



Regional Land Transport Plan

for Northland

2021-2027

NORTHLAND TRANSPORTATION ALLIANCE



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Introduction Nga Kupu Arataki

Karakia

He hōnore, he korōria ki te Atua

He maungārongo ki te whenua

He whakaaro pai ki ngā tāngata katoa

Hangā e te Atua he ngākau hou

Ki roto, ki tēnā, ki tēnā o mātou

Whakatōngia to wairua tapu

Hei awhina, Hei manaki, hei tohutohu i a matou

I runga i ngā huarahi, ngā ara puta noa te rohe,

Hei ako hoki i ngā mahi i ngā ra, ngā marama, ngā tau
e heke mai ana

Amine

Honour and glory to God

Peace on Earth

Goodwill to all people

Lord, develop a new heart

Inside all of us

Instil in us your sacred spirit

Help us, care for us, guide us

On our highways and roads across the region,

*In all the things we need to learn over the days, months
and years to come*

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 kī atu,
He tangata, he tangata, he tangata.

Tenā koutou, tenā koutou, tenā tātou 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 far 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

Like its predecessors, this Regional Land Transport Plan for Northland 2021-2027 will attempt to address a raft of issues, including critical matters such as regional route resilience and route security.

As in most other regions, a lack of funding continues to be the biggest obstacle facing Northland's land transport, and that has been exacerbated by additional challenges thrown up by COVID-19.

This transport plan represents a huge effort from the national, regional and district authorities, government and other agencies to obtain the best outcomes for Te Taitokerau from the funding available.

Improving road safety and creating efficient road and freight connections is critical for the wellbeing of our region.

State Highway 1 to Auckland is our economic life-line. We have only one land border, where 34.9% of our produce leaves the region, predominantly by road. This State Highway is essential to the movement of goods and to the GDP. A safe, multi-lane highway is the region's greatest priority to bring much needed growth, prosperity and employment to Te Taitokerau.

In regard to road safety, Northland's statistics are grim. In 2020, Northland had 6% of the nation's fatal crashes, despite having just 3.8% of New Zealand's population. This is an abysmal statistic and our Northland leaders have collectively recognised road safety as an urgent issue.

Part of this safety problem lies in the condition of our roads. Compared with roads in other parts of the New Zealand, it is clear that many of our roads are not up to standard regarding safety features including road widening, safety barriers, and surface management. For drivers, small mistakes can often lead to tragic consequences.

This plan supports the drive for safer roads, safe transport movement of freight, and tourist visitors we expect over the coming years.

Investment in key projects in recent years has seen much-needed road safety improvements at the Loop Road roundabout south of Whangārei and the Pakaraka intersection upgrade. However, the level of funding allocated to the State Highway and local road programmes have seen the general condition of Northland roads decline in recent years.

Our Regional Transport Committee would like to thank the Board of Waka Kotahi NZ Transport Agency for the progress made under very difficult circumstances over the last few years.

We look forward to continuing the positive relationship to align central government's core focusses with the transport priorities of our communities here in Te Taitokerau.



Rick Stolwerk

Chair

Regional Land Transport Committee

Introduction



The Regional Land Transport Plan 2021-2027 (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.

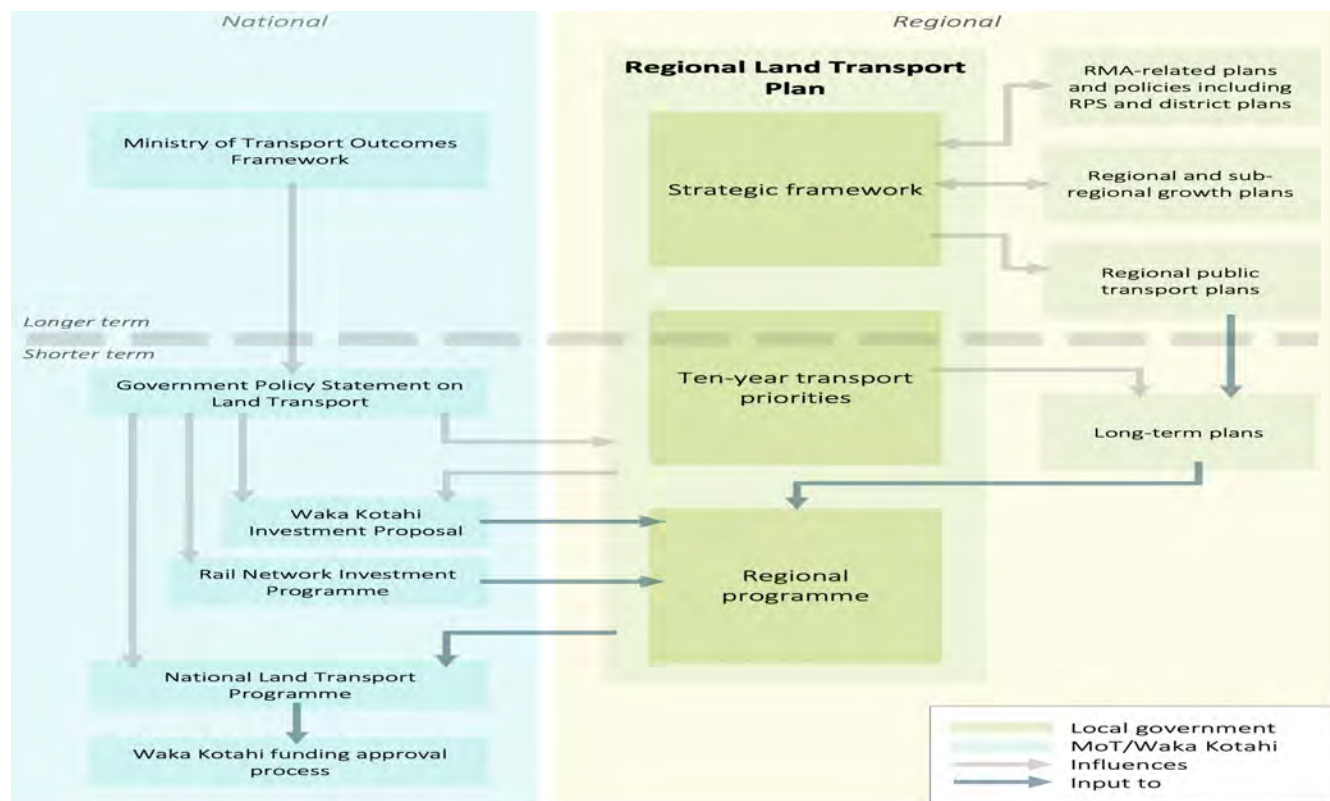
The Regional Transport Committee (the committee) is a joint committee comprising of two elected representatives from Northland Regional Council, one elected representative from each of the district councils and a representative from Waka Kotahi NZ Transport Agency. The plan contains strategic elements (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 - Nga 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 and Waka Kotahi NZ Transport Agency jointly bid for funding assistance from the National Land Transport Fund, for the following:

- local road improvements (new projects greater than \$2M)
 - state highway maintenance (maintenance, operations and renewals)
 - local road maintenance (maintenance, operations and renewals)
 - low-cost/low-risk improvements (small projects costing less than \$2M)
 - public passenger transport (bus and total mobility)
 - walking and cycling improvements (new projects greater than \$2M)
 - road safety promotion and education
 - investment management (plans and strategies)
 - rail maintenance and upgrades.
- 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 must be included in the relevant councils 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.
- state highway improvements (new projects greater than \$2 million)

Transport related projects contained in their activity management plan which are eligible for national funding assistance must also be included in the relevant regional land transport plan and the relevant council's long-term plan.

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.



Impact of COVID-19

While every effort has been made to identify the region's transport-related problems, the benefits of addressing these problems, objectives, priorities and applying for national funding assistance, this work has been undertaken against the backdrop of a negative global and national financial impact. This may have an impact on the available funding at both local and central government levels.

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.

From a national perspective, the COVID-19 induced lockdown measures resulted in a reduction in travel. This led to a reduction in fuel purchased, which in turn reduced the revenue received through fuel excise tax and road user charges.

Regionally, this negatively affected job security, household income and local commerce. Councils have considered the impact of COVID-19. As a result, rates have been reduced, but this has not impacted roading programmes.

Both of the above scenarios are likely to lead to a severe shortage of national and local share funding to address the transportation needs of Northland.

While COVID-19 and the health response have affected the availability of funding for land transport initiatives, Northland and the government will continue to strive for the strategic goals set in the Government Policy Statement and this plan. In doing this, we recognise that funding availability may mean the objectives of this plan may not be met as quickly as they otherwise would have been.

Regional Land Transport Strategy Te Ruataki Haerenga Waka a Rohe

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. For example:

- strong tourism potential with popular beaches, heritage attractions, a warm climate and safe harbours;
- strong economic potential around rural-based manufacturing industry and pastoral farming;
- forestry and fishing, as well as New Zealand's only oil refinery, two large dairy factories, a large cement factory at Portland and wood-processing facilities around the region.

The region 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.

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 Waka Kotahi NZ Transport Agency 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 194,600 (at June 2020). Over the seven-year period from 2013 to 2020, Northland's population increased by 29,900, equivalent to a growth rate of 2.4% per annum, which is above the national rate of 1.9%.

Population growth has been strongest in the southern and eastern parts of the region. Since 2013, only the Bay of Plenty region (2.7%) has experienced a faster population growth than Northland (Table 1).

Table 1: Summary of changes in Northland's population

District	Estimated residential population as at 30 June 2020	Percentage of Northland's total population	Population increase 2013-2020
Far North	71,000	36%	10,400
Kaipara	25,200	13%	4,700
Whangārei	98,300	51%	14,600

Northland is the most rural region in New Zealand. Around 50% of the population live in rural areas, compared to just 10% of the national population. The population of urban areas in Northland grew by 11,000 (2.1% per annum) between 2013 and 2019, while the population of rural areas (including rural settlements) grew by 13,000 (2.5% 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 does a higher proportion of the population identify itself as Māori (53%). Those of Asian ethnicity make-up 15% of the national population, but represent just 3% 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 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.

There has been a large increase in the Northland population aged 15-39 years between 2013 and 2020.

In the seven years prior to 2013, the Northland population in this age group fell by 600. In the current seven-year period it has increased by 9,900, 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 194,600 in 2020 to 217,000 in 2031 (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 2031, Māori are projected to account for around 40% of the total Northland population. The vast majority (92%) of the projected population increase out to 2031 is expected to occur in the 65 years and over age group. The number of Northlanders in this age bracket is projected to increase from 39,300 in 2020 to 56,200 in 2031, an average annual increase of 3.3%, which is similar to the projections for New Zealand generally.

Our economy

Northland has a diverse economy. Manufacturing (including Refining New Zealand at Marsden Point) is the largest level-one industry in the region, accounting for approximately 16% of Northland's gross domestic product (GDP) and valued at \$8.5 billion in the year ended March 2020 (compared to 10% nationally). The primary sector (agriculture, forestry, mining and fishing) contributes about 10% (compared to 5% nationally), followed by rental, hiring and real estate services and health care and social assistance (both 7%).

The Northland economy, as measured by GDP, is estimated to have grown by 1.5% in the year ended March 2020 to \$8.5 billion. This is similar to the national GDP growth rate of 1.6% in 2020. 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 2.9% from 2015 to 2020 compared to 2.1% during the years 2010 to 2015.

Growth has been very broad based over the past five years, with construction, private sector-dominated services, manufacturing and primary industries all making a strong contribution. Over recent years, Northland has experienced record levels of dairy and avocado production, forestry harvest and tourism activity (guest nights and expenditure). This contrasts with the previous five-year period, where economic activity in the construction sector reduced, and where manufacturing and primary industries contributed most to growth.

In the year ended March 2020 there were 76,175 filled jobs (both employed and self-employed) in Northland. This is 11,460 more than in 2010, representing an 18% increase during the ten-year period. However, this

increase has not been even across the years, with the number of filled jobs falling by 959 between 2010 and 2013 before increasing by 12,419 since then.

This rise in employment has not been even across the various sectors. During the ten-year period from 2010 to 2020, an additional 3,800 jobs have been created within public sector dominated services, with a positive increase during both five-year periods and accounting for one-third of the total employment increase for the period. Conversely there are large swings in filled jobs in the other four broad sectors (primary sector, manufacturing, construction and infrastructure, and private sector dominated services). For the first three sectors employment decreased in 2010-15 before rising in 2015-20, while the reverse has occurred for the private sector dominated services. Almost 42% of filled jobs in Northland are in the private sector dominated services sector.

The annual average unemployment rate in Northland was 4.7% in the year ended December 2020. 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. Unemployment has declined in all regions since 2012, except Taranaki where it has risen from 4.4% to 4.7%.

Northland has the third highest unemployment rate of the 12 regions for which it is calculated, with Gisborne/Hawke's Bay (5.7%) and Bay of Plenty (5.1%) now recording higher rates. The combined Tasman/Nelson/Marlborough/West Coast region has the lowest rate (3.3%). In December 2020, the annual average unemployment rate for Māori in Northland was 7.6% compared to 3.5% for European. Unemployment rates for both Māori and European remained relatively constant for the period 2009-2016, averaging 17% for Māori and 6% for European. The national Māori unemployment rate is 8.3%.

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 focusses 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. For example, for tourism, the Twin Coast Discovery route which includes SH10, 11 and 12, and for the movement of forestry product, SH 15 and SH14 are crucial.

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).

Subsidised contracted public bus services operate in the urban area of Whangārei (CityLink), and rural, low frequency services operate in Kaitiāia (Far North Link), a Mid-North service operating between Kaikohe, Kerikeri and Bay of Islands (Mid-North Link) and a service operating between Ōmāpere/Opononi and Kaikohe (Hokianga Link). Three more trial rural services have commenced in the Whangārei District, these being Bream Bay Link, Hikurangi Link and Whangārei Heads Link. A Total Mobility Scheme presently operates in the Whangārei area for people with disabilities. These services are detailed in the Regional Public Transport Plan 2021-2031 (RLTP).

In the past, Northland's transport infrastructure has been heavily focused on catering for transport in private vehicles. While private vehicles will continue to be an important mode of transport in rural Northland, the last few years have revealed an increased impetus on moving toward a mode neutral transport system, particularly in urban areas. In line with the Government Policy Statement in regard to mode neutrality, where possible Northland has been promoting walking, cycling and public transport through investment in infrastructure and by providing an increased level of service.

Table 2: Summary of Northland's freight movement

District	% of regional population	% of Northland's local road network	% of Northland's state highway network
Far North	36%	43%	59%
Kaipara	13%	27%	20%
Whangārei	51%	30%	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 will advance their current ONRC network classifications and transition 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.

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

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.

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 base 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 Pahi Coastal Track, Te Whara Track, Mt Manaia Track and the Mangawhai Cliffs Walkway

- Te Araroa – New Zealand’s Trail

- separated walking and cycling path on SH1 between Whangārei and SH15.

Table 3: Summary of Northland's cycling network

	% 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	Kilometres of unformed walkway
Far North	36%	212	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 have been mothballed.

Northland’s railway lines are under-used 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 in an effort 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 has recently been completed, which now allows for the conveyance of high cube containers on this line. Safety and efficiency improvements at the Whangārei rail yard[2] and reopening the currently mothballed part of the Northland line between Kauri and Otiria, as well as building a container terminal at Otiria is 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.

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

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

[2] [Kiwirail, Northland rail rejuvenation](#) Retrieved 8 May 2020.

Air

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

Kaitiāia airport has the longest sealed runway in Northland (1,405m) and Kaikohe airfield has the longest grass runway in Northland (1,500m). Barrier Air operates 21 flights per week from Kaitiāia, providing connections to Great Barrier Island and Auckland.

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

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

In late 2013, Whangārei District Council staff raised concerns about the long-term adequacy of the existing Onerahi airport and, in particular, the runway. In February 2014, the council formally resolved to begin a review to ensure the district has an aerodrome facility that was 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 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;
- further analysis of shortlisted sites.

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

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

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

Sea

Coastal shipping in Northland operates primarily out of Whangārei Harbour. Facilities at Golden Bay Cement (Oakleigh), Northport (Marsden Point) and Refining NZ (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 for 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 Waka Kotahi NZ Transport Agency 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 Ōkiato. 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. It is envisaged this will gradually return, beginning with New Zealand based cruise lines until international cruise liners can return.

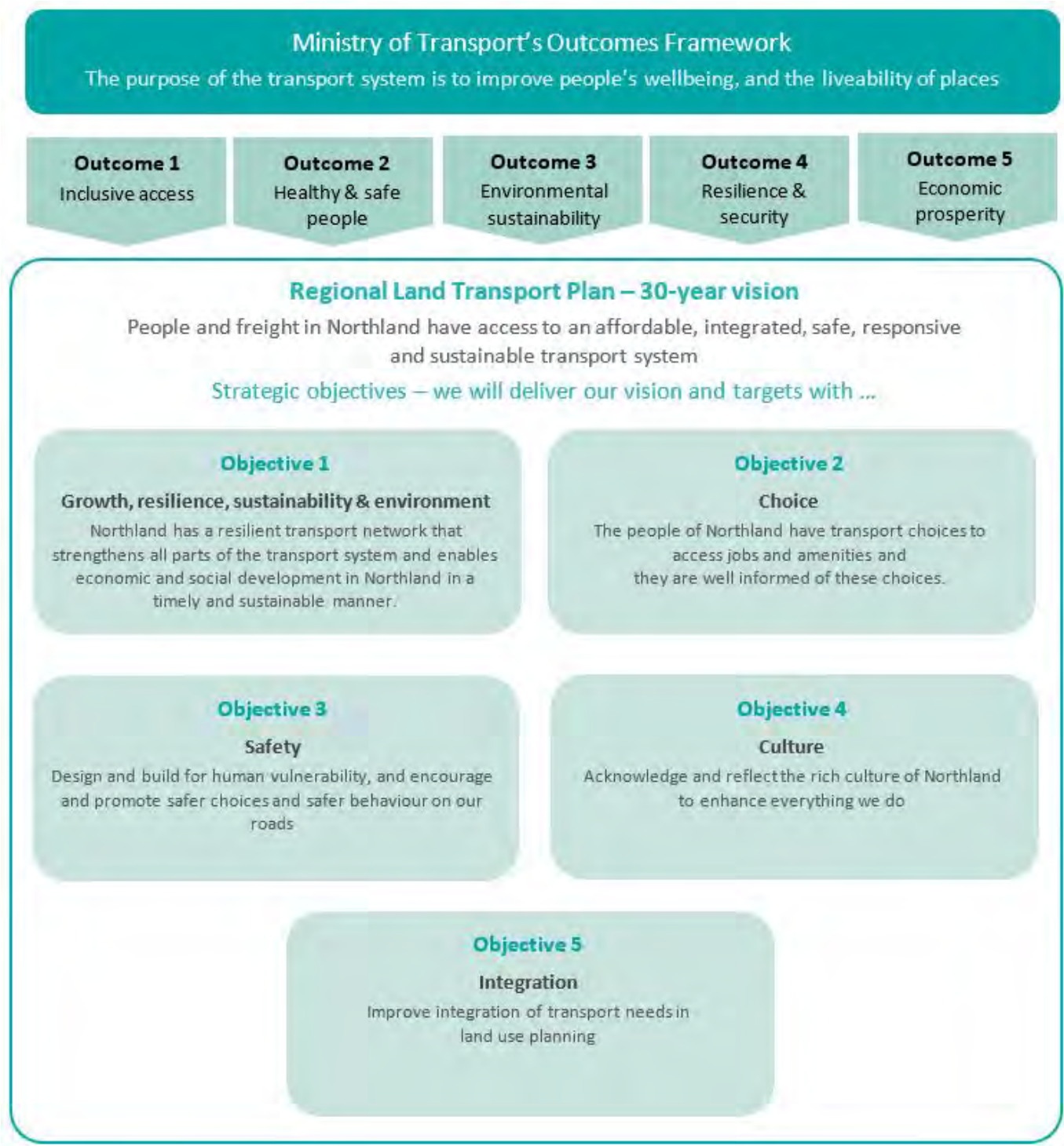
Future scenarios and opportunities

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;
- improvements to the unsealed road network to reduce the health impacts of dust on residents, particular on forestry and other freight routes;
- improving access in high-growth urban areas such as Whangārei city, Kerikeri and Mangawhai, while understanding how employment growth nodes interface with residential growth nodes
- mode-neutral transport options, ie.
 - public transport mode shift
 - walking and cycling infrastructure.

1.2 Strategic framework

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



1.3 Objectives and policies



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

Policies for Objective 1

P1: Improve integration of transport needs in land use planning.

P2: Support economic activity by improving freight and passenger connections and maintaining or investing in fit for purpose transport infrastructure, including rail, air and sea.

P3: Plan and develop network improvements identified in Waka Kotahi NZ Transport Agency's "Connecting Northland" programme to realise the safety, economic, access and resilience benefits these improvements will provide for Northland.

P4: 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.

P5: Ensure best 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.

P6: 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.

Policies for Objective 1

P7: Ensure environmental costs and benefits are considered in transport investment and procurement decisions.

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

Policies for Objective 2

P1: 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.

P3: Investigate and where feasible provide fit for purpose infrastructure to allow for multi-modal transport choices in urban areas in support of mode shift.

P4: 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.

P5: 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.

P6: 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

P1: Expedite the installation of permanent road safety barriers on the full Northland State Highway network.

P2: Encourage road safety programmes and interventions to target the highest risk roads and road users consistent with the safe system approach.

P3: Implement regionally consistent speed management approaches in line with national direction.

P4: 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

P1: 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.

P2: Ensure 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.

P3: Continue to build a strong regional brand in alignment with existing branding such as the Twin Coast Discovery Route.

P4: 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

P1: Regional Council, District Councils and Waka Kotahi NZ Transport Agency will work together to ensure transport planning and land use planning are integrated.

P2: 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.

P3: Collaborate with neighbouring cities and regions to support the inter-regional function of strategic transport corridors.

P4: Promote future development around key centres, public transport hubs and along key public transport corridors where development will contribute to modal-shift.

P5: Manage growth to contribute to an effective efficient and safe strategic transport network.

P6: Identify and protect future transport corridors.

1.4 Ten-year transport priorities

Transport priority 1: 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 or built 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

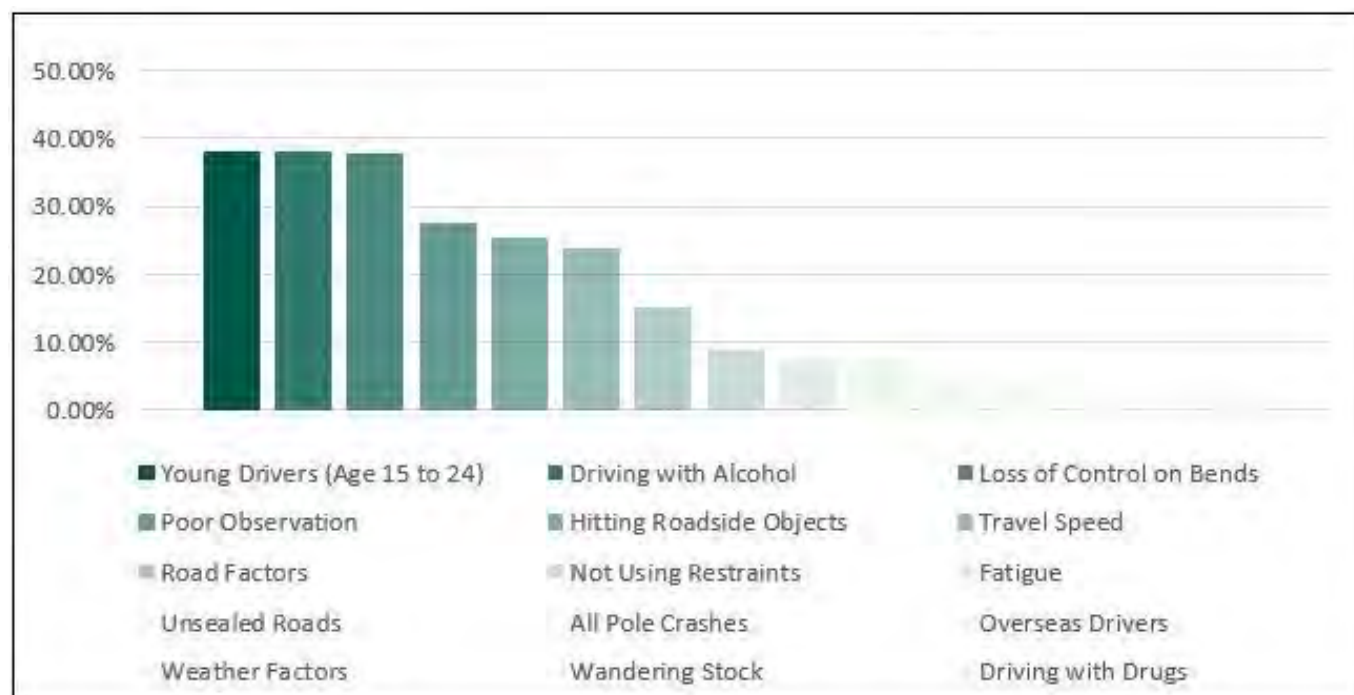
our region. The road system shapes how people and products move around, it plays an important part in connecting people, and provides access to education, recreation and work. It is essential that Northland's roads are safe.

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] Waka Kotahi NZ Transport Agency, August 2020. Arataki version 2.0.

Factors in road crashes resulting in injury (2019)

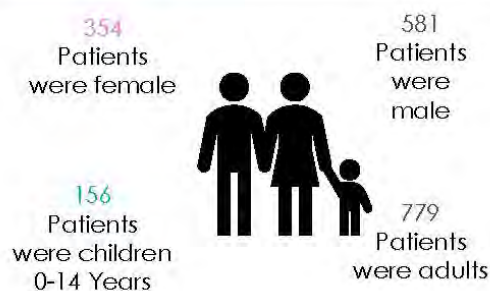


Road Crash Trauma in the Northland Region Jan 2020 – Aug 2020

935 patients were admitted to Northland hospitals due to road traffic crashes from Jan 2020 to Aug 2020



Road traffic crashes are a major cause of trauma admissions to hospitals in the Northland Region and are the most common cause of Major trauma admissions with serious threat to life. From Jan 2020 – Aug 2020, the Northland Trauma System registry recorded 935 road crash (including 371 vulnerable road users: 198 motorcycle riders, 136 cyclists & 37 pedestrians) casualties who were admitted to Northland Hospitals.



Hospital admissions due to road traffic crash trauma in Northland DHB

55 of those involved in car/vehicle crashes were known to be unrestrained (no seat belt)



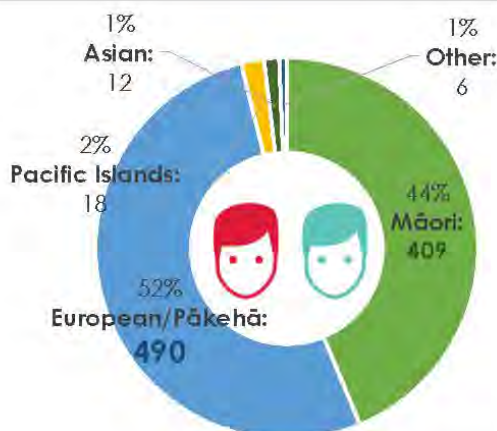
Wearing seatbelts significantly reduces the risk of serious injury during road traffic crashes. Of the 935 patients who had major trauma, 55 were known to be unrestrained

1,000 total bed days were spent in Northland hospitals by traffic crash trauma patients

The average length of stay for road traffic crash trauma patients was 1.19 days for time period between Jan 2020 – Aug 2020.



For Major Trauma patients, the average length of stay was more than 3 days



\$3,732,161.33
The direct cost of road traffic crash trauma to Northland DHB in the period between Jan 2020 – Aug 2020 alone

The cost to you and your family could be incalculable.

Drive safe and seat belt on, always.

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 Waka Kotahi NZ Transport Agency'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, Waka Kotahi NZ Transport Agency, 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 New Zealand's 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
- 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 take into account the fact 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[2].

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%[3]. 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[4]. 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, a number of 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 ten 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 the 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][2] Ministry of Transport, 2019. *Road to Zero – New Zealand's Road Safety Strategy 2020-2030*

[3] 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

[4] 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 two truck education and health stops (Uretiti and Port Marsden) are scheduled between these months linked to peak holiday travel times northbound at locations on SH1 at Uretiti and Waioimio involving key road safety partners. Radio, print and social media are also used to promote the risks and consequences of driving while fatigued.

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. 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, Waka Kotahi NZ Transport Agency, 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

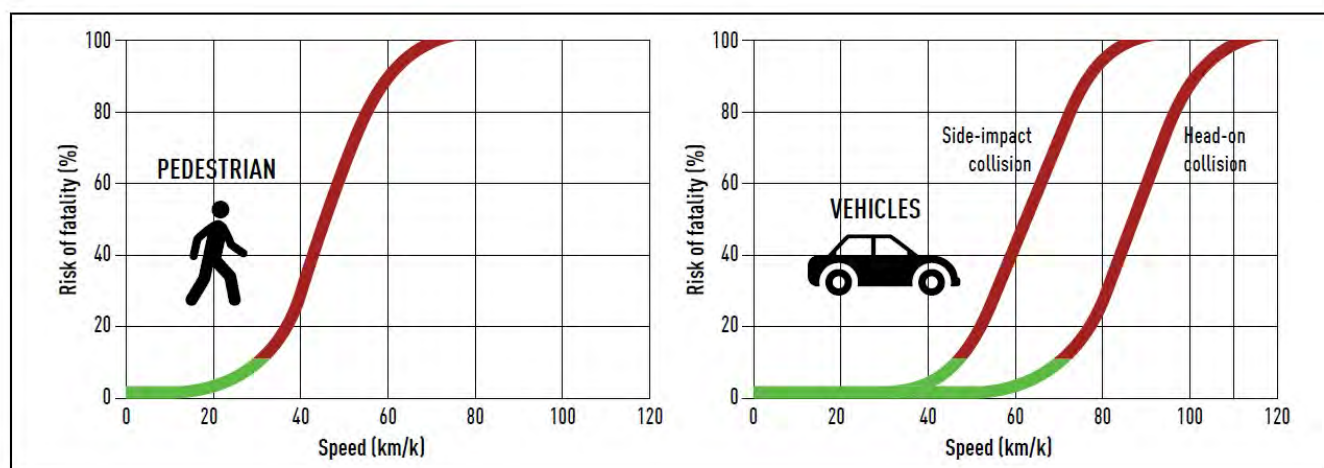
Travel speed is a factor in approximately 23% of crashes resulting in injury on Northland roads. We all know that not all roads are equal. The safety of a road's design and the speed we travel on it influence both the risk of a crash and whether we survive it. Many trips on Northland's roads wind through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

Relationship between vehicle speed and likelihood of fatality



A number of initiatives are underway or proposed for the 2021-2027 plan period that will principally improve safety on the Northland transport network. These include:

- Proposed State Highway improvements:
 - SH1 Kaeo bridge improvements
 - SH1 Loop Road North to Smeatons Hill
 - SH1 Whangārei to Wellsford
 - SH15 Kaikohe to Whangārei
 - SH1 Moerewa to Whangārei
- Proposed local road improvements:
 - Mangawhai shared path - Wood Street to village
 - Twin Coast Cycle Trail development
 - SH1 - Springs Flat connection.

The Brynderwyn (North) Safer Systems project and SH11 Airfield to Lily Pond safety improvements have now been completed.

In recent years, the junction between SH14 and SH15 at Maungatapere has become increasingly dangerous due to logging trucks crossing SH14, trying to access the port along Otaika Valley Road (SH15) and coming into conflict with local traffic using SH14. It is likely that an intersection upgrade will be required in the next three to five years to reduce the risk to road users.

While the length of passing lanes has increased in recent years along state highways in the region, a need has arisen for future passing lanes along SH14 between Wheki Hill and Whangārei.

A full list of Road to Zero state highway improvements can be found in Part 2 of this plan.

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

Regional Land Transport Plan objectives
Objective 1: Growth, resilience and sustainability
Objective 2: Choice
Objective 3: Safety ***
Objective 4: Integration
Objective 5: Culture **
Key:
* Minor contribution to achieving the outcome/objective/target
** Moderate contribution to achieving the outcome/objective/target
*** Strong contribution to achieving the outcome/objective/target

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

Further information:

- Road to Zero Strategy
- Road to Zero Action Plan 2020-2022
- Communities at Risk Register

- Northland Road Safety Issues 2015 -2019
- www.northlandroadsafety.co.nz

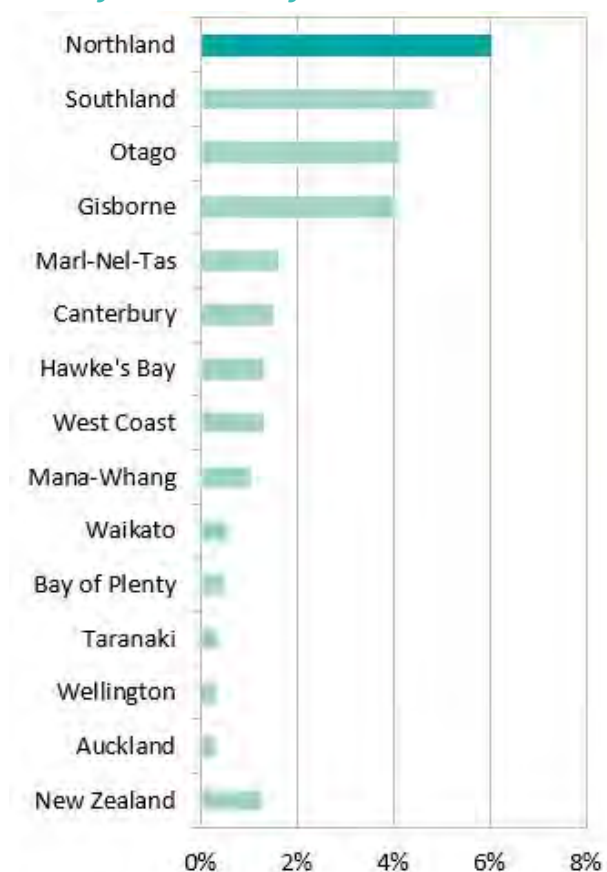
Problem 2 - Dust from unsealed roads

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

Summary of evidence

In Northland, 3,481km of local roads are unsealed. Traffic on our unsealed road continues to increase. Northland had the highest percentage share of total vehicle kilometres travelled 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.

Percentage share of VKT in region (2019)



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

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]

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



Source: Waka Kotahi NZ Transport Agency

Health effects

The World Health Organization (WHO) notes there is scientific consensus that exposure to particulate pollution causes predominantly respiratory and cardiovascular effects, ranging from subclinical functional changes (eg. reduced lung function) to

symptoms (increased cough, exacerbated asthma) and impaired activities (eg. school or work absenteeism) through to doctor or emergency room visits, hospital admissions and death (2006). The effects, in terms of escalating severity, are described as increased visits to doctors for many individuals, hospital admission for some individuals and death for

a few individuals. The exposure-response relationship is essentially linear and there is no 'safe' threshold; adverse health effects are observed at all measured levels (WHO, 2013)[1].

In 2013, the International Agency for Research on Cancer (IARC) classified particulate matter (as a component of outdoor pollution) as carcinogenic based on an increased risk of lung cancer (IARC, 2013)[2].

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

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

Nuisance/amenity effects

These include:

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

Effects on primary production

These include:

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

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

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

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

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

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

The case for investment

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

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

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

The framework intends to provide a consistent means to identify:

- priority sites for dust mitigation measures

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

The framework utilises Waka Kotahi NZ Transport Agency'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. It 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
- Waka Kotahi NZ Transport Agency.

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 GPS 2021 Objectives
Inclusive access	Better travel options
Environmental Sustainability **	Climate Change **
Economic Prosperity *	Safety *
Healthy and safe people ***	Improving freight connections **
Resilience and security	
RLTP Objectives	
Objective 1: Growth, resilience and sustainability *	
Objective 2: Choice	
Objective 3: Safety ***	
Objective 4: Integration *	
Objective 5: Culture *	
Key:	
* Minor contribution to achieving the outcome/objective/target	
** Moderate contribution to achieving the outcome/objective/target	
*** Strong contribution to achieving the outcome/objective/target	

Benefits of investment	Key Performance Indicators
<p>Primary benefits:</p> <ul style="list-style-type: none"> ● A reduction in acute health effects for people with pre-existing respiratory conditions that live close to unsealed roads ● Improved visibility due to reduced dust <p>Co-benefits:</p> <ul style="list-style-type: none"> ● Improved well-being 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 storm-water runoff from the carriageway 	<ul style="list-style-type: none"> ● Improve ambient air quality – PM₁₀ and PM_{2.5} ● Increase kilometres of unsealed road treated to manage dust emissions
Priority investment areas	Key investment partners
<ul style="list-style-type: none"> ● Dust suppression where Paige-Green material not sufficient to adequately control dust. ● House frontage sealing on high volume heavy vehicle routes 	<ul style="list-style-type: none"> ● Waka Kotahi NZ Transport Agency ● Northland Regional Council ● 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>

[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>

[1]Waka Kotahi NZ Transport Agency, August 2020. *Arataki version 2.0*

Transport priority 2: Regional and national connectivity

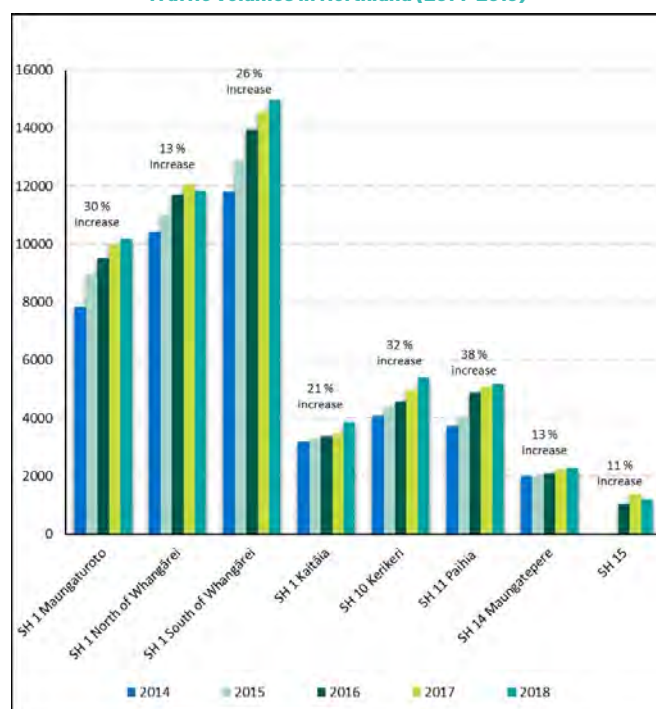
Problems

- Major local variances in the quality of our infrastructure, 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.

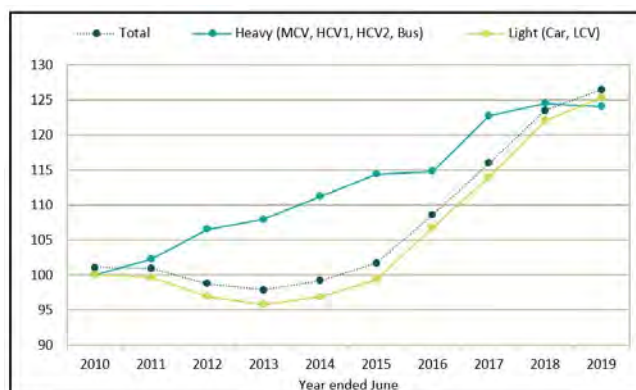
Summary of evidence

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.

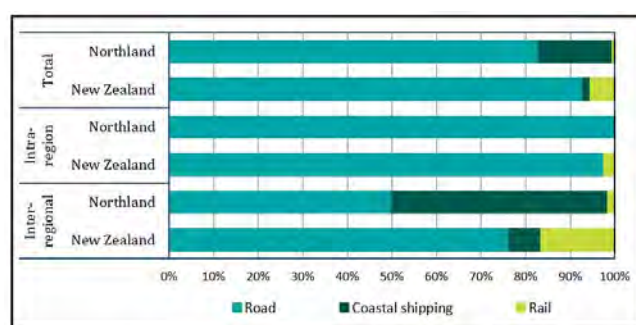
Traffic volumes in Northland (2014–2018)



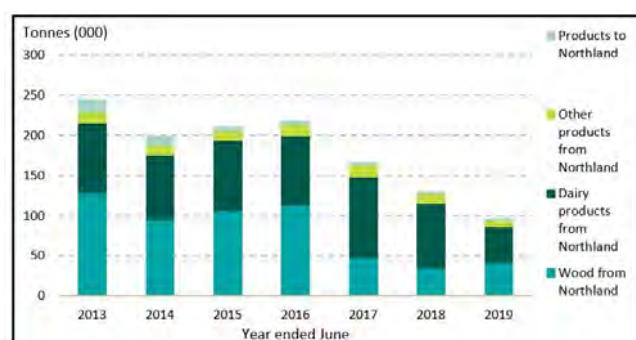
Traffic growth on state highways in Northland by type (2010 – 2019)



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



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 still 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 currently under construction Puhoi-Wellsford 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 Waka Kotahi NZ Transport Agency 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.
- The underlying pavement strength is generally poor and surface skid resistance is a particular issue.
- The southern section of this route regularly 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 a 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, Waka Kotahi NZ Transport Agency 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 Waka Kotahi NZ Transport Agency 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. This will include a programme of initiatives to encourage safer driver behaviour and innovative technology to improve the traveller experience.



[1] Waka Kotahi NZ Transport Agency. [SH1 Auckland to Whangārei Recommended Programme](#).

Kaitāia to Whangārei

North of Whangārei, traffic volumes are 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). The corridor from Whangārei to Cape Rēinga, inclusive of SH10, SH11 and SH1, is approximately 399km long (3.5% of the state highway network). It has a Waka Kotahi NZ Transport Agency One Network Road Classification of a 'regional' level of service from Whangārei to Kawakawa and a 'primary collector' north of Kawakawa.

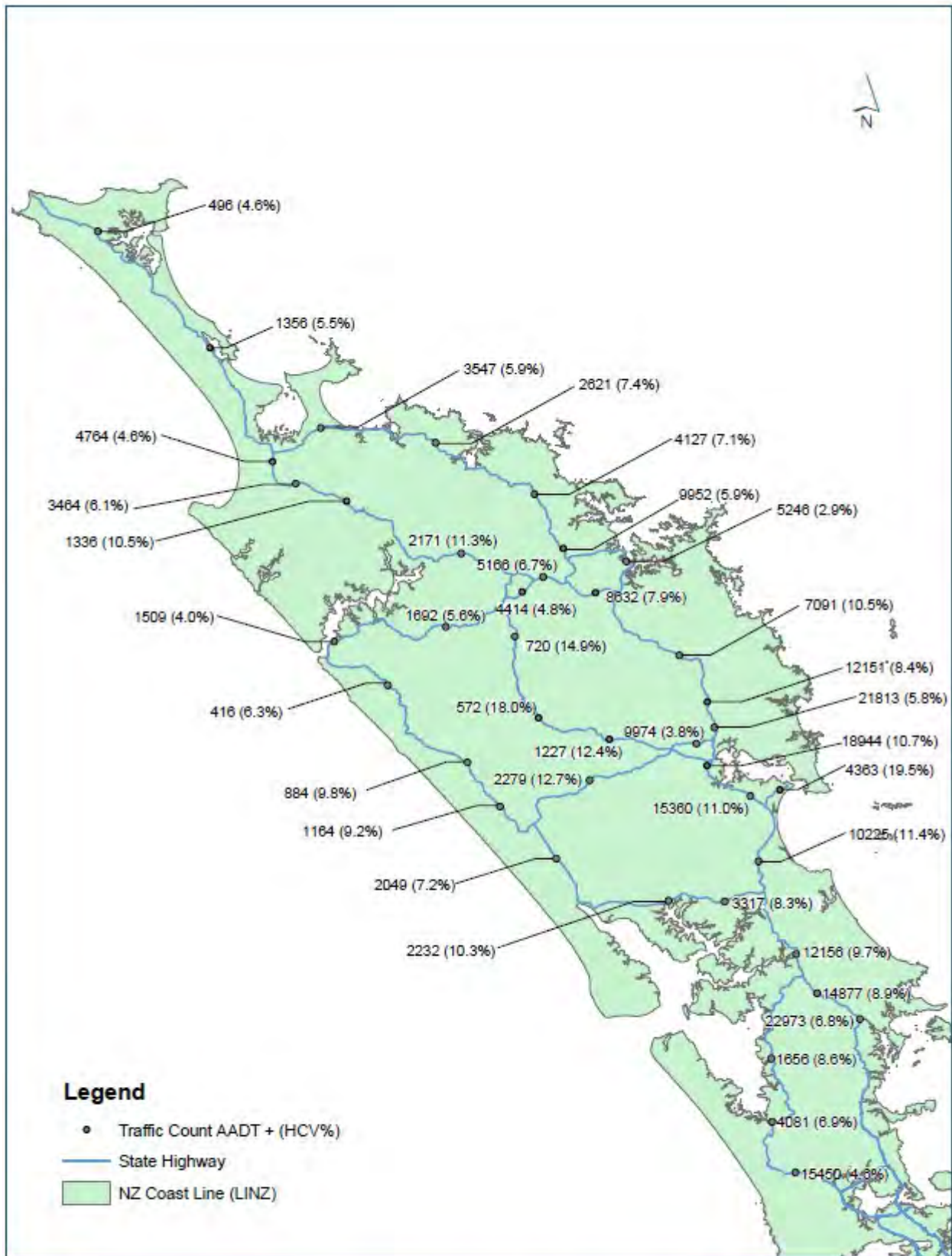
There are a number of pinch points identified in the Whangārei to Kaitāia Corridor Management Plan:

- 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 until December at which time it was partially

opened. During this period road users were required to deviate via SH10.

- Both SH1 and SH11 suffer from a varied and discernible 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 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 Kaeo 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 is also funding the construction of roundabouts at the SH1/SH11 junction in Kawakawa and the SH1/SH10 junction at Puketona, on the turn-off to Paihia.



Northland primary collectors

Aside from SH1 (Wellsford to Kawakawa) and SH15, according to the One Network Roding Classification all other state highways are classified as primary collectors. These attract a lower level of service than regional or national routes. The collective length of the primary collectors identified in the corridor management plan (SH12, 14 and 15) is approximately 271km long (2.4% of the state highway network). These roads are still regionally important, and it must be noted that the growing number of tourists visiting Northland will put more pressure on the network of primary collectors (noting that SH12 is the backbone of the Twin Coast Discovery Highway along the west coast).

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

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

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

- Sections of SH15 north of Twin Bridges have a high resilience risk, as there are limited alternative routes available and the route is susceptible to flooding and slips.
- The rest of the route is also susceptible to closure due to unplanned events resulting from weather events or crashes. There is a lack of alternative routes along the corridor in the event of road closure, although the state highway network on the southern part of the corridor provides some resilience.
- The surface of the section of SH12 between Kaikohe and Waipoua Forest falls below expectations for this category of road.
- Congestion on the SH1/SH14 interchange in Whangārei impacts on the hospital. Weekend and holiday traffic can be busy around

Opononi/Ōmāpere, Dargaville, Kaikohe and through the Waipoua Forest during summer months. Regular slips cause minor maintenance-related delays, particularly on SH12.

- The road has a poor KiwiRAP safety rating, with many parts of the corridor scoring only two, or at best three, stars out of five.

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

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[2]. 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. Northport is the only major port in New Zealand that is 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 annually^[3]).

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] KiwiRail. [Northland rail rejuvenation](#).

[3] 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	

National transport outcomes	Draft Government Policy Statement 2021 objectives
<p>** Moderate contribution to achieving the outcome/objective/target</p> <p>*** Strong contribution to achieving the outcome/objective/target</p>	

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

Further information

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

MAY 2021 20-234



Northland and north Auckland speed reviews throughout network.

Transport priority 3: 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.

Summary of evidence

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 have the potential to cause major disruption with no alternative means of supplying large areas of Northland. Disruption can result in potentially significant economic loss and reduce access to emergency and essential services.

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

Northland is particularly susceptible to landslips due to relatively frequent heavy rainfall events and the region's short, steep and unstable geology. One of many examples is the closure of SH11 due to a land slip at Lemons Hill. It took five months, and the removal of 50,000m³ of loose materials and trees to stabilise the hillside^[1].

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.

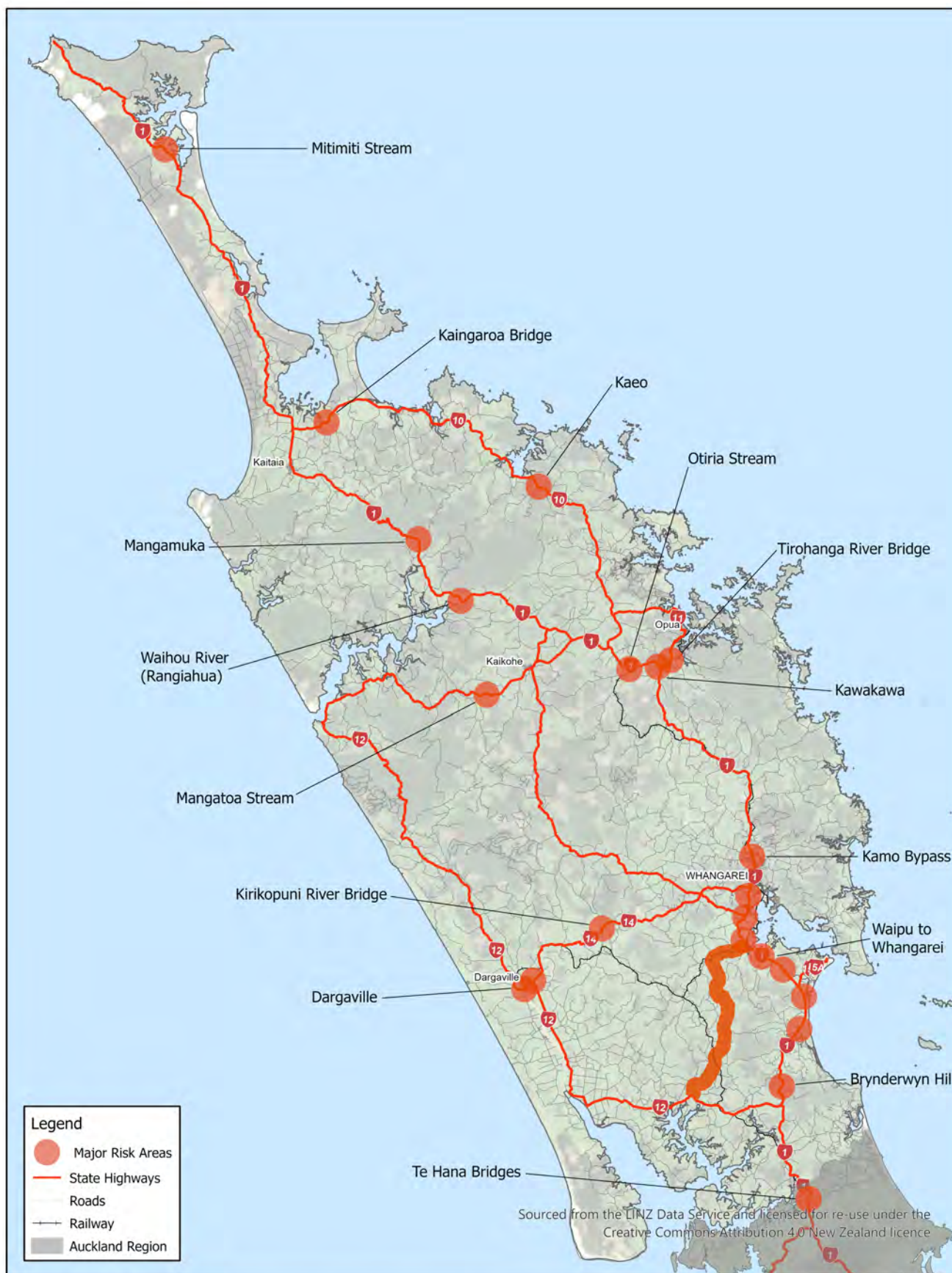
While extreme weather is not new for Northland, the resulting road closures are having a bigger effect. Our region is growing, the volume of traffic is increasing, and more freight is being moved on our roading network. Disruption, particularly on our state highways, is affecting more people and is having a larger economic impact than it did in the past.

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 predicted to make extreme weather events more frequent. These include more frequent high-intensity rain events, leading to flooding and slips, and sea level rise, resulting in temporary flooding from storm surges, permanent tidal inundation and coastal erosion.

Many coastal roads servicing rural communities are located in coastal floodplains, and will require raising to maintain levels of service as sea levels continue to rise in the future.

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





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

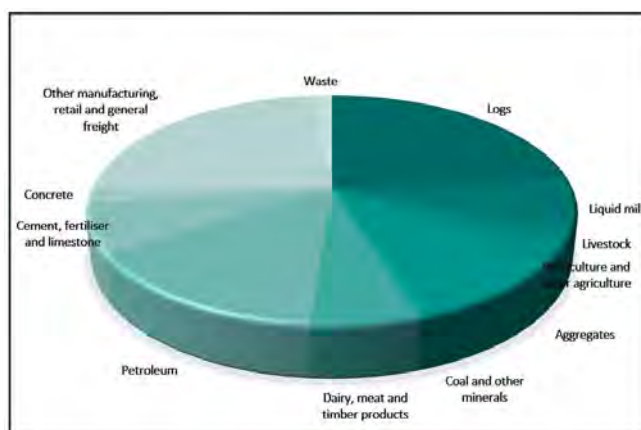
Pressure on Northland's road network from the growing number of heavy vehicles is exacerbated by the increasing size and capacity of those vehicles. While these vehicles contribute to Northland's economic growth and productivity, they do have a major impact on road safety, pavement life, bridge life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

Due to its rural nature Northland has a large number of bridges on rural roads that are unsuitable for large vehicles. 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 65%, representing an annual increase of 4.6%. Since 2011, the estimated total tonne kilometres for heavy vehicles in Northland has increased by 6.5% per annum.

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 775 million tonne kilometres (187%) between 2005 and 2016, equivalent to an annual increase of 10% over those 11 years. While log harvesting peaked in 2018, it is anticipated that heavy vehicle traffic will plateau rather than decline.

Share of total freight Northland



The majority of tonne kilometres travelled is involved with the transportation of logs, which totalled 775 million in 2016 or 55% 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 3.89 million tonnes of timber and forestry products moved).

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 240,000 tonnes in 2013 to less than 100,000 tonnes in 2019.

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

Over the years 2013–2019, wood from Northland was the dominant product carried by rail, accounting for 53% of all rail freight during this period. 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.

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.

Major risk areas

Risk to freight movement is amplified through the large number of risk areas in Northland. Risks include flooding, surface slips, washouts and erosion from extreme weather events exacerbated by poor drainage from heavy, boggy clay soils. This 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 the following map.

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

- reducing the effect of stormwater through catchment 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 principally improve resilience on the state highway network. This will assist in helping 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:

- reducing the risk of flooding (network-wide);
- progressing the upgrade of the Kaeo bridge from one to two lanes, and adding flood mitigation measures;
- Opononi town centre sea wall improvements (SH12);
- improvements to SH15 (the inland freight route), and investigations into resilience improvements between Kawakawa and Paihia (SH11), Ōhaeawai and Kaitaia (SH1), and Dargaville and Paparoa (SH12);
- design work on projects to improve resilience north of Kaitaia (SH1), on SH1 at Rangiahua Bridge, on SH11 at Tirohanga Stream Bridge, Mangonui to Kerikeri (SH10), and on SH12 at Taheke Bridge;
- SH1 Whangarei to Port Marden Highway NZUP four-laning
- SH1 Port Marden Highway to Te Hana detailed business case

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, Mangakahia 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 300 heavy vehicles per day (NZTA state highway volumes 2012–2016, data recorded at Maungatapere).

Waka Kotahi NZ Transport Agency 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
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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: <ul style="list-style-type: none"> ● Risk reduction benefit (natural/environmental risks. ● Risk reduction benefits (Humanmade risks) Co-benefits: <ul style="list-style-type: none"> ● Health and safety of people ● Reduction in greenhouse gas emissions 	<ul style="list-style-type: none"> ● Availability of a viable alternative to high-risk and high-impact routes ● Identify future high-risk areas prone to flooding and coastal inundation
Priority investment areas	Key investment partners
<ul style="list-style-type: none"> ● Capital projects to improve resilience on the road network, including preventative maintenance at key risk areas ● Improving diversion routes, including managing and responding to events ● Reducing risk of flooding network wide 	<ul style="list-style-type: none"> ● Waka Kotahi NZ Transport Agency ● Northland Regional Council ● Northland Regional Council ● Whangārei District Council

Benefits of investment	Key Performance Indicators
	<ul style="list-style-type: none"> ● Far North District Council ● Kaipara District Council

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.

Whilst international tourism makes up approximately 20% of Northland tourism spend, the reduction in international tourism may be offset by an increase in domestic tourism (at least in the short term) because of its proximity to Auckland.

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.

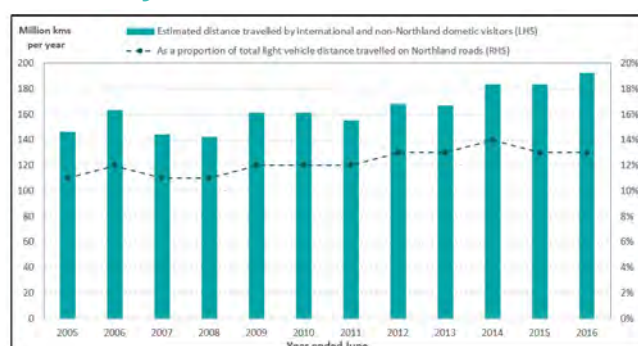
There is a strong synergy between regional and national connectivity (Transport Priority 2) and economic and tourism development (Transport Priority 4). The importance of connections to Northport and the rest of New Zealand, via Auckland,

are discussed in detail in priority 2. For that reason, this section focuses 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.

Tourism light vehicle travel on Northland roads (2005 - 2016)



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.

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

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.

TWIN COAST DISCOVERY

- Twin Coast Route
- Indicative Tourism Byway
- State Highway



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.

	Northland		New Zealand		Northland as a percentage of New Zealand
	Number	% total	Number	% total	
Short (under four hours)	93	78%	699	62%	13%
Day (over 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. It 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 Opononi/Ōmāpere township;
- stopping-place strategy and improvements;
- 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 Waka Kotahi NZ Transport Agency'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 a number of 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 adventurous 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. Waka Kotahi NZ Transport Agency 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 **	

National transport outcomes	Draft Government Policy Statement 2021 objectives
<p>Key:</p> <ul style="list-style-type: none"> * Minor contribution to achieving the outcome/objective/target ** Moderate contribution to achieving the outcome/objective/target *** Strong contribution to achieving the outcome/objective/target 	

Benefits of investment	Key Performance Indicators
<p><i>Primary benefits:</i></p> <ul style="list-style-type: none"> • Enabling an increase in economic development activity (including tourism) • Contributing to a reduction in social deprivation <p><i>Co-benefits:</i></p> <ul style="list-style-type: none"> • Reducing the environmental impact of travel • People have transport choices to access work and amenities • A transport system that enhances and supports the region's cultural and environmental values • Improved safety (a reduction in DSIs) on tourism and cycle routes 	<ul style="list-style-type: none"> • Increase in number of visitor nights in accommodation • Increased number of walkers and cyclists • Reduction in deaths and serious injuries (DSIs)
Priority investment areas	Key investment partners
<ul style="list-style-type: none"> • Implementation of Twin Coast Discovery Route business case projects • Construction of the projects outlined in the Northland Walking and Cycling Strategy • Integrated Cycling Implementation Plan • Extension and enhancement of the Twin Coast Cycle Trail • Mangawhai Shared Path • Whangārei urban walking and cycling network 	<ul style="list-style-type: none"> • Waka Kotahi NZ Transport Agency • 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 network

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]
- reducing net emissions of all greenhouse gases (except biogenic methane) to zero by 2050[3].

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.

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.

Northland Regional Council and its partners were recently successful in securing funding for five additional charging stations, which will be installed at Waipū, Tutukaka, Matakoho, 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, Waka Kotahi NZ Transport Agency 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. 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.

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: <ul style="list-style-type: none"> ● Contribute towards a resilient transport sector that reduces harmful emissions ● Contribute towards achieving New Zealand's target of reducing greenhouse gas emissions by 30% below 2005 levels by 2030 under the Paris Agreement on Climate Change ● Contribute towards the government's target for New Zealand to be net zero carbon by 2050 	<ul style="list-style-type: none"> ● Percentage of euro 5 low-emission vehicles in service for CityLink Whangārei ● Percentage of zero emission vehicles in service for CityLink Whangārei ● 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

Benefits of investment	Key Performance Indicators
<ul style="list-style-type: none"> ● Walking and cycling infrastructure ● Public transport infrastructure and services, particularly to drive mode shift in Whangārei City <ul style="list-style-type: none"> ● encourage the uptake in electric vehicle use; ● electrify the public bus service in Whangārei; ● travel planning to encourage the shift from private vehicles to walking, cycling and public transport 	<ul style="list-style-type: none"> ● Waka Kotahi NZ Transport Agency ● 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 choice 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
- 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.

Percentage of Northland population that does not have access to a private motor vehicle

Inlets Far North District	30.0%
Otagareei	23.8%
Whangārei central	18.9%
Kaitāia West	16.3%
Tarewa	15.9%
Kaitāia East	15.5%
Woodhill – Vinetown	14.5%
Port – Limeburners	14.3%

Kensington(Whangārei district)	13.8%
Kaikohe	13.2%
Mairtown	12.6%
Kawakawa	11.3%
Tikipunga North	10.7%

- 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 overweightness and obesity for 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 Kaitiāia and the surrounding area;
- Mid North Link, operating a trial service linking Kaikohe, Kerikeri and Bay of Islands;
- Hokianga Link, operating a trial service between Opononi/Ōmāpere and Kaikohe; and
- Bream Bay Link, Whangārei Heads Link and Hikurangi Link (trial services).

The Regional Public Transport Plan provides greater detail on public transport services in Northland.

[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
- 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
- the value of a region-wide walking and cycling network for tourists.

Case for investment

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 Waka Kotahi NZ Transport Agency'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.

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 2021-2028 about their willingness to pay for the increased investment, and has applied to Waka Kotahi NZ Transport Agency for funding assistance.

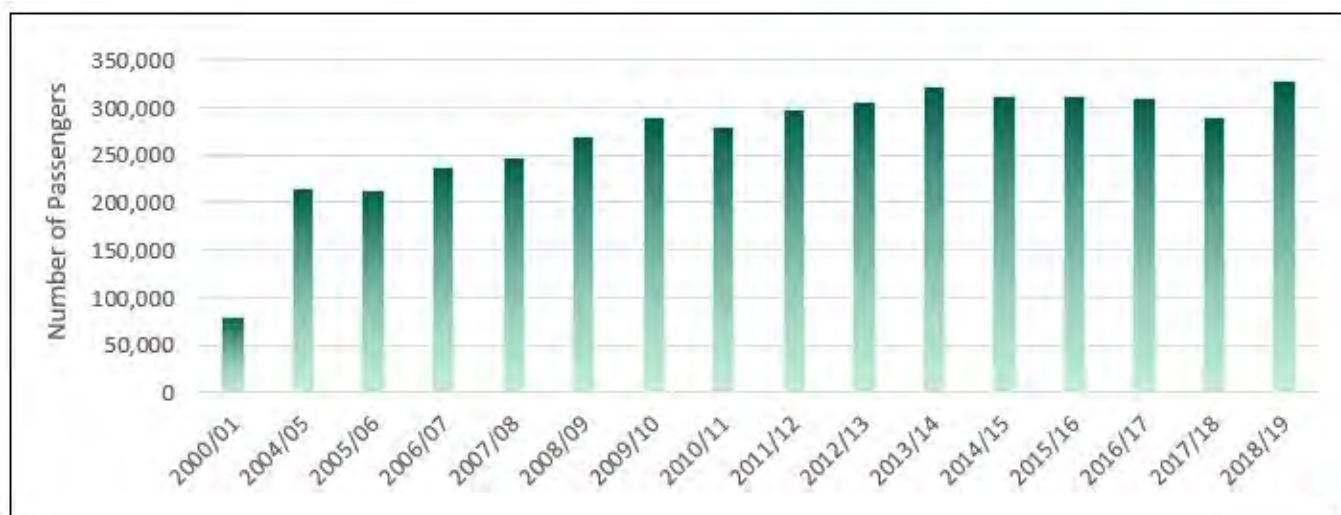
- **Whangārei bus priority lane trial.** As part of its Whangārei City Transportation Network Strategy, the Whangārei District Council has committed to a trial of bus priority lanes where possible within the current footprint of the roading network. The intent is that buses visibly have a time advantage 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 busses 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.

CityLink passengers carried per year



Outside Whangārei

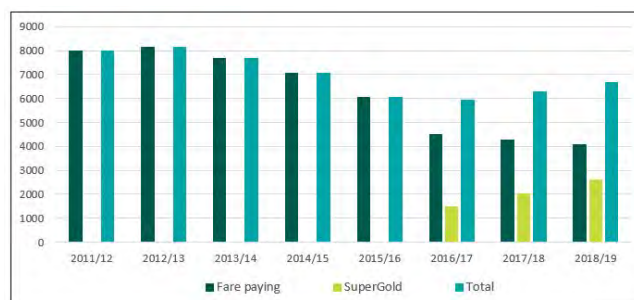
Northland Regional Council currently manages the operation of a number of rural bus routes. These routes are intended to provide access to services and improve transport connection and choice. While patrons pay to use the service, NRC recognises they are unlikely to be commercially viable.



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 Waka Kotahi NZ Transport Agency. In recent times, the government has supported public transport in more rural areas, which has allowed Waka Kotahi

NZ Transport Agency to allocate subsidies to Northland.

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 Waka Kotahi NZ Transport Agency (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.
- Programmes to encourage walking and cycling uptake, such as the Bikes in Schools programme, create supporting infrastructure such as bike racks in public places, route signage and marketing.

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

National transport outcomes	Draft Government Policy Statement 2021 objectives
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: <ul style="list-style-type: none"> • Better travel options • Better access to jobs, services and recreational opportunities • Improved wellbeing of Northlanders Co-benefits: <ul style="list-style-type: none"> • Improved health outcomes • Reduction in greenhouse emissions • Economic benefits 	<ul style="list-style-type: none"> • Punctuality – 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 • Increase access to key economic destinations – number of contracted rural bus services connecting to towns and services
Priority investment areas	Key investment partners
<ul style="list-style-type: none"> • Active Mode infrastructure planning, implementation and promotion • Regional integrated cycle network • Improved infrastructure and services for the Whangārei CityLink bus service • Continue to develop and support rural bus services 	<ul style="list-style-type: none"> • Waka Kotahi NZ Transport Agency • 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 Growth Strategy
- 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
- 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.

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 *	

National transport outcomes	Draft Government Policy Statement 2021 objectives
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: <ul style="list-style-type: none"> • More livable towns and cities • Better designed and more efficient infrastructure Co-benefits: <ul style="list-style-type: none"> • Financial savings 	<ul style="list-style-type: none"> • Align RLTP, transport infrastructure strategies, Asset Management Plans with district plans, structure plans and growth strategies
Priority investment areas	Key investment partners
<ul style="list-style-type: none"> • Collaboration between Northland's councils • Collaboration between Northland's councils and Waka Kotahi NZ Transport Agency • Collaboration to align RLTP, transport infrastructure strategies, Asset Management Plans with district plans, structure plans and growth strategies 	<ul style="list-style-type: none"> • Waka Kotahi NZ Transport Agency • Kiwi Rail • Northland Regional Council • Whangārei District Council • Far North District Council • Kaipara District Council

Regional Land Transport Programme Nga Kaupapa Haerenga Waka a Rohe

2.1 Programming and funding



Impact of COVID-19 on the land transport system

New Zealand's economy is currently volatile because of the global COVID-19 pandemic and the effects of the public health response. Waka Kotahi NZ Transport Agency commissioned research into the effects of the COVID-19 pandemic, to help us understand the potential socio-economic impacts on New Zealand's regions and communities. The research is publicly available on Waka Kotahi NZ Transport Agency's website[1].

The pandemic is affecting immigration, New Zealand's economic structure and customer preferences, among many other things, all of which have flow-on effects for transport demand. It will also present funding and financing challenges for the public and private sectors.

We cannot anticipate the full extent or implications of COVID-19 on New Zealand, or how we will need to respond. Significant levels of uncertainty remain regarding the scale and duration of COVID-19 consequences, and the flow-on effects for funding land transport.

[1] Waka Kotahi NZ Transport Agency [Impacts of COVID-19](#)

National funding context

New Zealand's 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;
- 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.

Waka Kotahi NZ Transport Agency'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. From 2021/22 onward, Waka Kotahi NZ Transport Agency 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 Waka Kotahi NZ Transport Agency 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 Waka Kotahi NZ Transport Agency'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 of time to accumulate local funding and/or obtain national funding.

The prioritisation process outlined above is, therefore, used as a mechanism by Waka Kotahi NZ Transport Agency 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. Waka Kotahi NZ Transport Agency 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:

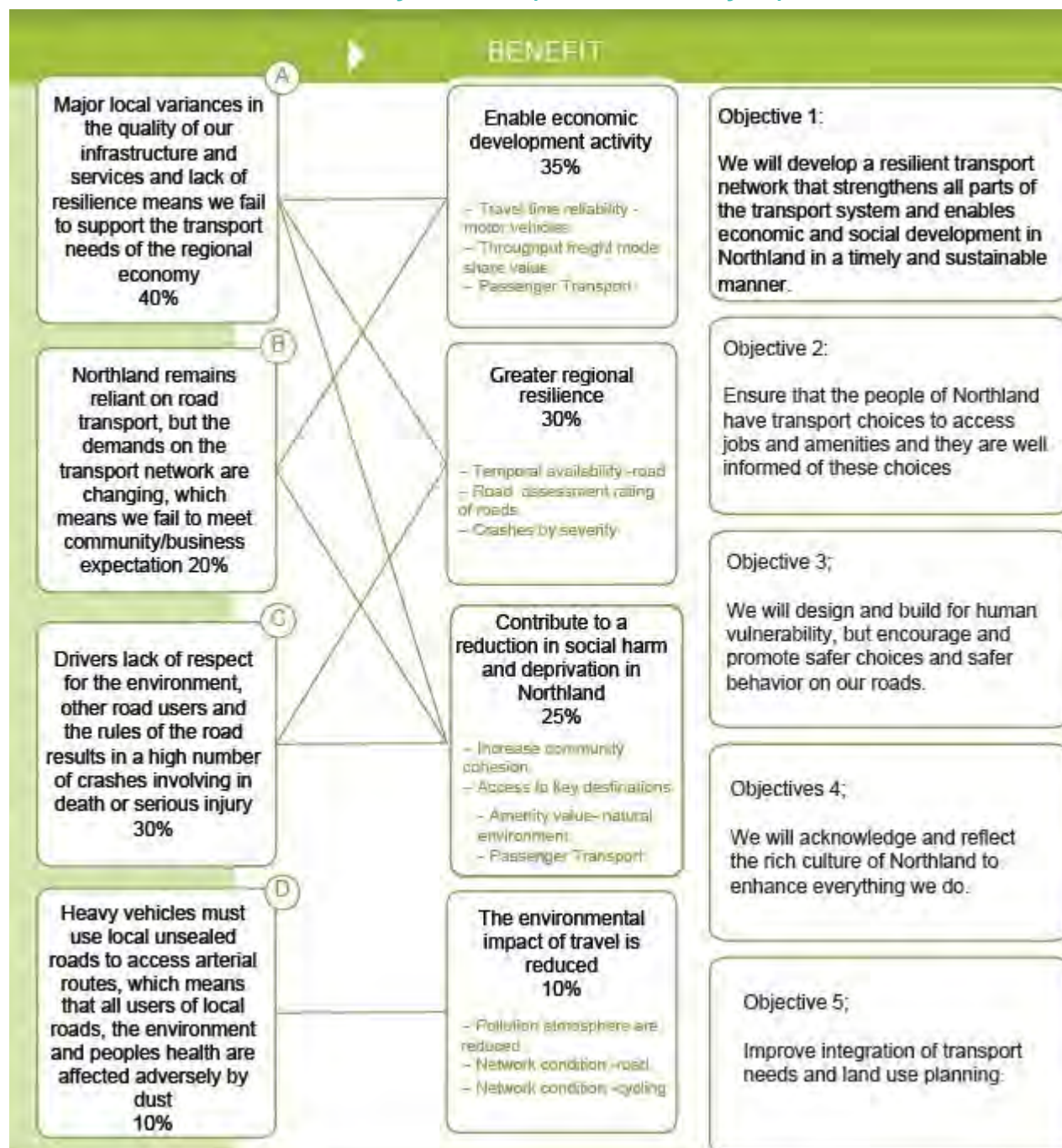
- **New Zealand Cycle Trail Fund.** In 2016 the Government approved \$25 million to improve and extend Ngā Haerenga, the New Zealand Cycle Trail. The New Zealand Cycle Trail Enhancement and Extension Fund provides up to \$6 million each year to eligible organisations whose projects extend or improve 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:

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. The 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. The 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 work towards New Zealand becoming the safest country in the world by having a safe Northland road system, increasingly free of death and serious injury."

This is supported by the following desired outcomes:

- To ensure safe roads and roadsides through targeting high-risk rural roads and intersections;
- To encourage road users to comply with speed limits and drive to the conditions, and investigate alternative methods of promoting speed compliance;
- To target unsafe vehicles, and promote safe vehicle ownership and operation;
- To understand, identify and target high-risk drivers, promote 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
Strategic Aim:	<i>"To have a safe Northland road system, increasingly free of death and serious injury"</i>
Desired Outcome:	<i>"A Safe Road System"</i>
<ul style="list-style-type: none">• To ensure safe roads and roadsides through targeting high-risk rural roads and intersections.• To encourage road users to comply with speed limits and drive to the conditions, and investigate alternative methods of promoting speed compliance.• To target unsafe vehicles, promote safe vehicle ownership and operation.• To understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety culture in Northland.	

	Owner	Activity	Measures
Speed	Area Commander(s) Road Policing Manager	<ol style="list-style-type: none"> 1. Informed risk targeting using radars, hand-held lasers, mobile and static cameras including enforcement of 5 km/h tolerance for HMV 2. Working collaboratively with partner agencies, the community and media (including social media) to promote safe speeds. 3. Targeting high risk drivers through demerit point list, actively locate and suspend. 4. Informing road controlling authorities where posted speeds are inappropriate 	<ol style="list-style-type: none"> 1. Number of effective partnerships and media messages delivered. 2. Number of drivers identified and suspended. 3. Attendance at RSAP meetings
In-vehicle behaviour	Area Commander(s) Road Policing Manager	<p>In-vehicle behaviour combines distractions and restraints.</p> <ol style="list-style-type: none"> 1. Deploy to rural communities where restraint use is low and conduct checkpoints 2. Working collaboratively with partner agencies, the community and media (including social media) to promote improved in-vehicle behaviours. 3. Regular checkpoints conducted with Plunket and other partner groups to increase awareness and promote wearing of restraints including with children. 4. Delivery of educational programmes at schools 5. High visibility patrols to increase compliance 6. Increased awareness of driving while fatigued 	<ol style="list-style-type: none"> 1. Number of checkpoints conducted and notices issued 2. Number of successful partnerships formed and media safety messages delivered. 3. Number of joint checkpoints conducted. 4. Number of lessons delivered. 5. Increased restraint usage through annual surveys. 6. Number of fatigue stops conducted
Impaired driving	Area Commander(s) Road Policing Manager	This activity covers, pedestrians, cyclists, elderly, inexperienced, visiting, road workers & motorcyclists	<ol style="list-style-type: none"> 1. Decrease in the number of disqualified/suspended drivers detected and the number of GDL compliance completed.

	Owner	Activity	Measures
		<ol style="list-style-type: none"> 1. Reduce opportunities to offend by preventing disqualified, suspended and unlicensed driving including young drivers in breach of GDL provisions through enforcement and compliance. 2. Enforcement of temporary speed zones around road work sites and lowered speed zones around schools 3. Ongoing partnership to encourage continual use of the Northland 0800 number that assist drivers to connect to the various community driver licence support programmes. 4. Educational programmes encouraging both children and parents to wear cycle helmets. 	<ol style="list-style-type: none"> 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.
High-risk driving	Area Commander(s) Road Policing Manager	<p>This activity covers a range of driving behaviours including centre line, intersection and fleeing drivers, dangerous, insecure and overloading as well as driving unsafe vehicles.</p> <ol style="list-style-type: none"> 1. Identification and deployment to high risk locations and times through weekly tactical activity plans. 2. Patrol using the Automated Number Plate Recognition vehicle (ANPR) which identifies high risk drivers' vehicles and those without WOF/COF 3. Use of available legislation to impound vehicles and prevent further offending 4. Work with road safety partners and wider justice sector to coordinate interventions to reduce the impact and prevalence of high risk drivers. 	<ol style="list-style-type: none"> 1. Reduction in number of fatal and serious injury crashes where centre line has been crossed and at intersections. Number of unsafe vehicles written off the road 2. Number of drivers apprehended and notices issued. 3. Number of vehicles impounded. 4. Reduction in the number of fatal and serious injury crashes that feature high risk drivers.

	Owner	Activity	Measures
Network maintenance and efficiency	Area Commander(s) Road Policing Manager	<p>This activity covers crash attendance and event management.</p> <ol style="list-style-type: none"> 1. Attend and report all fatal road crashes within policies and timeframes agreed. 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 operation of freight and traffic flows. 	<ol style="list-style-type: none"> 1. Identify any instances that fall outside agreed timeframes 2. Complaints received on closures, detours and congestion. 3. Number of reports completed 4. Number of successful partners formed and maintained including debrief of all major incidents.

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, Waka Kotahi NZ Transport Agency, 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 (Waka Kotahi NZ Transport Agency 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. CO2 emissions	Northland transport generally Northland public transport	Fuel consumption or kilometres travelled + calculation in Ministry for the Environment guide for measuring emissions
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	ChargeNet

Measure	Indicator	Data sources
	Electric vehicle registration	Waka Kotahi NZ Transport Agency
11. Ride sharing	Number of private peak vehicles carrying more than one person	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 Waka Kotahi NZ Transport Agency 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 Waka Kotahi NZ Transport Agency. 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 to be 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 to be 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.

Appendices Tapiritanga

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 2015 to 2021), 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 (for the 2015–2021 plan, that fell before June 2018). In carrying out the review, the committee must have regard to the views of representative groups of land transport users and providers.

It was recommended that, for the most recent mid-point review of the plan, an investment logic mapping exercise be undertaken. The purpose of this was to confirm that the outcomes sought in the plan still reflect Northland's transport priorities, three years on. The outcome of the investment logic mapping exercise is discussed in Part 1 (the strategy element) of this plan.

In 2021 the current plan will expire, and a new plan must contain financial forecasting for the next six-year (2021–2027) and ten-year periods (2021–2031). 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.

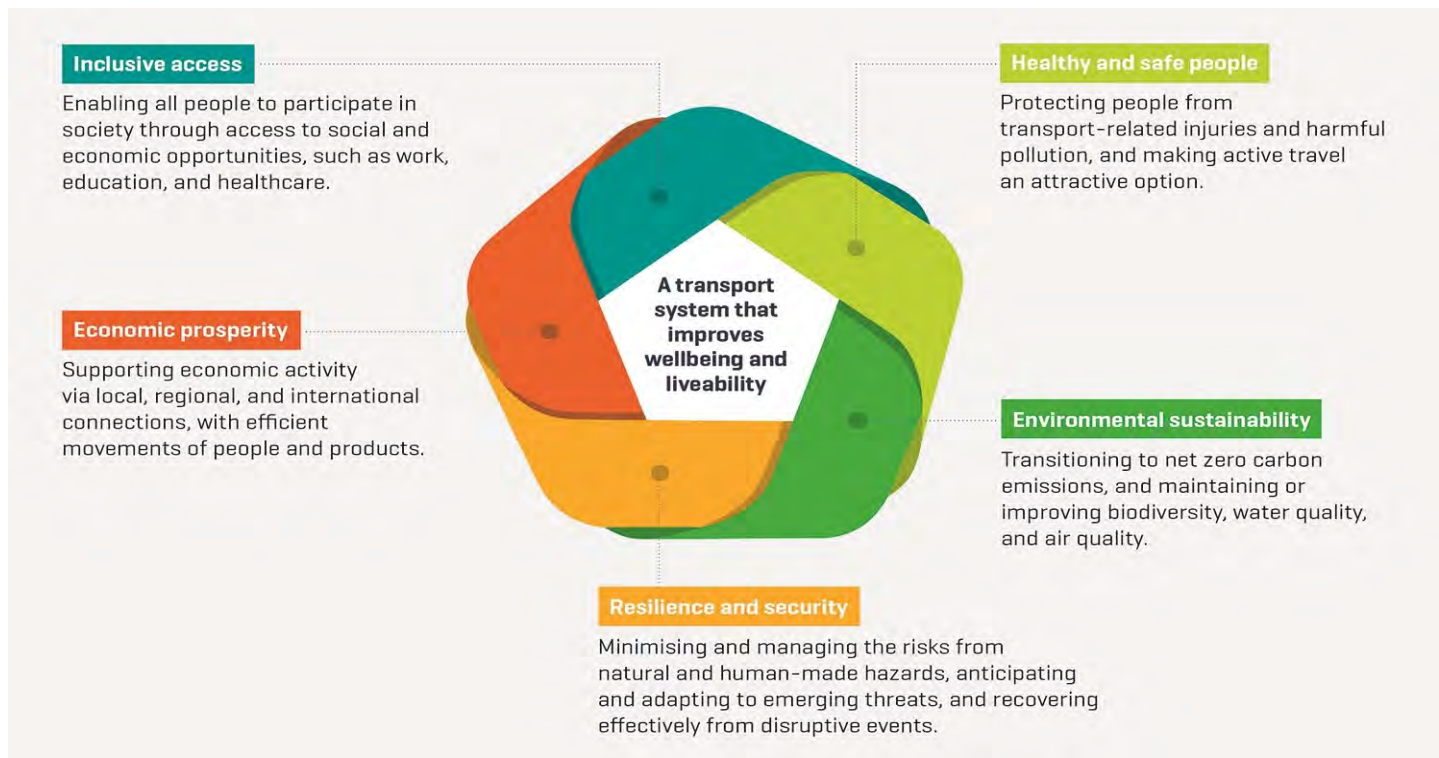
Other relevant statutes include:

- The **Resource Management Act (RMA) 1991**, which 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**, which 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**, which 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.

Ministry of Transport National Outcomes Framework



Other national policy context

Transport Outcomes Framework

This Ministry of Transport framework takes a strategic, long-term and integrated approach to transport and makes clear what government is aiming to achieve through the transport system in the long term. The five outcomes are:

- **Inclusive access:** enabling all people to participate in society through access to social and economic opportunities, such as work, education and healthcare;
- **Healthy and safe people:** protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option;
- **Environmental sustainability:** transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality and air quality;
- **Resilience and security:** minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events;
- **Economic prosperity:** encouraging economic activity via local, regional and international connections, with efficient movements of people and products;

All these outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system also needs to be integrated with land use planning, urban development, and regional development strategies. This plan has included these outcomes as the foundation of its strategic framework, to align with this enduring long-term direction.

Government Policy Statement on Land Transport

The LTMA requires the Minister of Transport to issue the Government Policy Statement on Land Transport (the GPS) every three years. The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over a ten-year period, and how funding should be allocated. Regional land transport plans must be consistent with the GPS, and Waka Kotahi NZ Transport Agency 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 (NZECS) 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.

Arataki

Arataki is Waka Kotahi NZ Transport Agency'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

- Waka Kotahi NZ Transport Agency'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
- 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 road users.

Appendix 5: Detailed three-year programme

State Highway improvement projects – prioritised (includes new and improvements)

Committed Funding for 2021-2027 Projects

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (mths)	2021-24 Project Cost Estimates (\$)			2021-24 Subtotal	2024-2027 Project Cost Estimates (\$)			2024-27 Subtotal	2021-27 TOTAL	FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	RTC Approved Project Prioritisation
					2021/22	2022/23	2023/24		2024/25	2025/26	2026/27						
Committed Activities - Awaiting Final Funding Approval																	
National Land Transport Fund																	
Waka Kotahi	SH10 Kāeo Bridge Improvement	IMP	2021/22	24	12,600,000	12,300,000	-	24,900,000	-	-	-	-	24,900,000	100%	24,900,000	24,900,000	N/A
Waka Kotahi	SH1 Corridor Improvements - Whangārei	IMP	2021/22	12	6,000,000	-	-	6,000,000	-	-	-	-	6,000,000	100%	6,000,000	30,900,000	N/A
Waka Kotahi	SH1N Brynderwyn North Safe Systems Project	IMP	2021/22	12	613,500	-	-	613,500	-	-	-	-	613,500	100%	613,500	31,513,500	N/A
Waka Kotahi	SH1 Akerama Curves Realignment	IMP / PTY	2021/22	36	15,250	10,000	10,000	35,250	-	-	-	-	35,250	100%	35,250	31,548,750	N/A
Waka Kotahi	SH1 - Port Marsden Highway to Te Hana - Improvement	DBC	2021/22	24	3,165,000	3,165,000	-	6,330,000	-	-	-	-	6,330,000	100%	6,330,000	37,878,750	N/A
Waka Kotahi	SH1 Loop Road North to Smeatons Hill	IMP / PTY	2021/22	12	23,440,000	-	-	23,440,000	-	-	-	-	23,440,000	100%	23,440,000	61,318,750	N/A
Total of Committed Activities					45,833,750	15,475,000	10,000	61,318,750	-	-	-	-	61,318,750		61,318,750		

Funding Applications for 2021-2027 Projects

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (mths)	2021-24 Project Cost Estimates (\$)			2021-24 Subtotal	2024-2027 Project Cost Estimates (\$)			2024-27 Subtotal	2021-27 TOTAL	FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	RTC Approved Project Prioritisation
					2021/22	2022/23	2023/24		2024/25	2025/26	2026/27						
Project/Project Corridor Name - New Improvement Projects																	
Waka Kotahi	Weigh Right Marsden	IMP / PTY	2022/23	24	-	2,411,100	4,719,600	7,130,700	-	-	-	-	7,130,700	100%	7,130,700	7,130,700	1
Waka Kotahi	SH15 SH01N to Marsden Point	DBC	2021/22	24	1,000,000	1,000,000	-	2,000,000	-	-	-	-	2,000,000	100%	2,000,000	12,185,700	2
Waka Kotahi	SH1 Rangiahua Resilience Improvements	DBC / Pre-IMP	2021/22	36	263,750	263,750	527,500	1,055,000	-	-	-	-	1,055,000	100%	1,055,000	8,185,700	3
Waka Kotahi	SH15 Awarua Bridge Upgrade for 50Max	IMP	2021/22	36	500,000	1,000,000	500,000	2,000,000	-	-	-	-	2,000,000	100%	2,000,000	10,185,700	4
Waka Kotahi	Taheke Bridge Resilience Improvements	DBC / IMP	2023/24	12	-	-	200,000	200,000	1,000,000	-	-	1,000,000	1,200,000	100%	1,200,000	13,385,700	5
Total of New Improvement Projects					1,763,750	4,674,850	5,947,100	12,385,700	1,000,000	-	-	1,000,000	13,385,700		13,385,700		

Key					2021/2024	2021/2024	2021/2024
DBC	= Detailed Business Case				Project Cost	Project Cost	Project Cost
PTY	= Property Purchase		Committed Activities – Awaiting Final Funding Approval		61,318,750	-	61,318,750
IMP	= Implementation		Other Improvement Projects		12,385,700	1,000,000	13,385,700

N/A = Not Applicable

Total

73,704,450	1,000,000	74,704,450
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State Highway improvement projects - Road to Zero Speed and Infrastructure Programme - prioritised

Funding Applications for 2021-2027 Projects

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (mths)	2021-24 Project Cost Estimates (\$)			2021-24 Subtotal	2024-27 Project Cost Estimates (\$)			2024-27 Subtotal	2021-27 TOTAL	FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	RTC Approved Project Prioritisation
					2021/22	2022/23	2023/24		2024/25	2025/26	2026/27						
Project Name - Road to Zero Speed and Infrastructure Programme																	
Waka Kotahi	SH1 Moerewa to Whangārei	DBC / Pre-IMP / PTY / IMP	2024/25	36	-	-	-	-	388,200	19,036,406	22,709,700	42,134,306	42,134,306	100%	42,134,306	42,134,306	2
Waka Kotahi	SH10 Kāeo to SH1	Pre-IMP / PTY / IMP	2021/22	48	4,466,504	17,844,633	13,650,733	35,961,870	13,650,733	-	-	13,650,733	49,612,603	100%	49,612,603	91,746,909	3
Waka Kotahi	SH1 Whangārei to Wellsford (southern section)	Pre-IMP / IMP	2021/22	36	23,676,950	5,000,000	6,000,000	34,676,950	-	-	-	-	34,676,950	100%	34,676,950	126,423,859	4
Waka Kotahi	SH1 Whangārei to Wellsford (northern section)	Pre-IMP / IMP	2021/22	24	38,343,590	4,500,000	-	42,843,590	-	-	-	-	42,843,590	100%	42,843,590	169,267,449	5
Waka Kotahi	SH15 Kaikohe to Whangārei	Pre-IMP / IMP	2022/23	48	-	2,530,400	11,386,800	13,917,200	8,856,400	8,856,400	-	17,712,800	31,630,000	100%	31,630,000	200,897,449	6
Waka Kotahi	SH1 Whangārei to Wellsford (central section)	Pre-IMP / IMP	2021/22	24	22,330,978	1,000,000	-	23,330,978	-	-	-	-	23,330,978	100%	23,330,978	224,228,427	8
Waka Kotahi	SH1 Awanui to Tapotupotu Road	Pre-IMP / IMP	2027/30	N/A	-	-	-	-	-	-	-	-	-	100%	-	224,228,427	10
Waka Kotahi	SH14 Cemetery Road to Maungatapere	DBC / Pre-IMP / PTY / IMP	2026/27	12	-	-	-	-	-	-	8,865,000	8,865,000	8,865,000	100%	8,865,000	233,093,427	12
Waka Kotahi	SH1 Awanui to Kaitaia	DBC / Pre-IMP / PTY / IMP	2028/29	N/A	-	-	-	-	-	-	-	-	-	100%	-	233,093,427	14
Waka Kotahi	SH15 Ralph Trimmer Drive to SH01N	Pre-IMP	2029/30	N/A	-	-	-	-	-	-	-	-	-	100%	-	233,093,427	15
Waka Kotahi	SH10 Awanui to Pukewhai Road	Pre-IMP / IMP	2029/30	N/A	-	-	-	-	-	-	-	-	-	100%	-	233,093,427	17
Sub Total					88,818,022	30,875,033	31,037,533	150,730,588	22,895,333	27,892,806	31,574,700	82,362,839	233,093,427		233,093,427		

Org	Package	Project Name		2021/2024	2021/2024	2021/2024
				Project Cost	Project Cost	Project Cost
Waka Kotahi - Moerewa to Whangārei		SH1 Richards Road to SH11	New Road to Zero Speed and Infrastructure Programme			
Waka Kotahi		SH1 Taumatamakuku Road to Rayner Street		150,730,588	82,362,839	233,093,427
Waka Kotahi		SH1 Hobson Street - Snowdon Avenue SNP				
Waka Kotahi		SH1 Richards Road to Great North Road SNP	Total	150,730,588	82,362,839	233,093,427
Waka Kotahi		SH1N Gillies Street and Ols Whangae IS SNP				
Waka Kotahi		SH1 and Salesyard Road and Jounneaux IS SNP				
Waka Kotahi		SH1N Waro Drive and King Street IS SNP				
Waka Kotahi		SH1N and Waiomio Road IS SNP				
Waka Kotahi		SH1N Russell Road IS SNP				
Waka Kotahi		SH1N and SH10 Intersection				
Waka Kotahi		SH1N Apotu Road IS SNP				

Waka Kotahi	SH1 and Salesyard Road IS SNP
Waka Kotahi	SH1N Taumatamakuku Settlement Road IS SNP
Waka Kotahi - SH10 Kāeo to SH1	SH10 Kāeo - Waipapa SNP
Waka Kotahi	SH10/SH1 to Cottle Hill Drive SNP
Waka Kotahi	SH10 and Cottle Hill Drive IS SNP
Waka Kotahi	SH10 and SH11 IS SNP
Waka Kotahi	SH10 and Te Ahu Ahu Road IS SNP
Waka Kotahi	Twin Coast H'way and Waimate N Road IS SNP
Waka Kotahi	Twin Coast H'way and Waipapa Loop Road IS SNP
Waka Kotahi	SH10 and Kahikatearoa Lane IS SNP
Waka Kotahi - SH1 Whangārei Urban	SH1N Otaika Road and Mt Pleasant Road IS SNP
Waka Kotahi	SH1N Otaika Road and Collingwood Street IS SNP
Waka Kotahi	SH1N Otaika and Raumanga Valley IS SNP
Waka Kotahi	SH1 and Appleton IS SNP
Waka Kotahi	SH1 and Abbots Way IS SNP
Waka Kotahi	SH1N and Arcus Street IS SNP
Waka Kotahi	SH1N Western Hills Drive Maunu Road IS SNP
Waka Kotahi	SH1N Western Hills Drive Selwyn Avenue IS SNP
Waka Kotahi	SH1N Western Hills Drive Kamo Road IS SNP

State Highway maintenance, operations and renewals - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (mths)	2021-24 Project Cost Estimates (\$)			2021-24 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2021/22	2022/23	2023/24		FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	
Waka Kotahi:	Sealed pavement maintenance	State Highways	2021/22	36	5,389,132	5,480,747	5,573,920	16,443,799	100%	16,443,799	16,443,799	N/A
Maintenance	Unsealed pavement maintenance	State Highways	2021/22	36	24,831	25,254	25,683	75,768	100%	75,768	16,519,567	N/A
	Routine drainage maintenance	State Highways	2021/22	36	773,529	786,679	800,053	2,360,261	100%	2,360,261	18,879,828	N/A
	Structure maintenance	State Highways	2021/22	36	2,694,018	2,739,816	2,786,393	8,220,227	100%	8,220,227	27,100,055	N/A
	Cycle path maintenance	State Highways	2021/22	36	18,335	18,647	18,964	55,946	100%	55,946	27,156,001	N/A
	Footpath maintenance	State Highways	N/A	N/A	-	-	-	-	100%	-	27,156,001	N/A
	Minor events	State Highways	N/A	N/A	-	-	-	-	100%	-	27,156,001	N/A
	Property maintenance	State Highways	2021/22	36	890,438	905,575	920,970	2,716,983	100%	2,716,983	29,872,984	N/A
Subtotal					9,790,283	9,956,718	10,125,983	29,872,984		29,872,984		
Waka Kotahi:	Environmental maintenance	State Highways	2021/22	36	2,738,558	2,785,113	2,832,461	8,356,132	100%	8,356,132	38,229,116	N/A
Operations	Network service maintenance	State Highways	2021/22	36	2,061,309	2,096,352	2,131,989	6,289,650	100%	6,289,650	44,518,766	N/A
	Network operations	State Highways	2021/22	36	2,480,219	2,522,383	2,565,263	7,567,865	100%	7,567,865	52,086,631	N/A
	Level crossing warning device maintenance	State Highways	N/A	N/A	-	-	-	-	100%	-	52,086,631	N/A
	Network and asset management	State Highways	2021/22	36	2,819,337	2,867,266	2,916,009	8,602,612	100%	8,602,612	60,689,243	N/A
Subtotal					10,099,423	10,271,114	10,445,722	30,816,259		30,816,259		
Waka Kotahi:	Unsealed road metalling	State Highways	2021/22	36	7,095	7,215	7,338	21,648	100%	21,648	60,710,891	N/A
Renewals	Sealed road resurfacing	State Highways	2021/22	36	9,930,609	10,099,430	10,271,120	30,301,159	100%	30,301,159	91,012,050	N/A
	Drainage renewals	State Highways	2021/22	36	1,076,529	1,094,830	1,113,442	3,284,801	100%	3,284,801	94,296,851	N/A
	Sealed road pavement rehabilitation	State Highways	2021/22	36	8,758,764	8,907,664	9,059,094	26,725,522	100%	26,725,522	121,022,373	N/A
	Structures component replacements	State Highways	2021/22	36	607,912	618,247	628,757	1,854,916	100%	1,854,916	122,877,289	N/A
	Bridge and structures renewals	State Highways	N/A	N/A	-	-	-	-	100%	-	122,877,289	N/A
	Environmental renewals	State Highways	2021/22	36	249,831	254,079	258,398	762,308	100%	762,308	123,639,597	N/A
	Traffic service renewals	State Highways	2021/22	36	2,658,764	2,703,963	2,749,930	8,112,657	100%	8,112,657	131,752,254	N/A
	Cycle path renewals	State Highways	N/A	N/A	-	-	-	-	100%	-	131,752,254	N/A
	Footpath renewals	State Highways	N/A	N/A	-	-	-	-	100%	-	131,752,254	N/A
Subtotal					23,289,504	23,685,428	24,088,079	71,063,011		71,063,011		
TOTAL					43,179,210	43,913,260	44,659,784	131,752,254		131,752,254		

NZ Transport Agency				Project Cost	NZTA Share	Local Share
				Maintenance	29,872,984	N/A
				Operations	30,816,259	N/A
				Renewals	71,063,011	N/A
				Total	131,752,254	N/A

Local road improvement projects - prioritised (includes new and improvements)

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (mths)	2021-24 Project Cost Estimates (\$)			2021-24 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2021/22	2022/23	2023/24		FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	
Committed Activities - Awaiting Final Funding Approval												
KDC	Mangawhai shared path - Wood Street to village	IMP	2021/22	12	3,700,000	-	-	3,700,000	62%	2,294,000	2,294,000	N/A
WDC	Cycleway construction 2018/21	Pre-IMP	2021/22	12	426,000	-	-	426,000	53%	225,780	2,519,780	N/A
WDC	Cycleway construction 2018/21	IMP	2021/22	12	6,374,000	-	-	6,374,000	53%	3,378,220	5,898,000	N/A
Total Committed Activities Awaiting Funding Approval					10,500,000	-	-	10,500,000		5,898,000	5,898,000	
New Projects Requiring Funding Approval												
WDC	Bream Bay Coastal (Ruakaka - Waipū Cove) Heartland Ride	IMP	2023/24	12	-	-	729,708	729,708	53%	386,745	386,745	1
KDC	Mangawhai shared path	IMP	2021/22	36	2,210,200	5,725,200	5,725,200	13,660,600	62%	8,469,572	8,856,317	2
FNDC	Twin Coast Cycle Trail Development	IMP	2021/22	36	3,339,808	4,548,729	950,760	8,839,297	69%	6,099,115	14,955,432	3
FNDC	Kerikeri Area Transport Network Plan	DBC	2021/24	36	400,000	400,000	400,000	1,200,000	69%	828,000	15,783,432	4
WDC	Port Road/Kioreroa Road intersection improvement	IMP	2021/22	12	6,000,000	-	-	6,000,000	53%	3,180,000	18,963,432	4
WDC	Robert Street/Walton Street intersection improvements	IMP	2021/22	12	2,000,000	-	-	2,000,000	53%	1,060,000	20,023,432	5
WDC	Maunu Rd/Central Ave/Walton St/Water St intersection improvement	IMP	2021/23	24	200,000	1,836,000	-	2,036,000	53%	1,079,080	21,102,512	6
WDC	Springs Flat - SH1 connection	IMP	2021/24	36	500,000	2,040,000	3,127,320	5,667,320	53%	3,003,680	24,106,192	7
WDC	Riverside Drive/Dave Culham Road intersection	DBC	2021/22	12	50,000	-	-	50,000	53%	26,500	24,132,692	8
WDC	Riverside Drive/Dave Culham Road intersection	IMP	2021/22	24	150,000	1,836,000	-	1,986,000	53%	1,052,580	25,185,272	8
KDC	Dargaville river path	DBC	2023/24	12	-	-	100,000	100,000	62%	62,000	25,247,272	9
WDC	Bank Street/Dent Street intersection improvements	DBC	2021/22	12	50,000	-	-	50,000	53%	26,500	25,273,772	10
WDC	Bank Street/Dent Street intersection improvements	IMP	2022/23	24	-	255,000	2,293,368	2,548,368	53%	1,350,635	26,624,407	10
WDC	Tikipunga shared path	DBC	2021/22	12	50,000	-	-	50,000	53%	26,500	26,650,907	11
WDC	Tikipunga shared path	IMP	2021/22	24	200,000	1,785,000	-	1,985,000	53%	1,052,050	27,702,957	11
WDC	Waterfront to City Centre connection - John Street/James Street	DBC	2021/22	12	200,000	200,000	-	400,000	53%	212,000	27,914,957	12
WDC	Waterfront to City Centre connection - John Street/James Street	IMP	2023/24	36	-	-	4,700,000	4,700,000	53%	2,491,000	30,405,957	12
WDC	Ngunguru Road (Murphy's Bend) safety improvements	DBC	2021/22	12	50,000	-	-	50,000	53%	26,500	30,432,457	13
WDC	Ngunguru Road (Murphy's Bend) safety improvements	IMP	2021/22	36	200,000	1,020,000	2,866,710	4,086,710	53%	2,165,956	32,598,413	13
WDC	Tutukaka Coast (Whangārei-Ngunguru) Heartland Ride	IMP	2021/22	24	500,000	4,590,000	-	5,090,000	53%	2,697,700	35,296,113	14
Total New Projects Requiring Funding Approval					16,100,008	24,235,929	20,893,066	61,229,003		35,296,113	35,296,113	
Total Committed and New Projects Requiring Funding					26,600,008	24,235,929	20,893,066	71,729,003		41,194,113	41,194,113	

	Project Cost	NZTA Share	Local Share
Committed Activities			
Far North District Council	-	-	-
Kaipara District Council	3,700,000	2,294,000	1,406,000
Whangārei District Council	6,800,000	3,604,000	3,196,000

Total	10,500,000	5,898,000	4,602,000
Projects Requiring Funding Approval			
Far North District Council	10,039,297	6,927,115	3,112,182
Kaipara District Council	13,760,600	8,531,572	5,229,028
Whangārei District Council	37,429,106	19,837,426	17,591,680
Total	61,229,003	35,296,113	25,932,890
Total Committed and New Projects			
Far North District Council	10,039,297	6,927,115	3,112,182
Kaipara District Council	17,460,600	10,825,572	6,635,028
Whangārei District Council	44,229,106	23,441,426	20,787,680
Total	71,729,003	41,194,113	30,534,890

Local road maintenance, operations and renewals - non prioritised

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (mths)	2021-24 Project Cost Estimates (\$)			2021-24 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2021/22	2022/23	2023/24		FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	
Maintenance												
FNDC	Sealed pavement maintenance	Local Roads	2021/24	36	2,331,203	2,330,003	2,367,203	7,028,409	69%	4,849,602	4,849,602	N/A
FNDC	Unsealed pavement maintenance	Local Roads	2021/24	36	3,947,449	3,947,449	3,947,449	11,842,347	69%	8,171,219	13,020,822	N/A
FNDC	Routine drainage maintenance	Local Roads	2021/24	36	1,722,884	1,608,084	1,545,084	4,876,052	69%	3,364,476	16,385,298	N/A
FNDC	Structures maintenance	Local Roads	2021/24	36	2,020,934	2,337,934	2,020,934	6,379,802	69%	4,402,063	20,787,361	N/A
FNDC	Cycle path maintenance	Local Roads	2021/24	36	-	-	-	-	69%	-	20,787,361	N/A
FNDC	Footpath maintenance	Local Roads	2021/24	36	160,000	160,000	160,000	480,000	69%	331,200	21,118,561	N/A
FNDC	Minor events	Local Roads	2021/24	36	100,000	100,000	100,000	300,000	69%	207,000	21,325,561	N/A
Operations												
FNDC	Environmental maintenance	Local Roads	2021/24	36	1,958,155	1,958,155	1,958,155	5,874,465	69%	4,053,381	25,378,942	N/A
FNDC	Network services maintenance	Local Roads	2021/24	36	1,911,855	1,987,255	1,991,855	5,890,965	69%	4,064,766	29,443,708	N/A
FNDC	Network operations	Local Roads	2021/24	36	-	-	-	-	69%	-	29,443,708	N/A
FNDC	Level crossing warning devices maintenance	Local Roads	2021/24	36	-	-	-	-	69%	-	29,443,708	N/A
FNDC	Network and asset management	Local Roads	2021/24	36	2,690,000	2,703,600	2,707,344	8,100,944	69%	5,589,651	35,033,359	N/A
Renewals												
FNDC	Unsealed road metalling	Local Roads	2021/24	36	5,506,350	5,506,350	5,506,350	16,519,050	69%	11,398,145	46,431,503	N/A
FNDC	Sealed road resurfacing	Local Roads	2021/24	36	4,477,800	4,579,554	4,678,664	13,736,018	69%	9,477,852	55,909,356	N/A
FNDC	Drainage renewals	Local Roads	2021/24	36	803,000	745,000	660,000	2,208,000	69%	1,523,520	57,432,876	N/A
FNDC	Sealed road pavement rehabilitation	Local Roads	2021/24	36	3,154,000	3,058,000	3,394,000	9,606,000	69%	6,628,140	64,061,016	N/A
FNDC	Structures component replacements	Local Roads	2021/24	36	1,797,000	2,001,000	1,750,000	5,548,000	69%	3,828,120	67,889,136	N/A
FNDC	Bridge and structure renewals	Local Roads	2021/24	36	1,465,000	1,405,000	1,560,000	4,430,000	69%	3,056,700	70,945,836	N/A
FNDC	Environmental renewals	Local Roads	2021/24	36	-	-	-	-	69%	-	70,945,836	N/A
FNDC	Traffic service renewals	Local Roads	2021/24	36	430,000	460,000	460,000	1,350,000	69%	931,500	71,877,336	N/A
FNDC	Cycle path renewals	Local Roads	2021/24	36	-	-	-	-	69%	-	71,877,336	N/A
FNDC	Footpath renewals	Local Roads	2021/24	36	500,000	500,000	500,000	1,500,000	69%	1,035,000	72,912,336	N/A
Maintenance												
Waitangi	Sealed pavement maintenance	SPR	2021/24	36	14,000	21,000	23,000	58,000	100%	58,000	72,970,336	N/A
Waitangi	Unsealed pavement maintenance	SPR	2021/24	36	11,000	11,000	11,000	33,000	100%	33,000	73,003,336	N/A
Waitangi	Routine drainage maintenance	SPR	2021/24	36	800	800	800	2,400	100%	2,400	73,005,736	N/A
Waitangi	Structures maintenance	SPR	2021/24	36	-	-	-	-	100%	-	73,005,736	N/A
Waitangi	Cycle path maintenance	SPR	2021/24	36	800	800	800	2,400	100%	2,400	73,008,136	N/A
Waitangi	Footpath maintenance	SPR	2021/24	36	800	800	800	2,400	100%	2,400	73,010,536	N/A
Waitangi	Minor events	SPR	2021/24	36	-	-	-	-	100%	-	73,010,536	N/A

Operations												
Waitangi	Environmental maintenance	SPR	2021/24	36	800	800	800	2,400	100%	2,400	73,012,936	N/A
Waitangi	Network services maintenance	SPR	2021/24	36	800	800	800	2,400	100%	2,400	73,015,336	N/A
Waitangi	Network operations	SPR	2021/24	36	800	800	800	2,400	100%	2,400	73,017,736	N/A
Waitangi	Level crossing warning devices maintenance	SPR	2021/24	36	-	-	-	-	100%	-	73,017,736	N/A
Waitangi	Network and asset management	SPR	2021/24	36	6,500	6,500	6,500	19,500	100%	19,500	73,037,236	N/A
Renewals												
Waitangi	Unsealed road metalling	SPR	2021/24	36	-	-	-	-	100%	-	73,037,236	N/A
Waitangi	Sealed road resurfacing	SPR	2021/24	36	73,000	102,000	179,000	354,000	100%	354,000	73,391,236	N/A
Waitangi	Drainage renewals	SPR	2021/24	36	-	-	-	-	100%	-	73,391,236	N/A
Waitangi	Sealed road pavement rehabilitation	SPR	2021/24	36	-	-	-	-	100%	-	73,391,236	N/A
Waitangi	Structures component replacements	SPR	2021/24	36	-	-	-	-	100%	-	73,391,236	N/A
Waitangi	Bridge and structure renewal	SPR	2021/24	36	-	-	-	-	100%	-	73,391,236	N/A
Waitangi	Environmental renewals	SPR	2021/24	36	-	-	-	-	100%	-	73,391,236	N/A
Waitangi	Traffic services renewals	SPR	2021/24	36	-	-	-	-	100%	-	73,391,236	N/A
Waitangi	Cycle path renewal	SPR	2021/24	36	-	-	-	-	100%	-	73,391,236	N/A
Waitangi	Footpath renewal	SPR	2021/24	36	-	-	-	-	100%	-	73,391,236	N/A
Maintenance												
KDC	Sealed pavement maintenance	Local Roads	2021/24	36	2,133,855	2,178,666	2,224,417	6,536,938	62%	4,052,902	77,444,137	N/A
KDC	Unsealed pavement maintenance	Local Roads	2021/24	36	1,700,000	1,735,700	1,772,150	5,207,850	62%	3,228,867	80,673,004	N/A
KDC	Routine drainage maintenance	Local Roads	2021/24	36	900,000	918,900	938,197	2,757,097	62%	1,709,400	82,382,405	N/A
KDC	Structures maintenance	Local Roads	2021/24	36	265,849	271,432	277,132	814,413	62%	504,936	82,887,341	N/A
KDC	Cycle path maintenance	Local Roads	2021/24	36	-	5,000	10,000	15,000	62%	9,300	82,896,641	N/A
KDC	Footpath maintenance	Local Roads	2021/24	36	79,733	81,408	83,117	244,258	62%	151,440	83,048,081	N/A
KDC	Minor events	Local Roads	2021/24	36	100,000	102,100	104,244	306,344	62%	189,933	83,238,014	N/A
Operations												
KDC	Environmental maintenance	Local Roads	2021/24	36	525,089	536,116	547,374	1,608,579	62%	997,319	84,235,333	N/A
KDC	Network services maintenance	Local Roads	2021/24	36	900,000	918,900	938,197	2,757,097	62%	1,709,400	85,944,733	N/A
KDC	Network operations	Local Roads	2021/24	36	40,000	40,840	41,698	122,538	62%	75,974	86,020,707	N/A
KDC	Level crossing warning devices	Local Roads	2021/24	36	10,000	30,000	30,630	70,630	62%	43,791	86,064,497	N/A
KDC	Network and asset management	Local Roads	2021/24	36	1,917,188	1,957,449	1,998,555	5,873,192	62%	3,641,379	89,705,876	N/A
Renewals												
KDC	Unsealed road metalling	Local Roads	2021/24	36	3,044,000	3,107,924	3,173,190	9,325,114	62%	5,781,571	95,487,447	N/A
KDC	Sealed road resurfacing	Local Roads	2021/24	36	2,000,000	2,042,000	2,084,882	6,126,882	62%	3,798,667	99,286,114	N/A
KDC	Drainage renewals	Local Roads	2021/24	36	638,450	651,857	665,546	1,955,853	62%	1,212,629	100,498,743	N/A
KDC	Sealed road pavement rehabilitation	Local Roads	2021/24	36	1,700,000	1,735,700	1,772,150	5,207,850	62%	3,228,867	103,727,610	N/A
KDC	Structures component replacements	Local Roads	2021/24	36	1,000,000	1,021,000	1,042,441	3,063,441	62%	1,899,333	105,626,943	N/A

KDC	Bridge and structure renewals	Local Roads	2021/24	36	1,000,000	1,021,000	1,042,441	3,063,441	62%	1,899,333	107,526,276	N/A
KDC	Environmental renewals	Local Roads	2021/24	36	-	-	-	-	62%	-	107,526,276	N/A
KDC	Traffic services renewals	Local Roads	2021/24	36	185,000	188,885	192,852	566,737	62%	351,377	107,877,653	N/A
KDC	Cycle path renewals	Local Roads	2021/24	36	-	-	-	-	62%	-	107,877,653	N/A
KDC	Footpath renewals	Local Roads	2021/24	36	53,156	54,272	55,412	162,840	62%	100,961	107,978,614	N/A
Maintenance												
WDC	Sealed pavement maintenance	Local Roads	2021/24	36	2,830,000	2,883,805	2,942,620	8,656,425	53%	4,587,905	112,566,519	N/A
WDC	Unsealed pavement maintenance	Local Roads	2021/24	36	1,650,000	1,694,781	1,744,106	5,088,887	53%	2,697,110	115,263,630	N/A
WDC	Routine drainage maintenance	Local Roads	2021/24	36	1,080,000	1,107,108	1,137,094	3,324,202	53%	1,761,827	117,025,457	N/A
WDC	Structures maintenance	Local Roads	2021/24	36	500,000	512,550	526,432	1,538,982	53%	815,660	117,841,117	N/A
WDC	Cycle path maintenance	Local Roads	2021/24	36	35,000	53,550	72,971	161,521	53%	85,606	117,926,723	N/A
WDC	Footpath maintenance	Local Roads	2021/24	36	350,000	358,785	368,503	1,077,288	53%	570,963	118,497,686	N/A
WDC	Minor events	Local Roads	2021/24	36	50,000	51,255	52,643	153,898	53%	81,566	118,579,252	N/A
Operations												
WDC	Environmental maintenance	Local Roads	2021/24	36	920,000	994,347	1,021,278	2,935,625	53%	1,555,881	120,135,133	N/A
WDC	Network services maintenance	Local Roads	2021/24	36	1,700,000	1,742,670	1,789,869	5,232,539	53%	2,773,246	122,908,379	N/A
WDC	Network operations	Local Roads	2021/24	36	1,020,000	1,045,602	1,073,922	3,139,524	53%	1,663,948	124,572,326	N/A
WDC	Level crossing warning devices	Local Roads	2021/24	36	60,000	61,506	63,172	184,678	53%	97,879	124,670,206	N/A
WDC	Network and asset management	Local Roads	2021/24	36	2,835,000	2,906,158	2,984,871	8,726,029	53%	4,624,795	129,295,001	N/A
Renewals												
WDC	Unsealed road metalling	Local Roads	2021/24	36	2,240,000	2,300,794	2,367,757	6,908,551	53%	3,661,532	132,956,533	N/A
WDC	Sealed road resurfacing	Local Roads	2021/24	36	4,960,000	5,145,206	5,346,299	15,451,505	53%	8,189,298	141,145,831	N/A
WDC	Drainage renewals	Local Roads	2021/24	36	1,425,000	1,460,768	1,500,332	4,386,100	53%	2,324,633	143,470,464	N/A
WDC	Sealed road pavement rehabilitation	Local Roads	2021/24	36	3,240,000	3,360,982	3,492,341	10,093,323	53%	5,349,461	148,819,925	N/A
WDC	Structures component replacements	Local Roads	2021/24	36	1,545,000	1,578,654	1,610,883	4,734,537	53%	2,509,305	151,329,230	N/A
WDC	Bridge and structure renewal	Local Roads	2021/24	36	2,000,000	1,927,800	1,970,212	5,898,012	53%	3,125,946	154,455,176	N/A
WDC	Environmental renewals	Local Roads	2021/24	36	-	-	-	-	53%	-	154,455,176	N/A
WDC	Traffic services renewals	Local Roads	2021/24	36	850,000	871,335	894,935	2,616,270	53%	1,386,623	155,841,799	N/A
WDC	Cycle path renewals	Local Roads	2021/24	36	-	-	-	-	53%	-	155,841,799	N/A
WDC	Footpath renewals	Local Roads	2021/24	36	430,000	440,793	452,732	1,323,525	53%	701,468	156,543,267	N/A
Maintenance												
DoC	Sealed pavement maintenance	SPR	2021/24	36	12,583	12,583	12,583	37,749	51%	19,252	156,562,519	N/A
DoC	Unsealed pavement maintenance	SPR	2021/24	36	16,887	16,887	16,887	50,661	51%	25,837	156,588,356	N/A
DoC	Routine drainage maintenance	SPR	2021/24	36	7,262	7,262	7,262	21,786	51%	11,111	156,599,467	N/A
DoC	Structures maintenance	SPR	2021/24	36	-	-	-	-	51%	-	156,599,467	N/A
DoC	Cycle path maintenance	SPR	2021/24	36	-	-	-	-	51%	-	156,599,467	N/A
DoC	Footpath maintenance	SPR	2021/24	36	-	-	-	-	51%	-	156,599,467	N/A

DoC	Minor events	SPR	2021/24	36	-	-	-	-	51%	-	156,599,467	N/A
Operations												
DoC	Environmental maintenance	SPR	2021/24	36	11,493	11,493	11,493	34,479	51%	17,584	156,617,052	N/A
DoC	Network services maintenance	SPR	2021/24	36	80	80	80	240	51%	122	156,617,174	N/A
DoC	Network operations	SPR	2021/24	36	-	-	-	-	51%	-	156,617,174	N/A
DoC	Level crossing warning devices	SPR	2021/24	36	-	-	-	-	51%	-	156,617,174	N/A
DoC	Network and asset management	SPR	2021/24	36	2,415	2,415	2,415	7,245	51%	3,695	156,620,869	N/A
Renewals												
DoC	Unsealed road metalling	SPR	2021/24	36	-	-	-	-	51%	-	156,620,869	N/A
DoC	Sealed road resurfacing	SPR	2021/24	36	-	-	-	-	51%	-	156,620,869	N/A
DoC	Drainage renewals	SPR	2021/24	36	-	-	-	-	51%	-	156,620,869	N/A
DoC	Sealed road pavement rehabilitation	SPR	2021/24	36	-	-	-	-	51%	-	156,620,869	N/A
DoC	Structures component replacements	SPR	2021/24	36	-	-	-	-	51%	-	156,620,869	N/A
DoC	Bridge and structure renewal	SPR	2021/24	36	-	-	-	-	51%	-	156,620,869	N/A
DoC	Environmental renewals	SPR	2021/24	36	-	-	-	-	51%	-	156,620,869	N/A
DoC	Traffic services renewals	SPR	2021/24	36	-	-	-	-	51%	-	156,620,869	N/A
DoC	Cycle path renewal	SPR	2021/24	36	-	-	-	-	51%	-	156,620,869	N/A
DoC	Footpath renewal	SPR	2021/24	36	-	-	-	-	51%	-	156,620,869	N/A
Total					83,047,970	84,681,002	85,989,655	253,718,627		156,620,869		

		Project Cost	NZTA Share	Local Share
Far North District Council	Maintenance	30,906,610	21,325,561	9,581,049
	Operations	19,866,374	13,707,798	6,158,576
	Renewals	54,897,068	37,878,977	17,018,091
	Total	105,670,052	72,912,336	32,757,716
Waitangi Trust	Maintenance	98,200	98,200	-
	Operations	26,700	26,700	-
	Renewals	354,000	354,000	-
	Total	478,900	478,900	-
Kaiprara District Council	Maintenance	15,881,900	9,846,778	6,035,122
	Operations	10,432,036	6,467,863	3,964,174
	Renewals	29,472,158	18,272,738	11,199,420
	Total	55,786,094	34,587,378	21,198,716
Whangārei District Council	Maintenance	20,001,203	10,600,638	9,400,565
	Operations	20,218,395	10,715,749	9,502,646

		Renewals	51,411,823	27,248,266	24,163,557
		Total	91,631,421	48,564,653	43,066,768
	Department of Conservation	Maintenance	110,196	56,200	53,996
		Operations	41,964	21,402	20,562
		Renewals	-	-	-
		Total	152,160	77,602	74,558
	TOTAL	Maintenance	66,998,109	41,927,376	25,070,733
		Operations	50,585,469	30,939,512	19,645,958
		Renewals	136,135,049	83,753,981	52,381,068
		Total	253,718,627	156,620,869	97,097,758

Provincial Growth Fund, New Zealand Upgrade Programme, Crown Infrastructure Partners, "Shovel Ready" and Tourism Infrastructure Fund Projects - non-prioritised

Org	Project Name	Funding Source	Project Phase	Scheduled Start Date	Scheduled Duration (mths)	2021-24 Project Cost Estimates (\$)			2021-24 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
						2021/22	2022/23	2023/24		FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	
Committed Activities - Awaiting Final Funding Approval													
KDC	Unsealed road improvements	PGF	IMP	2021/22	12	4,030,000	-	-	4,030,000	0%	-	-	N/A
KDC	Kaihū Valley Rail Trail cycleway	PGF	IMP	2021/22	24	1,500,000	2,000,000	-	3,500,000	62%	2,170,000	2,170,000	N/A
KDC	Pouto Road Phase 1 (physical works)	PGF	IMP	2021/22	12	3,200,000	-	-	3,200,000	0%	-	-	N/A
KDC	Kaiwaka footbridges	PGF	IMP	2021/22	12	500,000	-	-	500,000	0%	-	-	N/A
WDC	Port Road Bridge 4-laning	CIP	IMP	2021/22	12	10,000,000	-	-	10,000,000	0%	-	-	N/A
WDC	Raumanga shared path	CIP	IMP	2021/22	12	5,146,100	-	-	5,146,100	0%	-	-	N/A
Sub Total - Projects Awaiting Funding Approval						24,376,100	2,000,000	-	26,376,100		2,170,000		
Projects Requiring Funding Approval													
FNDC	Township upgrades	PGF	Sgl Stage BC	2021/22	12	500,000	-	-	500,000	0%	-	-	N/A
FNDC	TCDR footpaths / shared use	PGF	Pre-IMP	2022/24	24	-	500,000	500,000	1,000,000	0%	-	-	N/A
FNDC	Parking and facilities	TIF	Sgl Stage BC	2021/22	24	300,000	300,000	-	600,000	0%	-	-	N/A
FNDC	Recreational cycling facilities	TIF	Sgl Stage BC	2023/24	12	-	-	400,000	400,000	0%	-	-	N/A
KDC	Pouto Phase 2 (construction)	PGF	IMP	2021/22	12	2,800,000	-	-	2,800,000	62%	1,736,000	1,736,000	N/A
WDC	Whangārei Heads cycle link	PGF	IMP	2021/22	24	50,000	459,000	-	509,000	53%	269,770	2,005,770	N/A
Waka Kotahi	SH10 Waipapa corridor improvements	PGF	IMP / PTY	2021/22	12	16,900,000	-	-	16,900,000	100%	16,900,000	18,905,770	N/A
Waka Kotahi	SH1N and SH11 Kawakawa Road	PGF	IMP	2021/22	12	5,880,000	-	-	5,880,000	100%	5,880,000	24,785,770	N/A
Waka Kotahi	SH12 and Rawene Road improvements	PGF	Pre-IMP	2021/22	12	478,000	-	-	478,000	100%	478,000	25,263,770	N/A
Waka Kotahi	SH1 Whangārei to Port Marsden Highway	NZUP	Pre-IMP / PTY	2021/22	36	12,312,000	80,428,140	71,820,000	164,560,140	100%	164,560,140	189,823,910	N/A
Waka Kotahi	SH11 and SH10 Puketona Road	NZUP	IMP	2021/22	12	12,500,000	-	-	12,500,000	100%	12,500,000	202,323,910	N/A
Sub Total - Projects Requiring Funding Approval						51,720,000	81,687,140	72,720,000	206,127,140		202,323,910		
Total Projects Awaiting Funding and Requiring Funding						76,096,100	83,687,140	72,720,000	232,503,240		204,493,910		

Key		Committed Activities - Awaiting Final Funding Approval	Project Cost	NZTA Share	Local Share
PGF	Provincial Growth Fund	Kaipara District Council	11,230,000	-	-
NZUP	New Zealand Upgrade Programme	Whangārei District Council	15,146,100	-	-
CIP	Crown Infrastructure Partners	Total	26,376,100	-	-
TIF	Shovel Ready and Torism Infrastructure Fund	Projects Requiring Funding Approval			
		Far North District Council	2,500,000	-	2,500,000
		Kaipara District Council	2,800,000	1,736,000	1,064,000
		Whangārei District Council	509,000	269,770	239,230
		Waka Kotahi	200,318,140	200,318,140	-
		Total	206,127,140	202,323,910	3,803,230
		TOTAL	232,503,240		

Low-cost / low-risk improvements - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (mths)	2021-24 Project Cost Estimates (\$)			2021-24 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2021/22	2022/23	2023/24		FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	
FNDC	Road to Zero	IMP	2021/22	36	1,850,000	3,007,000	2,560,000	7,417,000	69%	5,117,730	5,117,730	N/A
FNDC	Walking and cycling	IMP	2021/22	36	3,815,590	3,155,000	4,440,000	11,410,590	69%	7,873,307	12,991,037	N/A
FNDC	Local road improvements	IMP	2021/22	36	9,046,136	8,205,000	9,185,000	26,436,136	69%	18,240,934	31,231,971	N/A
Waitangi	Walking and cycling	IMP	2021/22	36	50,000	250,000	150,000	450,000	100%	450,000	31,681,971	N/A
Waitangi	Local road improvements	IMP	2021/22	36	125,000	375,000	351,000	851,000	100%	851,000	32,532,971	N/A
KDC	Road to Zero	IMP	2021/22	36	1,031,000	880,000	905,000	2,816,000	62%	1,745,920	34,278,891	N/A
KDC	Walking and cycling	IMP	2021/22	36	403,485	506,954	410,493	1,320,932	62%	818,978	35,097,869	N/A
KDC	Local road improvements	IMP	2021/22	36	2,515,000	1,355,000	1,355,000	5,225,000	62%	3,239,500	38,337,369	N/A
WDC	Road to Zero	IMP	2021/22	36	2,265,000	2,720,000	2,740,000	7,725,000	53%	4,094,250	42,431,619	N/A
WDC	Passenger transport infrastructure	IMP	2021/22	36	1,600,000	816,000	1,772,000	4,188,000	53%	2,219,640	44,651,259	N/A
WDC	Walking and cycling	IMP	2021/22	36	1,745,000	1,477,778	977,778	4,200,556	53%	2,226,295	46,877,553	N/A
WDC	Local road improvements	IMP	2021/22	36	6,224,000	4,807,000	3,419,856	14,450,856	53%	7,658,954	54,536,507	N/A
Waka Kotahi	Walking and cycling	IMP	2021/22	36	3,510,000	2,592,000	324,000	6,426,000	100%	6,426,000	60,962,507	N/A
Waka Kotahi	State Highway improvements	IMP	2021/22	36	2,836,426	3,582,360	1,998,000	8,416,786	100%	8,416,786	69,379,293	N/A
Waka Kotahi	Road to Zero - speed management	IMP	2021/22	36	558,336	1,116,673	1,116,673	2,791,682	100%	2,791,682	72,170,975	N/A
Waka Kotahi	Road to Zero - infrastructure	IMP	2021/22	36	3,188,559	3,188,559	3,188,559	9,565,677	100%	9,565,677	81,736,652	N/A
DoC	Local road improvements	IMP	2021/22	36	-	-	100,000	100,000	51%	51,000	81,787,652	N/A
NRC	Passenger transport infrastructure	IMP	2021/22	36	290,000	112,420	1,614,893	2,017,313	54%	1,089,349	82,877,001	N/A
NRC	Passenger transport services	IMP	2021/22	36	1,218,325	1,235,529	1,392,870	3,846,724	54%	2,077,231	84,954,232	N/A
Total					42,271,857	39,382,273	38,001,122	119,655,252		84,954,232		

	Project Cost	NZTA Share	Local Share
Far North District Council	45,263,726	31,231,971	14,031,755
Waitangi Trust	1,301,000	1,301,000	-
Kaipara District Council	9,361,932	5,804,398	3,557,534
Whangārei District Council	30,564,412	16,199,138	14,365,274
Waka Kotahi	27,200,145	27,200,145	-
Department of Conservation	100,000	51,000	49,000
Northland Regional Council	5,864,037	3,166,580	2,697,457
Total	119,655,252	84,954,232	34,701,020

Non-subsidised projects and improvement projects - non-prioritised

Activity	2021/2022	2022/2023	2023/2024	Total	RTC Approved Project Prioritisation
Far North District Council					
Quarries	30,000	30,000	30,000	90,000	N/A
State Highway cleaning	25,000	25,000	25,000	75,000	N/A
Top Energy tree trimming	150,000	150,000	150,000	450,000	N/A
NRC consents	20,000	20,000	20,000	60,000	N/A
Berm management	220,000	220,000	220,000	660,000	N/A
Dust mitigation - unsubsidised	500,000	500,000	500,000	1,500,000	N/A
Planning policies and reviews	170,500	37,500	-	208,000	N/A
Unsubsidised sealing	2,320,000	2,000,000	2,000,000	6,320,000	N/A
Total	3,435,500	2,982,500	2,945,000	9,363,000	
Waitangi Trust					
No projects	-	-	-	-	N/A
Total	-	-	-	-	
Kaipara District Council					
Poutu Road second coat sealing	-	-	500,000	500,000	N/A
Total	-	-	500,000	500,000	
Whangārei District Council					
Rose Street bus terminal upgrade	1,500,000	-	-	1,500,000	N/A
Bus shelters and seats - new and renewals	220,000	224,400	229,337	673,737	N/A
Bus shelters and seats - maintenance	40,000	51,000	62,546	153,546	N/A
Seal extensions - unsubsidised	2,850,000	2,907,000	2,970,954	8,727,954	N/A
Amenity lighting - new and renewal	90,000	91,800	93,820	275,620	N/A
Amenity lighting - maintenance and ops	10,000	10,200	10,424	30,624	N/A
Subdivision works contribution	55,000	56,100	57,334	168,434	N/A
Parking meters - new and renewal	200,000	204,000	208,488	612,488	N/A
Parking meters - maintenance	200,000	204,000	208,488	612,488	N/A
Parking meters - operations	450,000	459,000	469,098	1,378,098	N/A
Off-street parking resurfacing	230,000	234,600	239,761	704,361	N/A
Coastal protection structures	85,000	86,700	88,607	260,307	N/A
Drainage - maintenance - unsubsidised	350,000	357,000	364,854	1,071,854	N/A
Walkway - maintenance	20,000	20,400	20,849	61,249	N/A
NZTA admin work	270,000	275,400	281,459	826,859	N/A
Work for other departments - non-recoverable	10,000	10,200	10,424	30,624	N/A
Other miscellaneous	180,000	183,600	187,639	551,239	N/A
Sense of place	279,000	292,740	-	571,740	N/A

Total	7,039,000	5,668,140	5,504,083	18,211,223	
Department of Conservation					
No projects	-	-	-	-	N/A
Total	-	-	-	-	
Northland Regional Council					
No projects	-	-	-	-	N/A
Total	-	-	-	-	

Non-Subsidised Projects and Improvement Projects

Far North District Council	9,363,000	
Waitangi Trust	-	
Kaipara District Council	500,000	
Whangārei District Council	18,211,223	
Department of Conservation	-	
Northland Regional Council	-	
Total	28,074,223	

Public transport - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (mths)	2021-24 Project Cost Estimates (\$)			2021-24 Subtotal	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2021/22	2022/23	2023/24		FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	
Infrastructure Operation												
FNDC	Public Transport 2021/24	Infrastructure maintenance	N/A	N/A	-	-	-	-	69%	-	-	N/A
Waitangi	Public Transport 2021/24	Infrastructure maintenance	N/A	N/A	-	-	-	-	100%	-	-	N/A
KDC	Public Transport 2021/24	Infrastructure maintenance	N/A	N/A	-	-	-	-	62%	-	-	N/A
WDC	Public Transport 2021/24	Infrastructure maintenance	N/A	N/A	-	-	-	-	53%	-	-	N/A
DoC	Public Transport 2021/24	Infrastructure maintenance	N/A	N/A	-	-	-	-	51%	-	-	N/A
NRC	Public Transport 2021/24	Infrastructure maintenance	N/A	N/A	-	-	-	-	54%	-	-	N/A
Infrastructure Improvements												
FNDC	Public Transport 2021/24	New infrastructure	N/A	N/A	-	-	-	-	69%	-	-	N/A
Waitangi	Public Transport 2021/24	New infrastructure	N/A	N/A	-	-	-	-	100%	-	-	N/A
KDC	Public Transport 2021/24	New infrastructure	N/A	N/A	-	-	-	-	62%	-	-	N/A
WDC	Public Transport 2021/24	New infrastructure	N/A	N/A	-	-	-	-	53%	-	-	N/A
DoC	Public Transport 2021/24	New infrastructure	N/A	N/A	-	-	-	-	51%	-	-	N/A
NRC	Public Transport 2021/24	New infrastructure	N/A	N/A	-	-	-	-	54%	-	-	N/A
Service Operation												
NRC	Public Transport 2021/24	Passenger services - bus	2021/22	36	1,549,695	1,429,857	1,432,633	4,412,185	54%	2,382,580	2,382,580	N/A
NRC	Public Transport 2021/24	Total Mobility operations	2021/22	36	456,289	445,778	475,475	1,377,542	60%	826,525	3,209,105	N/A
NRC	Public Transport 2021/24	Wheelchair hoists	2021/22	36	50,000	-	50,000	100,000	60%	60,000	3,269,105	N/A
NRC	Public Transport 2021/24	TM wheelchair hoist use payments	2021/22	36	45,000	45,990	47,002	137,992	100%	137,992	3,407,097	N/A
NRC	Public Transport 2021/24	PT operations and management	2021/22	36	189,979	193,938	198,204	582,121	54%	314,345	3,721,442	N/A
NRC	Public Transport 2021/24	PT ops, maintenance of real time info and ticketing systems	2021/22	36	186,597	192,570	228,631	607,798	54%	328,211	4,049,653	N/A
NRC	Public Transport 2021/24	PT facilities and infrastructure - operations and maintenance	2021/22	36	210,000	212,420	214,893	637,313	54%	344,149	4,393,802	N/A
NRC	Public Transport 2021/24	PT facilities and infrastructure - renewals	2021/22	36	110,000	112,420	114,893	337,313	54%	182,149	4,575,951	N/A
NRC	Public Transport 2021/24	SuperGold Card	2021/22	36	85,000	85,000	85,000	255,000	100%	255,000	4,830,951	N/A
Service Improvements												
NRC	Public Transport 2021/24	SSBC CityLink Improvement Project	2021/22	12	80,000	-	-	80,000	54%	43,200	4,874,151	N/A
NRC	Public Transport 2021/24	CityLink Improvement Project - implementation	2021/22	36	-	720,000	1,430,000	2,150,000	54%	1,161,000	6,035,151	N/A
Total					2,962,560	3,437,973	4,276,731	10,677,264		6,035,151		

				Project Cost		NZTA Share	Local Share
Far North District Council				Infra Ops	-	-	-
				Infra Imp	-	-	-
				FNDC Total	-	-	-

Waitangi Trust	Infra Ops	-	-	-
	Infra Imp	-	-	-
	Wait. Total	-	-	-
Kaipara District Council	Infra Ops	-	-	-
	Infra Imp	-	-	-
	KDC Total	-	-	-
Whangārei District Council	Infra Ops	-	-	-
	Infra Imp	-	-	-
	WDC Total	-	-	-
Department of Conservation	Infra Ops	-	-	-
	Infra Imp	-	-	-
	DoC Total	-	-	-
Northland Regional Council	Service Ops	8,447,264	4,830,951	3,616,313
	Service Imp	2,230,000	1,204,200	1,025,800
	NRC Total	10,677,264	6,035,151	4,642,113
Total	Infra Ops	-	-	-
	Infra Imp	-	-	-
	Service Ops	8,447,264	4,830,951	3,616,313
	Service Imp	2,230,000	1,204,200	1,025,800
	Total	10,677,264	6,035,151	4,642,113

Road safety promotion and demand management - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (mths)	2021-24 Project Cost Estimates (\$)			2021-24 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2021/22	2022/23	2023/24		FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	
Road Safety Promotion												
FNDC	Advertising (promotional) - alcohol	IMP	2021/22	36	133,333	138,666	144,213	416,212	69%	287,186	287,186	N/A
FNDC	Education courses - driver licencing/training	IMP	2021/22	36	400,000	416,000	432,639	1,248,639	69%	861,561	1,148,747	N/A
FNDC	Education courses - alcohol	IMP	2021/22	36	105,470	109,689	114,075	329,234	69%	227,171	1,375,919	N/A
FNDC	Education courses - speed	IMP	2021/22	36	133,333	138,666	144,213	416,212	69%	287,186	1,663,105	N/A
FNDC	Education courses - restraints	IMP	2021/22	36	105,470	109,689	114,076	329,235	69%	227,172	1,890,277	N/A
FNDC	Education courses - cycling	IMP	2021/22	36	200,000	208,000	216,320	624,320	69%	430,781	2,321,058	N/A
FNDC	Education courses - micromobility	IMP	2021/22	36	100,000	104,000	108,160	312,160	69%	215,390	2,536,448	N/A
FNDC	Events - speed	IMP	2021/22	36	200,000	207,999	216,319	624,318	69%	430,779	2,967,228	N/A
FNDC	Roadside education - fatigue	IMP	2021/22	36	120,841	125,675	130,702	377,218	69%	260,280	3,227,508	N/A
FNDC	Workshops - restraints	IMP	2021/22	36	100,000	104,000	108,160	312,160	69%	215,390	3,442,899	N/A
FNDC	Workshops - distraction	IMP	2021/22	36	120,841	125,675	130,702	377,218	69%	260,280	3,703,179	N/A
FNDC	Workshops - walking	IMP	2021/22	36	100,000	104,000	108,160	312,160	69%	215,390	3,918,569	N/A
KDC	Advertising (promotional) - speed	IMP	2021/22	36	7,000	7,140	7,283	21,423	62%	13,282	3,931,852	N/A
KDC	Education courses - driver licencing/training	IMP	2021/22	36	170,000	173,100	178,081	521,181	62%	323,132	4,254,984	N/A
KDC	Education courses - alcohol	IMP	2021/22	36	48,000	48,960	49,940	146,900	62%	91,078	4,346,062	N/A
KDC	Education courses - speed	IMP	N/A	N/A	-	-	-	-	62%	-	4,346,062	N/A
KDC	Education courses - restraints	IMP	N/A	N/A	-	-	-	-	62%	-	4,346,062	N/A
KDC	Education courses - cycling	IMP	2021/22	36	100,000	102,000	104,040	306,040	62%	189,745	4,535,807	N/A
KDC	Education courses - micromobility	IMP	N/A	N/A	-	-	-	-	62%	-	4,535,807	N/A
KDC	Events	IMP	N/A	N/A	-	-	-	-	62%	-	4,535,807	N/A
KDC	Roadside education - restraints	IMP	2021/22	36	10,000	10,200	10,404	30,604	62%	18,974	4,554,781	N/A
KDC	Workshops	IMP	N/A	N/A	-	-	-	-	62%	-	4,554,781	N/A
WDC	Advertising (promotional) - speed	IMP	2021/22	36	60,000	62,400	64,896	187,296	53%	99,267	4,654,048	N/A
WDC	Advertising (promotional) - restraints	IMP	2021/22	36	10,000	10,400	10,816	31,216	53%	16,544	4,670,592	N/A
WDC	Education courses - driver licencing/training	IMP	2021/22	36	87,000	90,480	94,099	271,579	53%	143,937	4,814,529	N/A
WDC	Education courses - alcohol	IMP	2021/22	36	78,000	81,120	84,365	243,485	53%	129,047	4,943,576	N/A
WDC	Education courses - speed	IMP	N/A	N/A	-	-	-	-	53%	-	4,943,576	N/A
WDC	Education courses - restraints	IMP	N/A	N/A	-	-	-	-	53%	-	4,943,576	N/A
WDC	Education courses - cycling	IMP	2021/22	36	200,000	208,000	216,320	624,320	53%	330,890	5,274,466	N/A
WDC	Education courses - micromobility	IMP	2021/22	36	230,000	239,200	248,768	717,968	53%	380,523	5,654,989	N/A
WDC	Events - alcohol	IMP	2021/22	36	24,000	24,960	25,958	74,918	53%	39,707	5,694,696	N/A
WDC	Roadside education - fatigue	IMP	2021/22	36	21,000	21,840	22,714	65,554	53%	34,744	5,729,439	N/A

WDC	Workshops - restraints	IMP	2021/22	36	40,000	41,600	43,264	124,864	53%	66,178	5,795,617	N/A
WDC	Workshops - distraction	IMP	N/A	N/A	-	-	-	-	53%	-	5,795,617	N/A
WDC	Workshops - walking	IMP	N/A	N/A	-	-	-	-	53%	-	5,795,617	N/A
WDC	Other - co-ordination	IMP	2021/22	36	100,000	104,000	108,160	312,160	53%	165,445	5,961,062	N/A
Waka Kotahi	Safety, promotion, education and advertising	IMP	2021/22	36	100,000	100,000	100,000	300,000	100%	300,000	6,261,062	
NRC	Advertising (promotional) - speed	IMP	2021/24	36	44,141	44,643	46,105	134,889	54%	72,840	6,333,902	N/A
NRC	Events - motorcycle safety	IMP	2021/24	36	72,638	74,236	75,870	222,744	54%	120,282	6,454,184	N/A
NRC	Roadside education - fatigue	IMP	2021/24	36	51,380	52,510	53,666	157,556	54%	85,080	6,539,264	N/A
Demand Management												
FNDC	Education courses - micromobility	IMP	2021/24	N/A	-	-	-	-	69%	-	6,539,264	N/A
KDC	Education courses - micromobility	IMP	2021/24	N/A	-	-	-	-	62%	-	6,539,264	N/A
WDC	Education courses - micromobility	IMP	2021/24	N/A	-	-	-	-	53%	-	6,539,264	N/A
Total					3,272,447	3,388,848	3,512,488	10,173,783		6,539,264		

[illegible]

	Project Cost	NZTA Share	Local Share
Far North District Council	5,679,086	3,918,569	1,760,517
Kaipara District Council	1,026,148	636,212	389,936
Whangārei District Council	2,653,360	1,406,281	1,247,079
Waka Kotahi	300,000	300,000	-
Northland Regional Council	515,189	278,202	236,987
Total	10,173,783	6,539,264	3,634,519

Investment management - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (mths)	2021-24 Project Cost Estimates (\$)			2021-24 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2021/22	2022/23	2023/24		FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	
FNDC	Kaitaia to Kohukohu Plan	Sgl Stage BC	2022/23	12	-	50,000	-	50,000	69%	34,500	34,500	N/A
FNDC	Integrated Transport Planning	Prog BC	2021/22	24	927,500	637,500	-	1,565,000	69%	1,079,850	1,114,350	N/A
FNDC	Activity Management Improvement Plan	IMP	2021/22	36	750,000	750,000	787,500	2,287,500	69%	1,578,375	2,692,725	N/A
KDC	Mangawhai Network Operating Plan	Sgl Stage BC	2022/23	12	-	250,000	-	250,000	62%	155,000	2,847,725	N/A
WDC	Whangārei District Transportation Model Update	IMP	2021/22	12	150,000	-	-	150,000	53%	79,500	2,927,225	N/A
WDC	Activity Management Improvement Plan	IMP	2021/22	36	150,000	153,765	157,930	461,695	53%	244,698	3,171,923	N/A
Waka Kotahi	Strategic Business Case Development	BC	2021/22	24	1,000,000	1,000,000	-	2,000,000	100%	2,000,000	5,171,923	N/A
Waka Kotahi	Programme Business Case Development	BC	2021/22	24	-	2,000,000	2,000,000	4,000,000	100%	4,000,000	9,171,923	N/A
NRC	Regional Land Transport Planning and Management	IMP	2021/22	36	625,546	639,169	703,231	1,967,946	54%	1,062,691	10,234,614	N/A
NRC	Road Safety Action Planning and Management	IMP	2021/22	36	267,512	273,397	304,412	845,321	54%	456,473	10,691,088	N/A
Total					3,870,558	5,753,831	3,953,073	13,577,462		10,691,088		

		Project Cost	NZTA Share	Local Share
Far North District Council	Total	3,902,500	2,692,725	1,209,775
Kaipara District Council	Total	250,000	155,000	95,000
Whangārei District Council	Total	611,695	324,198	287,497
Waka Kotahi	Total	6,000,000	6,000,000	-
Northland Regional Council	Total	2,813,267	1,519,164	1,294,103
Total		13,577,462	10,691,088	2,886,374

Three-year total budgeted expenditure for 2021-2024 funding period

Activity Class	Forecast Expenditure 2021-2024	State Highway improvement projects
State Highway Road to Zero improvement projects	150,730,588	
State Highway maintenance	131,752,254	
Local road improvement projects	71,729,003	
Local road maintenance	253,718,627	
Provincial Growth Fund and NZ Uptake Programme	232,503,240	
Low-cost / low-risk	119,655,252	
Unsubsidised work	28,074,223	
Public transport	10,677,276	
Road safety promotion	10,173,783	
Investment management	13,577,462	
Total of Activities	1,096,296,158	

Total anticipated expenditure for Northland for the period 2021 to 2031

Activity Class	Far North District Council	Kaipara District Council	Whangārei District Council	Northland Regional Council	Waka Kotahi NZ Transport Agency	Waitangi Trust	Department of Conservation	Northland Region
State Highway improvement projects	N/A	N/A	N/A	N/A	73,704,450	N/A	N/A	73,704,450
State Highway Road to Zero improvement projects	N/A	N/A	N/A	N/A	150,730,588	N/A	N/A	150,730,588
State Highway maintenance	N/A	N/A	N/A	N/A	131,752,254	N/A	N/A	131,752,254
Local road improvement projects	10,039,297	17,460,600	44,229,106	N/A	N/A	-	-	71,729,003
Local road maintenance	105,670,052	55,786,094	91,631,421	N/A	N/A	478,900	152,160	253,718,627
Provincial Growth Fund and NZ Uptake Programme	2,500,000	14,030,000	15,655,100	-	200,318,140	-	-	232,503,240
Low-cost / low-risk	45,263,726	9,361,932	30,564,412	5,864,037	27,200,145	1,301,000	100,000	119,655,252
Unsubsidised work	9,363,000	500,000	18,211,223	-	-	-	-	28,074,223
Public transport	-	-	-	10,677,276	-	-	-	10,677,276
Road safety promotion	5,679,086	1,026,148	2,653,360	515,189	300,000	-	-	10,173,783
Investment management	3,902,500	250,000	611,695	2,813,267	6,000,000	-	-	13,577,462
Total of Activities	182,417,661	98,414,774	203,556,317	19,869,769	590,005,577	1,779,900	252,160	1,096,296,158

Total anticipated expenditure for Northland for the period 2024 to 2027

Activity Class	Far North District Council	Kaipara District Council	Whangārei District Council	Northland Regional Council	Waka Kotahi NZ Transport Agency	Waitangi Trust	Department of Conservation	Northland Region
State Highway improvement projects	N/A	N/A	N/A	N/A	9,743,163	N/A	N/A	9,743,163
State Highway Road to Zero improvement projects	N/A	N/A	N/A	N/A	71,702,106	N/A	N/A	71,702,106
State Highway maintenance	N/A	N/A	N/A	N/A	139,410,337	N/A	N/A	139,410,337
Local road improvement projects	4,460,703	15,712,526	53,975,095	N/A	N/A	-	-	74,148,324
Local road maintenance	106,108,362	59,410,883	100,781,082	-	N/A	69,900	298,848	266,669,075
Provincial Growth Fund and NZ Uptake Programme	-	-	-	-	455,544,000	-	-	455,544,000
Low-cost / low-risk	69,686,988	7,665,000	27,840,675	2,020,062	20,683,000	522,000	104,054	128,521,779
Unsubsidised work	8,835,000	350,000	23,809,505	-	-	-	-	32,994,505
Public transport	-	150,000	-	14,673,264	-	-	-	14,823,264
Road safety promotion	6,195,252	1,144,640	2,810,515	526,523	-	-	-	10,676,930
Investment management	-	150,000	677,452	2,875,159	-	-	-	3,702,611
Total of Activities	195,286,305	84,583,049	209,894,324	20,095,008	697,082,606	591,900	402,902	1,207,936,094

Total anticipated expenditure for Northland for the period 2027 to 2031

Activity Class	Far North District Council	Kaipara District Council	Whangārei District Council	Northland Regional Council	Waka Kotahi NZ Transport Agency	Waitangi Trust	Department of Conservation	Northland Region
State Highway improvement projects	N/A	N/A	N/A	N/A	13,924,800	N/A	N/A	13,924,800
State Highway Road to Zero improvement projects	N/A	N/A	N/A	N/A	102,654,485	N/A	N/A	102,654,485
State Highway maintenance	N/A	N/A	N/A	N/A	199,243,417	N/A	N/A	199,243,417

Local road improvement projects	7,000,000	20,661,934	101,891,697	N/A	N/A	-	-	129,553,631
Local road maintenance	138,025,294	85,841,837	150,895,028	N/A	N/A	93,200	374,891	375,230,250
Provincial Growth Fund and NZ Uptake Programme	-	-	-	-	117,990,000	-	-	117,990,000
Low-cost / low-risk	93,208,710	11,284,155	39,366,584	2,020,062	29,511,468	-	148,713	175,539,692
Unsubsidised work	5,780,000	470,000	41,760,358	-	-	-	-	48,010,358
Public transport	-	200,000	-	25,998,264	-	-	-	26,198,264
Road safety promotion	8,260,336	1,641,017	4,066,231	538,107	-	-	-	14,505,691
Investment management	-	200,000	737,034	2,938,412	-	-	-	3,875,446
Total of Activities	252,274,340	120,298,943	338,716,932	31,494,845	463,324,170	93,200	523,604	1,206,726,034

Total anticipated expenditure for Northland for the ten-year period 2021 to 2031

Activity Class	Far North District Council	Kaipara District Council	Whangārei District Council	Northland Regional Council	Waka Kotahi NZ Transport Agency	Waitangi Trust	Department of Conservation	Northland Region
State Highway improvement projects	N/A	N/A	N/A	N/A	97,372,413	N/A	N/A	97,372,413
State Highway Road to Zero improvement projects	N/A	N/A	N/A	N/A	325,087,179	N/A	N/A	325,087,179
State Highway maintenance	N/A	N/A	N/A	N/A	470,406,008	N/A	N/A	470,406,008
Local road improvement projects	21,500,000	53,835,060	200,095,898	N/A	N/A	-	-	275,430,958
Local road maintenance	349,803,708	201,038,814	343,307,531	N/A	N/A	642,000	825,899	895,617,952
Provincial Growth Fund and NZ Uptake Programme	2,500,000	14,030,000	15,655,100	-	773,852,140	-	-	806,037,240
Low-cost / low-risk	208,159,424	28,311,087	97,771,671	9,904,161	77,394,613	1,823,000	352,767	423,716,723
Unsubsidised work	23,978,000	1,320,000	83,781,086	-	-	-	-	109,079,086
Public transport	-	350,000	-	51,348,804	-	-	-	51,698,804
Road safety promotion	20,134,674	3,811,805	9,530,106	1,579,819	300,000	-	-	35,356,404
Investment management	3,902,500	600,000	2,026,181	8,626,838	6,000,000	-	-	21,155,519
Total of Activities	629,978,306	303,296,766	752,167,573	71,459,622	1,750,412,353	2,465,000	1,178,666	3,510,958,286

Three, six and ten-year total budgeted expenditure

Activity Class	Actual Expenditure 2021-2024	Forecast Expenditure 2024-2027	Forecast Expenditure 2027-2031	Forecast Expenditure 10-year Total	State Highway improvement projects
State Highway Road to Zero improvement projects	150,730,588	71,702,106	102,654,485	325,087,179	
State Highway maintenance	131,752,254	139,410,337	199,243,417	470,406,008	
Local road improvement projects	71,729,003	74,148,324	129,553,631	275,430,958	
Local road maintenance	253,718,627	266,669,075	374,855,359	895,243,061	
Provincial Growth Fund and NZ Uptake Programme	232,503,240	455,544,000	117,990,000	806,037,240	
Low-cost / low-risk	119,655,252	128,521,779	175,390,979	423,568,010	
Unsubsidised work	28,074,223	32,994,505	48,010,358	109,079,086	
Public transport	10,677,276	14,823,264	26,198,264	51,698,804	
Road safety promotion	10,173,783	10,676,930	14,505,691	35,356,404	
Investment management	13,577,462	3,702,611	3,875,446	21,155,519	
Total of Activities	1,096,296,158	1,207,936,094	1,206,202,430	3,510,434,682	

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



