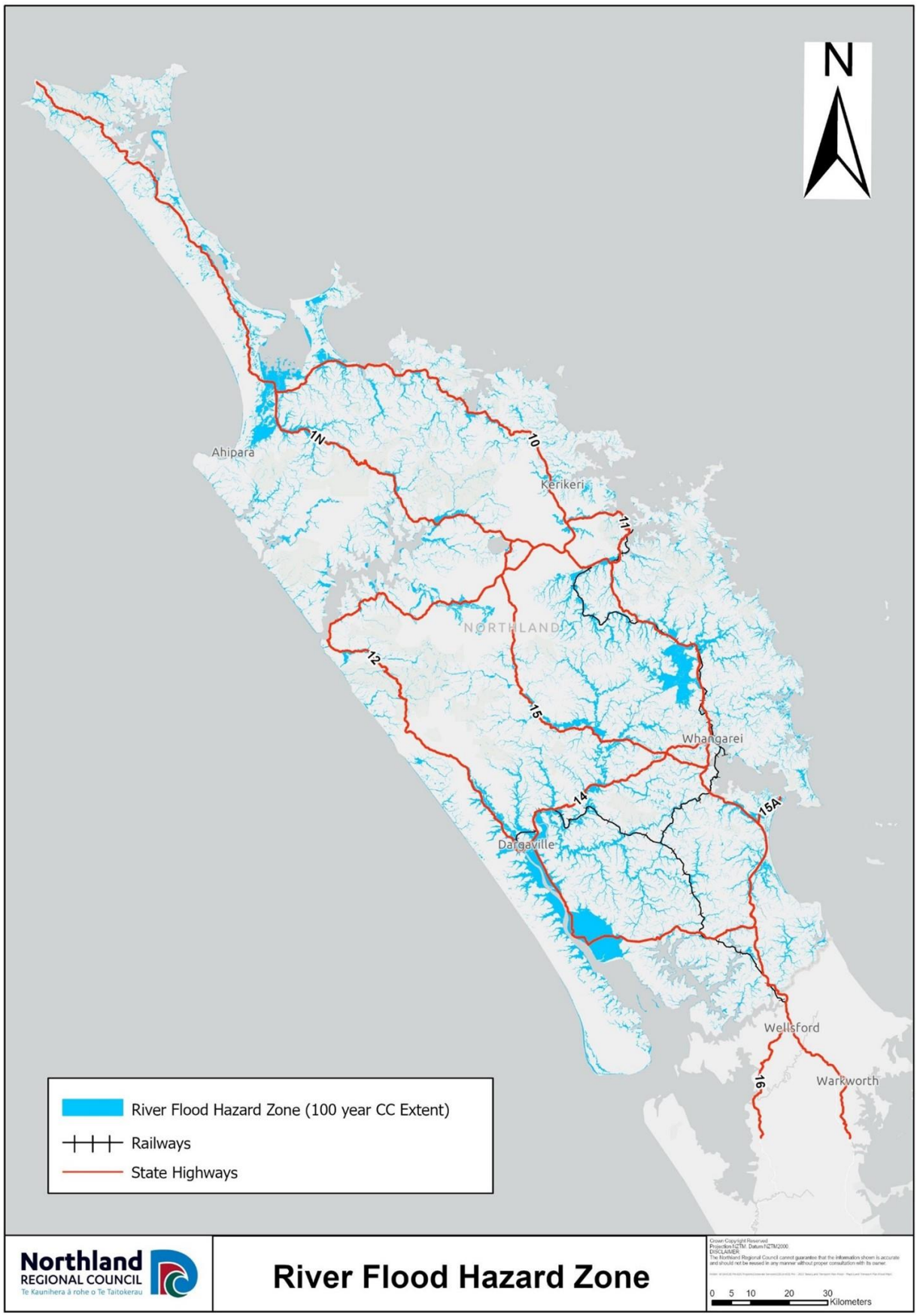


Fig 2: River Flood Hazard Zone

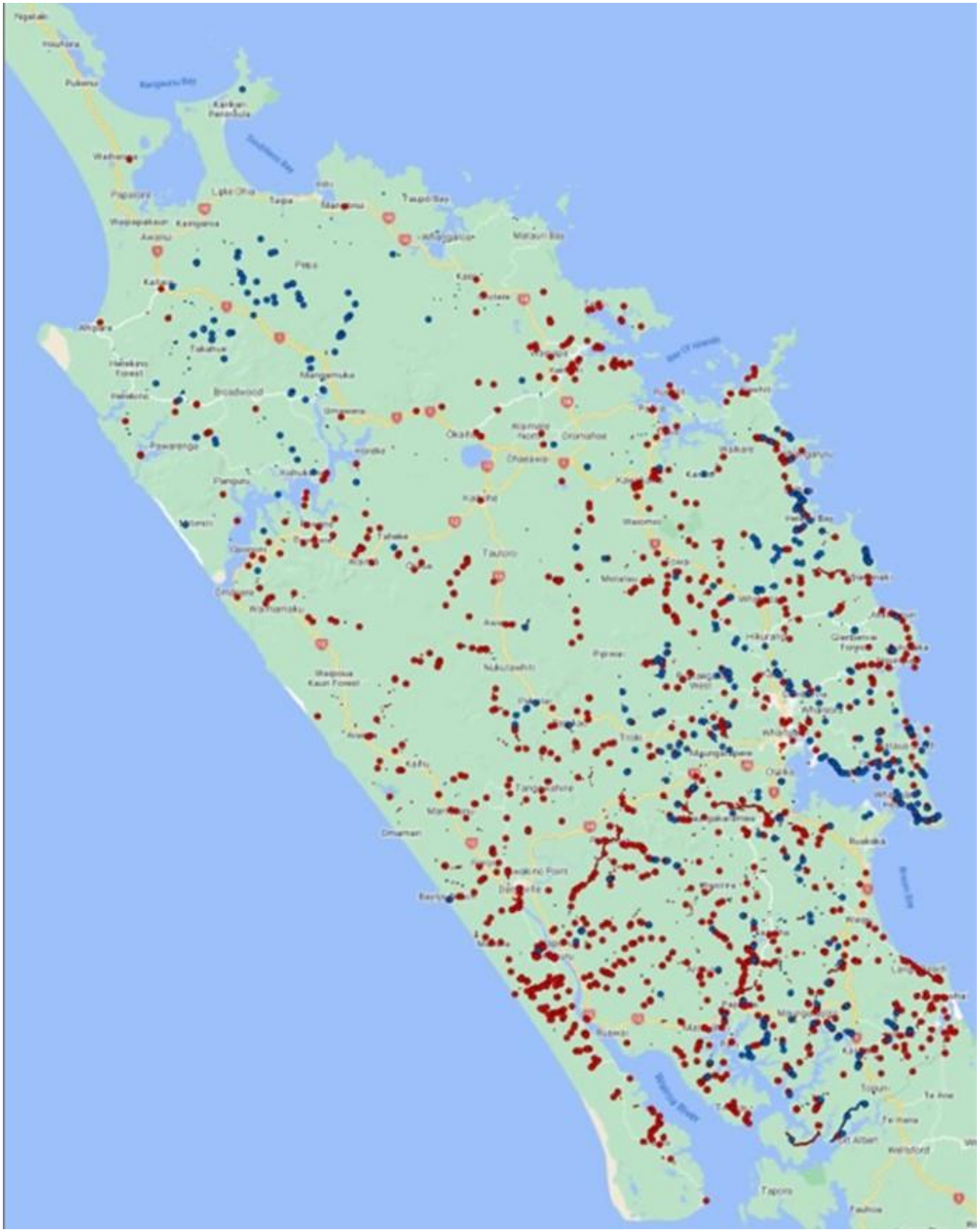


Fig 3: Road network impacts 2022/23 weather events

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.

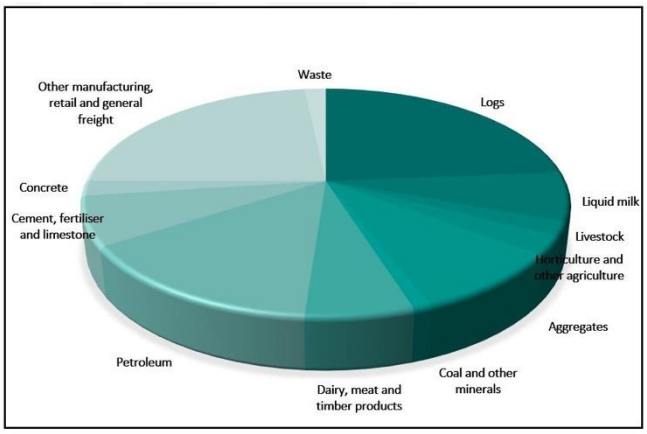


Fig 4: Share of total freight Northland

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.

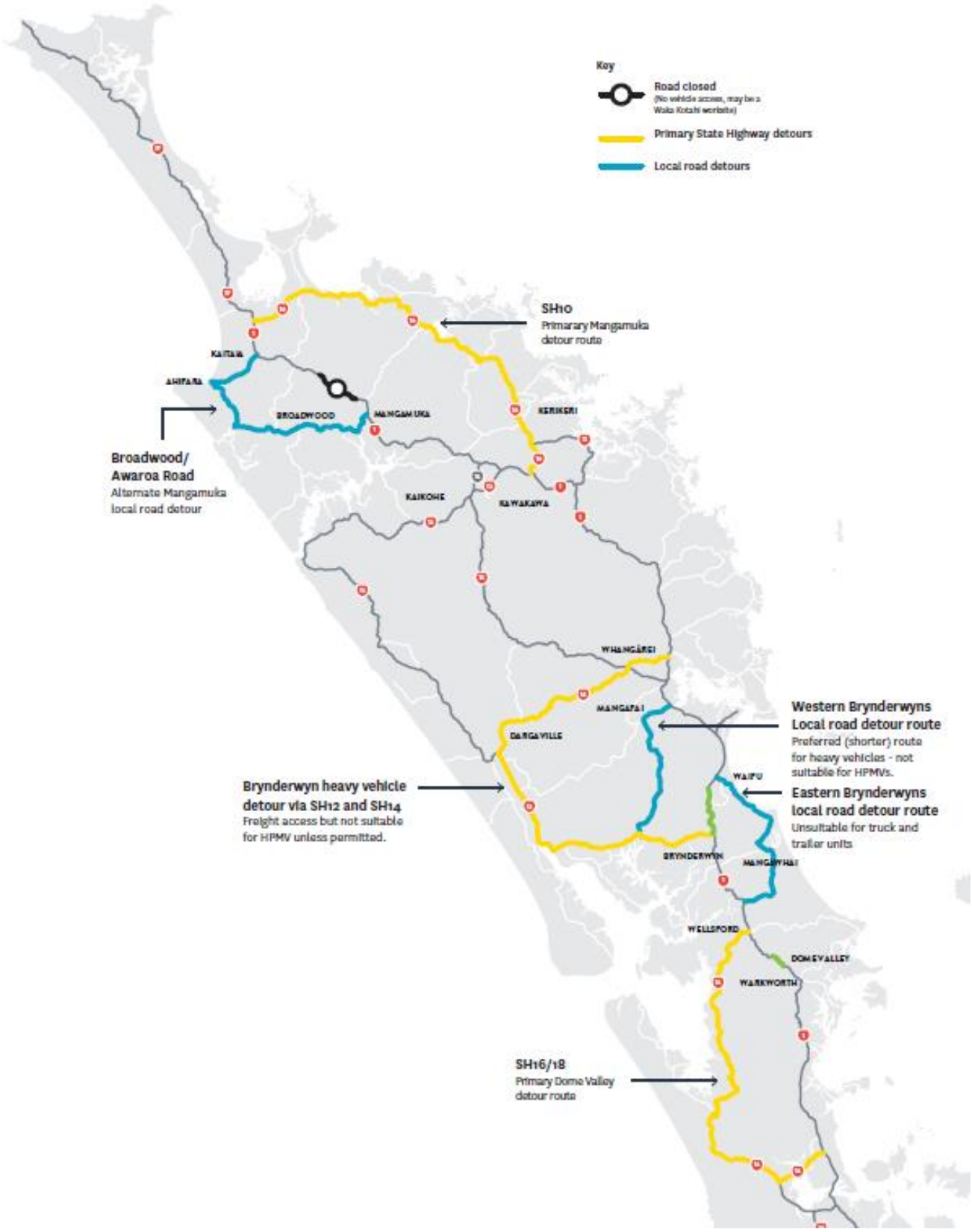


Fig 5: State Highway detour routes

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 or 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 Kaitāia (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
Primary benefits: • Risk reduction benefit (natural / environmental) risks • Risk reduction benefits (human made) risks *Co-benefits:* • Health and safety of people • Reduction in greenhouse gas emissions	• 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**
• 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	• 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.*

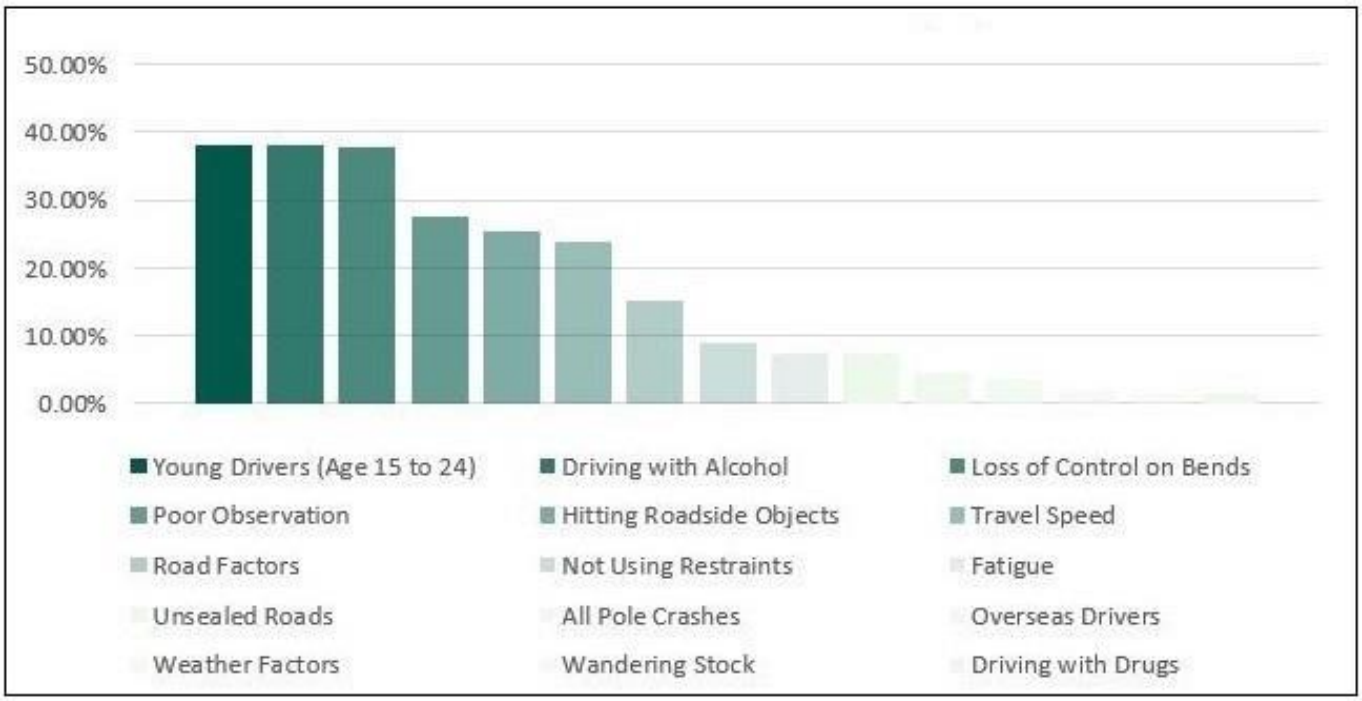


Fig 6: Factors in road crashes resulting in injury (2019)

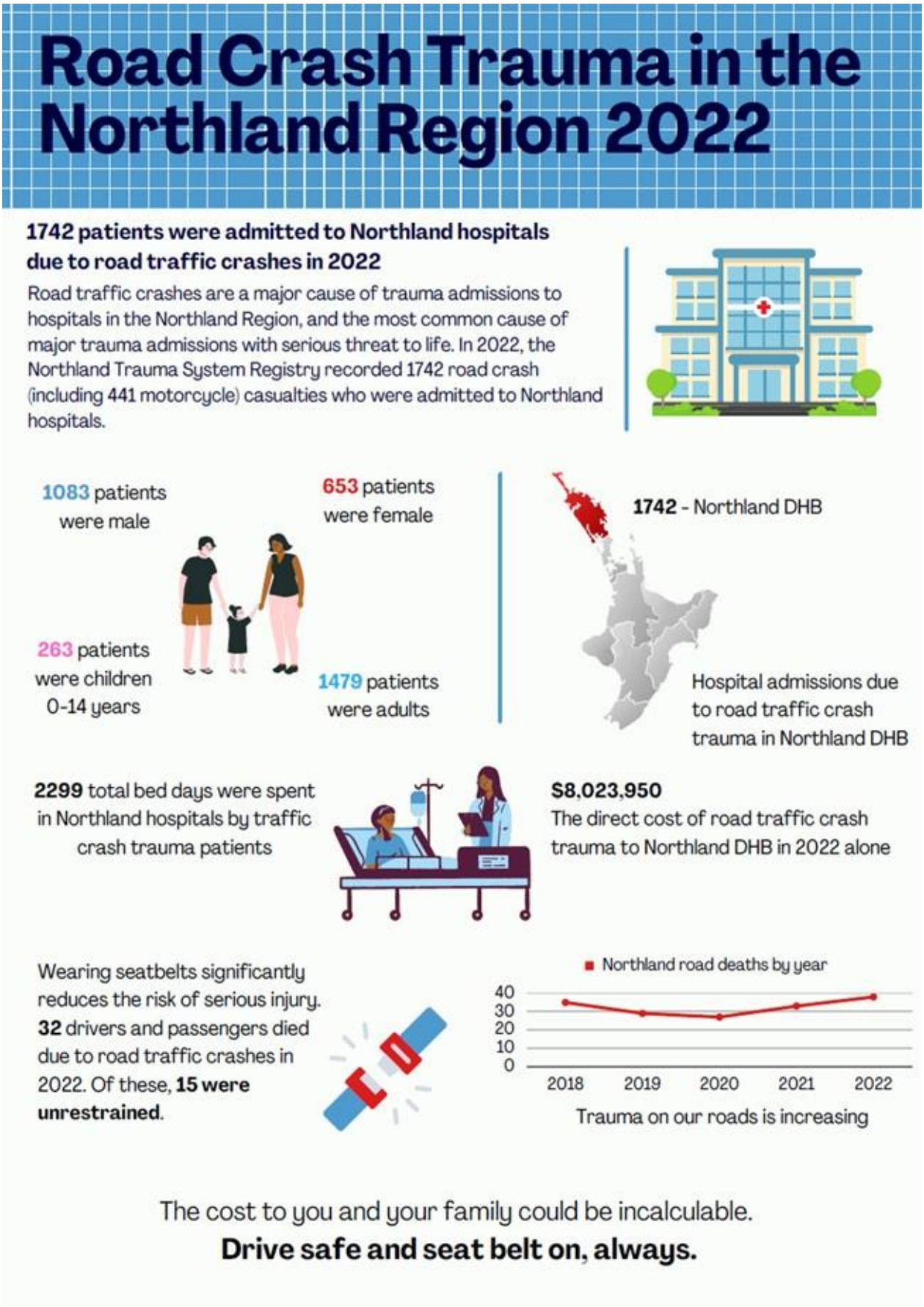


Fig 7: Road crash trauma 2022

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 Waiomio 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.

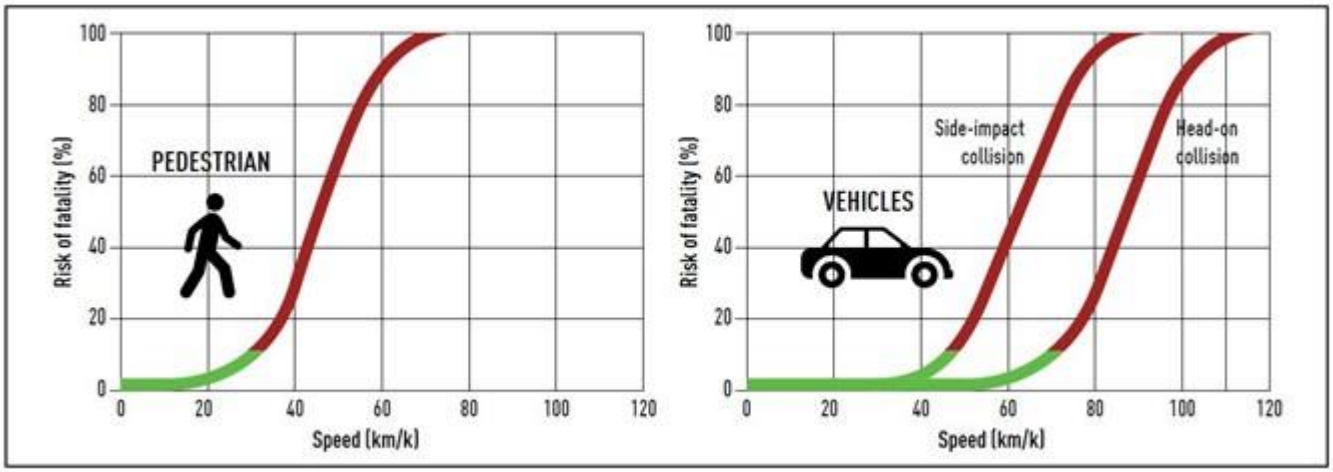


Fig 8: Relationship between vehicle speed and likelihood of fatality

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.

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.

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

A full list of Road to Zero state highway 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.

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

Primary benefits:
• Fewer deaths and serious injuries resulting in:
  • 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)
	• Reduction in deaths and serious injuries (DSIs)

Priority investment areas	**Key investment partners**
• Road to Zero Infrastructure and Speed Management Programme to address crashes on high-risk rural roads • Road Safety Promotion to improve driver behaviour	• 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.northladroadsafety.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 (PM_{10}) are of concern because of potential health effects.

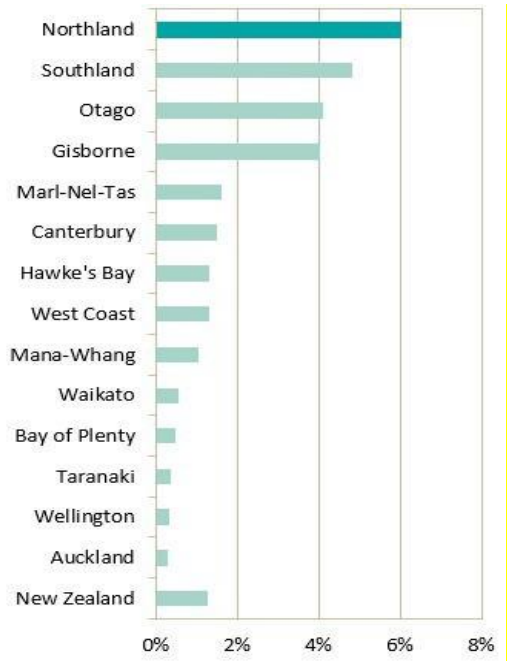


Fig 9: Percentage share of VKT in region (2019) Source: NZTA

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].

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[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 PM_{10} are likely to exceed the National Environmental Standards for Air Quality in some locations at times[1].

While the studies identified elevated levels of PM_{10} close to unsealed roads, they also identified that treating the road with dust suppressant significantly reduces the generation of PM_{10}. It is also well established that road sealing and sealing sections of road along house frontages is effective.

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[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 PM_{10} from Unsealed Roads in Northland

Northland Regional Council, 2013. Ambient PM_{10} 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
Primary benefits: • A reduction in acute health effects for people	• Improved ambient air quality – PM_{10} and $PM_{2.5}$ • Increase kilometres of unsealed road treated

with pre-existing respiratory conditions that live close to unsealed roads • Improved visibility due to reduced dust *Co-benefits:* • 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	to manage dust emissions

Pbriority investment areas	Key investment partners
• Dust suppression where Paige-Green material not sufficient to adequately control dust • House frontage sealing on high volume heavy vehicle routes	• 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.

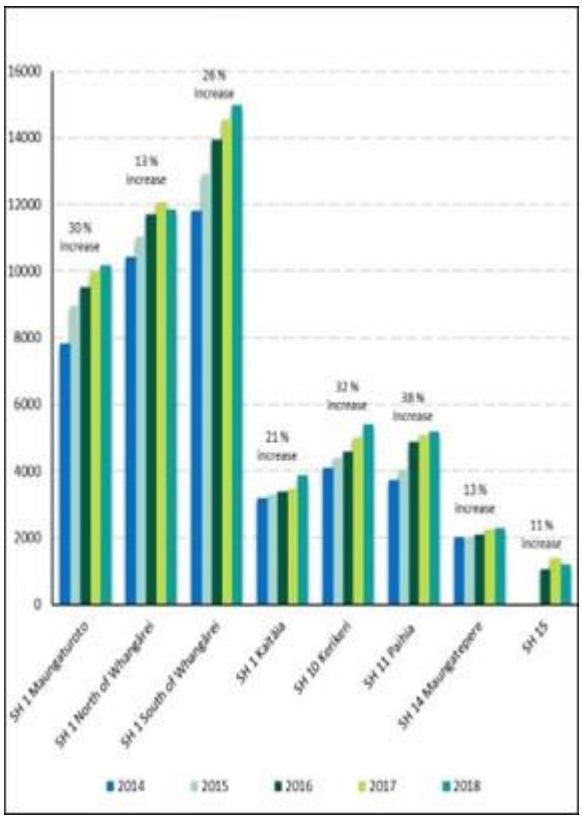

Fig 11: Traffic volumes in Northland (2014 – 2018)

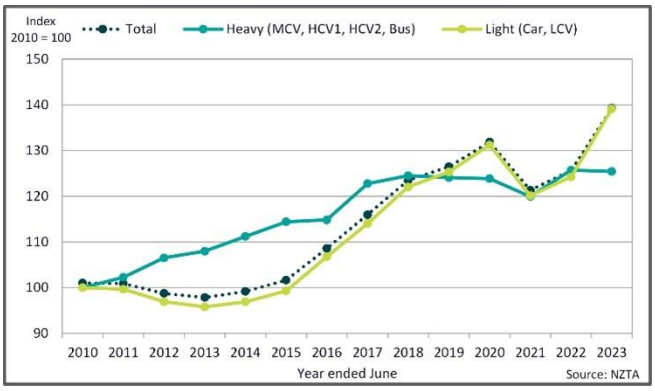

Fig 12: Traffic growth on state highways in Northland by type (2010 - 2023)

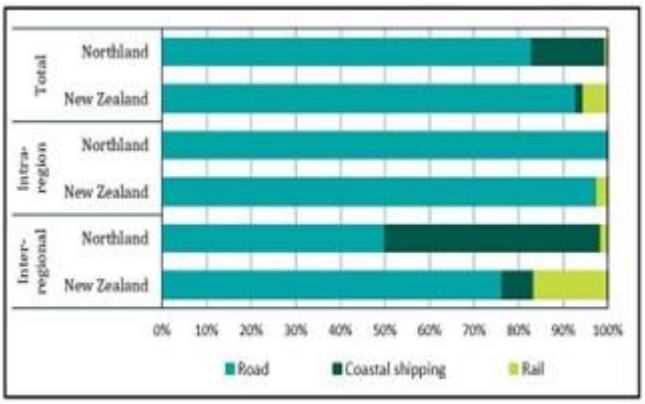

Fig 13: Freight destination by mode share in Northland and New Zealand (2017/2018)

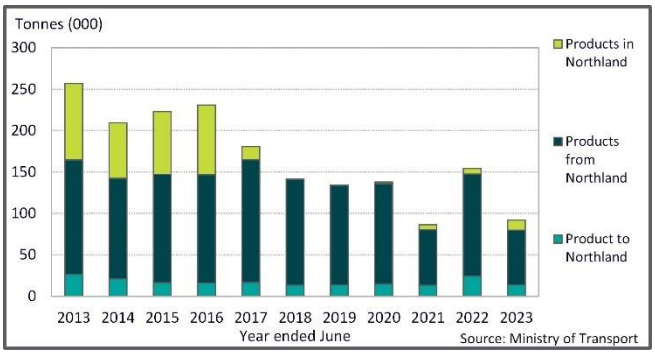

Fig 14: Tonnes of product transported on rail in Northland

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 day[7].
- 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 costs[8].
- 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 potential[9].

Northland's business leaders have also been clear that an effective corridor between Whangārei and Auckland, and in time further north, will unlock growth[10].

Kaitāia 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/PITTGFK7DFG6JBM2RB3KQJQPJQ/

[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 Kaitāia 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.

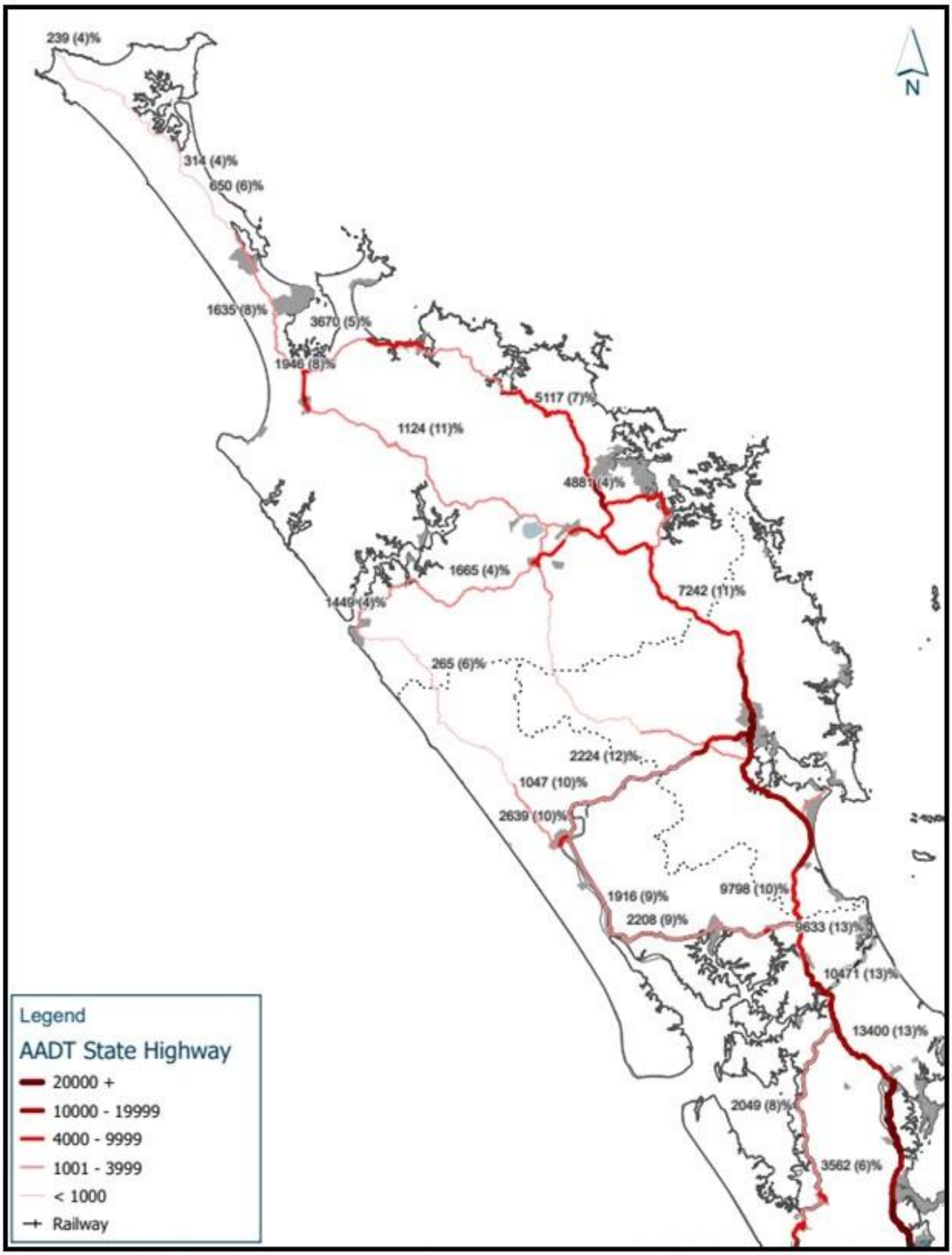

Fig 15: Northland State Highway Traffic Volumes 2022 / 23

Northland primary collectors

Aside from SH1 (Wellsford to Kawakawa) and SH15, according to the One Network Roading 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
Primary benefits: • 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	• Reduction in average journey times (Journey Time Savings) • Reduction in number of road closures
Priority investment areas	**Key investment partners**
• 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	• 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

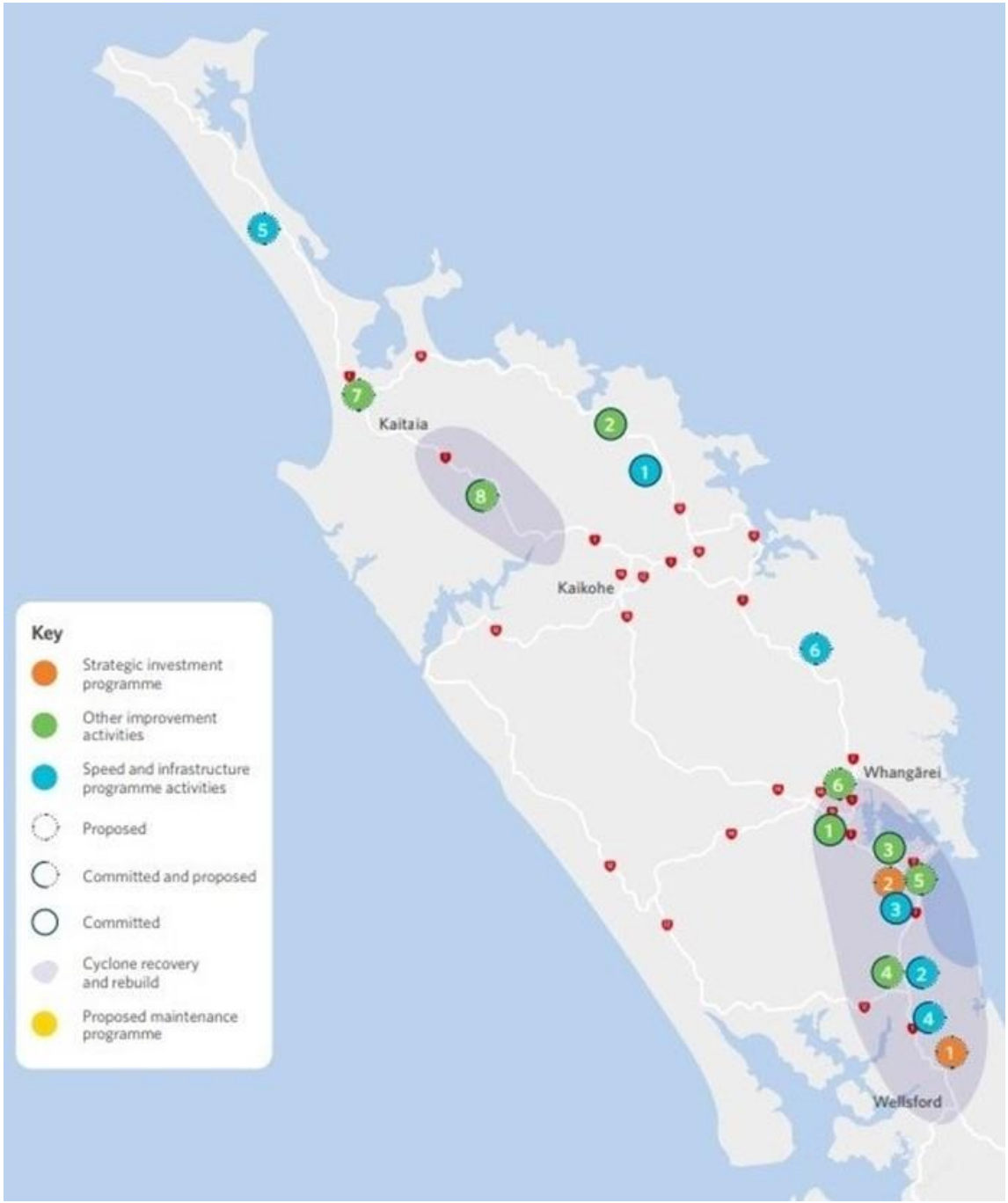

Fig 16: Northland key projects 2024 - 2027

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.

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.

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

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 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.

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; 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
Primary benefits: • Enabling an increase in economic development activity (including tourism) • Contributing to a reduction in social deprivation *Co-benefits:* • 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	• 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
• 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	• 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, Matakohe, 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
Primary benefits: • 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	• 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**

• Walking and cycling infrastructure
• Public transport infrastructure and services, particularly to drive mode shift in Whangārei city;
  • 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
	• 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
Otangarei	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.

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[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.

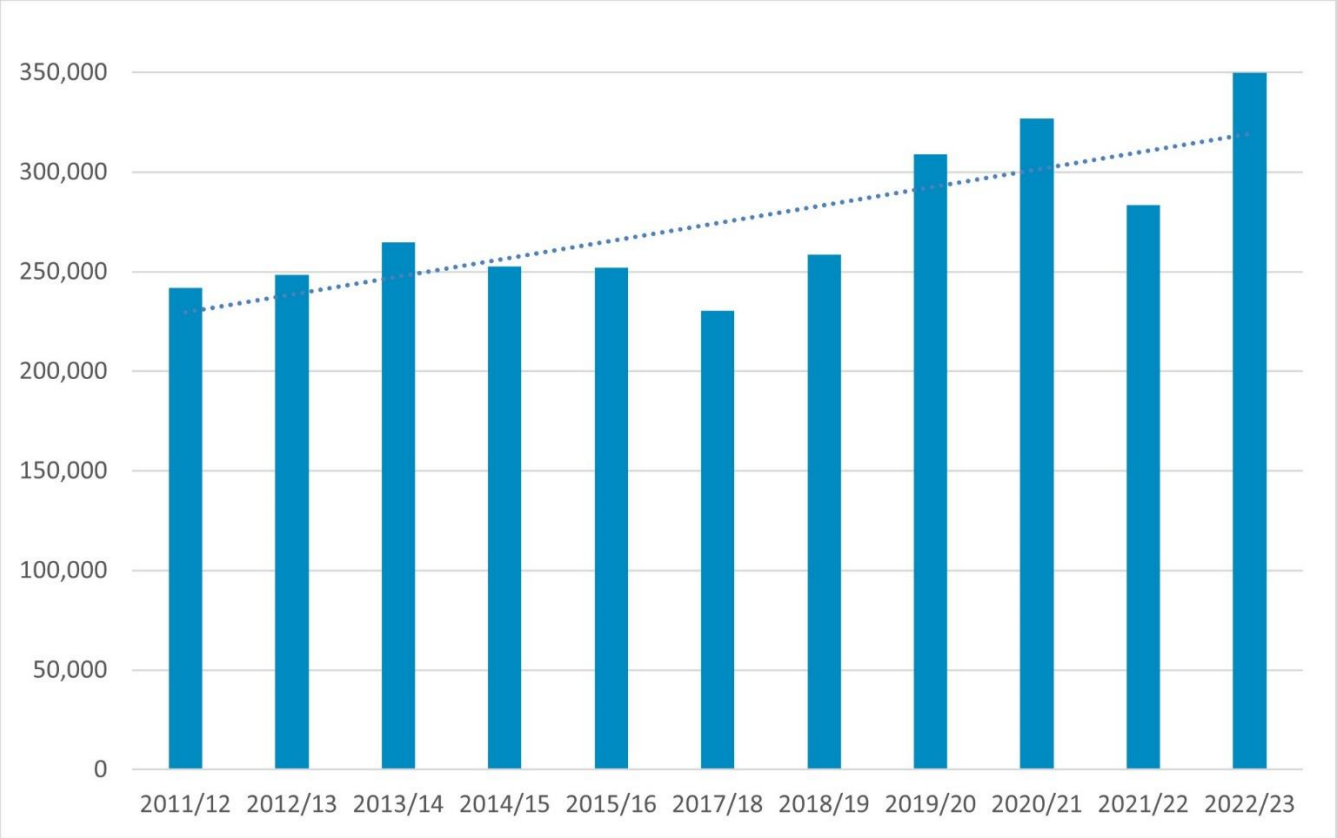

Fig 18: CityLink passengers carried per year

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.

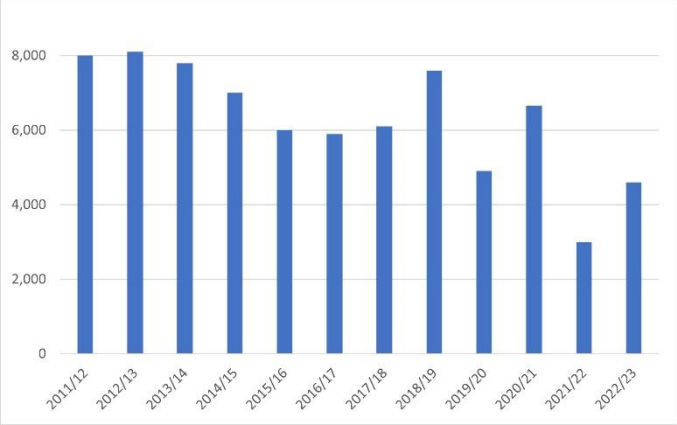

Fig 20: Far North Link passenger numbers (2011 - 2019)

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 ✓✓ 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
Primary benefits: • Better travel options • Better access to jobs, services and recreational opportunities • Improved wellbeing of Northlanders *Co-benefits:* • Improved health outcomes • Reduction in greenhouse emissions • Economic benefits	• 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**
• 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	• 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 ✓

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
Primary benefits: • More livable towns and cities • Better designed and more efficient infrastructure *Co-benefits:* • Financial savings	• Align RLTP, transport infrastructure strategies, asset management plans with districts plans, structure plans and growth strategies
Priority investment areas	**Key investment partners**
• 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	• 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.

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.

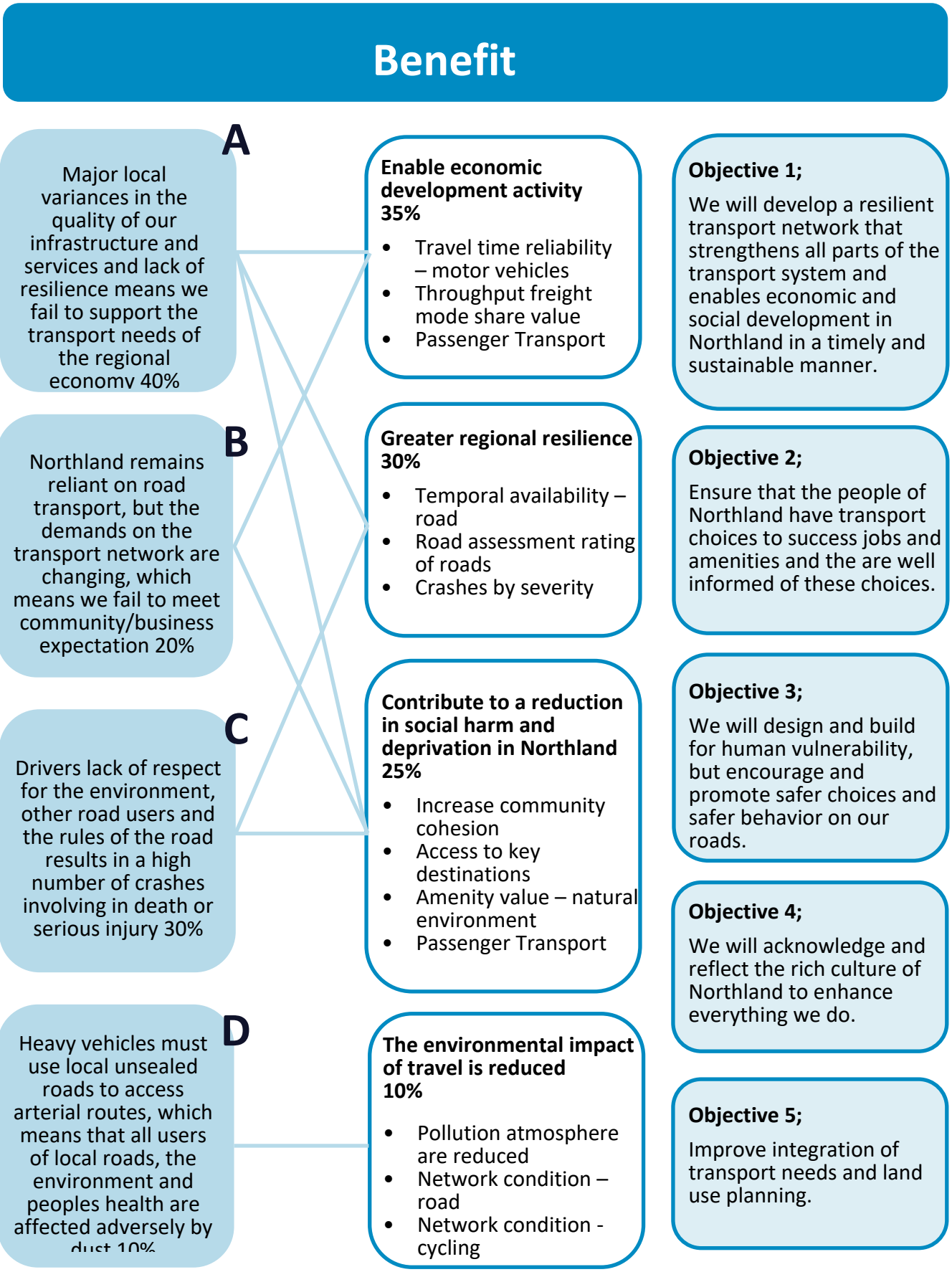

Fig 21: Regional Land Transport Plan - investment logic map

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)	1. Informed risk targeting using radars, hand-held lasers, mobile and static cameras including enforcement of HMV. 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.	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	In-vehicle behaviour combines distractions and restraints. 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.	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	This activity covers pedestrians, cyclists, elderly, inexperienced, visiting, road workers & motorcyclists. 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.	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	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.	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.

	Owner	Activity	Measures
		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.	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	This activity covers crash attendance and event management. 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	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

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 2021to 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.

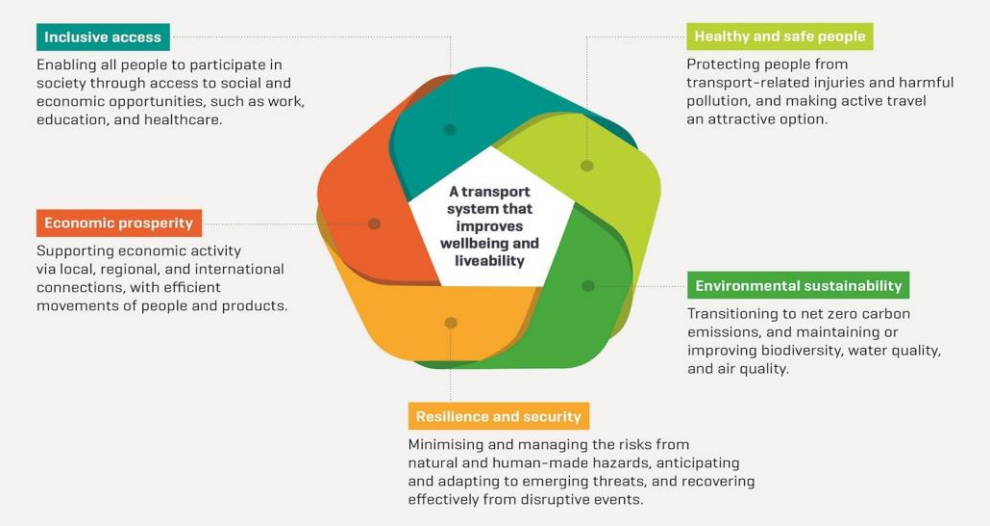

Fig 22: Ministry of Transport National Outcomes Framework

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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

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

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 ($) 2024/2025	2025/2026	2026/2027	2021/2024 Sub Total	2027/2030 Project Cost Estimates ($) 2027/2028	2028/2029	2029/2030	Sub Total	2024/2030 Total	FAR	Waka Kotahi Share	Cum Waka Kotahi Total	RTC Approved Project Prioritisation
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	The Regional Transport Committee supports allocation of funding to road improvements which includes road widening and geometric and surface improvements.
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

	2024/2027 Project Cost	2027/2030 Project Cost	2024/2030 Total Project Costs
New Speed and Infrastrucutre Programme	**$57,586,000**	**$96,744,000**	**$154,330,000**
Total	**$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)	202472027 Project Cost Estimates			Total	FAR	Waka Kotahi Share	Cumalative 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)	202472027 Project Cost Estimates			Total	FAR	Waka Kotahi Share	Cumalative 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

FNDC	= Far North District Council
WDC	= Whangarei District Council
KDC	= Kaipara District Council
DBS	= Detailed Business Case
Prop	= Property Purchase
Pre	= Pre Implementation
Imp	= Implementation
N/A	= Not Applicable
PBC	= Programme Business Case
SSBC	= Single State Business Case

Projects Scheduled to Carry over Funding	Project Cost	NZTA Share	Local Share
Far North District Council	$0	$0	$0
Whangarei District Council	$2,375,188	$1,258,850	$1,116,338
Kaipara District Council	$0	$0	$0
Total	**$2,375,188**	**$1,258,850**	**$1,116,338**
Projects Requiring Funding Approal			
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

		Maintenance											
KDC	111	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

		Project Cost	NZTA Share	Local Share
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 Cumalative 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 Conncections	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 Approal	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 Cumalative 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**		

Key

FNDC	= Far North District Council
Wait	= Waitangi Trust
KDC	= Kaipara District Council
WDC	= Whangarei District Council
DoC	= Department of Conservation
NRC	= Northland Regional Council

	Project Cost	NZTA Share	Local Share
Far North District Council	$52,427,982	$37,223,867	$15,204,115
Waitangi Trust	$1,700,000	$1,700,000	$0
Kaipara District Council	$14,140,000	$8,766,800	$5,373,200
Whangarei District Council	$47,292,219	$25,064,876	$22,227,343
Waka Kotahi	$13,160,001	$13,160,001	$0
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	
	Infrastructure Operation											
FNDC	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	$0	$0	$0	$0	71%	$0	$0	N/A
Wait	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	$0	$0	$0	$0	100%	$0	$0	N/A
KDC	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	$0	$0	$0	$0	62%	$0	$0	N/A
WDC	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	$0	$0	$0	$0	53%	$0	$0	N/A
DoC	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	$0	$0	$0	$0	51%	$0	$0	N/A
NRC	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	$0	$0	$0	$0	54%	$0	$0	N/A
	Infrastructure Improvements											
FNDC	Public Transport 2024/27	New Infrastructure	N/A	N/A	$0	$0	$0	$0	71%	$0	$0	N/A
Wait	Public Transport 2024/27	New Infrastructure	N/A	N/A	$0	$0	$0	$0	100%	$0	$0	N/A
KDC	Public Transport 2024/27	New Infrastructure	N/A	N/A	$0	$0	$0	$0	62%	$0	$0	N/A
WDC	Public Transport 2024/27	New Infrastructure	N/A	N/A	$0	$0	$0	$0	53%	$0	$0	N/A
DoC	Public Transport 2024/27	New Infrastructure	N/A	N/A	$0	$0	$0	$0	51%	$0	$0	N/A
NRC	Public Transport 2024/27	New Infrastructure	N/A	N/A	$0	$0	$0	$0	54%	$0	$0	N/A
	Service Operation											
NRC	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
NRC	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
NRC	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
NRC	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
NRC	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
NRC	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
NRC	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
NRC	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
NRC	Public Transport 2024/27	SuperGold Card	2024/2025	36				$0	100%	$0	$10,272,867	N/A
	Service Improvements											
WDC	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
NRC	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**		

Key

FNDC = Far North District Council
Wait = Waitangi Trust
KDC = Kaipara District Council
WDC = Whangarei District Council
DoC = Department of Conservation
NRC = Northland Regional Council

		Project Cost	NZTA Share	Local Share
Far North District Council	Infra Ops	$0	$0	$0
	Infra Imp	$0	$0	$0
	FNDC Total	**$0**	**$0**	**$0**
Waitangi Trust	Infra Ops	$0	$0	$0
	Infra Imp	$0	$0	$0
	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

FNDC	= Far North District Council
KDC	= Kaipara District Council
WDC	= Whangarei District Council
Waka Kotahi	= Waka Kotahi
NRC	= Northland Regional Council

		Project Cost	NZTA Share Cost	Local Share
Far North District Council	Total	$750,000	$532,500	$217,500
Whamgarei District Council	Total	$750,000	$397,500	$352,500
Kaipara District Council	Total	$750,000	$465,000	$285,000
Waka Kotahi	Total	$4,528,707	$4,528,707	$0
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

FNDC	=	Far North District Council
Wait	=	Waitangi Trust
KDC	=	Kaipara District Council
WDC	=	Whangarei District Council
DoC	=	Department of Conservation
NRC	=	Northland Regional Council

	Project Cost	NZTA Share	Local Share
Far North District Council	$1,460,703	$1,037,099	$423,604
Waitangi Trust	$0	$0	$0
Kaipara District Council	$0	$0	$0
Whangarei District Council	$0	$0	$0
Department of Conservation	$0	$0	$0
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

FNDC = Far North District Council
KDC = Kaipara District Council
WDC = Whangarei District Council
NRC = Northland Regional Council

	Project Cost	NZTA Share	Local Share
Far North District Council	$6,036,763	$4,286,102	$1,750,661
Kaipara District Council	$1,374,324	$852,081	$522,243
Whangarei District Council	$2,933,901	$1,554,968	$1,378,933
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 actives planned in Northland in the 2021-2024 period are available at the following link.

www.nrc.govt.nz/transportprojects