

# Regional Land Transport Plan

## 2015-2021 THREE YEAR REVIEW



**Northland**  
REGIONAL COUNCIL



NZ TRANSPORT AGENCY  
WAKA KOTAHĪ



Far North  
District Council



KAIPARA  
DISTRICT

kaipara te ōrangahiri • Two Oceans Two Harbours



WHANGAREI  
DISTRICT COUNCIL

## 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 ngā Huarahi, ngā ara puta noa te rohe,  
Hei ako hoki i ngā mahi mō ra, ngā marama, ngā tau  
Ka heke mai

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

## Mihimihi

No reira ka kohaina tēnei Rautaki Haerenga Waka A  
Rohe 2015 - 2021 tuhinga hukihuki, arotake o nga  
tau e toru, ki ngā tōpito e whā o te rohe o Tai Tokerau  
hei hāpai i te ora o ngā iwi i runga i te ōhaki o te  
whakatauki:

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

Tenā koutou, tenā koutou, tenā tātou katoa

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

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

Tihei mauri ora!

The Northland Regional Council has the pleasure of  
distributing the Draft Regional Land Transport Plan  
2015-2021 Three Year Review 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.

It provides a list of major projects for the region, including  
the outcomes of the assessment process, and their  
order of priority.

The breath and vitality of life!

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## Introduction - Nga Kupu Arataki

# Foreword

Our Regional Transport Committee would like to thank the Board of the New Zealand Transport Agency for the progress made over the last few years.

This plan has two main parts, State Highway Northland to Auckland, and road safety.

Our main road to Auckland is the economic life's blood for our province. We have 3.6% of the total New Zealand population, only one border to the south where 34.9% of our production leaves largely by road. We are producers, not consumers. The State Highway is essential to the movement of the goods and to the GDP. A safe multi-laned highway is now the greatest need that will bring the biggest benefit to the growing prosperity, employment and all the socio-economic woes that are improving because of job opportunities.

A review of our network shows Northland covers 1/3 length of the North Island, we have more than 6000 km of roads, 900 km are State Highway, 3700 km are unsealed rural roads, and the balance are sealed council roads.

The 2017 records have shown a horrific set of statistics, we have 3.2% of NZ population and in the 2017 calendar year Northland had 12% of the national fatal crashes. This is an abysmal statistic for our province.

Our Northland leaders have collectively recognised road safety as an urgent and necessary issue that must be addressed to stop our people being killed in this manner.

Our records show that, no restraints (seat belts), drugs and alcohol, and not driving to the conditions are the majority of the causes of death on our roads. However, we have roads which were originally built for horse and cart, they are narrow and often with a camber that does not make a small mistake easily recoverable, not an excuse but part of the fact.

If we compare the roads in the North with those in other parts of the New Zealand, it is obvious that we have not kept pace with modern road building, safety features including road widening, safety barriers, and surface management.

The enclosed plan supports the drive for the safe transport movements for freight, and the expanding tourist visitors we expect over the coming years. Our population is waiting in anticipation for the plans to be announced to bring us into the 2020's, and for the road safety messages to be broadcast.

We thank the NZTA for the progress to date and give our assurances that we will support the planning, consenting and community contact to assist with the introduction of the much needed four-lane highway management to our southern boundary.



Councillor John Bain

Chairman

Northland Regional Transport Committee

April 2018

# Introduction

The Regional Land Transport Plan 2015-2021 (the 'plan' or the 'RLTP'), is prepared under the provisions of the Regional Land Transport Amendment Act 2013 and it is a requirement that every six financial years, each regional council must ensure that the relevant regional transport committee prepares a new regional land transport plan.

It functions as a "programme of works", through which the Northland Regional Council, the Far North District Council, the Whangarei District Council, the Kaipara District Council and the NZ Transport Agency, jointly "bid" for funding assistance from the National Land Transport Fund. It must contain both strategic elements (shown in 'Part 1 'Regional Land Transport Strategy - Te Ruataki Haerenga Waka a Rohe') along with the proposed programme of works and financial forecasting (shown in 'Part 2 'Regional Land Transport Programme - Nga Kaupapa Haerenga Waka a Rohe'). The RLTP is prepared by the Regional Transport Committee (RTC) which is a joint committee comprised of two representatives from Northland Regional Council, one from each district council and the regional director of the NZ Transport Agency.

Each regional council must complete a review of their RLTP during the six-month period immediately before the expiry of the third year of the plan (no later than June 2018).

Since the adoption of the RLTP in 2015, Northland has seen a number of positive changes including an increase in population, particularly along the east coast (Whangārei District, Mangawhai and Kerikeri), partly an effect of inward migration from the Auckland region. Tourism also continues to increase. In 2015/16 there were 2.5 million visits to Northland (combined international and domestic tourists). This included 332,000 international visitors to Northland, a 93% increase from the 2012/13 total. The Te Taitokerau Economic Action Plan has now been finalised and is in effect with several projects underway and more in the planning stages. At the same time the economy of Northland continues to perform strongly with 3.5% GDP growth in 2016/17, which is above the national average.

In the last three years of the plan period (2015-2018), there have been a number of transport achievements including:

- establishment of the Northland Transportation Alliance (Whangarei, Far North and Kaipara District Councils, Northland Regional Council and the NZ Transport Agency).
- completion of a number of physical works including the majority of Whangarei Urban Improvements and start of works on the Matakohē Bridge.
- the completion of safety works on the Brynderwyns and significant new investment announced for the Auckland to Whangārei state highway corridor which will continue to improve the region's economic performance.
- the conversion of Otaika Valley Road, Mangakahia Road and Te Pua Road into State Highway 15, helping to improve safety and resilience on this corridor.
- an uplift in the available funding for road maintenance, again improving resilience.
- improvements announced to the Twin Coast Discovery Route, underpinning the increase in tourism experienced by the region.

These improvements have underwritten the key goals of the RLTP including increasing growth through better connectivity to Auckland and around the region and improving the resilience of the road network following severe weather events. Northland's road safety record remains an ongoing concern as fatal crashes have trended upwards in 2017, consistent with the pattern nationally. A key focus of the plan over the next 3 years therefore needs to be implementing safety improvements to our accident blackspots.

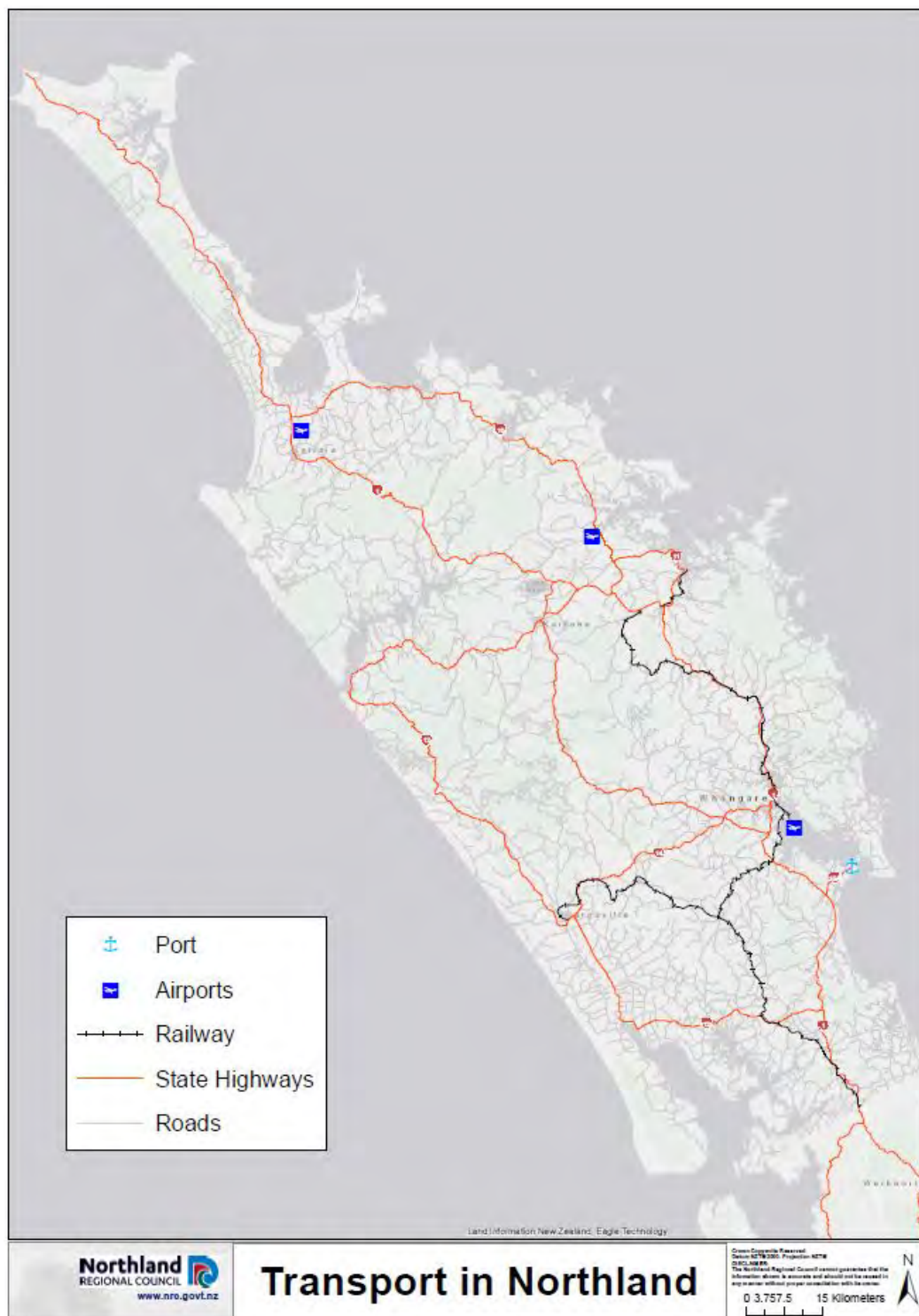
This document updates the RLTP for the final three years of the plan (2018-2021) and includes some significant new projects. These include the Twin Coast Discovery Revitalisation Project and the Whangarei - Te Hana State Highway 1 improvement package. The document is based on the Draft GPS (2018). A new Draft GPS was made available for consultation in April/May 2018. This is was not available at the time of compiling this document. Further variations may be necessary to the RLTP to align with the finalised version of this document.



# **Part 1   Regional Land Transport Strategy - Te Ruataki Haerenga Waka a Rohe**

# 1.1 Strategic context and statement of priorities

## Regional transport profile



Northland is approximately 260km in length from Cape Reinga to Te Hana. The region has approximately 6,626km of state highways and local roads, including 900km of state highway. Northland's main artery, State Highway 1, is around 340km long. Following work to seal the most northerly section of State Highway 1, the state highway network is now completely sealed. In 2016, the New Zealand Transport Agency designated Otaika Valley Road, Mangakahia Road and Te Pua Road, running through the centre of Northland, as 'State Highway 15'. There is also 5,877km of local roads, of which only 2,397km (40%) is sealed.

Northland presently has a rail link to Auckland with lines that terminate at Otoriria and Dargaville. Both the Otoriria and Dargaville lines have been temporarily closed due to track condition and a reduction in the volume of freight moved.

Northland also has a major marine port at Marsden Point – Northport – and a number of smaller coastal ports. Northport is capable of supporting coastal shipping as well as the storage and movement of bulk freight. It is connected to the national highway network, though lacks direct rail access. Other smaller ports (such as Ōpua) are able to support recreation, tourism and fishing.

The region's three airports – Kaitiaki, Kerikeri and Whangarei – all presently have flights to Auckland. Air New Zealand has withdrawn services from Kaitiaki to Auckland and Whangarei to Wellington. Barrier Air has stepped in to run a service on the former Kaitiaki - Auckland route.

Subsidised contracted public bus services operate in urban Whangarei (CityLink), Kaitiaki (Far North Link), trial Mid-North service operating between the Hokianga, Kerikeri and Bay of Islands (Mid-North Link) and a service operating from Ōmāpere/Opononi to Kaikohe (Hokianga Link).

A Total Mobility Scheme operates in the Whangarei area for people with disabilities.

The region also has a Great Ride (part of the New Zealand Cycle Trail) in the Far North (the Twin Coast Cycleway), which connects the east and west coast.

Local government administration within Northland is carried out by the Northland Regional Council and three territorial authorities: Kaipara, Whangarei, and Far North District Councils. These organisations are often also referred to as 'approved organisations' for the purposes of being able to access national land transport funding. Additionally, the three territorial authorities plus the NZ Transport Agency are collectively known as 'road controlling authorities'.

Northland as a region has a number of natural and physical advantages, for example:

- Strong tourism potential with well regarded beaches, historic heritage, a warm climate and safe harbours.
- Strong industry potential with a rural-based and manufacturing economy comprising 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.
- 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.

## **Northland's transport problems, benefits, objectives and priorities**

### **Key problems**

In February 2017, as part of the review of the RLTP, Northland's Councils and the NZ Transport Agency participated in an exercise to better understand and address the current problems with the Northland transport network ('Investment Logic Mapping' or 'ILM'). A number of challenges was identified, grouped into the following three categories:

- Difficult geology - which restricts the development of sustainable, resilient infrastructure which results in lost opportunities for regional economic development (including tourism).

- Some communities have poor access to employment, education and recreational opportunities. The region better needs to prioritise available investment.
- Proportion of unsealed roads - heavy vehicles are often required to use unsealed roads to access arterial routes which is negatively impacting on the amenity and health of our communities.

The ILM exercise also discussed the relative scale of the problem. Difficult geology and the lost opportunity for regional economic development was seen as the most significant problem, with poor access and the need to prioritise investment, along with the proportion of unsealed roads and negative effects from heavy vehicles, being the number two and number three problems respectively.

### Summary of contributing factors to the key problems

Difficult geology:

- Northland has suffered a number of severe weather events and is subject to sub-tropical cyclones and storms, the severity of which is likely to increase with the impacts of climate change.
- This is exacerbated by the lack of free draining soils in the region and the large amount of 'Onerahi Chaos', a type of soggy clay which contributes to landslides and slips.
- Difficult geology has led to resilience issues in the past, for example slips and flooding on state highways have necessitated long diversion routes.
- Northland roads have some of the highest costs per kilometre for sealed road maintenance and repairs. Challenges include weak pavement strength, subgrades susceptible to moisture and a lack of good quality aggregate locally.
- The added cost required in constructing and maintaining Northland's roads can affect the viability of developing business cases.
- Visitors and tourists access the region using the state highway network but use the local road network to access sites of interest. In several areas the local roads are not of a standard suitable for a visitor experience.

Poor access and the need to prioritise investment:

- Northland is the most rural region in New Zealand (in terms of % of population living outside urban areas). This means many people have to travel significant distances to access essential services.
- There are limited public transport options outside Whangārei. An infrequent bus service operates in Kaitiāia and trial services currently operate in the Mid North. However, as a predominantly rural area, it can be difficult to develop business cases using criteria that are more suited to urban areas.
- There are a number of isolated rural communities, particularly in the Far North, where access to essential services using the roading network is disrupted by extreme weather events.
- Historically, there has been under-investment in maintaining parts of the roading network leading to a backlog in essential maintenance.

Proportion of unsealed roads and associated adverse effects from heavy vehicles:

- As stated, 60% of Northland's road network is unsealed. In recent years an uptake in forestry harvesting has led to increased numbers of heavy vehicles using unsealed roads in Northland to access state highways and Northport.
- Regular summer roadside monitoring of selected locations by the regional council have found that levels of dust are present that can cause negative health and environmental effects. It is difficult to quantify the scale of the problem however work is ongoing to get a fuller picture of the hotspots.
- Northland's unsealed roads are likely to have relatively weak subgrades, and coupled with significant freight volumes and dry summers, dust can be a significant issue.
- The adverse effects are three-fold: health effects, through the exacerbation of respiratory conditions particularly in the very young and elderly populations; environmental effects, through a negative effect on amenity and contamination of soil and water; safety, as the dust thrown up by heavy vehicles can substantially reduce visibility and contribute to accidents.

These problems are considered in greater detail through the discussion in the 1.2 'Strategic transport framework' section below.

## **Benefits of addressing the key problems**

Through the Investment Logic Mapping exercise, the following priority benefits of addressing these key problems were identified. These included:

- Enabling an increase in economic development activity (including tourism).
- Contributing to a reduction in social deprivation.
- Greater regional resilience.
- Reducing the environmental impact of travel.

Allied to this, the following specific priority benefits (or 'outcomes') from investment in the transport network were identified as:

- A transport system that is configured for growth.
- People having 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 deaths and serious injuries).
- Ability to proactively manage the impact of freight on the region.

## **Strategic objectives**

The strategic objectives sought in the 2015/18 section of the RLTP remain the same following the Investment Logic Mapping exercise, with the exception of an additional objective on developing a transport system that grows tourism in the region (Objective 2). The strategic objectives will address the problems and help realise the benefits (or outcomes) of investing in transport in the region. The strategic objectives are:

1. A sustainable transport system that enhances the growth and existing economic development of Northland and New Zealand.
2. A transport system that encourages and facilitates increased tourism to the region.
3. All road users are safe on Northland's roads.
4. Northland is well connected to Auckland and to the rest of New Zealand.
5. Northland's roading network is developed and maintained so that it is fit for purpose and resilient.
6. Our people have transport choices to access jobs, recreation and community facilities.
7. The transport system enhances the environmental and cultural values of Northland.
8. Effective ports servicing Northland and New Zealand.

In terms of the relative importance of each of these objectives in meeting the problems and realising the benefits detailed above, sustainable transport (Objective 1), tourism (Objective 2), connectivity (Objective 4) and resilience (Objective 5) will be inherently the most important for addressing the problems of difficult geology and unlocking Northland's economic potential through a more resilient, fit-for-purpose transport network. Effective ports (Objective 8) is also important, because with effective local port infrastructure in place, fewer goods will have to be transported out of the region to reach overseas markets. In terms of improving access for communities and better prioritising investment, transport choice (Objective 6) is the key driver. Transport choice includes access to different modes (for example public transport, walking and cycling). In terms of reducing adverse effects from heavy vehicles travelling on unsealed roads, safety (Objective 3) and enhancing environmental and cultural values (Objective 7) are the most important objectives.

## **Priorities for Northland**

### **National Priorities**

The Government Policy Statement on Land Transport Funding 2018/19 - 2027/28 (GPS 2018) outlines the government's priorities for expenditure from the National Land Transport Fund. This policy statement determines how funding from the National Land Transport Fund is allocated among activities such as road policing, road safety promotion, state highways, local roads and public transport.

The role of the RLTP is to seek national funding from the National Land Transport Fund which can only be allocated to activities detailed in the RLTP. However, this does not guarantee funding approval.

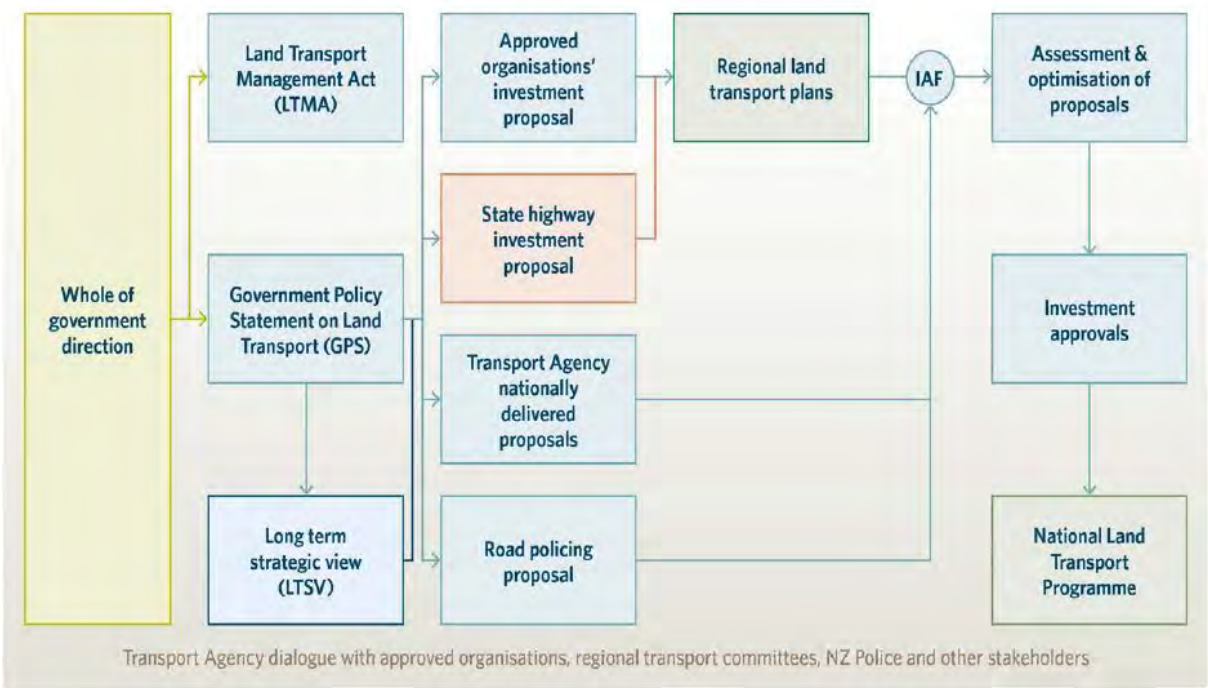
There is a requirement for Northland's priorities (see below) for transport to be aligned with the national priorities in GPS 2018 because investment is prioritised to these areas.

The government has three strategic areas that are the priorities in GPS 2018:

- Economic Growth and Productivity;
- Road Safety; and
- Value for money.

Long Term Strategic View

NZ Transport Agency has developed a Long Term Strategic View (LTSV) capturing the pressure points and key economic, environmental and population factors that will shape the transport system New Zealand needs for the future. The LTSV and GPS 2018 inform the compilation of Regional Land Transport Plans. The overall picture is quite complex. However, the LTSV and GPS 2018 both serve to inform the development of the state highway and district and regional council transport programmes, which in turn inform the development of the RLTP. This relationship is shown in the diagram below.



The LTSV includes information on the key arrival and departure points for tourists and the typical route travelled in New Zealand. As can be seen, Northland is a key part of the journey tourists take in New Zealand. More than \$280 million was spent in Northland by international tourists in 2016/2017.



### Key customer flows, freight, and tourist journeys

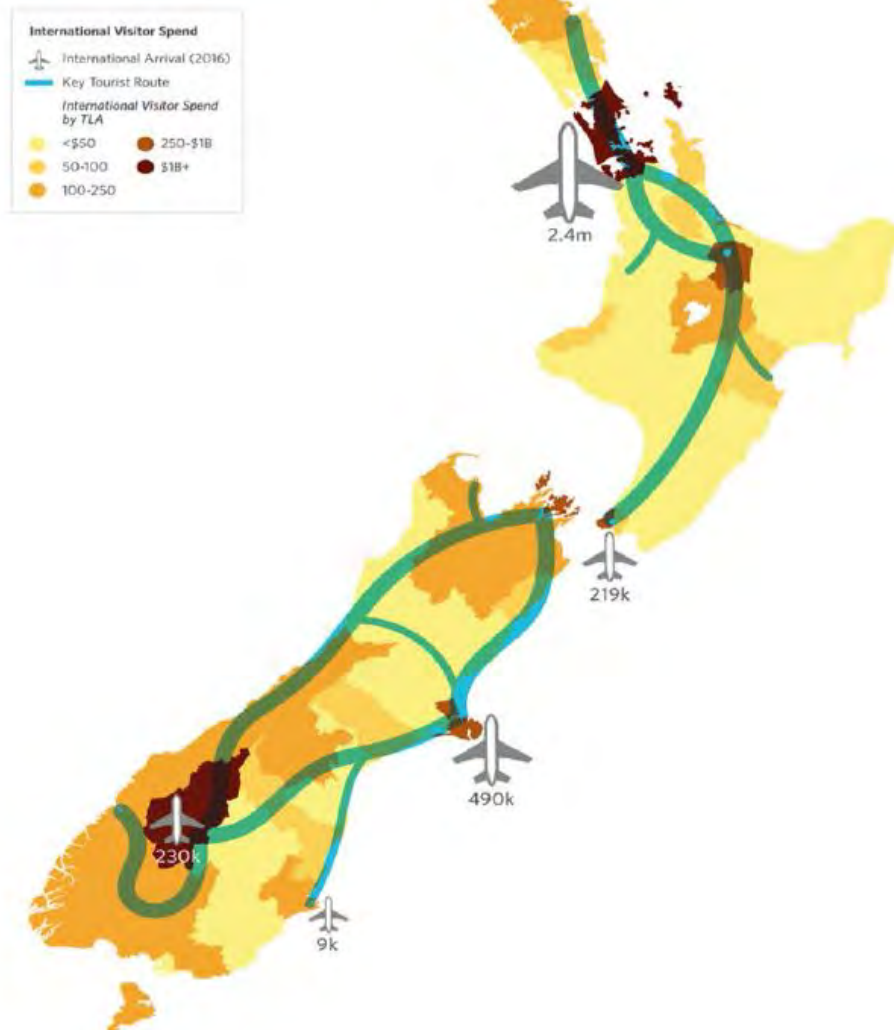


Image: NZ Transport Agency Long Term Strategic View, 2017.

The LTSV also captures the flow of freight in New Zealand. Northport handles the greatest tonnage of imports of any port in the country and third highest tonnage of exports. Overall value is lower however, as imports/exports tend to be raw products (oil, logs, sand).

### Key economic flows

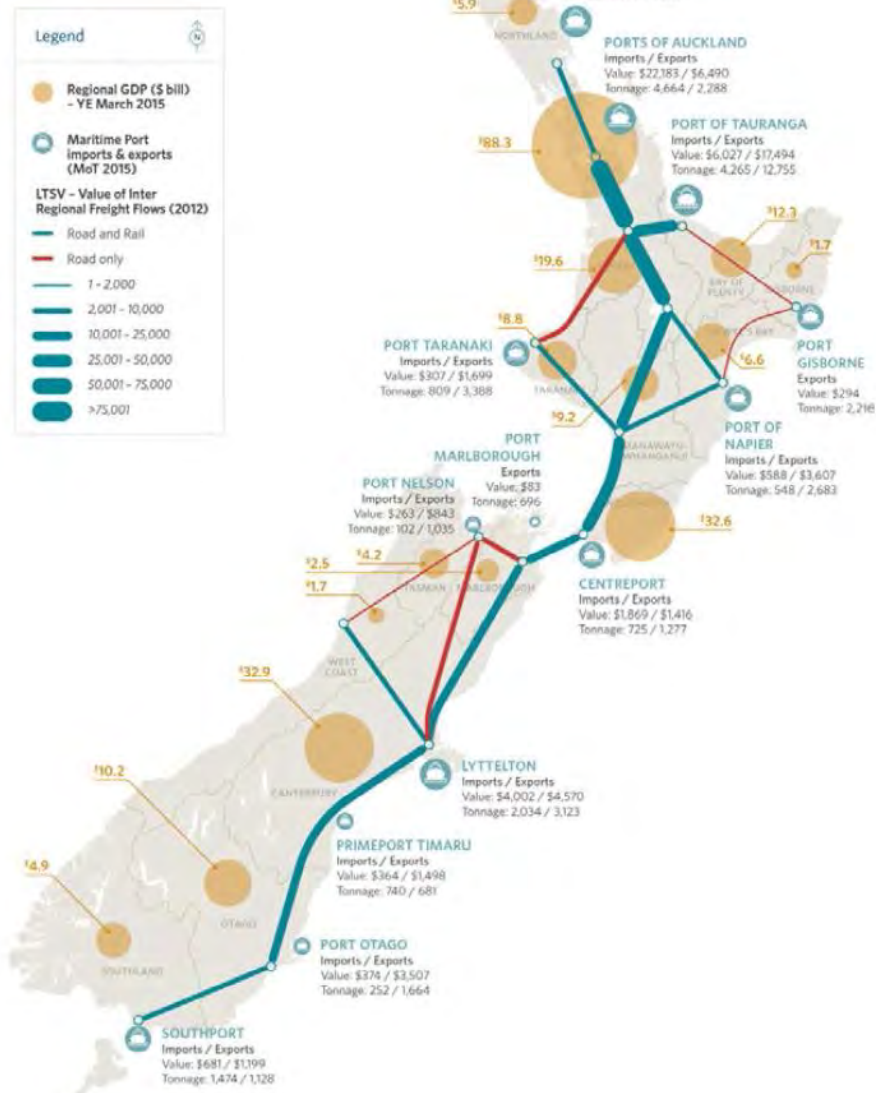


Image: NZ Transport Agency Long Term Strategic View, 2017.

### Regional Priorities

Following the Investment Logic Mapping exercise, Northland's regional priorities for transport for 2018/21 have been confirmed as being:

1. Regional and national connectivity.
2. Economic and tourism development (including addressing perceptions of travel in the region).
3. Route resilience and security.
4. Addressing constraints due to topography and geography.
5. Future proofing and long term planning.
6. Reducing the environmental effects of the transport network.
7. Greater alignment between central and local government.



8. Considering the needs of the transport disadvantaged (includes addressing social deprivation).

9. Improving transport choices in rural communities

It is important to recognise that road safety flows through all of the above priorities as an overarching principle, recognising the high number of fatal and serious injury crashes prevalent in the region. Given the importance of this issue, we expect it will be retained as a very high national priority in any changes to the GPS by the new Government.

Northland's regional priorities all explicitly or implicitly link closely to the national priorities of GPS 2018. In addition, value for money will be demonstrated through the objectives and policies listed in the 1.2 'Strategic transport framework' section below, as well as the prioritisation of projects in the programme (see Part Two of this plan) in line with the NZTA's Business Case Approach, Investment Assessment Framework, and prioritisation process and alignment of council procurement policies with the NZTA procurement manual.

The regional priorities will be used to frame discussion in the 1.2 'Strategic transport framework' section below on how the programme will address the key problems, realise the benefits of transport investment and show how we will meet the strategic objectives. Supporting actions are also listed at the end of each section discussing each regional priority. Measures have also been identified that will be used to assess the effectiveness of the programme in general and plan policies on meeting the strategic objectives - these can be found in 2.4 'Monitoring, reviews and variations'.

## 1.2 Strategic transport framework

This section looks in more detail at the regional priorities briefly described in 1.1 'Strategic context and statement of priorities'.

It lists the relevant strategic objectives and includes actions to achieve these objectives. The policies link to the programme of works detailed in Part Two of this plan.

### **Wider upper North Island context**

Northland, as a long thin peninsula, is very reliant on good transport (particularly roading) connections to access to Auckland, New Zealand and international markets. State Highway 1 plays a critical accessibility role, connecting Northland with New Zealand and globally through NorthPort. Making improvements to State Highway 1 between Auckland and Whangārei is therefore crucially important for the commercial future of Northland. The importance of Northport to sustain future export growth is highlighted in the [UNISA port study](#)

The recent all-of-government Tai Tokerau Northland Economic Action Plan (TTNEAP) identifies improving transport accessibility as an enabler for regional economic performance. The State Highway 1 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).

### **Upper North Island Strategic Alliance**

The purpose of UNISA was to establish a long-term collaboration between the Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangārei District Council for responding to and managing a range of inter-regional and inter-metropolitan issues.

To develop transport, UNISA has been working with key strategic partners (KiwiRail, Auckland Transport, and NZ Transport Agency) to develop a 'freight story'. The purpose of the freight story is to take a collective partnership approach within the upper North Island to determine issues or areas that are limiting the ability to 'reduce the cost to do business in New Zealand'. UNISA has also developed a picture of the strategic fit of Northland in a North Island context.

## Upper North Island Strategic Fit

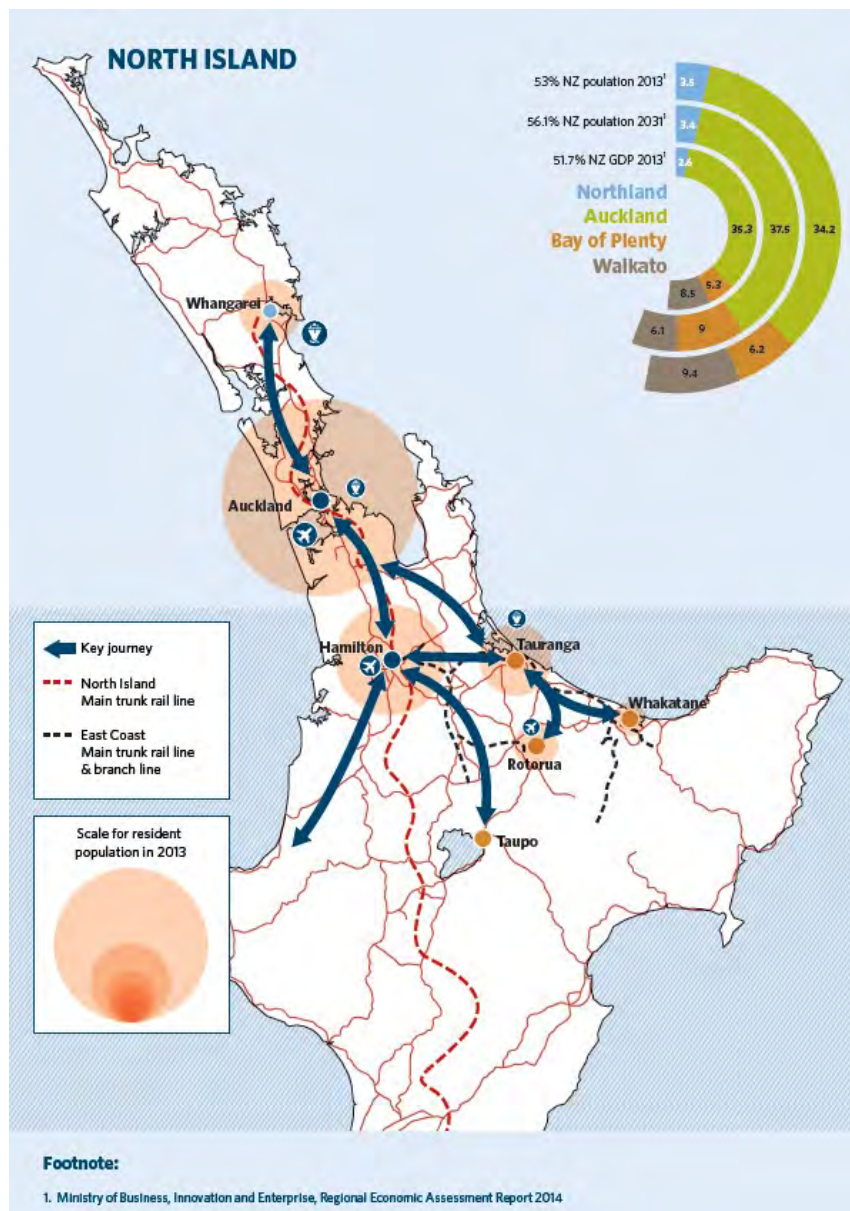


Image: Upper North Island Strategic Alliance

## **Tai Tokerau Northland Economic Action Plan**

The Tai Tokerau Northland Growth Study (completed in February 2015) highlighted a range of opportunities for Northland. These have been narrowed down through the development of the Tai Tokerau Northland Economic Action Plan (the Action Plan), developed in February 2016. The Action Plan brings into focus a group of projects that together will contribute to transforming Northland's economy. The [Action Plan](#) is short to medium term, covering 10 years and it encourages new projects to be included when existing projects come to completion. A broad range of organisations will contribute to the success of the Action Plan, from business and Iwi/Māori through to not-for-profit and local and central government. The Action Plan is a living document that will change as projects are completed and new projects are started.

Transport forms an integral part of the overall picture in the meeting the goals and outcomes of the Action Plan. Goal number 1 is that regional infrastructure is targeted to support key economic growth opportunities. The most relevant outcome from the Action Plan is a sustainable transport system that enhances the growth and existing economic development of Northland and New Zealand.

### **Connecting Northland**

'Connecting Northland', part of the Action Plan, is about the NZ Transport Agency and its partners supporting Northland through transport solutions to grow and support the region and its economy. It's about connecting all communities in Northland – employees to jobs, communities to important facilities such as hospitals, and freight to the port and key markets.

This will result in:

- Stronger regional growth through increased investor confidence
- Safer journeys
- Improved route reliability and travel time predictability through smart road maintenance and network resilience.

A number of investment programmes make up 'Connecting Northland' including:

- State Highway 1 - Whangārei to Te Hana (part of the Whangārei to Auckland Key Corridor)
- Twin Coast Discovery Route Programme Business Case.

### **Key Corridors**

Key corridors have been identified by the NZ Transport Agency where there is the potential to contribute to resilience and safety and support economic growth. Corridor management plans have been developed for each key corridor, setting out the outcomes to be achieved and listing short and long term projects to deliver these outcomes. These corridors will form a programme business case to support the funding and delivery of these future projects. They provide a link between a long-term planning outlook, the 10-year medium term investment programme, and the three-year land transport programmes for the next funding round. They have been developed through rigorous technical analysis.

Corridor management plans also consider opportunities for rest areas and passing lanes. There is a need for more of these in Northland particularly on SH1 between Whangarei and Kawakawa and SH14 between Whangarei and Dargaville. NZ Transport Agency are developing a national rest area strategy which will assist with the strategic decision making behind locating and upgrading rest areas.

### **Corridor management plans in Northland**

Present corridor management plans in Northland include:

- Auckland to Whangārei - comprising SH1, SH15 (Port Marsden Highway) and SH16.

- Whangārei to Kaitiāia - comprising SH1, SH10 and SH11.
- Northland primary collectors - comprising SH12, SH14 and SH15.

## Road Safety

Road safety is an overarching priority for Northland. It is expected that implementing many if not all of the projects in the transport programme will contribute to road safety in some way. The following is how road safety is specifically addressed in the region's transport activities.

### Safer Journeys 2016-2020 Action Plan

The Safer Journeys 2016-2020 Action Plan is the third and final Action Plan for New Zealand's Road Safety Strategy for 2010 to 2020. The vision is to establish a safe road system, increasingly free of death and injury, using the Safe System Approach.

#### Safe System Approach



Image: Safer Journeys 2016-2020 Action Plan

Significant progress has been made under the two previous Action Plans across all key areas of the Safe System throughout New Zealand. This includes initiatives such as:

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

Many initiatives will continue as a core part of the policies and decision making of various agencies.

However, there are still areas where progress towards a safe road system needs more momentum. The third Action Plan will renew focus on areas of greatest risk and disproportionate harm, and present opportunities for the use of current and emerging technologies.

In particular, this Action Plan's focus is to:

- enable smart and safe choices on the road.
- make motorcycling safer.
- ensure roads and roadsides support safer travel.
- encourage safe vehicles.

### Northland's Approach

The key challenges around road safety in Northland include:

- loss of control on bends.
- speed.
- alcohol.
- road factors.
- roadside hazards.
- restraints.
- driver behaviour.

These factors are consistent with the factors identified in the Northland Regional Road Safety Plan, the nationally produced Safer Journeys – 2020 Road Safety Strategy and the latest Community 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.

It is very important that the limited resources are targeted to achieve the best results possible with the resources and funding available.

### Safe System Themes

SAFE SYSTEM THEMES	
Extra focus	High-risk Rural Roads (Open Road / Loss control bends)
	Alcohol
	Motorcycle
	Safe Speed (Driving too fast for the conditions)
	Young Drivers (15-24) (At fault or part at fault)
Maintain	Distractions (Poor observation)
	Fatigue
	Restraints
	Heavy Vehicles
Emerging & monitor	Visiting Drivers
	Substance impaired driving (Medication & drugs)

Image: Safer Journeys 2016-2020 Action Plan



Northland, like the rest of New Zealand, is having trouble maintaining recent gains in reductions in deaths and serious injury crashes on our roads. There is now an upward trend in the death and serious injury statistics. In 2017 the trend of increasing fatalities has continued, being more than 2016's tally of 27.

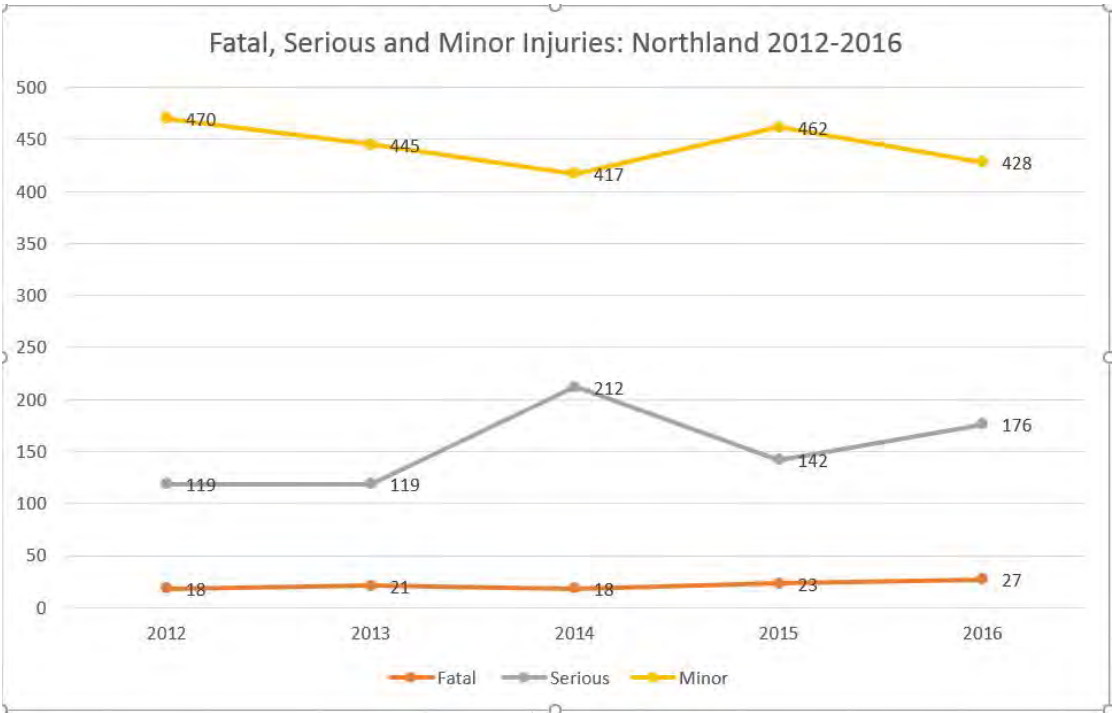
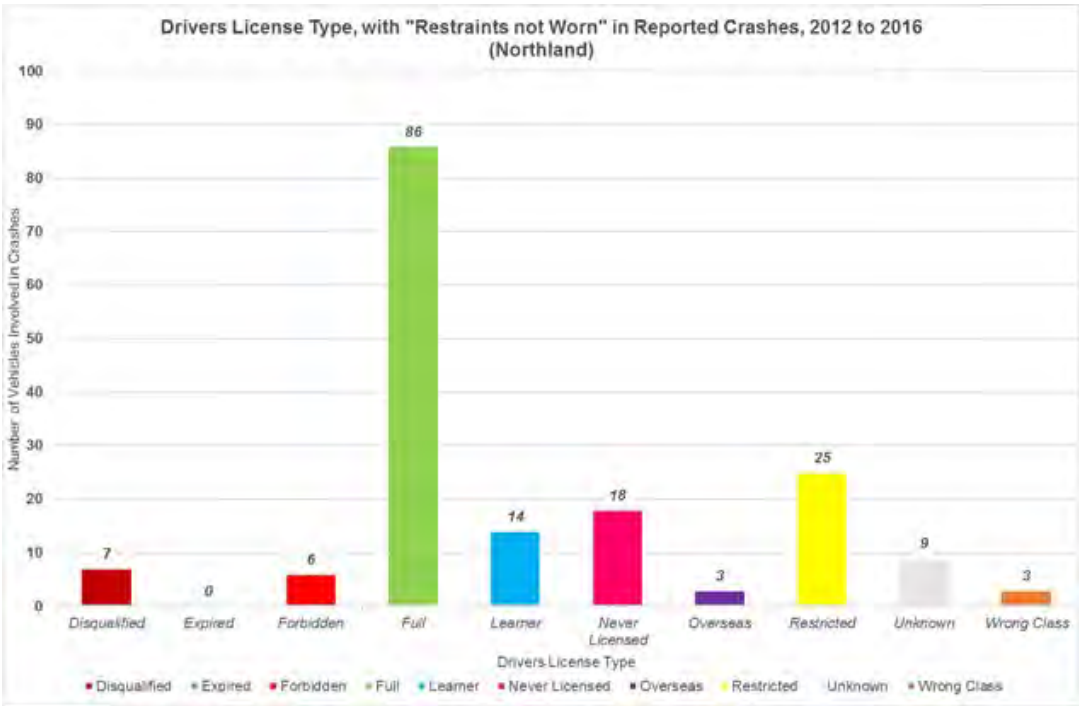


Image: Northland Regional Council

Reducing road trauma to victims and their families is the ongoing challenge. The international best practice model of the Safe System Approach focuses on ‘a safe system increasingly free of death and serious injury’.

As evidenced in the table below the non-wearing of restraints continues to be a serious problem in fatal and serious injury crashes in Northland. This is one of the key risk areas that will be further targeted across Northland in future.



*Image: Northland Regional Council*

The top causes of road crashes in Northland are driver-led factors such as poor judgement or observation of road hazards and poor positioning, overtaking or handling. Often there are a number of different causes behind each road crash.

Here are some further details on some of the causes of road crashes in Northland and some responses sought:

#### *High-risk Rural Roads*

##### *Open Road/Loss of control on bends*

Generally, drivers are travelling too fast for the conditions on bends. Crashes on bends often mean the driver runs off the road hitting a roadside hazard or another vehicle. Alcohol and drug impairment may also be factors. The highest risk rural roads will be identified along with the highest risk intersections across each Northland district and highway.

##### *Alcohol*

Identify high risk locations with alcohol/drug related crashes in each of Northland's districts. Work with communities through community-based programmes engaged with high risk drivers.

##### *Motorcycles*

Identify high risk motorcycle routes. Improve availability of motorcycle training through working closely with ACC, motorcyclists and trainers.

##### *Speed*

Supporting the Speed Management Guide principles that prioritise high benefit areas that influence both safety and economic productivity for Northland. Developing a consistent approach to speed management practice based on identified risk.

##### *Young Drivers*

Increase young driver education opportunities and uptake through targeted engagement. This will take place by working with targeted communities through community-based programmes to progress young drivers through to attaining their full licence. Although regionally there are a number of these such initiatives to assist people in obtaining their driver's licence, better understanding is needed of what these are and where additional support is required.

##### *Visiting Drivers*

A contributing factor to some crashes in Northland may be due to the driver being unfamiliar with New Zealand road rules or driving conditions. Drivers may also be fatigued from having recently arrived in the country and then immediately continuing their journey north in a hire car.

### **Corridor Safety Initiatives**

A number of initiatives are underway or proposed for the 2018-2021 plan period that will principally improve safety on the Northland transport network. These include:

- Loop Road Nth to Smeaton's Hill Upgrade (SH1)
- Design improvements to SH1 between Ohaewai to Kaitia.
- 'Safer Roads Alliance' improvements to SH1 between Marsden to Waipu and Brynderwyn to Te Hana.
- SH10 Waipapa Intersection Improvements



- Investigations on safety improvements at Pakaraka (SH10) to Whangaroa Harbour, Kaikohe to Dargaville (SH12), Tokatoka to Brynderwyn (SH12), Maunu to Dargaville (SH14), Marsden Point Highway (SH15), Cape Reinga to Awanui (SH1), Mangamuka Gorge to Rahiri (SH1), Awanui to Mangamuka Gorge (SH1) and Whangaroa Harbour to Awanui (SH10),
- Region-wide conversion to Light Emitting Diode (LED) lighting.

The Brynderwyn (North) Safer Systems Project and SH11 Airfield to Lillypond 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 conflicting with local traffic using SH14. It is likely that an intersection upgrade will be required in the next 3-5 years to reduce the risk to road users.

Whilst 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 Whangarei.

### Safety Initiatives - Proposed or Underway



Image: NZ Transport Agency, 2015

### Relevant strategic objectives for the regional priority of road safety

All strategic objectives are relevant to road safety in some way. Those particularly relevant include:

*Strategic Objective 2: A transport system that encourages and facilitates increased tourism to the region.*

*Strategic Objective 3: All road users are safe on Northland's roads.*

*Strategic Objective 5: Northland's roading network is developed and maintained so that it is fit for purpose.*

#### **Actions**

- 1. Develop and implement a Regional Road Safety Plan for Northland.*
- 2. Undertake road crash reduction studies at accident black-spots to determine the best methods to reduce incidents of deaths and serious injuries.*
- 3. Undertake physical works at Northland's accident black-spots to reduce incidents of deaths and serious injuries.*
- 4. Promote road safety education and advocacy initiatives to pro-actively reduce the potential for incidents of deaths and serious injuries.*
- 5. Promote the development and continued use of fatigue and rest stops for tourist and freight users of our roads, including through the national rest stop strategy.*
- 6. Promote safer walking, cycling and horse-riding including through the provision of safer facilities.*
- 7. Conduct a stocktake of all learner driver initiatives in Northland to identify any gaps in the provision of learner driver education and where appropriate provide support.*
- 8. Promote collaborative decision making and evaluation with community groups.*

#### **Regional priorities: 1. Developing regional and national connectivity and 2. Economic and tourism development**

##### **Whangārei to Auckland**

As discussed, the route between Whangārei and Auckland is a vital link 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 (international and domestic spending). This corridor incorporates the currently committed Puhoi-Wellsford motorway upgrade (part of the Roads of National Significance project). It is approximately 191 km long (1.7% of the state highway network) and the total value of assets along the corridor is \$351M (1.5% of the total national asset value). It is classified as having a national high volume level of service (Puhoi - Wellsford) and national level of service (Wellsford to Whangārei) under the One Road Network Classification.

The extent of the corridor can be seen below.



Image: NZ Transport Agency, 2017

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 of 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-Waipu 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.
- Safety is an issue. There are four identified 'black-spot' intersections along the route - Tauroa Street (Whangārei), Oakleigh Wharf Road, Shoemaker Road and Wayby Station Road. The road generally has a 3-star (average) rating, except where it approaches Whangārei where it has a 2-star (poor) safety rating.

Under the 'Connecting Northland' branding, NZ Transport Agency is proposing a series of projects that will help address these pinch points identified in the corridor management plan. The centrepiece of this work is Whangārei to Te Hana, a long-term programme of investment being undertaken by the NZ Transport Agency on behalf of the NZ Government. The programme includes a combination of projects to deliver an upgraded carriageway and safer alignment of State Highway 1 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.

The proposal is to be delivered in several stages (part of 'Connecting Northland'):

- Port Marsden Highway roundabout to Oakleigh (construction during the 2018-2021 programme period).
- Oakleigh to Whangārei (construction during later three-year programme periods).
- Te Hana to Port Marsden Highway roundabout (delivered as an investigation in the 2018-2021 programme period with construction commencing in later three-year programme periods)

The primary benefits of this proposal will include:

- Improvements to travel time and reliability – particularly at the Brynderwyns.
- Increase in resilience from the complete reconstruction of pavement on the existing road or construction of a new road on an alternative alignment.
- Reduction in risk at 'black-spot' intersections and areas with a current average-poor safety rating.

In addition, there are a number of projects proposed for the primary purpose of addressing resilience and safety. These are detailed under the relevant priorities above (for safety) and below (for resilience).

### Whangārei to Kaitiāia

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 international visitors to New Zealand (as shown in the Investment Logic Mapping). The corridor from Whangārei to Cape Reinga inclusive of SH10, SH11 and SH1 is approximately 399km long (3.5% of the state highway network) and the total value of assets along the corridor is \$575M (2.5% of the total national asset value). It is classified as having a 'regional' level of service from Whangārei to Kawakawa and classed as a 'Primary Collector' north of Kawakawa under the One Network Roding Classification.



Image: NZ Transport Agency, 2017

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

- Resilience is an issue along the corridor due to a lack of viable alternatives and 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.
- 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 AM/PM peak periods which impact both private vehicle and public transport occupants. Seasonal holiday traffic can be busy around key tourist centres and Whangārei. Congestion can also occur at pinch points such as one-lane bridges.
- The road has a poor safety rating with many parts of the corridor scoring only 2-stars. This is below the level of service for the part that is classified a 'regional road' (Whangārei-Kawakawa).

A number of projects were committed in programme years 2015-2018 and are to be carried forward into 2018-2021. These included:

- SH10 Taipa Bridge upgrade
- SH10 Kaeo Bridge upgrade
- Completion of Whangārei Urban improvements (Tarewa Road intersection).

The Akerama Curves realignment on SH1 is due for completion in 2018.

Some other significant projects proposed for the corridor for the 2018-2021 programme period and beyond include:

- SH10 Waipapa Intersection upgrade
- Improvements as part of the Twin Coast Discovery Revitalisation (e.g. upgrades to signage, rest stops, facilities and branding).

In addition, there are a number of projects proposed for the primary purpose of addressing resilience and safety. These are detailed under the relevant priorities above (for safety) and below (for resilience).

There is a need for more passing lanes on SH1 - particularly north between Whangārei and Kawakawa (a regional connector). This stretch of road is also part of the Twin Coast Discovery Highway however presently there are few designated rest areas.

### Northland Primary Collectors

Aside from SH1 (Wellsford to Kawakawa), according to the One Network Roadway 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 (State Highways 12, 14 and 15) is approximately 271km long (2.4% of the state highway network) with the total value of assets along the corridor being \$348M (1.5% of the total national asset value). These roads are still regionally important and it is important to note that the growing number of tourists visiting Northland will put more pressure on the network of primary connectors (noting that SH12 is the backbone of the Twin Coast Discovery Route 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 there is a notable amount of freight that 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, noting the centralisation of services to the city from other parts of the region in recent years.

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 Ōpononi/Omapere, 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 safety rating with many parts of the corridor scoring only 2-stars or at best 3-stars.

During the 2015-2018 programme period, funding was committed to upgrade two one-lane bridges at Matakoho on SH12, to be carried forward into 2018-2021.

Additional significant proposals for the 2018-2021 programme period and beyond include:

- Improvements to SH15 - Inland Freight Route.
- Improvements as part of the Twin Coast Discovery Revitalisation (e.g. upgrades to signage, rest stops, facilities and branding).

In addition, there are a number of projects proposed for the primary purpose of addressing resilience and safety. These are detailed under the relevant priorities above (for safety) and below (for resilience).

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



Image: NZ Transport Agency, 2017

### **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 5% of Northland's regional GDP and 10% of Northland's employment. A total of almost 2.5 million visitors came to

Northland in 2015/16. This includes day visitors and those travelling to the region for business, holidays and visiting friends and relatives. Just over 13% of the 2.5 million were visitors from overseas with the remaining 87% from other regions of New Zealand.

Since 2005, the total number of visitors to Northland has increased by almost 600,000 or 32%. This equates to an average annual increase of 2.6%. Over the last five years since 2010/11, the average annual increase has been 4.8%. The vast majority of this growth has been the result of an increase in domestic visitors from other regions of New Zealand. The number of visitors from other regions has increased by 37% since 2005 while international visitor numbers have increased by just 6%.

However, the number of international visitors to Northland has increased quite dramatically since reaching a low point of 184,000 in 2012/13. In 2015/16 there were 332,000 international visitors to Northland, a 93% increase from the 2012/13 total.

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 an annual rate of about 2.5% per annum over the next five years or so.

### Visitor Growth Northland

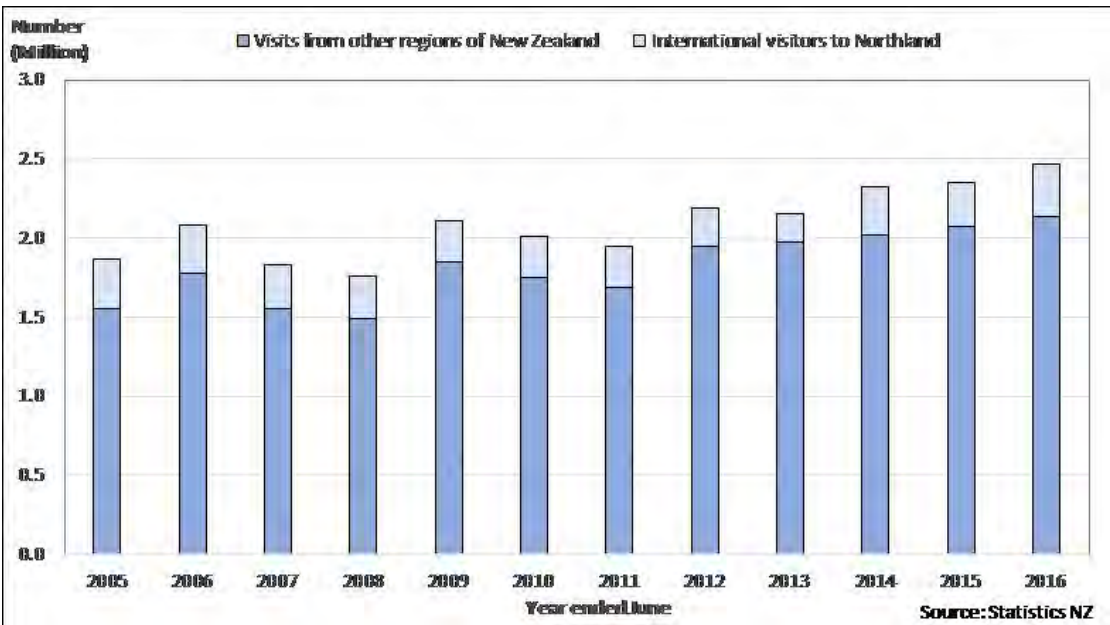


Image: Northland Regional Council

The following graph 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 visitors' travel and travel undertaken by Northlanders themselves). A number of assumptions was made in calculating this total, including estimates of the proportion of visitors using light vehicle to travel, and the average distance undertaken by travellers of different origin and purpose. 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.

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, rising to over 234 million kilometres in the year ended June 2023. At that point visitors will account for 15% of total distance travelled by light vehicles in Northland.

## Distances travelled by visitors in Northland

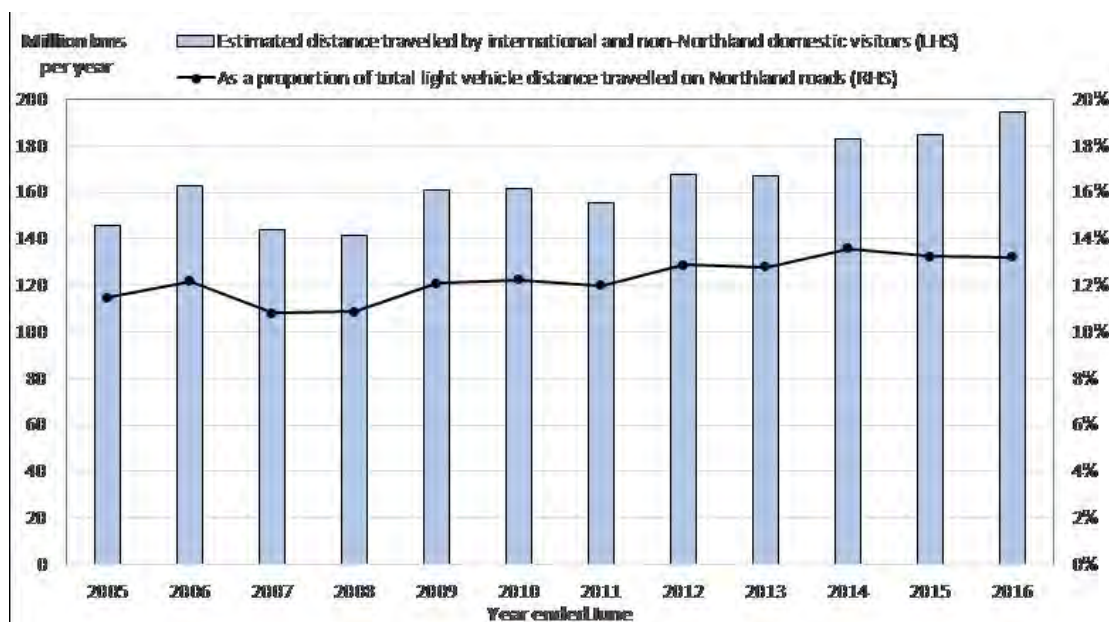


Image: Northland Regional Council

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 TTNEAP and Connecting Northland, recommends investment in a transport programme to enable the necessary improvements to the Twin Coast Discovery Route, including the below projects:

- Improvement works to support growth of Waipapa as a service centre.
- Improve the resilience of SH10 and SH12, including through upgrading Taipa and Kaeo bridges and improvements to Opononi/Ōmāpere township.
- Stopping place strategy and improvements.
- Region wide walking and cycling strategy

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. The programme business case also recommends the development of a Whangārei to Opua tourist cycle trail.

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.





## Walking and Cycling Touring Routes

Far North District Council has been proactive in developing cycling opportunities, including leveraging funding to complete the Twin Coast Cycleway (linking the Bay of Islands at Opua with the Hokianga Harbour at Horeke). This trail, a 'Great Ride' and part of the National Cycleway initiative, will link with other region-wide cycle routes (known as 'Heartland Rides') in the Whangārei, Far North and Kaipara Districts.

Heartland rides function as back country cycle touring routes linking the Great Rides, urban centres, transport hubs and other key tourist attractions. At present, there are three such rides in Northland:

- Missing Link Cycleway - the 118km Heartland Ride joins Dargaville, the end of the Kauri Coast Cycleway, with Central Auckland. The Kaipara Missing Link heads southwest from Dargaville to the holiday village of Pouto Point at the mouth of the Kaipara Harbour. The missing link to this cycle tour involves a boat trip across the Kaipara Harbour. The trail then follows a surprisingly gentle route into the very centre of Auckland.
- Kauri Coast Cycleway – the 113km Heartland Ride links Rawene on the Hokianga Harbour, though to Dargaville. This route uses low volume roads, and passes through Kauri forest and secluded coastal settlements.
- The Far North Cycleway – this 161 km ride runs from the north side of the Hokianga Harbour, along quiet rural roads to Ahipara, and then along 90 Mile Beach (Te-Oneroa-a-Tōhē) north to Cape Reinga.

A regional walking and cycling strategy is currently under development with the regional council, district councils, NZ Transport Agency and Northland Inc working together on presenting a clear vision for walking and cycling in the region. The regional strategy will:

- underpin the district strategies and support walking and cycling programmes and local initiatives,
- present a strategic case for connecting Northland with Auckland via the east coast, and
- promote the economic and tourist opportunities from developing Great Rides and Heartland Rides in Northland.

## **Rail**

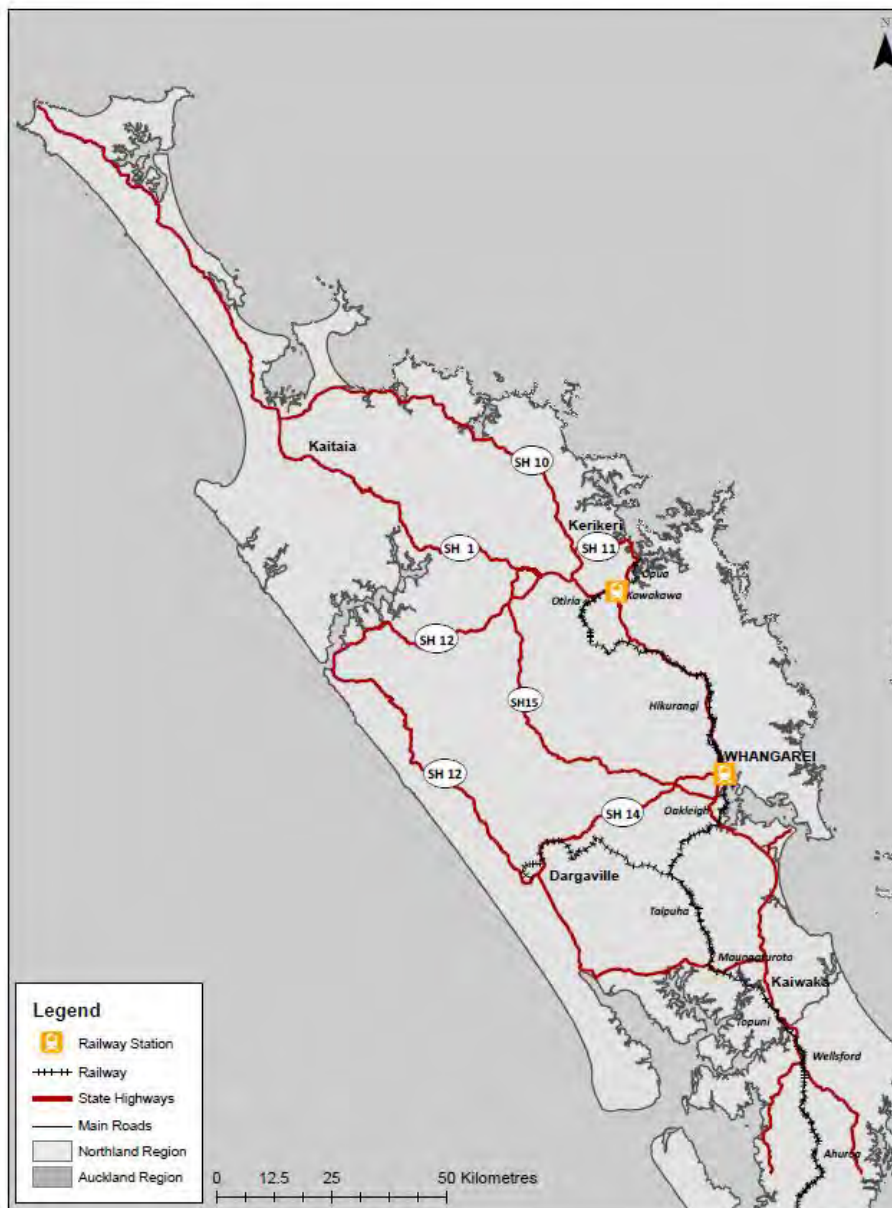
Northland's operational rail network has continued to decline to the extent that it carries 2% of freight (further discussion on this is below). One of the outcomes of this reduction is that freight is no longer carried in the Otiria to Kauri section of rail and the Dargaville line is no longer operational.

Additionally the line between Auckland and Whangārei is hampered by inadequate infrastructure (such as low clearance and single tracking), a lack of wagons and locomotives, and a relatively long route (at least compared to road alternatives) with speed restrictions in Auckland.

Although an opportunity exists to connect Northport to the North Auckland line (the proposed Marsden Point Rail Line), there is no funding available to build it at this time. It should be noted that Northport is the only significant port in the country that does not have a rail link.

Whilst Northland strives towards a multimodal approach to freight movement, this will continue to be dictated by market forces. Unless serious investment is made, the existing problems pertaining to weight and speed restrictions, size of containers to be carried, and the restricted window in which to move through Auckland, will not be addressed and the line will continue to degrade.

## Railway Lines and Stations in Northland



### Coastal/River Barging

Northland Regional Council has undertaken work in the past to identify the feasibility and viability of barging raw logs from Kaimaumau and Totara North along the coast. This did not progress past the investigation stage. Coastal or river barging may however increase in viability in the future, especially given the heavily indented coastline of Northland and the navigability potential of the Wairoa River. It is therefore important to recognise opportunities that arise in the future to utilise this mode of transport.

Relevant strategic objectives for the regional priorities of developing regional and national connectivity and economic and tourism development

*Strategic Objective 1: A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.*

*Strategic Objective 2 : A transport system that encourages and facilitates increased tourism to the Region.*

*Strategic Objective 4: Northland is well connected to Auckland and to the rest of New Zealand.*

*Strategic Objective 5: Northland's roading network is developed and maintained so that it is fit for purpose (this includes route security and resilience).*

*Strategic Objective 8: Effective ports servicing Northland and New Zealand.*

#### **Actions**

1. *Increase economic productivity and improve connectivity by progressively upgrading SH1 from Puhoi to Whangārei.*
2. *Develop and upgrade strategic roading connections, where appropriate, to accommodate new economic growth and development.*
3. *Develop regional routes that are suitable to accommodate high productivity motor vehicles.*
4. *Maintain and develop regional touring routes.*

### **Regional Priorities 3. Increasing route resilience and security and 4. Addressing constraints due to topography and geography**

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, significant road closures have the potential to cause major disruption with no alternative means of supplying significant parts of Northland. Disruption can result in potentially significant economic loss, and reduce access to emergency and essential services. For example, in the event that road travel within Northland is disrupted, the only way to access higher level medical services is by air.

Northland has a lack of suitable alternative routes, 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. The last extreme weather event in July 2014 affected Northland seriously and compromised the resilience of the region. This event lasted for four days and, at one stage, saw the Far North severed from the rest of the country for heavy vehicles (SH1, SH12 and the now SH15 were all closed).

Climate change is predicted to make extreme weather events more frequent.<sup>(1)</sup>

#### **One Network Road Classification**

The One Network Road Classification (ONRC) is a classification system which divides New Zealand's roads into the following six categories based on how busy they are, whether they connect to important destinations, or are the only route available:

- National
- Regional
- Arterial
- Primary collector
- Secondary collector
- Access

Using the ONRC, local authorities and NZ Transport Agency can compare the state of roads across the country, and direct investment where it is needed most. New Zealanders will get the right level of road infrastructure where it is needed, determined by a robust, impartial, nationally consistent tool – the ONRC.

Under the ONRC, State Highway 1 from Wellsford to Whangārei is classed as nationally significant and from Whangārei to Kawakawa as regionally significant. These respectively attract a higher level of investment and level of service than the rest of the state highway network in Northland which is classed as 'primary collectors'.

1 <http://www.mfe.govt.nz/climate-change/how-climate-change-affects-nz/how-might-climate-change-affect-my-region/northland>

Given the region's dependence on the state highway network, and the vulnerability of key parts of the network to flooding, slips and subsidence, it is important that alternative routes are available in the event of closure of the state highway network. Where this is not feasible, it is important that roads are re-opened and repaired as quickly as possible.

### **Traffic Growth**

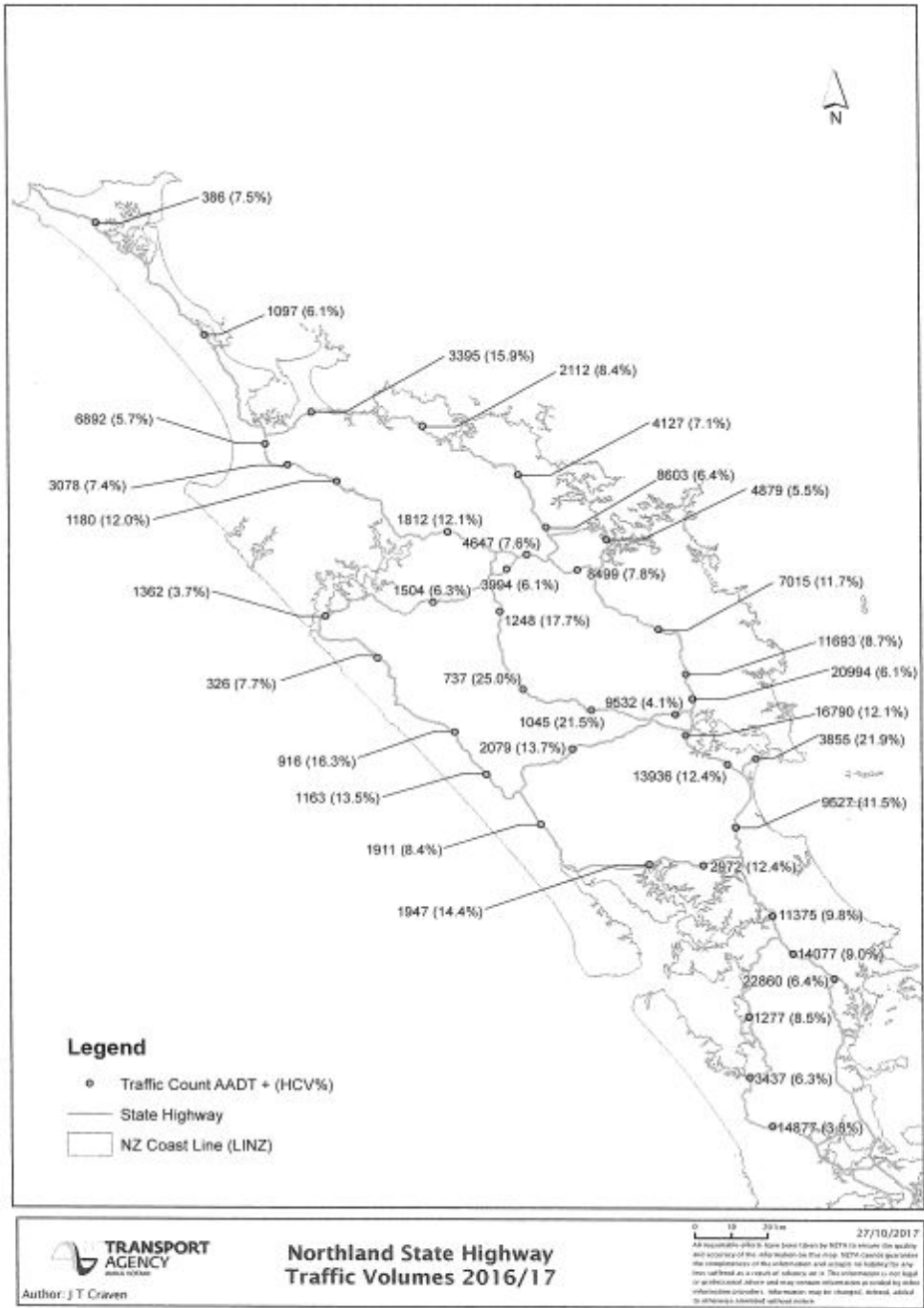
The volume of traffic using Northland's roads has continued to increase, with a marked increase in heavy vehicles putting additional pressure on the region's roads. The Annual Average Daily Traffic flow of vehicles travelling on state highways in Northland was 12% higher in 2016 than in 2005. The total vehicle index is strongly influenced by light vehicle traffic flows.

Light vehicle traffic flows fell between 2008 and 2011 due to the economic recession in New Zealand, caused in part by the global financial crisis. Since reaching a low point in 2011, the number of light vehicle traffic on Northland state highways has increased by 17% over the past five years. This equates to an average annual growth rate of 3.3%.

The number of heavy vehicles on state highways in Northland, while slowing down during the recession, has grown far more rapidly than light traffic volumes. The heavy traffic index shows that the number of heavy vehicles on Northland roads is almost 50% higher in 2016 than in 2005. Over the last five years (2011-16), heavy traffic numbers have increased by 5% per annum.

The index is based on data collected from 14 sites. These sites were selected because they have more than 250 accepted days of recording over each of the past five years.

Northland State Highway Network Traffic Flows 2016/2017





## Traffic Growth in Northland 2005-2016

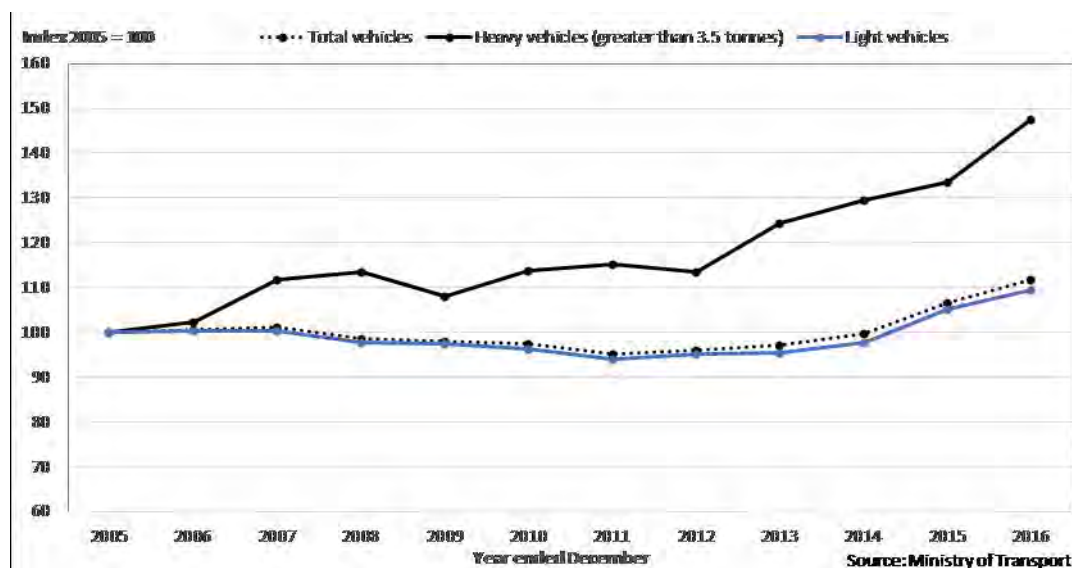


Image: Northland Regional Council

## Northland's Freight Task

Pressure on Northland's roading from heavy vehicle growth is exacerbated by the increasing size and capacity of heavy vehicles using Northland's roads. 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. Like many regions in New Zealand, Northland's freight task is set to increase. Long term estimates (to 2042) according to the National Freight Demand Study 2014, suggest that annual freight movements will increase to 23 million tonnes a year.

## Regional Freight Task (Current and Projected)

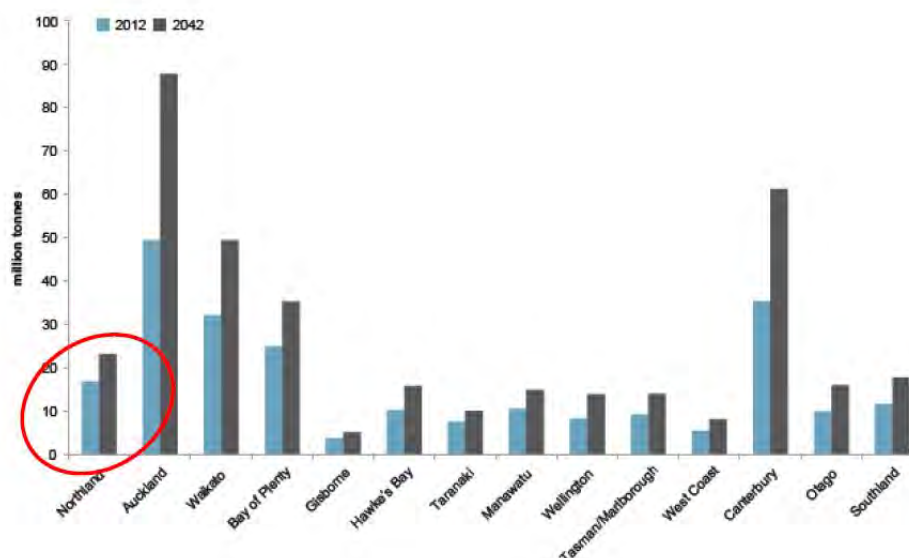


Image: Ministry of Transport, 2014

The estimates indicate that between 2005 and 2016, the total tonne KM (TK) travelled by heavy vehicles on Northland roads increased by 65%, representing an annual increase of 4.6%. Since 2011, the total TK estimate for heavy vehicles in Northland has increased by 6.5% per annum.

A major factor behind the increase in total TK in Northland has been the growth in TK travelled by heavy vehicles transporting logs. This has increased by 187% between 2005 and 2016, from 270 to 775 million tonne kilometres, equivalent to an annual increase of 10% over the eleven years.

While the total TK for the other ten selected commodities fell 13% between 2005 and 2010, freight volumes for these commodities have increased by 3.6% per annum since 2010.

The 11 commodities/goods included in the estimate are logs, wood products, milk, dairy products, livestock, meat, horticulture, minerals, ready mixed concrete, fuel and supermarket produce. For each of these 11 commodities/goods, the calculation was based on the weight of production or consumption in Northland, estimates of average distance travelled and average vehicle load.

#### Estimated road freight in Northland for selected commodities

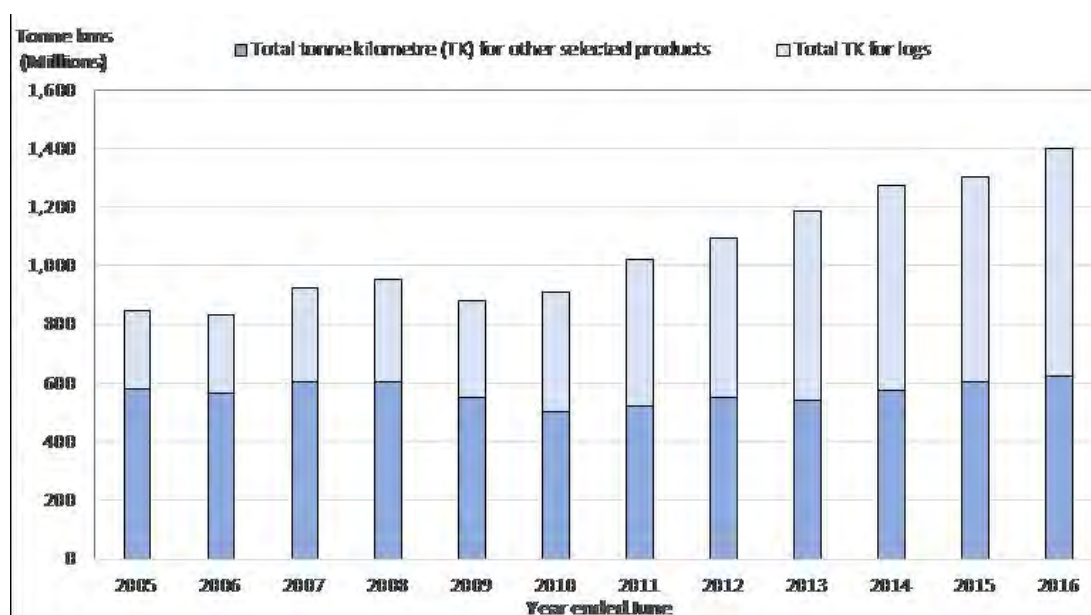


Image: Northland Regional Council

The following graph shows the breakdown of TK travelled on Northland roads in 2016 by heavy vehicles carrying 11 selected commodities. The majority of TK is involved with the transportation of logs, which totalled 775 million tonne kilometres in 2016 or 55% of the total TK estimated for the 11 commodities. According to the National Freight Demand Study, Northland harvests 12% of New Zealand 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 of 3.89 million tonnes of timber and forestry products moved).

The transportation of milk (estimated at 1.014 million litres per annum), wood products and minerals with ready mixed concrete (including an estimated 1.78 million tonnes of limestone, cement, concrete and fertiliser per annum) together made up another one-third of total heavy vehicle road TK in Northland in 2016.

None of the other remaining seven commodities for which an estimate was made contributed more than 3% to the total heavy vehicle TK travelled in Northland.



Proportion of estimated road freight in Northland for selected commodities

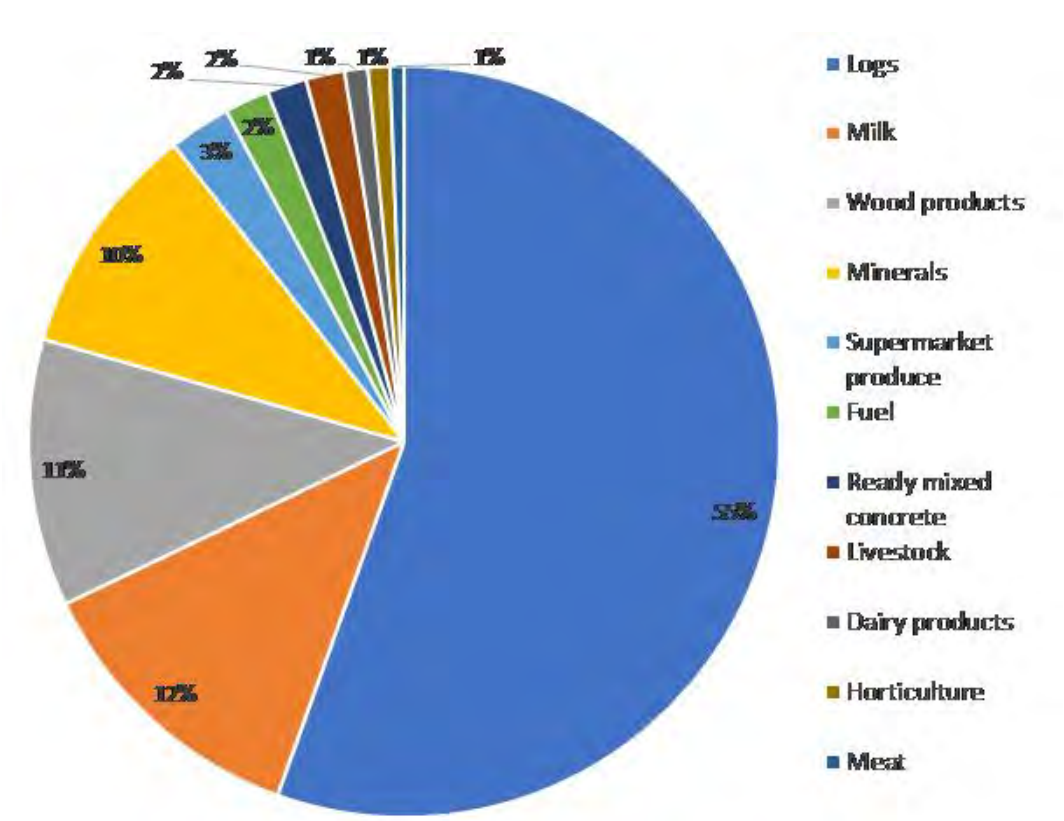


Image: Northland Regional Council

A total of 164,786 tonnes of freight was transported on rail in Northland during the year ended June 2017. This was 28% lower than the total of 230,703 tonnes transported on rail in the year ended June 2013.

Over the four years 2013-2016, wood from Northland was the dominant product carried by rail, accounting for 53% of all rail freight during this period. In the year ended June 2017, wood accounted for just 29%, due to the closure of the Otiria to Kauri link in August 2016, which removed the intra-region rail transport of logs for processing into woodchip. Around 30,000 tonnes of wood from Northland continues to be transported south to the Bay of Plenty each year.

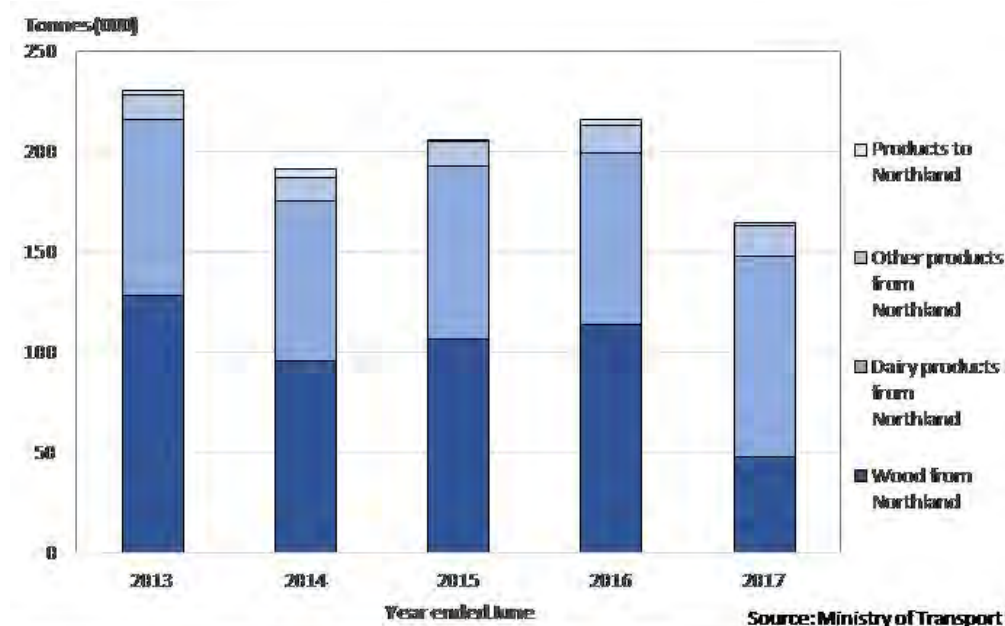
Dairy products are now the main commodity transported by rail in Northland, accounting for 61% of total freight in 2016/17. Almost all dairy product is transported to Auckland.

Around 13,000 tonnes of other Northland product is transported out of the region by rail each year. Very little product is transported by rail to Northland from other regions.

The weight of product shipped by rail is equivalent to just 2% of the estimated total weight of the 11 commodities carried by road in Northland (10.8 million tonnes).

However, not all the product transported by road is shipped out of or in to the region. Making an estimate of the proportion transported in to or out of the region for each commodity, results in a total estimate of close to one million tonnes for the 11 selected commodities. The weight of product transported out of or into the region by rail is equivalent to 15% of this weight.

## Tonnes of product transported on rail in Northland



Forestry in particular utilises many routes across Northland, including state highways, to access markets (including those overseas via Northport). The upgrade of Mangakahia Road to SH15 is an opportunity to increase the level of service on this route as it is seeing high usage by heavy vehicles, particularly logging trucks (see Inland Freight Route below).

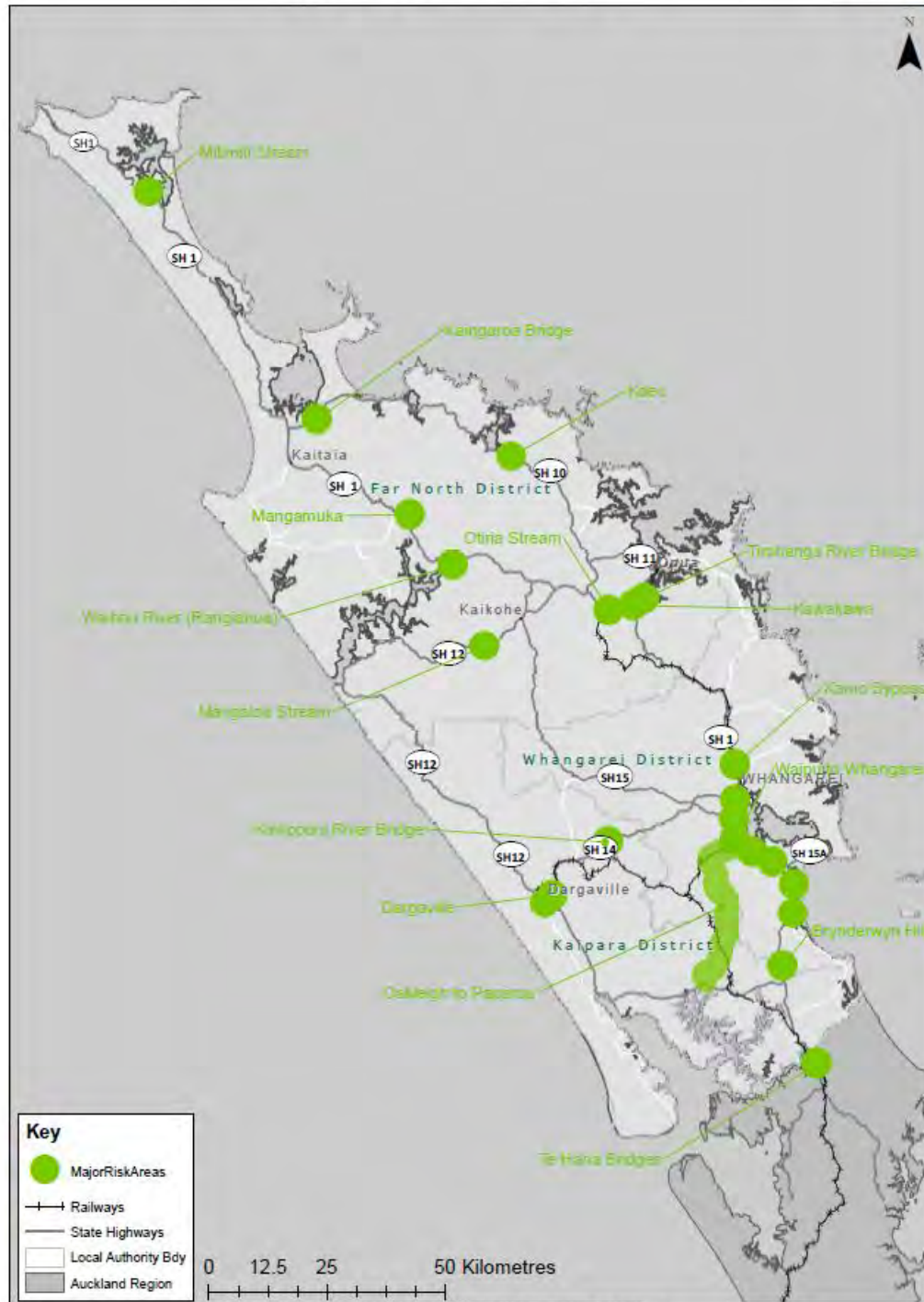
The development of rail would, over the longer term, assist in reducing the burden on roads. Recently, there has been a move towards permitting 50-tonne vehicles on roads (subject to some restrictions on certain bridges) and up to 62-tonne vehicles on designated state highways and local roads (collectively these are known as 'High Performance Motor Vehicles' or 'HPMV's'). Larger loads could increase productivity and have a corresponding positive effect on economic development. They may also reduce the overall trend of an increase in heavy vehicle movements.

The increase in the freight task and trend towards using heavier 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.

### Major risk areas

Risk to freight movement is amplified through the large number of resilience 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 with 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.

## Major Risk Areas - Northland



The map mainly identifies areas on the state highway network (an exception is made for the Paparoa-Oakleigh route as this is often used as a diversion corridor when State Highway One through the Brynderwyns is closed).

The RLTP programme addresses resilience issues in three 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.

In the 2018-21 plan period, a number of projects are proposed or 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 which are likely to get worse due to the effects of climate change.

- Reducing the risk of flooding (network-wide).
- Reconstruction and realignment of Matakohe Bridges (SH12),
- Progressing the upgrade of Kaeo and Taipa bridges (SH10).
- Opononi town centre improvements (SH12).
- Improvements to SH15 (the inland freight route)
- Investigations into resilience improvements between Kawakawa to Paihia (SH11), Ohaeawai to Kaitaia (SH1) and Dargaville to Paparoa (SH12).
- Design work on projects to improve resilience North of Kaitaia (SH1), SH1 Rangiahua Bridge, SH11 Tirohanga Stream Bridge, Mangonui to Kerikeri (SH10) and SH12 Taheke Bridge.

The map illustrates the route of State Highway 1 (SH1) through the North Island of New Zealand. Key locations and projects highlighted include:

- Kaitia**: Starting point of the route.
- Kerikeri**: Location of the SH10 - Kaeo project.
- Russell**: Location of the SH1 - Rangiahua project.
- Kaikōwhiri**: Major hub for the SH1 - Kawakawa / Moerewa project.
- Kawakawa**: Location of the Akerana project.
- Hikurangi**: Location of the SH1 - Hikurangi project.
- Whangarei**: Location of the Snake Hill project.
- Whangarei improvements**: Project area near Whangarei.
- Loop Road**: Project area near Whangarei.
- Ruakaka**: Location of the Brynderwyns North side project.
- Waipū**: Location of the Brynderwyns North side project.
- Wellsford**: End point of the route.

Other roads shown include SH10, SH14, SH12, and SH13.



## 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 State Highway 15.

This route is utilised by a number of heavy vehicles – an average of around 300 per day. <sup>(2)</sup>

The NZ Transport Agency has developed a corridor management plan for upgrading and strengthening this route to accommodate for both the large amount of heavy vehicles using it, and for it to be used as a deviation route in the event of the closure of State Highway One and/or State Highway 12.

### **Relevant strategic objectives for the regional priorities of increasing route resilience and security and addressing constraints due to geography and topography**

*Strategic Objective 1: A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.*

*Strategic Objective 4: Northland is well connected to Auckland and to the rest of New Zealand.*

*Strategic Objective 5: Northland's roading network is developed and maintained so that it is fit for purpose (this includes route security and resilience).*

## Actions

1. Target resources at alleviating Northland's major risk areas on state highways and local roads.
2. Ensure levels of service on state highways and local roads are fit for purpose and maintained based on their classification in the One Network Road Classification.
3. Develop alternative fit for purpose detour routes for freight.
4. Develop regional routes that are suitable for accommodating high productivity motor vehicles.

## **Regional Priority 5: Future proofing and long term planning**

A key challenge in Northland is to balance the need to invest in maintaining and development infrastructure against changing patterns of employment, population and income. Growth, where occurring, is being understood and managed by district councils through the development of structure plans and growth studies. The intent is to integrate infrastructure planning with growth projections. Examples of this planning include:

- Whangarei District Council 30/50 Growth Strategy for the district alongside a 20 year integrated transport strategy in the Whangārei urban area. The development of a new transport strategy for the Whangārei urban area is now underway.
- Structure plans by Kaipara District Council (in Mangawhai), Far North District Council (Kerikeri-Waipapa) and Whangarei District Council (Marsden Point).

Forward-thinking transport planning that is responsive to growth will be important over the life of this plan. In Whangarei, the urban area has been identified as a High Growth Urban Area through the National Policy Statement on Urban Development Capacity. It is expected to grow by 10.5% in the ten years between 2013-2023.

In certain areas that are experiencing below average or declining levels of population and economic growth, there may be opportunities where the provision of infrastructure can help act as a catalyst to help generate growth. However, projects must demonstrate they meet the requirements of the Government Policy Statement for Land Transport Funding.

<sup>2</sup> NZTA State Highway Volumes 2012-2016, data recorded at Maungatapere



## **Relevant strategic objectives for the regional priority of future proofing and long term planning**

*Strategic Objective 1: A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.*

*Strategic Objective 6: Our people have transport choices to access jobs, recreation and community facilities.*

### **Actions**

- 1. Develop and upgrade strategic roading connections, where appropriate, to accommodate new economic growth and development.*
- 2. Develop and update local transport strategies/land use plans to integrate growth and transport planning.*

## **Regional Priority 6: Reducing the environmental effects from the transport network**

### **Dust on unsealed roads - what are the problems?**

In Northland there are 5,877km of local roads, of which only 2,397km (or 40%) is sealed.

As the movement of vehicles (particularly heavy vehicles) using unsealed roads continues to grow, so does the number of dust related problems.

Dust from unsealed roads can adversely affect personal health and wellbeing and impact on crops, native vegetation, animal health and water quality. These problems can be exacerbated by prolonged periods of little rain and an increase in heavy vehicle use. This has resulted in affected communities approaching the relevant approved road controlling authorities with a request to remedy the situation.

There is growing concern from residents on unsealed roads (not just forestry routes but developing areas) to seal their roads or at least their property frontages as dust is becoming more of a topic of discussion. This is to reduce the impacts of dust on resident's health and to improve road safety. Councils have received numerous complaints over the years to either seal a road or to undertake dust suppression.

### **NZTA research**

NZTA has commissioned 'road research report 590', titled "Impacts of exposure to dust from unsealed roads." This report gave good grounds to review the investment assessment process to consider the preferred approach to investment in dust mitigation.

The report has provided the basis for a methodology to pragmatically assess the level of health risk associated with individual unsealed roads.

In 2017, Local Government New Zealand and the Road Controlling Authorities Forum established a road dust working group which is developing a case to prioritise mitigation and investment.

All the road controlling authorities and the 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.

### **Regional Dust from Unsealed Roads Mitigation Framework**

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.



Outputs of the framework are tables of priority sites in each district, preferred treatment options for these sites and associated costing. The framework applies across all three districts in the Northland region.

The framework is not a statutory document and does not allocate funding or guarantee road controlling authorities will implement treatment options. The framework outputs are non-binding and implementation is at the discretion of the relevant road controlling authority and subject to operational funding.

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

- Regional Transport Committee;
- Far North District Council;
- Whangarei District Council;
- Kaipara District Council;
- NZ Transport Agency; and
- Northland District Health Board.

## Where are the problems?

### Far North District

An assessment has been undertaken of the highest risk roads for dust using the Dust Risk Matrix from NZTA's General Circular 16/04. An extract from this assessment is shown below. There are 374km of unsealed roads with a dust risk score of 12 or more from which there are 711 houses exposed to a potential dust risk.

Road	Route Position		Length	Houses within 80m of Road	Houses/km	Traffic Volume	Volume of HCV/day	Logging Route	Longevity of HCV route	Overall Score	Indicative Strategy (Not yet approved by Council) - Subject to meeting General Circular 16/04 criteria	Indicative Funding Source
	Start	End										
Ngapipito Road (Site 2)	8,834	13,067	4,233	7	2	220	75	Y	2	2	House frontage seals (combined into continuous lengths where sensible)	FNDC/NZTA
Pipiwai Road (Site 2)	9,740	13,073	2,400	5	2	160	69	Y	2	2	House frontage seals (combined into continuous lengths where sensible)	FNDC/NZTA
Ngapipito Road (Site 1)	1,300	3,600	2,300	4	2	133	20	Y	2	2	House frontage seals (combined into continuous lengths where sensible)	FNDC/NZTA
Pipiwai Road (Site 1)	4,250	9,050	4,800	7	1	100	39	Y	2	2	House frontage seals (combined into continuous lengths where sensible)	FNDC/NZTA
Diggers Valley Road	0	3,300	3,300	14	4	150	17	Y	2	2	House frontage seals	FNDC/NZTA
Matavai-Maromaku Road	0	6,400	6,400	10	2	170	26	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Matavai-Maromaku Road	16,040	19,034	2,994	5	2	170	26	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Waokau Road	0	3,000	3,000	5	2	30	31	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Backriver Road	0	8,545	8,545	22	3	101	20	Y	2	2	House frontage seals	FNDC/NZTA
Haruru Falls Road	1,460	2,440	980	1	1	179	32	Y	2	2	House frontage seals	FNDC/NZTA
Horeke Road	2,601	12,570	9,969	24	2	165	20	Y	2	2	House frontage seals	FNDC/NZTA
Iwiti Road	20	3,000	2,980	5	2	125	26	Y	2	2	House frontage seals	FNDC/NZTA
Kaka Road	0	1,850	1,850	7	4	67	37	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Kitchen Road	0	768	768	3	4	120	12	Y	2	2	House frontage seals	FNDC/NZTA
Ninhi Road	245	4,650	4,405	4	1	140	52	Y	1	1	Dust suppression for remainder of logging cycle	FNDC/NZTA
Orakau Road	272	8,009	7,737	6	1	135	27	Y	2	2	House frontage seals	FNDC/NZTA
Otaua Road	0	4,300	4,300	24	6	200	21	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Peria Road	0	6,561	6,561	17	3	210	21	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Waima Valley Road	0	1,400	1,400	11	8	168	17	Y	1	1	Dust suppression for remainder of logging cycle	FNDC/NZTA
West Coast Road	25,167	34,117	8,950	17	2	192	48	Y	2	2	House frontage seals	FNDC/NZTA
Akerama Road	328	4,595	4,267	7	2	160	16	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Diggers Valley Road	15,300	21,878	6,578	14	2	150	17	Y	2	2	House frontage seals	FNDC/NZTA
Duncan Road (Kangaroo)	3,300	10,700	7,400	16	2	150	15	Y	1	1	Dust suppression for remainder of logging cycle	FNDC/NZTA
Fisher-Riley Road	0	10,465	10,465	21	2	100	10	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Gammons Road	80	5,000	4,920	7	1	100	27	Y	2	2	House frontage seals	FNDC/NZTA
Haumanga Road	0	800	800	6	8	200	20	Y	1	1	Dust suppression for remainder of logging cycle	FNDC/NZTA
Henderson Bay Road	3,757	5,689	1,932	13	7	200	20	Y	1	1	Dust suppression for remainder of logging cycle	FNDC/NZTA
Honeymoon Valley Road	930	7,047	6,117	28	5	200	20	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Iwiti Road	4,120	11,500	7,380	6	1	125	26	Y	2	2	House frontage seals	FNDC/NZTA
Ngapipito Road	3,600	7,790	4,190	1	0	133	20	Y	2	2	Treatment and extent is subject to this business case	FNDC/NZTA
Otagoroa Road	350	14,000	13,650	26	2	137	11	Y	2	2	House frontage seals	FNDC/NZTA
Pokapu Road	7,350	8,300	950	0	0	200	44	Y	2	2	No houses within 80m of road - No action required.	FNDC/NZTA
Pungaree Road	8,980	12,410	3,430	6	2	169	17	Y	1	1	Dust suppression for remainder of logging cycle	FNDC/NZTA
Renwick Road	0	2,700	2,700	6	2	90	26	Y	1	1	Dust suppression for remainder of logging cycle	FNDC/NZTA
Runaruna Road	0	6,500	6,500	7	1	151	44	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Takou Bay Road	3,785	6,624	2,839	7	2	384	12	Y	1	1	Dust suppression for remainder of logging cycle	FNDC/NZTA
Tapuhi Road	352	3,000	2,648	10	4	129	19	Y	2	2	House frontage seals	FNDC/NZTA
Te Ahu Road	0	3,212	3,212	14	4	250	25	Y	2	2	House frontage seals	FNDC/NZTA
Waikuku Road	0	2,877	2,877	14	5	120	12	Y	1	1	Dust suppression for remainder of logging cycle	FNDC/NZTA
Waimatenui-Mataraua Road	8,260	16,340	8,080	18	2	200	20	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Diggers Valley Road	3,300	15,300	12,000	6	1	150	17	Y	2	2	House frontage seals	FNDC/NZTA
Duffon Road	0	420	420	5	12	50	5	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Knudsen Road	0	2,000	2,000	3	2	34	16	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Kohunaru Road	63	4,245	4,182	5	1	146	29	Y	2	2	Dust suppression for remainder of logging cycle	FNDC/NZTA
Mokiere Road	0	5,277	5,277	10	2	150	15	Y	1	1	Dust suppression for remainder of logging cycle	FNDC/NZTA
Omshuta Road	0	5,270	5,270	6	1	70	31	Y	1	1	Dust suppression for remainder of logging cycle	FNDC/NZTA
Orakau Road	8,103	14,822	6,719	6	1	150	15	Y	2	2	House frontage seals	FNDC/NZTA

Paponga Road	1,900	4,922	3,022	3	1	34	35	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Paranui Road	0	5,159	5,159	10	2	60	6	Y	2	2	House frontage seals	FNDCNZTA
Pawaranga Road	5,868	19,191	13,323	38	3	150	15	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Picadilly Road	979	5,287	4,308	4	1	250	25	Y	2	2	House frontage seals	FNDCNZTA
Pipiwai Road	3,200	4,250	1,050	0	0	100	39	Y	2	2	Treatment and extent is subject to this business case	FNDCNZTA
Pipiwai Road	0	3,200	3,200	0	0	95	29	Y	2	2	Treatment and extent is subject to this business case	FNDCNZTA
Pokapu Road	8,300	12,486	4,186	0	0	200	20	Y	2	2	No houses within 80m of road - No action required.	FNDCNZTA
Punakitere Loop Road	967	5,515	4,548	14	3	75	21	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Pupuke Mangapa Road	2,709	11,500	8,791	21	2	200	20	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Ruaroa Road	6,206	6,440	234	1	4	168	13	Y	2	2	House frontage seals	FNDCNZTA
Takou Bay Road	1,300	2,923	1,623	2	1	384	12	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Tana Road	0	230	230	3	13	50	5	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Tapuhi Road	3,000	11,400	8,400	8	1	129	19	Y	2	2	House frontage seals	FNDCNZTA
Tarakhi Road	0	600	600	4	7	50	25	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Waiake Road	12,581	29,879	17,298	32	2	130	13	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Waiake Valley Road	1,400	5,557	4,157	12	3	168	17	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Waiake Stream Road	0	465	465	2	4	30	16	Y	2	2	House frontage seals	FNDCNZTA
Whatuwhiwhi Road	150	532	382	3	8	100	10	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Fern Flat Road	0	12,774	12,774	10	1	150	15	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Kohumaru Road	4,245	12,600	8,555	13	2	100	10	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Lovatt Road	0	3,253	3,253	1	0	50	5	Y	2	2	House frontage seals	FNDCNZTA
Paponga Road	0	1,900	1,900	0	0	34	43	Y	2	2	No houses within 80m of road - No action required.	FNDCNZTA
Paponga Road	4,922	15,606	10,684	23	2	100	10	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Peria Valley Road	0	10,463	10,463	10	1	80	8	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Rawhiti Road (North)	0	1,104	1,104	4	4	162	16	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Rawhiti Road (North)	3,882	5,182	1,300	4	3	162	16	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Taheke-Horeke Road	24,000	31,500	7,500	2	0	180	18	Y	2	2	House frontage seals	FNDCNZTA
Takirau Road	0	230	230	1	4	26	Y	1	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Takahu Saddle Road	0	2,890	2,890	13	4	57	21	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Tokawhero Road	0	7,763	7,763	9	1	60	6	Y	2	2	House frontage seals	FNDCNZTA
Buchanan Road	0	976	976	4	4	30	3	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Devy Road	0	750	750	2	3	50	5	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Fryer Road	0	3,739	3,739	11	3	120	12	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Happy Valley Road	1,951	4,845	2,894	8	3	50	5	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Mill Road	331	4,421	4,090	5	1	100	10	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Omapere Road	556	1,530	974	3	3	80	8	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Omaunu Road	2,952	13,064	10,112	15	1	150	15	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Opahi Station Road	0	1,395	1,395	3	2	50	5	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Oruaiti Road	0	1,012	1,012	3	3	25	3	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Rangi Point Road	0	7,296	7,296	29	4	60	6	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Te Hapua Road	3,030	10,538	7,508	4	1	120	12	Y	2	2	House frontage seals	FNDCNZTA
Te Tio Road	1,149	8,065	6,936	19	3	100	10	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Tipene Road	0	5,944	5,944	8	1	100	10	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Waimatenui-Mataraua Road	16,340	22,200	5,860	2	0	109	12	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Waitakeke Road	0	2,952	2,952	8	3	70	7	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Windy Hill Road	0	2,514	2,514	4	2	40	4	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Dawson Access Road	0	742	742	4	5	20	2	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Duncan Road (Kainarua)	10,700	15,890	5,190	1	1	50	5	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Jacksons Road (Omahuta)	0	2,242	2,242	6	3	20	2	Y	2	2	House frontage seals	FNDCNZTA
Kauapepe Road	0	2,242	2,242	5	2	70	7	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Makene Road	0	1,670	1,670	1	1	20	2	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Mangatoetoe Road	0	3,712	3,712	8	2	100	10	Y	2	2	House frontage seals	FNDCNZTA
Mihirata Road	0	1,781	1,781	5	3	50	5	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Peri Road	0	368	368	1	3	20	2	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Purua Road	9,578	15,440	5,862	3	1	100	10	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Tahiwi Road	0	825	825	3	4	25	3	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Te Karoa Road	0	2,713	2,713	11	4	30	3	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Toia Road	0	1,938	1,938	3	2	30	3	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Waiohau Road	374	11,612	11,238	10	1	30	3	Y	2	2	House frontage seals	FNDCNZTA
Waiohau Road	0	774	774	1	1	20	2	Y	1	1	Dust suppression for remainder of logging cycle	FNDCNZTA
Waiahoraho Road	0	1,550	1,550	1	1	40	4	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Whangape Track Road	0	1,407	1,407	2	1	20	16	Y	2	2	Dust suppression for remainder of logging cycle	FNDCNZTA
Dangen Road	0	5,212	5,212	10	2	100	10	Y	1	1	Low dust risk - No action required.	
Gerrard Road	20	460	440	0	0	20	2	Y	2	2	Low dust risk & no houses with 80m - No action required.	
James Road	0	800	800	1	1	18	4	Y	1	1	Low dust risk - No action required.	
Kenana Road	0	4,967	4,967	5	1	80	8	Y	1	1	Low dust risk - No action required.	
Monument Road	0	5,760	5,760	2	0	20	2	Y	2	2	Low dust risk - No action required.	
Motukore Road	5,277	13,880	8,603	4	0	100	10	Y	1	1	Low dust risk - No action required.	
Otengi Road	0	1,584	1,584	4	3	25	3	Y	1	1	Low dust risk - No action required.	
Paraha Road	0	500	500	0	0	20	2	Y	1	1	Low dust risk & no houses with 80m - No action required.	
Puketapu Road	0	990	990	3	3	20	2	Y	1	1	Low dust risk - No action required.	
Rangihoua Road	5,004	6,800	1,796	1	1	50	5	Y	1	1	Low dust risk - No action required.	
Rangikohu Road (Epikauri Rd)	0	1,660	1,660	5	3	60	6	Y	1	1	Low dust risk - No action required.	
Sawyer Road	0	6,351	6,351	11	2	100	10	Y	1	1	Low dust risk - No action required.	
Tipa Tipa Road	3,400	7,848	4,448	1	0	80	11	Y	2	2	Low dust risk - No action required.	
Tipa Tipa Road	0	3,400	3,400	2	1	60	8	Y	1	1	Low dust risk - No action required.	
Humphrey Road	0	5,000	5,000	2	0	10	8	Y	2	2	Low dust risk - No action required.	
Kohe Road	0	4,714	4,714	4	1	30	3	Y	2	2	Low dust risk - No action required.	
Matavera Road	0	6,363	6,363	1	0	50	5	Y	1	1	Low dust risk - No action required.	
Orakau Road	15,014	16,443	1,429	2	1	87	0	Y	2	2	Low dust risk - No action required.	
Pirihua Road	0	850	850	1	1	20	2	Y	2	2	Low dust risk - No action required.	
Pukewhaka Road	0	1,835	1,835	6	3	30	3	Y	1	1	Low dust risk - No action required.	
Rakautapu Road	0	8,282	8,282	15	2	50	5	Y	1	1	Low dust risk - No action required.	
Sharnocks Road	96	2,886	2,790	3	1	20	2	Y	1	1	Low dust risk - No action required.	
Upokorau Road	31	1,781	1,750	2	1	20	2	Y	1	1	Low dust risk - No action required.	
Creamery Road	0	2,954	2,954	6	2	50	5	Y	1	1	Low dust risk - No action required.	
Mangu Road	0	600	600	0	0	10	1	Y	1	1	Low dust risk & no houses with 80m - No action required.	
Yureitich Road	0	1,705	1,705	2	1	40	4	Y	1	1	Low dust risk - No action required.	
Munn Road	0	2,940	2,940	1	0	20	2	Y	1	1	Low dust risk - No action required.	

## Whangarei District

An assessment has also been undertaken of the highest risk roads for dust using the Dust Risk Matrix. Even with Wright and McCardle Roads being partially sealed, there will still be 462 dwellings within 100m of an unsealed road with a dust risk score of Medium (10 or more). Of these 113 are on forestry roads.



# Dust Risk Assessment (Heavy vehicle Routes & High Volume Unsealed Roads) 2017

Road Name	Start Displacement	End Displacement	Length	No of houses within 100m	House s per km	*Avg daily traffic (incl HV + cars)	Avg daily heavies (incl logging)	Logging route	Longevity of HCV route	Overall Score	Indicative Strategy	Indicative Funding Source
MCCARDLE RD (537)	3057	4195	1138	3	3	155	90	Y	2	16	Treatment and extent is subject to this business case	WDC/NZTA
WRIGHT RD (576)	0	7738	7738	4	1	155	90	Y	2	16	Treatment and extent is subject to this business case	WDC/NZTA
BROOKS RD	0	3600	3600	29	8	200	14		2	15	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
MASSEY RD	0	3200	3200	29	9	200	16		2	15	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
MILLBROOK RD (971)	2893	9100	6207	16	3	237	20	Y	2	14	House frontage seals through MOR	WDC/NZTA
OPOUTEKE RD (547)	4220	7900	3680	6	2	214	101	Y	1	14	Dust supression for remainder of this logging cycle	Forestry
ORMANDY RD	5431	6791	1360	23	17	90	10		2	14	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
PRESCOTT RD	1700	5100	3400	20	6	120	10		2	14	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
PYLE RD EAST	1800	2645	845	10	12	90	7		2	14	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
ATTWOOD RD	0	3052	3052	14	5	100	7		2	13	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
HELMSDALE RD (928)	4626	7630	3004	12	4	170	20	Y	1	13	House frontage seals through MOR	WDC/NZTA
JOBE RD	26	1970	1944	14	7	100	11		2	13	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
KARAKA RD (525)	22	1900	1878	4	2	120	48	Y	2	13	House frontage seals through MOR	WDC/NZTA
LAMB RD (746)	34	1200	1166	7	6	100	10		2	13	House frontage seals through MOR	WDC/NZTA
MOORE RD	20	5738	5718	5	1	140	10	Y	2	13	House frontage seals through MOR	WDC/NZTA
MOUNTAIN VIEW RD	414	1132	718	9	13	60	4		2	13	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
ODY RD (780)	233	4045	3812	10	3	150	15		2	13	House frontage seals through MOR	WDC/NZTA
OWHIWA RD (788)	6809	9007	2198	11	5	250	25	Y	2	13	House frontage seals through MOR	WDC/NZTA
SANDFORD RD	180	971	791	5	6	80	6		2	13	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
KERR RD (743)	21	3423	3402	17	5	150	5		2	12	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
KNIGHT RD	4200	7590	3390	10	3	120	8		2	12	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
MAIN RD (1145)	945	1355	410	1	2	150	15	Y	1	12	House frontage seals through MOR	WDC/NZTA
PATUTAH RD (650)	56	2064	2008	3	1	60	15	Y	1	12	House frontage seals through MOR	WDC/NZTA
PIGS HEAD RD (797)	117	5562	5445	16	3	117	11	Y	2	12	House frontage seals through MOR	WDC/NZTA
TAKAHIWAI RD	3615	4962	1347	11	8	50	4		2	12	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
WAIMATENUI RD	30	10608	10578	7	1	100	14	Y	2	12	House frontage seals through MOR	WDC/NZTA
WAIOTOI RD	1407	2483	1076	8	7	150	8		2	12	Ratepayer subsidised seal extension (100% local s	WDC/Landowner
CARRUTH RD (1232)	24	1940	1916	4	2	100	20	Y	1	11		
COTTON RD (899)	45	625	580	1	2	70	7		2	11		
GLENMOHR RD (918)	4756	5776	1020	7	7	164	15	Y	1	11		
HENARE RD	23	1293	1270	8	6	40	3	Y	0	11		
JUBILEE RD (737)	90	7909	7819	16	2	70	7		2	11		
MCGILL RD	900	1900	1000	4	4	30	3		2	11		
NGUNGURU FORD RD	3000	7500	4500	17	4	150	8		2	11		
OTAKAIRANGI RD (64	34	5900	5866	11	2	95	10		2	11		
PUHI/PUHI RD (480)	8874	12571	3697	2	1	150	15	Y	1	11		
SLOANE RD (1033)	23	2923	2900	5	2	60	7		2	11		
SNOOKS RD (561)	8331	10848	2517	10	4	90	10		2	11		
CHERRY RD (586)	24	420	396	1	3	80	16	Y	1	10		
FLYGER RD	0	2300	2300	7	3	50	4		2	10		
GOMEZ RD (724)	31	2601	2570	12	5	50	5		2	10		
GRAY RD (1252)	0	2455	2455	14	6	95	4		2	10		
HA HA RD	0	593	593	1	2	10	3	Y	2	10		
KAIKANUI RD (739)	0	4500	4500	10	2	100	10		2	10		
MCLEAN RD (968)	400	1910	1510	10	7	100	10		2	10		
MINE RD (635)	11	8272	8261	8	1	100	15	Y	1	10		
RIPONUI RD (664)	3568	15535	11967	12	1	60	6		2	10		
TAKITU RD (564)	0	3710	3710	1	0	100	30	Y	1	10		

## Kaipara District Council

The Council has undertaken an assessment of its highest risk roads for dust using the Dust Risk Matrix from NZTA's General Circular 16/04. An extract from this assessment is shown below. Pouto Road which carries our largest quantity of logging traffic within the district is currently our only known "high" dust risk scoring road within the Kaipara District. A business case to have the first 10km of the unsealed section of Pouto Road sealed, which carries the bulk of logging traffic has not been presented formally to NZTA, but has been a discussion point.

F	Road Name	Start Displacement	End Displacement	Length	No of houses within 100m	Houses per km	*Avg daily traffic (incl HV + cars)	**Avg daily heavies (incl logging)	Logging route	Longevity of HCV route	Overall Score	Indicative Strategy
163	POUTO RD (163)	42506	65814	23308	16	1	207	64	Y	2	16	
587	PEBBLEBROOK RD (587)	30	1263	1233	22	18	55	4	N	0	15	
205	AVOCA RD (205)	478	10674	10196	11	1	105	15	Y	2	14	
84	KELLYS BAY RD (84)	6011	6467	456	1	1	80	7	Y	2	13	
540	BLACK SWAMP RD (540)	532	1912	1320	2	1	583	47	N	2	13	
538	BICKERSTAFFE RD (538)	3687	13476	9789	18	2	100	7	Y	2	13	
197	KAIHU WOOD RD (197)	468	3971	3503	8	2	110	8	N	1	13	
232	KIRIKOPUNI VALLEY RD (232)	55	14409	14354	8	1	95	13	Y	2	13	
169	REHUTAI RD (169)	51	5207	5156	27	5	105	15	N	0	13	
269	WAIHUE RD (269)	12302	27205	14903	30	2	75	11	Y	2	13	
200	BABYLON COAST RD (200)	273	17417	17144	13	1	110	8	Y	2	12	
224	HOUTO RD (224)	250	5015	4765	10	2	30	4	Y	2	12	
136	KELLYS BAY RD (NTH) (136)	0	6011	6011	2	0.3327	105	9	Y	2	12	
573	MAROHOMO RD (573)	55	3125	3070	9	3	157	16	N	0	12	
245	MIDDLETON RD (245)	0	1235	1235	5	4	54	5	Y	2	12	
145	MITITAI RD (145)	12335	22371	10036	13	1	240	41	N	0	12	
252	NICHOLS RD (252)	0	2855	2855	7	2	46	5	Y	2	12	
656	SCHICK RD (656)	34	1633	1633	4	2	50	3	Y	2	12	
267	TANGOWAHINE VALLEY RD (267)	17308	24193	6881	10	1	135	19	Y	1	12	
439	TE KOWHAI RD (439)	4175	11221	7046	20	3	190	21	N	0	12	
273	WAI PARA RD (273)	0	1323	1323	1	0.7559	46	19	Y	2	12	
206	AVOCA EAST RD (206)	0	1645	1645	4	2	30	4	Y	2	11	
541	BROWN RD (541)	38	2160	2122	15	7.0688	256	26	N	0	11	
228	KAIKOH RD (228)	0	13845	13845	3	0	50	20	Y	2	11	
468	SETTLEMENT RD (468)	68	7763	7695	43	5.588	538	30	N	0	11	
270	WAIMATA RD (270)	34	4325	4291	5	1	60	18	Y	1	11	
367	GOLDEN STAIRS RD (367)	68	2439	2431	5	2.0568	200	12	N	0	10	
242	MAROPU RD (242)	0	6100	6100	3	0	40	6	Y	1	10	
243	MAROPU SETT RD (243)	0	4535	4535	3	1	44	7	N	0	10	
154	NOTORIOUS WEST RD (154)	53	1027	974	10	10	205	29	N	0	10	
254	OPOUTEKE RD (254)	1744	13870	12126	5	0	20	5	Y	2	10	
350	BULL RD (350)	0	10535	10535	2	0	10	1	Y	2	9	
732	CAMES ROAD (732)	0	3773	3773	34	9.0114	170	12	N	0	9	
370	HALL RD (370)	156	1910	1754	3	2	50	4	N	0	9	
137	KELLYS BAY RD (STH) (137)	6467	11808	5341	2	0.3745	40	4	Y	2	9	
235	MAITAI RD (235)	0	4516	4516	0	0	23	3	Y	1	9	
158	OPUNA RD (158)	232	3910	3678	1	0	56	11	N	0	9	
166	PUKEMIRO RD (166)	58	270	212	0	0	50	5	Y	1	9	
246	MONTEITH RD (246)	107	10057	9950	1	0	71	7	N	0	8	
247	MONTEITH SOUTH RD (247)	0	3625	3625	1	0	10	1	N	0	8	
157	ONEROA RD (157)	0	2388	2388	1	0	20	2	Y	1	8	
271	WAIMATENUI EAST RD (271)	0	8652	8652	2	0	10	3	N	0	7	
534	BAGNAL RD (534)	61	613	552	11	19.928	65	5	N	0	6	
340	ARCADIA RD (340)	0	4879	4879	6	1	30	3	Y	1	4	
106	ARIARI RD (106)	0	1633	1633	1	1	20	2	Y	2	4	

What is being done to address the issue?

Far North District

A business case has been developed and approved to fund the sealing of Pipiwai and Ngapipito Rd's where dust from forestry activities has been an ongoing issue for resident's health. The work here set the foundation for continued investigation and analysis of the districts roads to determine the levels of investment and quantum of work needed to address this issue. This will be an ongoing body of work to develop business cases that not only attract the subsidy but also justify the argument that a given road should have a treatment done.

Options assessed in the 2018/21 Transport Activity Management Plan (AMP) are:

- Mix of dust coat seals and suppression - this would be able to be implemented immediately, this will see some of the network treated and the concerns of the public and short term dust impacts addressed.
- Seal extensions - longer term approach would be to invest in the pavements of the high scoring dust risk affected roads with the final outcome being to seal these appropriately. This may include single lane seals, geofabric membrane backed seal chips and full width carriageway upgrades. Assessments need to be undertaken to determine volumes of traffic so the right investment decision can be made in the future.

Overall it is expected that there will be a decrease in the number of dwellings affected by PM<sub>10</sub> dust and there will be an increase in the level of satisfaction of the Council's unsealed road network.

Improvements that should be considered during the 2018/21 period for inclusion in the next AMP are as follows:

- Further segmentation of the unsealed network into sub-classifications to ensure roads are maintained to their intended purpose and use.
- Dust mitigation strategy for the network to be developed by analysing the data available and collecting more data on the effect of the dust across the region.

Whangarei District Council

The Wright Road/McCardle Road forestry route has the highest dust risk score in Whangarei and has been subject to significant pressure from the local community for sealing. Approval has already been granted for 2.5km of additional seal extension to extend of the existing house frontage seals to mitigate the health effects of dust on residents. This work is being undertaken in 2017/18. Council has applied for additional funding to seal the remaining 4km of unsealed road on Wrights Rd as part of the 2018-21 RLTP.

Apart from the Wright Road/McCardle Road forestry route, Council has not planned for major seal extensions as part of the LTP. Instead it will focus on dust coat seals or dust suppression in front of houses to manage dust.

Council's policy for dust suppression or dust coat seals is to consider the best options based the highest risk roads for dust using the Dust Risk Matrix from NZTA's General Circular 16/04. Council may consider a minor programme of ratepayer subsidised seal extensions to address the roads not qualifying as heavy vehicle routes but with the highest dust risk or highest proportion of dwellings. This programme would be unsubsidised.

Further development of houses on unsealed roads is leading to more people being exposed to dust and more pressure for dust mitigation and road sealing. Council is currently progressing a plan change which would limit future rural development on unsealed roads and would help limit further dwellings being exposed to road dust.

#### Kaipara District Council

A business case to have the first 10km of the unsealed section of Pouto Road sealed, which carries the bulk of logging traffic (up to 100 trucks per day) has been developed and is currently being revised for re-submission. A number of other factors have been taken into consideration for this business case, including but not limited to being a national cycle trail, causing potential harm to threatened species, community resilience, etc.

A section of Blackswamp Road, Mangawhai has had a seal extension completed on it within the last financial year which has provided some dust reduction and safety improvements, however a short length through to the district boundary and through to the greater Auckland City Council remains unsealed. Logging here is believed to have ceased however could start up again within the next 2 – 3 years within the Auckland City Council boundary which may see truck movements through into the Kaipara. Funding for this project was gained through the collection of Development Contributions.

This financial year KDC are sealing a heavily built up residential section of Settlement Road, Kaiwaka, again utilising Development Contribution funds. Settlement Road, although not a logging route, sees a significant increase in traffic during summer months with thoroughfare traffic from SH1 to Mangawhai by both holiday makers and festival attendees.

The Kaipara District has previously undertaken dust mitigation trials with the results not proving to be a viable ongoing option to pursue. The same products trialled by KDC are also being trialled by FNDC currently and are believed to be further advanced in the application process which may provide better results for KDC to review. The trials have been focused on areas where individual ratepayer pressure has been at the forefront and are currently back to a regular maintenance.

Aggregate blend research has also been undertaken by KDC and although dust was not a focus of this research but rather increase pavement longevity and strength, a side result has been a visible reduction in dust. This research has been used to form the standards for unsealed metaling (unsealed rehabilitation) going forward as best practise, including being introduced into the new Road Maintenance and Renewals Contracts.

KDC's current practice is to not undertake any dust suppression unless the activity can be subsidised.

Further development of houses on unsealed roads is leading to more people being exposed to dust and more pressure for dust mitigation and road sealing. Examples of this are more evident within the Mangawhai area. Pebblebrook Road as an example being our second highest scored road in the District. Currently the road has 16 residential dwellings within a 1 km section, including horticultural and ecologically sensitive areas and even a restaurant open during summer months.

**What funding has been allocated or applied for?**



#### Far North District Council

\$1 million a year per year has been applied for dust sealing of district roads for customer/community health and safety. An additional \$1,650,00 has also been applied for to seal tourism byways for better tourist experiences that draw economic benefit to the region.

Funding has been sought for dust suppressant treatments for house frontages on forestry routes and other unsealed heavy vehicle routes that qualify as high risk roads for dust using the Dust Risk Matrix from NZTA's General Circular 16/04.

#### Whangarei District Council

The following applications have been made in the RLTP:

- \$2 million to seal the remaining 4km of the Wright/McCardle road forestry route.
- From the existing road maintenance budget, an annual programme of dust suppression for house frontages on forestry routes and other unsealed heavy vehicle routes that qualify as high risk roads for dust using the Dust Risk Matrix from NZTA's General Circular 16/04.

#### Kaipara District Council

The following applications have been made in the RLTP: \$200,000 as part of dust safety projects.

**Under which category has the funding been applied for and the reasons why this funding category is being used.**

Subsidy funding has been applied for under NZTA's Dust Risk Matrix from their General Circular 16/04 which defines which funding categories are applicable.

#### Far North District Council

Funding for these activities has been applied for under NZTA work category WC341 Low Cost/Low Risk.

Dust suppression: Work category 112 Unsealed Pavement Maintenance.

#### Whangarei District Council

Funding has been applied for under the following NZTA work categories:

- Wright Road Seal Extension: Work category 341 Low Cost/Low Risk Improvements on NZTA's advice, because each of the 3 remaining unsealed sections of Wright Road have a budget of under \$1 million.
- Dust suppression: Work category 112 Unsealed Pavement Maintenance.

#### Kaipara District Council

Funding has been applied for under the following NZTA Work Categories:

Dust Suppression: Work Category 112 Unsealed Pavement Maintenance. (As part of the enhanced unsealed maintenance activities)

#### Local Share requirement for dust mitigation

Please refer to each district council Long Term Plan for details of individual dust mitigation proposals. It is a requirement that each district council source a local share component for any project applying for national funding subsidy.

#### Stock effluent disposal sites



By 2015, three stock effluent discharge facilities were in operation, these being at Pakaraka, Kauri and Dargaville. The Dargaville site, which was privately owned, has ceased to be available. In 2016 a report was commissioned to investigate the need for additional stock effluent disposal facilities. This [report](#) identified four additional locations at Dargaville, Kaikohe, Kaitiāia and the Brynderwyns.

**Relevant strategic objectives for the regional priority of reducing the environmental effects from the transport network.**

*Strategic Objective 5: Northland's roading network is developed and maintained so that it is fit for purpose (this includes route security and resilience).*

*Strategic Objective 7. The transport system enhances the environmental and cultural values of Northland.*

**Actions**

1. Ensure levels of service on state highways and local roads are fit for purpose and maintained based on their classification in the One Network Road Classification.
2. Develop alternative routes for freight.
3. Apply the Regional Dust from Unsealed Roads mitigation framework and the LGNZ/RCA Dust Working Group recommendations.
4. Investigate new techniques that deliver better performance and efficiency for maintaining unsealed roads.

**Regional Priority 7: Greater alignment between central and local government**

It is a requirement that the objectives and priorities in the RLTP align with those in GPS 2018. The table below demonstrates how the national priorities, objectives and results contained in GPS 2018 are aligned with the regionally identified priorities and objectives of the RLTP.

**Table 2.1**

GPS Land Transport Funding national priorities	GPS Land Transport Funding objectives/results	Northland RLTPregional priorities	Northland RLTPstrategic objectives
Economic growth and productivity	<p>A land transport system that addresses current and future demand for access to economic and social opportunities:</p> <ul style="list-style-type: none"> <li>• Support economic growth and productivity through provision of better access to markets, employment, business areas and housing development.</li> <li>• Support economic growth of regional New Zealand through provision of better access to markets and tourist destinations.</li> </ul> <p>A land transport system that is resilient:</p> <ul style="list-style-type: none"> <li>• Improved network resilience at the most critical points.</li> </ul> <p>A land transport system that provides appropriate transport choice:</p>	<p>Realised through:</p> <ul style="list-style-type: none"> <li>• Priority 1 - Regional and national connectivity.</li> <li>• Priority 2 - Economic and tourism development.</li> <li>• Priority 3 - Route resilience and security.</li> <li>• Priority 4 - Addressing constraints of geography and topography.</li> <li>• Priority 5 - Future proofing and long term planning.</li> <li>• Priority 8 - Considering the needs of the transport disadvantaged and addressing social deprivation.</li> <li>• Priority 10 - Increasing transport choice.</li> </ul> <p><i>These are key issues for Northland. For Northland to improve its economic profile it needs reliable,</i></p>	<ul style="list-style-type: none"> <li>• A sustainable transport system that enhances the growth and existing economic development of Northland and New Zealand.</li> <li>• A transport system that encourages and facilitates increased tourism to the region.</li> <li>• Northland is well connected to Auckland and to the rest of New Zealand.</li> <li>• Northland's roading network is developed and maintained so that it is fit for purpose and resilient.</li> <li>• Effective ports servicing Northland and New Zealand.</li> <li>• Our people have transport choices to access jobs, recreation and community facilities.</li> </ul>

GPS Land Transport Funding national priorities	GPS Land Transport Funding objectives/results	Northland RLTPregional priorities	Northland RLTPstrategic objectives
	<ul style="list-style-type: none"> <li>• Provide appropriate travel choices, particularly for people with limited access to a private vehicle.</li> <li>• Increased safe cycling through improvement of cycle networks.</li> </ul>	<i>resilient, fit for purpose roading and rail connections within the region and southwards to Auckland and beyond.</i>	
Road safety	<p>A land transport system that increasingly mitigates the effects of land transport on the environment:</p> <ul style="list-style-type: none"> <li>• Mitigation of adverse environmental effects including CO<sub>2</sub> emissions.</li> </ul> <p>A land transport system that is a safe system, increasingly free of death and serious injury.</p> <ul style="list-style-type: none"> <li>• Reduction in deaths and serious injuries.</li> </ul>	<ul style="list-style-type: none"> <li>• Priority 6 - Reducing the environmental effects from the transport network.</li> <li>• Priority 9 - Road safety.</li> </ul> <p><i>Road safety is as an important issue for Northland as it is nationally.</i></p>	<ul style="list-style-type: none"> <li>• The transport system enhances the environmental and cultural values of Northland.</li> <li>• All road users are safe on Northland's roads.</li> </ul>
Value for money	<p>A land transport system that delivers the right infrastructure and services to the right level at the best cost.</p> <ul style="list-style-type: none"> <li>• Delivery of the right infrastructure and services to the right level.</li> <li>• Improved returns from investment across the land transport system.</li> <li>• Improved returns from road maintenance.</li> <li>• Improved returns from public transport.</li> <li>• Innovation and technology are used to increase the net benefits from land transport investment and use.</li> </ul>	<i>Is implicitly recognised through Regional Land Transport Programme prioritisation, consistency with the Investment Assessment Framework and alignment with NZTA procurement policy.</i>	<i>Is implicitly recognised through Regional Land Transport Programme prioritisation, consistency with the Investment Assessment Framework and alignment with NZTA procurement policy.</i>

There are no relevant strategic objectives or actions for this regional priority.

### Regional Priority 8: Considering the needs of the transport disadvantaged and addressing social deprivation

'Approved organisations' have a specific duty (under Section 35 of the LTMA 2003) to consider the needs of the transport disadvantaged when developing transport plans.

A legal definition of transport disadvantage from the LTMA 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.

In addition, many households will be subject to more than one of these factors.

It is important to recognise that secondary specialist healthcare is centralised to Whangarei requiring transport from the rest of Northland to access.

Results from the 2013 census, and more recently collected NZ Statistics released data, have shown the following trends to be apparent in Northland:

- Northland's population is ageing (mirroring national and international trends for most developed economies). A look at regional, district and selected communities shows that this trend is greater in Northland than the national average. In Northland 19% of the population was over 65 in 2013, versus 15% in the rest of NZ). As the population ages, demand for public transport and total mobility services is likely to increase – this will have issues for the planning and prioritising of public transport investment in the region.
- Income has generally risen across Northland, although it still falls below the national average. In March 2016, the median annual wage in Northland was \$44,200, versus a national median wage of \$48,800. In this regard the future ability of the community to pay the local share for infrastructure and public transport service is an issue.
- Unemployment is typically higher in Northland than the national average. The annual average unemployment rate was 7.5% in the year ended June 2017, versus 4.9% nationally.
- Although, by necessity, Northland has a lower proportion of households without access to a motor vehicle than the national average, some parts of the region do have some areas where there is a lower rate of access. For example, in 2013, Kaikohe had 18% of the population without access to a motor vehicle, and Kaitiāia (West) had 17%, versus the NZ average of around 8%.
- The Northland District Health Board gathers health related data for the region. In 2013/14, Northland had the third highest prevalence of obesity in New Zealand with 33.3% of adults obese. Northland also has one of the lowest self-ratings of good health (including mental and physical criteria) at 87.9%.

As stated in Section 2.1, prioritised projects in this plan have to demonstrate that they are compatible with the ‘strategic fit’ of the Government Policy Statement for Land Transport Funding and are prioritised according to NZTA's project assessment and prioritisation process. As such prioritised projects in the programme in Part Two will primarily be focussed 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.

Transport disadvantage is considered in more detail in the Regional Public Transport Plan in relation to the provision of public transport services. This includes the Total Mobility service, designed to provide financial assistance to those with reduced means of travelling due to a physical impairment.

### ***Relevant strategic objectives for the regional priorities of considering the needs of the transport disadvantaged and addressing social deprivation.***

*Strategic Objective 1: A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.*

*Strategic Objective 2 : A transport system that encourages and facilitates increased tourism to the region.*

*Strategic Objective 3: All road users are safe on Northland's roads.*

*Strategic Objective 6: Our people have transport choices to access jobs, recreation and community facilities.*

*Strategic Objective 7: The transport system enhances the environmental and cultural values of Northland.*

## **Actions**

1. Undertake further studies to refine our understanding of transport disadvantage in the region to inform the planning and investment of infrastructure and public transport services.
2. Develop and maintain a Regional Public Transport Plan that conforms to Public Transport Operating Model (PTOM) requirements and includes an urban and a rural component.
3. Undertake regular service reviews for the Whangārei CityLink service and continue to review the ongoing feasibility and viability of other bus services (and potential bus services) in the region.
4. Promote walking, cycling and horse-riding as an alternative mode of travel, including through providing safer facilities.
5. Investigate opportunities presented by the central government cycleway programme, including the extension of the Twin Coast Cycleway in the Far North and the progressive completion of regional routes (Heartland Rides).
6. Implement the Northland Regional Walking and Cycling Strategy.

## **Regional Priority 9: Increasing transport choice**

Outside of Whangārei, travel choice is generally limited so there is considerable reliance on private cars to access jobs, recreation opportunities, and community facilities such as schools and public health centres. Short trips within urban areas and communities are made by car due to either a lack of, or inadequate, walking and cycling facilities. Historically there has also been an acknowledged lack of subsidised public transport services outside Whangārei, other than school buses, and coach services catering for inter-regional travel and the tourist market. Recent efforts have focused on improving travel options in rural areas (please see below).

### **Public transport**

Currently, the following subsidised contracted public transport services operate in Northland:

- CityLink - in the Whangārei urban area.
- Far North Link - in Kaitiāia and the surrounding area.
- Mid North Link - a trial service linking Kaikohe, Kerikeri and Bay of Islands.
- Hokianga Link - a trial service between Opononi/ Ōmāpere and Kaikohe.

Growth in CityLink since 2000/01 has generally been positive with SuperGold card available to over 65's. In 2018 the regional council will look to introduce an updated electronic ticketing system.

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

### **Walking, cycling and horse-riding.**

Specific reasons to encourage these activities include:

- Not all people have cars – such as the young and elderly.
- There are substantial health benefits.
- They are the most environmentally friendly forms of travel.
- Economic benefits – less wear and tear on roading.
- Public transport is not always available.
- Walking is already a component of most trips.



In addition to regional cycling routes, Whangārei is developing an urban cycle network around three spokes: Whangārei city centre to Raumanga, Whangārei city centre to Onerahi and Whangārei city centre to Kamo. Whangārei District Council successfully received \$6.575 million from the Urban Cycleways Programme to assist in the development of shared walking and cycling paths in the city. Work on the final 'spoke' to Kamo is currently ongoing.

Few dedicated paths currently exist for horse riders although many riders choose to exercise on beaches. Horse riding is still used as a means of transport in some parts of the region.

### Electric Vehicles

Electric vehicle usage in Northland forms a small but growing proportion of the overall vehicle fleet. Per head of population, Northland is estimated to be the fastest growing region in NZ for the uptake of electric vehicles and charging stations. Northland has recently received funding assistance for five additional charging stations from the Energy Efficiency and Conservation Agency along the 'Crimson Coast/ Twin Coast Discovery Route'. It is estimated that Whangārei alone has more than 200 electric vehicles.

The regional council will look at the feasibility and viability of trialling electric buses in the next few years including through future bids to the Energy Efficiency and Conservation Agency's dedicated EV fund.

### **Relevant strategic objectives for the regional priority of increasing transport choices**

*Strategic Objective 1: A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.*

*Strategic Objective 2 : A transport system that encourages and facilitates increased tourism to the region.*

*Strategic Objective 3: All road users are safe on Northland's roads.*

*Strategic Objective 6: Our people have transport choices to access jobs, recreation and community facilities.*

*Strategic Objective 7: The transport system enhances the environmental and cultural values of Northland.*

### Actions

- 1. Develop and maintain a Regional Public Transport Plan that conforms to Public Transport Operating Model (PTOM) requirements and includes an urban and a rural component.*
- 2. Undertake regular service reviews for the Whangārei CityLink service and continue to review the ongoing feasibility and viability of other bus services (and potential bus services) in the region.*
- 3. Promote walking, cycling and horse-riding as an alternative mode of travel, including through providing safer facilities.*
- 4. Investigate opportunities presented by the central government cycleway programme, including the extension of the Twin Coast Cycleway in the Far North and the progressive completion of regional routes (Heartland Rides).*
- 5. Implement the Northland Regional Walking and Cycling Strategy.*
- 6. Promote the development of electric vehicles and associated charging infrastructure in the region and between Auckland and Northland.*



# 1.3 Legislative requirements

## Overview of Regional Land Transport Plans

Section 13 of the Land Transport Management Amendment Act 2013 stipulates that:-

*'Every six financial years, each regional council, in the case of every region except (Auckland), must -*

*(a) ensure that the relevant regional transport committee prepares, on the regional council's behalf, a regional land transport plan; and*

*(b) approve the regional land transport programme by a date appointed by the agency.'*

Although the LTMA calls for a six year RLTP, Section 18CA stipulates the requirements for a three year "review of regional land transport plans". in this case, 2017/2018 being the applicable year. These requirements are:-

*'(1) A regional transport committee must complete a review of the regional land transport plan during the six-month period in the 2017/2018 financial year, immediately before the expiry of the third year of the plan.*

*(2) In carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.'*

The document must contain both the strategic elements of the former Regional Land Transport Strategy along with the proposed programme of works and financial forecasting of the former Regional Land Transport Programme.

Approved organisations and the NZTA will use the RLTP to recommend funding – from the National Land Transport Fund – for land transport activities or a combination of activities. Eligible activities should contribute to a region's outcomes as reflected in the strategic outcomes of the RLTP and in outcomes set out in the Government Policy Statement for Land Transport Funding.

As with predecessor plans, RLTPs are prepared by regional transport committees. A notable shift is that the plan must now include financial forecasting for six and ten-year horizons with the six-year horizon detailing the proposed programme of works for that period. This is a change from previous requirements for the Regional Land Transport Programme where only a three-year proposed programme of works was required (with the information on the following three years limited to only an indication of significant activities).

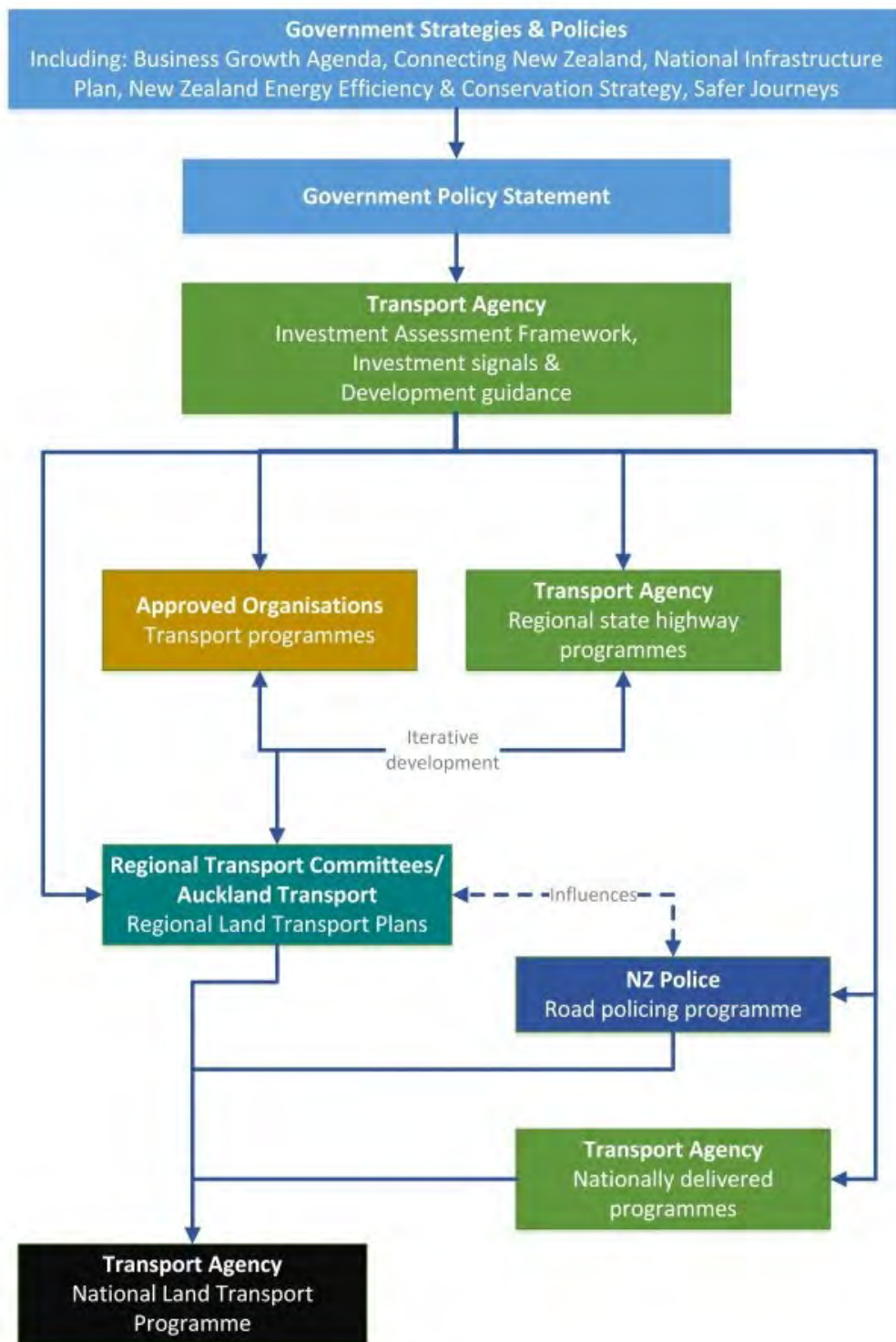


Image: NZ Transport Agency, 2017

# 1.4 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 the Crown (central government), from local authorities and other sources such as financial contributions for development.

The National Land Transport Fund is used to fund:

- Local transport networks and services delivered and co-funded by local government
- The management and delivery of the state highway network and transport services
- The Road Policing Programme; and
- Sector training and research.

The National Land Transport Fund is the government's contribution to funding the land transport activities approved in the National Land Transport Programme. Different types of funds within the National Land Transport Fund are used to fund 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 Funding ;
- 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.

The 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. The NZ Transport Agency does this through the Investment Assessment Framework which provides the framework and direction for this investment. The framework uses the tests of 'results alignment' (alignment with government objectives) and 'benefit and cost appraisal' (i.e. economic efficiency) to assess proposals and projects for inclusion in the National Land Transport Programme.

Investment is prioritised where it promotes economic growth and productivity improvement, reflects the government's road safety priorities, and increases the emphasis on achieving value for money in investments. The Investment Assessment Framework is used to prioritise economically significant projects that have national benefits.

The Government Policy Statement on Land Transport Funding outlines the Government's strategy to guide land transport investment over the next 10 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 (NLTF) will be invested across activity classes, such as State highways and public transport. It also guides the NZ Transport Agency (NZTA) and local government on the type of activities that should be included in Regional Land Transport Plans (RLTP) and the National Land Transport Programme (NLTP).

The Government Policy Statement has three Strategic Priorities:

- Economic growth and productivity;
- Road Safety; and
- Value for money.

In doing so, the following Objectives should be achieved through the allocation of funding from the National Land Transport Fund:

- A land transport system that provides appropriate transport choice
- A land transport system that addresses current and future demand;
- A land transport system that is resilient;
- A land transport system that is a Safe System, increasingly free of death and serious injury;
- A land transport system that delivers the right infrastructure and services to the right level at the best cost;
- A land transport system that provides appropriate transport choices; and
- A land transport system that increasingly mitigates the effect of land transport on the environment.

The National Land Transport Fund is administered by the NZ Transport Agency on behalf of the New Zealand Government. Funds from the National Land Transport Fund can only be allocated to activities listed in a Regional Land Transport Plan.

The lists of activities in this plan were either identified by the councils (and other agencies with transport interests) in the region or proposed by the NZ Transport Agency. The activities are split into two categories:

- Non-Prioritised routine maintenance and minor capital improvement activities of local councils (and other agencies) and continuing passenger transport services, and
- Prioritised activities, including state highway maintenance and development projects and large local council projects, which are individually identified and prioritised within this programme. These priorities are used to influence what activities can be implemented with the funding available and when they are implemented.

## **Part 2   Regional Land Transport Programme - Nga Kaupapa Haerenga Waka a Rohe**

## 2.1 Projects included in this programme

This section has three parts:

- A summary of the groups of activities in Northland that have been submitted to the NZ Transport Agency for funding approval.
- A reader's guide that explains the assessment and prioritisation process required for projects and activities.
- A list of major projects for the region, including the outcomes of the assessment process, and their order of priority (as determined by the Regional Transport Committee).

### Overview of activities

The Programme must include a list of **all** transport projects or group of activities that approved organisations and the NZ Transport Agency wish to see progressed for the next three year period of the programme.

**Table 1.1 Forecast expenditure by activity class - 10 year period**

Activity Class	Forecast Expenditure 2015/2018*	Forecast Expenditure 2018/2021**	Forecast Expenditure 2021/2024***	Forecast Expenditure Total 10 Year
State Highway Improvements	\$276,834,029	\$389,295,193	\$121,034,826	\$787,164,048
State Highway Maintenance	\$119,266,070	\$71,440,294	\$159,730,690	\$350,437,054
Local Road Improvements	\$29,578,792	\$17,895,660	\$21,115,653	\$68,590,105
Local Road Maintenance	\$203,472,964	\$199,809,014	\$311,952,479	\$715,234,457
Low Cost/Low Risk	\$24,862,009	\$59,356,042	\$26,442,584	\$110,660,635
Public Transport	\$6,674,430	\$6,712,397	\$8,142,441	\$21,529,268
Walking and Cycling	\$8,797,350	\$15,636,722	\$6,800,000	\$31,234,072
Road Safety Promotion	\$5,048,038	\$6,455,062	\$6,671,470	\$18,174,570
Investment Management	\$5,575,898	\$3,435,714	\$2,422,771	\$11,434,383
<b>Total of Activities</b>	<b>\$680,109,580</b>	<b>\$770,036,098</b>	<b>\$664,312,914</b>	<b>\$2,114,458,592</b>

Please note, State Highway Improvements and Local Road Improvements include funding already approved for Committed Activities.

\* = Forecast Expenditure included in the Regional Transport Committee approved Regional Land Transport Plan 2015 - 2021

\*\* = Forecast Expenditure included in the Draft Regional Land Transport Plan 2015 - 2021 Three Year Review

\*\*\* = Forecast Expenditure included in the Regional Transport Committee approved Regional Land Transport Plan 2015 - 2021

### Prioritising projects or activities

As required by the Land Transport Management Act 2003, Northland's Regional Transport Committee has prioritised certain projects or groups of activities submitted by approved organisations and the NZ Transport Agency. This allows national funding to be allocated to the highest priority projects when funding is limited.

The following activities must be included in this programme without prioritisation:



- Local road maintenance – defined as activities incorporated under road maintenance and operations including local road renewals;
- Low cost/low risk improvements - minor works individually costing less than \$1 million in the following work categories: state highway improvements, local road improvements, walking and cycling projects, public transport projects.
- Existing public transport services.

All other activities must be prioritised in the programme either as individual activities or as combinations of activities. This includes:

- State Highway Improvements
- State Highway Maintenance, Operations and Renewals
- Local Road Improvements
- Walking and Cycling
- Road Safety Promotion
- Investment Management

To assist in the prioritisation of these projects, the Northland Regional Transport Committee has adopted the following process.

### Initial project assessment

Prioritised projects were individually assessed in accordance with the NZTA's Investment Assessment Framework. This involved the consideration of two factors:

- Results alignment - assessment of how well the problems/issues/opportunities identified aligns with the long, medium and short term results in the Government Policy Statement for National Land Transport Funding and NZ Transport Agency Long Term Strategic View.
- Cost/Benefit Appraisal is the assessment of the whole of life benefits and costs in accordance with the requirements of the NZ Transport Agency economic evaluation manual for improvement activities, and cost effectiveness and performance comparisons for road maintenance and existing public transport services.

### Project ranking

The Regional Transport Committee have ranked the prioritised programme activities in accordance with the outcomes of the NZ Transport Agency required results alignment and cost/benefit appraisal along with the outcomes of the Investment Logic Mapping exercise undertaken as well as other factors such as traffic counts and road casualty statistics. The rankings are scored from 1-7 with 1 being the highest regional priority and 7 being the lowest.

### List of prioritised projects or activities

Appendix V contains those projects and groups of activities prioritised by the Northland Regional Transport Committee for which it is seeking national funding.

The top priorities for the region (those between 1-6)

- State Highway 1 - Whangarei to Port Marsden Highway (SH15)
- State Highway 1 - Port Marsden Highway (SH15) to Waipu
- State Highway 1 - Brynderwyns to Te Hana Safety Improvements
- Regional Rest Area Strategy
- State Highway 1 - Ohaeawai to Whangarei (Snake Hill to Kauri)
- State Highway 14 - Maunu to Dargaville
- State Highway 1/11 - Moerewa/Kawakawa/Paihia
- State Highway 10 - Waipapa Road Intersection Improvements
- State Highway 15 Inland Freight Route Upgrade

- Regional Resilience Projects
- Twin Discovery Revitalisation Improvements

The prioritised list excludes local road maintenance and renewals, local road minor capital works and existing passenger transport services. These projects do not have to be prioritised as they are considered a continuation of a yearly programme of work and therefore remain the same.

This programme is put together on the basis that the government will provide subsidies (matching government funding) for the local share to enable the regional council and the three district councils to undertake all the projects identified in their Long Term Plans.

## 2.2 Funding plan

The information contained within this section of the Programme has been collated by activity class based on data collected from *Transport Investment Online (TIO)* and is presented in greater detail in **Appendix V** (three year programme).

### ***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 the NZ Transport Agency for allocating available funds to those projects which best contribute to the achievement of Government 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. The NZTA will make allocations to each activity class within the range defined by the Government Policy Statement on Land Transport Funding.

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 the regional and district councils, e.g. 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 (FAR). The FAR 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. For example, funding may be sourced from the government's New Zealand Cycle Trail Fund to maintain and enhance the Coast to Coast cycleway in the Far North.

## 2.3 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 Regional Transport Committee has assessed the relationship of Police activities to this programme.

### New Zealand Police activities for road safety

The New Zealand Police is committed to the direction set out in *Safer Journeys* and working in partnership across the road safety sector. Police will align their road policing activities with the areas of concern outlined in the strategy and deliver the Police-specific activities set out in the *Safer Journey's Action Plan* and *The NZ Police Road Policing Action Plan to 2020*. By doing this they will play their part in contributing to the overall road safety outcome of reducing death and injury on New Zealand's road network.

#### Road Policing Strategy 2016 - 2020

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 the Road Policing Strategy to 2020. The causes of crashes are well known and the police will focus on those causes. The police will play their part in preventing crashes and road trauma by targeting high risk drivers, such as repeat impaired (Alcohol and drugs) drivers and illegal street racers, these road users present significant risk to other road users and feature heavily in serious and fatal crashes throughout 2016 and 2017. Reductions in offending by these groups will then enable the police to provide further investment in prevention.

The police will contribute to the safe system approach by:

- Reducing fatalities and serious crash injuries on our roads.
- Reduce victimisation and social harm created by fatal and serious injury accidents.
- Build trust and confidence with Police resulting in encouragement of all road users to observe and abide by the road rules because they want to;
- Work 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;
- Working with local authorities in partnership to understand and create activities that will focus on the big three; speed, impairment and in vehicle behaviour (seatbelts and distractions), and
- Considering road safety through environmental design.

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.

#### Prevention First – National Operating Strategy 2016-2020

The police will work with other agencies, service providers and the community to address the underlying causes of offending and victimisation.

Specific actions in this strategy relevant to road safety include:

- Working with neighbourhoods to deliver locally led prevention programmes on road safety matters.
- Working with partner agencies to deliver road safety education, improve environmental design and the safety of vehicles; and
- Implementing measures, as appropriate adopted under the Safer Journeys Strategy

### The Turning of the Tide – A Whanau Ora Crime and Crash Prevention Study, 2012-2017

This is a Maori-led initiative to reduce offending and road crashes. Three key actions to reduce road crashes are:

- Mahi Tahi – everyone working together to prevent crime and crashes. Both the police and Maori communities will be reliant on each other to reduce incidents of crime and crashes.
- Whanau Ora – extended families preventing crime and crashes among themselves.
- Korororero – talking crime and crash prevention in homes and schools and on the marae. An approach to reduce the acceptability of offending and to normalise talk about crime prevention in schools and families.

### Northland District Road Policing Plan 2016 - 2020

This four year plan to implement the three strategies listed above and Safer Journeys in the Northland road policing context.

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.
- Understand and target unsafe vehicles, promote safe vehicle ownership and operation.
- 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

### Northland District Road Policing Plan 2015-2021

Owner: Road Policing Manager

Strategic Aim: *"To have a safe Northland road system, increasingly free of death and serious injury"*

Desired Outcome: *"A Safe Road System"*

- 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.
- Understand and target unsafe vehicles, promote safe vehicle ownership and operation.
- 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)	Reduce speed on Northland roads by targeting high-risk drivers and locations.	1. Reduction in speed related fatal and serious injury crashes.
	Road Policing Manager	1. Aligning Police activity with intelligence – being in the right place at the right time. Deployment through the weekly tactical activity plan.	2. Reduction in speed related fatal and serious injury crashes and number of HMV notices issued

	Owner	Activity	Measures
		<ol style="list-style-type: none"> <li>2. Informed risk targeting using radars, hand-held lasers, mobile and static cameras including enforcement of 5 kph tolerance for HMV</li> <li>3. Working collaboratively with partner agencies, the community and media (including social media) to promote safe speeds.</li> <li>4. Targeting high risk drivers through demerit point list, actively locate and suspend.</li> <li>5. Informing road controlling authorities where posted speeds are inappropriate</li> </ol>	<ol style="list-style-type: none"> <li>3. Number of effective partnerships and media messages delivered.</li> <li>4. Number of drivers identified and suspended.</li> <li>5. Attendance at RSAP meetings</li> </ol>
In-Vehicle Behaviour	<p>Area Commander(s)</p> <p>Road Policing Manager</p>	<p>In-vehicle behaviour combines distractions and restraints.</p> <ol style="list-style-type: none"> <li>1. Deploy to rural communities where restraint use is low and conduct checkpoints</li> <li>2. Working collaboratively with partner agencies, the community and media (including social media) to promote improved in-vehicle behaviours.</li> <li>3. Regular checkpoints conducted with Plunket and other partner groups to increase awareness and promote wearing of restraints including with children.</li> <li>4. Delivery of educational programmes at schools</li> <li>5. High visibility patrols to increase compliance</li> <li>6. Increased awareness of driving while fatigued</li> </ol>	<ol style="list-style-type: none"> <li>1. Number of checkpoints conducted and notices issued</li> <li>2. Number of successful partnerships formed and media safety messages delivered.</li> <li>3. Number of joint checkpoints conducted.</li> <li>4. Number of lessons delivered.</li> <li>5. Increased restraint usage through annual surveys.</li> <li>6. Number of fatigue stops conducted</li> </ol>
Impaired Driving	<p>Area Commander(s)</p> <p>Road Policing Manager</p>	<p>This activity covers, pedestrians, cyclists, elderly, inexperienced, visiting, road workers &amp; motorcyclists</p> <ol style="list-style-type: none"> <li>1. Reduce opportunities to offend by preventing disqualified, suspended and unlicensed driving including young drivers in breach of GDL provisions through enforcement and compliance.</li> <li>2. Enforcement of temporary speed zones around road work sites and lowered speed zones around schools</li> <li>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.</li> <li>4. Educational programmes encouraging both children and parents to wear cycle helmets.</li> </ol>	<ol style="list-style-type: none"> <li>1. Decrease in the number of disqualified/suspended drivers detected and the number of GDL compliance completed.</li> <li>2. Number of notices issued in temporary and school zoned areas.</li> <li>3. Number of individuals referred that follow through and obtain correct licence.</li> <li>4. Number of educational sessions delivered.</li> </ol>



	Owner	Activity	Measures
High Risk Driving	Area Commander(s)  Road Policing Manager	<p>This activity covers a range of driving behaviours including centreline, intersection and fleeing drivers, dangerous, insecure and overloading as well as driving unsafe vehicles.</p> <ol style="list-style-type: none"> <li>1. Identification and deployment to high risk locations and times through weekly tactical activity plans.</li> <li>2. Patrol using the Automated Number Plate Recognition vehicle (ANPR) which identifies high risk drivers vehicles and those without WOF/COF</li> <li>3. Use of available legislation to impound vehicles and prevent further offending</li> <li>4. Work with road safety partners and wider justice sector to coordinate interventions to reduce the impact and prevalence of high risk drivers.</li> </ol>	<ol style="list-style-type: none"> <li>1. Reduction in number of fatal and serious injury crashes where centreline has been crossed and at intersections. Number of unsafe vehicles written off the road</li> <li>2. Number of drivers apprehended and notices issues.</li> <li>3. Number of vehicles impounded.</li> <li>4. Reduction in the number of fatal and serious injury accidents that feature high risk drivers.</li> </ol>
Network Maintenance & Efficiency	Area Commander(s)  Road Policing Manager	<p>This activity covers crash attendance and event management.</p> <ol style="list-style-type: none"> <li>1. Attend and report all fatal road crashes within policies and timeframes agreed.</li> <li>2. Efficiently manage incidents to reduce congestion</li> <li>3. Inform road controlling authorities and road safe action planning groups by reporting unsafe roads and roadsides.</li> <li>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.</li> </ol>	<ol style="list-style-type: none"> <li>1. Identify any instances that fall outside agreed timeframes</li> <li>2. Complaints received on closures, detours and congestion.</li> <li>3. Number of reports completed</li> <li>4. Number of successful partners formed and maintained including debrief of all major incidents.</li> </ol>

## Liaison, advocacy and co-ordination with Police

### *Ongoing liaison, advocacy and coordination with Police*

Northland has had some success in reducing the level of fatalities and hospitalisations from road trauma over recent years, over the last 18 months there has been quite a dramatic increase and as at July 2017 the district has recorded 19 deaths from 17 accidents in little over 6 months. Of those 17 accidents 65% had links to impairment, 45% to lack of restraint use and 30% to speed, often a combination of all 3 were found. 9 of those deceased may have been alive today had they used the provided restraints. To overcome this latest increases agencies must work collaboratively with communities to build awareness and gain momentum in changing behaviours on Northland's roads.

The Northland Regional Transport Committee and the New Zealand Police believe the issues, objectives and policies identified in the RLTP 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, the New Zealand Police are no longer formally represented on regional transport committees. The Police do, however, participate in the committee on relevant matters and have contributed to the development of this plan.

Through the Northland Regional Transport Committee, New Zealand 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 action plans for Northland. Road safety action plans are partnership agreements between New Zealand Police, the NZ Transport Agency, local authorities, Roadsafes Northland, and other community representatives. Through these plans, road safety risks are determined at the local level, and the delivery of planned services is coordinated. The plans also synchronise all road safety activities delivered at the local level (for example, engineering improvements, community programmes, and road policing).

## 2.4 Monitoring, reviews and variations

### Monitoring implementation of this plan

A number of measures will be used to monitor the effectiveness of the strategic objectives in the plan. These are listed as follows:

- Condition of the road network and level of service.
- Travel time reliability for motor vehicles.
- Road closures that are resolved in over 12 hours.
- Throughput and value of freight on the road network.
- Condition of cycling networks.
- Social connectedness.
- Links to Auckland and the region.
- Infrastructure risk rating.
- Number of crashes by severity.
- Air pollution - particularly with reference to PM<sub>10</sub> data.
- Cultural sensitivity and value.

Reporting on the financial assistance uptake will continue at all Regional Transport Committee meetings. In addition, an annual progress report will be delivered to the Regional Transport Committee each August of the funding period.

### Review

A review of this plan was undertaken in 2017 for the 2018-2021 RLTP period. This is a requirement of the LTMA 2003 (Section 18CA) which requires a review take place no less than 6 months before the expiry of the third year of the current plan. The review was undertaken in a manner that incorporated the principles of the Benefit Cost Approach (BCA).

### Variations to this plan

This plan will remain in force until 30 June 2021 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 the NZ Transport Agency, can therefore request that the Regional Transport Committee prepare 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 the Northland Regional Council for its consideration.

When variations are 'significant' in terms of the 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 the Northland Regional Council and ultimately the 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.

## Significance Policy for Northland

Section 106(2) of the LTMAA 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 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 scope change to a prioritised activity costing more than 10 percent 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; or
- 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 that 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 the Northland Regional Council, for example the Long Term Plan consultation, to minimise costs.





## Appendices - Tapiritanga

# Appendix I: UNISA 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 UNI 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 on 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 I inter-relationships and priorities.

*UNISA (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 Whangarei District Council.*

# Appendix II: Other plans and strategies

The following are some details of other relevant plans and strategies that are relevant to the development of this Regional Land Transport Plan.

## 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 last 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](http://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 which 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 to Road Safety in Northland. This means working across all elements of the road system to move towards the following:

- Safe roads and roadsides;
- Safe speeds;
- Safe vehicles; and
- Safe road use.

The vision of the Regional Road Safety Plan is:

*“All road users are safe on Northland’s roads.”*

The mission of the Regional Road Safety Plan is that the Northland Rooding Network continues to improve in order to create a safe environment for all road users in Northland and where safety is embedded in the thinking of all Northland road users.

This is underpinned by three strategic operating policies as follows:

1. To coordinate and assist with integrated activities across all relevant agencies aimed at improving driver attitudes, driver behaviour and the safety of identified at risk groups.
2. To improve the safety design aspects of the physical land transport network.
3. To develop systems which improve the reporting, recording and investigation of road crashes.

### **Regional Public Transport Plan**

The Land Transport Management Amendment Act 2013 requires a regional council to adopt a regional public transport plan if it intends to:

- a. enter into any contract for the supply of any public transport service;
- b. provide any financial assistance to any operator or user of:
  - i. a taxi service;
  - ii. a shuttle service.

We have in place an operative Regional Public Transport Plan because we both administer – and rate for – Whāngārei's public bus service CityLink and support services in the Kaitaia area and the mid-north. We also administer the Total Mobility Scheme, which gives the disabled and elderly access to discounted taxi trips.

The role of a Regional Public Transport Plan is three-fold. It is:

- a. A means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure; and
- b. An instrument for engaging with the public in the region on the design and operation of the public transport network; and
- c. A statement of:
  - i. the public transport services that are integral to the public transport network; and
  - ii. the policies and procedures that apply to those services; and
  - iii. the information and infrastructure that support those services.

Legally, a Regional Public Transport Plan must:

- a. identify the public transport services that are integral to the public transport network that the regional council proposes to provide;
- b. provide an outline of the routes, frequency, and hours of operation of the services identified under subparagraph;
- c. arrange all of the public transport services identified in this way into units;
- d. indicate the date by which a unit is expected to start operating;
- e. indicate the date by which any exempt service that is to be replaced by a unit is to be deregistered;
- f. identify any units for which the regional council intends to provide financial assistance;
- g. identify any taxi services or shuttle services for which the regional council intends to provide financial assistance;
- h. describe how the network of public transport services and the taxi/shuttles services will assist the transport-disadvantaged.

# Appendix III: Legislative requirements

Although an RLTP lasts for only 6 years (the current RLTP is from 2015-2021), 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 10 year period. Monitoring performance measures must also be included.

A regional transport committee must complete a review of the RLTP during the six-month period immediately before the expiry of the third year of the plan (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 this mid-point review of the RLTP, an Investment Logic Mapping exercise be undertaken. The purpose of this was to confirm that the outcomes sought in the RLTP still reflects Northland's transport priorities three years on. The outcome of the Investment Logical Mapping review is discussed in Part One (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 (2021-2027) and 10 year periods (2021-2031).

The plan needs to include:

- An assessment of how the plan complies with the 'core requirements; listed above; and
- An assessment of the relationship of Police activities to the plan; and
- A list of activities that have been approved under section 20 but are not yet completed; and
- An explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and
- A description of how monitoring will be undertaken to assess implementation of the plan; and
- A summary of the consultation carried out in the preparation of the plan; and
- 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 Two, the 'programme' element, of the RLTP.

# Appendix IV: Consultation undertaken

The Draft Regional Land Transport Plan 2015-2021 Three Year Review was prepared by the Regional Transport Committee, a committee of the Northland Regional Council, with the assistance of Far North District Council, Kaipara District Council, Whangarei District Council and the NZ Transport Agency.

In accordance with Section 18 of the Land Transport Management Act (as amended 2013) and Section 82 of the Local Government Act 2002, the draft document was formally notified for public consultation on 15 December 2017 for a period of 7 weeks until 31 January 2018.

Have Your Say Events (HYSE) were held in:

- o Whangarei on 15 January 2018
- o Dargaville on 15 January 2018
- o Opononi on 16 January 2018
- o Kaikohe on 16 January 2018
- o Kaitiā on 17 January 2018
- o Kerikeri on 17 January 2018

These sessions were publicly advertised.

A total of 118 submissions were received and 147 people signed into the HYSE. The HYSE were held in place of formal hearings.

Submissions/feedback received included:-

- Whangarei to Te Hana particularly around the route of the section around the Brynderwyn Hills.
- The Direction of the Plan (too roading focused);
- Need to increase support/advocacy for rail
- Roading Resilience
- Road Maintenance and Upgrades;
- Dust Mitigation;
- Intra and Inter Regional Connectivity;
- Road Safety;
- Walking and Cycling;
- Electric Vehicles;

Deliberations were undertaken on 26 February 2018 in an open meeting of the Regional Transport Committee and a number of recommended changes were made by the Committee. A record of all changes recommended is available on request to the regional council. The draft RLTP was approved by the Regional Transport Committee on 4 April 2018.



# Appendix V: Detailed three-year programme

## State Highway Improvements - Priorities (includes new and improvements)

Table 5.1

Org	Project Name	Phase	2018/21 Project Cost Estimate (\$)				Sub Total	Phase	2021/24 Project Cost Estimates (\$)				Total Project Costs	FAR	NZTA Share	NZTA Share	RTI APPROVED PROJECT PRIORITISATION
			18/19	19/20	20/21				21/22	22/23	23/24						
	Committed Activities - Awaiting Final Funding Approval																
NZTA	SH1 Akerama Curves Realignment & Passing Lanes	Const	\$361,272	\$0	\$0		\$361,272	-	\$0	\$0	\$0	\$361,272	100%	\$361,272	\$361,272	N/A	
NZTA	SH1 Loop Road North to Smeatens Hill Safety Improvement	Const	\$8,413,200	\$0	\$0		\$8,413,200	-	\$0	\$0	\$0	\$8,413,200	100%	\$8,413,200	\$8,774,472	N/A	
NZTA	SH1 Kaeo Bridge Upgrade	Const	\$4,393,902	\$8,208,000	\$2,362,000		\$14,963,902	-	\$0	\$0	\$0	\$14,963,902	100%	\$14,963,902	\$23,738,374	N/A	
NZTA	SH10 Taipa Bridge (No. 272) Upgrade	Const	\$6,686,271	\$0	\$0		\$6,686,271	-	\$0	\$0	\$0	\$6,686,271	100%	\$6,686,271	\$30,424,645	N/A	
NZTA	SH12 Matakohu Bridges	Const	\$12,912,848	\$0	\$2,000,700		\$14,913,548	-	\$0	\$0	\$0	\$14,913,548	100%	\$14,913,548	\$45,338,193	N/A	
NZTA	SH1 - Corridor Improvements - Whangarei	Const	\$7,182,000	\$6,156,000	\$0		\$13,338,000	-	\$0	\$0	\$0	\$13,338,000	100%	\$13,338,000	\$58,676,193	N/A	
	Sub Total		\$39,949,493	\$14,364,000	\$4,362,700		\$58,676,193		\$0	\$0	\$0	\$58,676,193	100%	\$58,676,193			
	BOOST Projects - Awaiting Final Funding Approval																
NZTA	SH15A -SHIN to Marsden Point	Const	\$0	\$0	\$0		\$0	Pre - Imp	\$0	\$205,200	\$307,800	\$513,000	100%	\$513,000	\$513,000	N/A	
NZTA	SH14 - Maunu to Dargaville	Const	\$0	\$205,200	\$307,800		\$513,000	Const	\$305,748	\$305,748	\$305,748	\$1,430,244	100%	\$1,430,244	\$1,943,244	N/A	
NZTA	SH12 - Tokatoka to Brynderwyn	Const	\$0	\$256,500	\$307,800		\$564,300	Const	\$332,767	\$332,766	\$332,766	\$1,562,599	100%	\$1,562,599	\$3,505,843	N/A	
NZTA	SH12 - Kaikohe to Dargaville	Const	\$1,026,000	\$2,052,000	\$0		\$3,078,000	Const	\$4,104,000	\$6,156,000	\$0	\$13,338,000	100%	\$13,338,000	\$615,896,418	N/A	

Org	Project Name	Phase	2018/21 Project Cost Estimate (\$)				Sub Total	Phase	2021/24 Project Cost Estimates (\$)			Total Project Costs	FAR	NZTA Share	NZTA Share	RTC APPROVED PROJECT PROPORTION
			18/19	19/20	20/21				21/22	22/23	23/24					
NZTA	SH1N - Mangamuka Gorge to Rahiri	Const	\$0	\$0	\$0		\$0	Const	\$305,406	\$202,806	\$202,806	\$711,018	100%	\$711,018	\$608,604,636	N/A
NZTA	SH1N - Cape Reinga to Awanui	Const	\$0	\$0	\$0		\$0	Pre - Imp	\$0	\$0	\$153,900	\$153,900	100%	\$153,900	\$608,758,536	N/A
	Sub Total		\$1,026,000	\$2,513,700	\$615,600		\$4,155,300		\$5,047,921	\$7,202,520	\$1,303,020	\$17,708,761	100%	\$17,708,761		
	Provincial Growth Fund															
NZTA	SH10 - Waipapa Road Intersection Improvements	PI/C	\$4,924,800	\$2,872,800	\$0		\$7,797,600	-	\$0	\$0	\$0	\$7,797,600	100%	\$7,797,600	\$7,797,600	N/A
	Sub Total		\$4,924,800	\$2,872,800	\$0		\$7,797,600		\$0	\$0	\$0	\$7,797,600	100%	\$7,797,600		
	Total of Committed, BOOST and Provincial Growth Fund Activities		\$45,900,293	\$19,750,500	\$4,978,300		\$70,629,093		\$5,047,921	\$7,202,520	\$1,303,020	\$84,182,554		\$84,182,554	\$675,232,329	

Table 5.2

Org	Project Name	Phase	2018/21 Project Cost Estimate (\$)				Sub Total	Phase	2021/24 Project Cost Estimates (\$)			Total Project Costs	FAR	NZTA Share	NZTA Share	RTE APPROVED PROJECT PRIORITISATION	COMMENTS
			18/19	19/20	20/21				21/22	22/23	23/24						
	Projects Requiring Funding Approval																
	SH1 Whangarei to Te Hana																The business case will determine the preferred alignment for the Whangarei to Te Hana Corridor. Addressing safety, resilience and travel time challenges on this important inter-regional corridor. The business case will also recommend a timetable for delivery of the projects (or sections of the project).
NZTA	SH1 - Whangarei to Port Marsden Highway	BC/PI/C	\$66,690,000	\$61,560,000	\$61,560,000	\$189,810,000	Const		\$61,560,000	\$61,560,000	\$61,560,000	\$374,490,000	100%	\$374,490,000	\$374,490,000	1	To be determined - form and programme to be guided by the outcome of the Whangarei to Te Hana Business Case.
NZTA	SH1 - Brynderwyn to Te Hana (SPA)	BC	\$3,078,000	\$0	\$0	\$3,078,000	-		\$0	\$0	\$0	\$3,078,000	100%	\$377,568,000	\$377,568,000	1	Online safety improvements aimed at improving safety in the short term
NZTA	SH1 - Marsden to Waipu	BC	\$513,000	\$10,260,000	\$0	\$10,773,000	-		\$0	\$0	\$0	\$10,773,000	100%	\$388,341,000	\$388,341,000	1	Online safety improvements aimed at improving safety in the short term
NZTA	SH1 - Marsden to Waipu (SH15 to Schultz) Long Term Strategy	PI	\$0	\$0	\$0	\$0	Const		\$0	\$0	\$15,390,000	\$15,390,000	100%	\$403,731,000	\$403,731,000	1	To be determined - form and programme to be guided by the outcome of the Whangarei to Te Hana Business Case.
NZTA	SH1 - Brynderwyn to Te Hana	BC/PI	\$2,052,000	\$8,208,000	\$6,156,000	\$16,416,000	Const		\$4,104,000	\$4,104,000	\$4,104,000	\$28,728,000	100%	\$432,459,000	\$432,459,000	1	To be determined - form and programme to be guided by the outcome of the Whangarei to Te Hana Business Case.

Org	Project Name	Phase	2018/21 Project Cost Estimate (\$)				Sub Total	Phase	2021/24 Project Cost Estimates (\$)			Total Project Costs	FAR	NZTA Share	NZTA Share	ETC APPROVED PROJECTS PRESENTATION	COMMENTS
			18/19	19/20	20/21				21/22	22/23	23/24						
	Safety																
NZTA	Rest Area Strategy	BC/PI/C	\$513,000	\$1,539,000	\$3,078,000	\$5,130,000	Const	\$3,078,000	\$3,078,000	\$3,078,000	\$3,078,000	\$14,364,000	100%	\$14,364,000	\$446,823,000		Development of a strategy to deliver a consistent approach to providing the appropriate level of service for road users. The strategy will identify the varying needs of different user groups ie visitors and freight. Strategy includes a prioritised programme for construction.
	SH1 Ohaeawai to Whangarei (Springs Flats - Kauni)					\$16,825,000											
NZTA	SH1 - Ohaeawai to Whangarei (SRA) - Including Salesyards Intersection Improvements	BC/PI/C	\$1,276,000	\$1,789,000	\$13,760,000	\$16,825,000	Const	\$10,260,000	\$10,260,000	\$10,260,000	\$0	\$37,345,000	100%	\$37,345,000	\$484,168,000		Development of a business case to consider the appropriate options to address known safety and resilience problems on this section of high speed rural state highway.
	Maunu - Dargaville; Moerewa - Kawakawa - Pahia; Waipapa Intersection																
NZTA	Kawakawa to Pahia (SH10.11)	BC/PI/C	\$4,104,000	\$2,052,000	\$4,104,000	\$10,260,000	Const	\$4,104,000	\$4,104,000	\$4,104,000	\$4,104,000	\$22,572,000	100%	\$22,572,000	\$506,740,000		Development of a business case to consider the appropriate options to address known resilience and safety problems on this section of high speed rural state highway which provides the connection to the Bay of Islands. Key tourism and freight route.

Org	Project Name	Phase	2018/21 Project Cost Estimate (\$)				Sub Total	Phase	2021/24 Project Cost Estimates (\$)			Total Project Costs	FAR	NZTA Share	NZTA Share	RTC APPROVED PROJECT PRIORITISED RANK	COMMENTS
			18/19	19/20	20/21				21/22	22/23	23/24						
NZTA	SH11 - Tirihanga Stream Bridge (Resilience)	BC/PI/C	\$513,000	\$1,026,000	\$8,208,000		\$9,747,000	Const	\$2,052,000	\$0	\$0	\$11,799,000	100%	\$11,799,000	\$518,539,000		The form and programme of any future improvement to be determined by the outcomes of the SH1.10.11 Kawakawa to Pahiia business case
NZTA	SH12 - Oporoni Town Centre Improvements & Resilience	BC/PI/C	\$820,800	\$4,104,000	\$4,104,000		\$9,028,800	-	\$0	\$0	\$0	\$9,028,800	100%	\$9,028,800	\$527,567,800		Business case to consider options for addressing known resilience (coast erosion and slips) problems at this location on a key tourism route (which lacks alternatives). Consideration of wider network and township infrastructure is recommended to be included.
NZTA	SH14 - Maunu Rd (SH1-Hospital) Improvements 4 Lining	BC	\$513,000	\$0	\$0		\$513,000		\$1,026,000	\$8,208,000	\$5,643,000	\$15,390,000	100%	\$15,390,000	\$542,957,800		Requested by RCA , confirmed by RTC. To be considered as part of the business case to review SH14 Whangarei to Dargaville
	Upgrading																
NZTA	SH15 Inland Freight Route - Future Improvements & 50 Max	BC	\$513,000	\$0	\$0		\$513,000	Const	\$1,026,000	\$8,208,000	\$5,643,000	\$15,390,000	100%	\$15,390,000	\$558,347,800		Business case to review SH15 for safety, resilience Improvements with an emphasis on freight upgrades
NZTA	SH14 - SH15 Maungatapere Intersection Improvements	BC/PI	\$250,000	\$250,000	\$3,500,000		\$4,000,000		\$0	\$0	\$0	\$4,000,000	100%	\$4,000,000	\$562,347,800		Requested by RCA , confirmed by RTC. To be considered as part of the business case to review SH15
	Resilience																

Orig	Project Name	Phase	2018/21 Project Cost Estimate (\$)				Sub Total	Phase	2021/24 Project Cost Estimates (\$)			Total Project Costs	FAR	NZTA Share	NZTA Share	RTE APPROVED PROJECT PROPORTION (%)	COMMENTS
			18/19	19/20	20/21				21/22	22/23	23/24						
NZTA	SH1 – Rangiahua Bridge (Resilience Issue)	BC/PI	\$0	\$513,000	\$1,026,000		\$1,539,000	Const	\$513,000	\$6,156,000	\$6,156,000	\$14,364,000	100%	\$14,364,000	\$576,711,800		Business case to consider options for addressing known resilience (flooding) problems at this location on a key freight route.  5
NZTA	Enhanced Network/Resilience Northland	Const	\$2,000,000	\$1,000,000	\$1,000,000		\$4,000,000	-	\$0	\$0	\$0	\$4,000,000	100%	\$4,000,000	\$580,711,800	5	Business cases for Northland for projects that exceed \$1M ie Opononi/Omapere prioritisation of locations
	Twin Coast Discovery Route																
NZTA	Township Improvements	BC/PI/C	\$102,600	\$2,154,600	\$2,154,600		\$4,411,800	Const	\$2,052,000	\$0	\$0	\$6,463,800	100%	\$6,463,800	\$587,175,600		Identification of funding stream for NZTA to support TLA development of township plans - where investment in transport and amenity infrastructure is needed to support local / regional economic growth.  5
	Other																
NZTA	SH1 – Kaitiaki North (DBC)	BC	\$769,500	\$1,026,000	\$0		\$1,795,500	-	\$0	\$0	\$0	\$1,795,500	100%	\$1,795,500	\$588,971,100	5	Business case to investigate options to cater for business / industrial growth on the north side of Kaitiaki. Safety and efficiency but also considering provision for active modes as well.
NZTA	Signage (Twin Coast Discovery)	BC/PI/C	\$1,333,800	\$1,026,000	\$1,026,000		\$3,385,800	-	\$0	\$0	\$0	\$3,385,800	100%	\$3,385,800	\$592,356,900	5	Review of the road signage on the Twin Coast Discovery Route (TCDR). Consideration of the appropriateness of the location of signs and the amount of information on sides. Provide for a range of users with different needs.
NZTA	Accelerated LED Upgrades	BC/PI/C	\$0	\$0			\$8,721,000	-	\$0	\$0	\$0	\$8,721,000	100%	\$8,721,000	\$601,077,900	5	State highway team to develop and install



Orig	Project Name	Phase	2018/21 Project Cost Estimate (\$)				Sub Total	Phase	2021/24 Project Cost Estimates (\$)			Total Project Costs	FAR	NZTA Share	NZTA Share	RTE APPROVED PROJECT PRESENTATION	COMMENTS
			18/19	19/20	20/21				21/22	22/23	23/24						
NZTA	SH1N - Awanui to Mangamuka Gorge	BC/PI/C	\$0	\$0	\$0	\$0	\$0	Pre - Imp	\$305,406	\$202,806	\$202,806	\$711,018	100%	\$711,018	\$601,788,918	5	Low cost, on road safety measures. Option include rumble strips, signage, localised barriers
NZTA	SH1N - Whangaroa Harbour to Awanui	BC/PI/C	\$0	\$0	\$0	\$0	\$0	Pre - Imp	\$0	\$256,500	\$513,000	\$769,500	100%	\$769,500	\$602,558,418	5	Low cost, on road safety measures. Option include rumble strips, signage, localised barriers
NZTA	SH 1 - Chaeawai to Kaitia	BC/PI/C	\$0	\$0	\$205,200	\$205,200	Const	Const	\$5130,000	\$0	\$0	\$5,335,200	100%	\$5,335,200	\$607,893,618	5	Low cost, on road safety measures. Option include rumble strips, signage, localised barriers
NZTA	SH1 - Pakaraka Intersection Improvements	BC/PI/C	\$0	\$0	\$150,000	\$150,000	Const	Const	\$3,150,000	\$0	\$0	\$3,300,000	100%	\$3,300,000	\$611,193,618		Form and programme for any future improvement to be determined by the outcomes of the SH1.10.11 Kawakawa to Pahiia business case.
NZTA	SH10 - Pakaraka (SH1) to Whangaroa Harbour	BC/PI/C	\$0	\$0	\$1,026,000	\$1,026,000	Const	Const	\$2,052,000	\$5,130,000	\$3,078,000	\$11,286,000	100%	\$11,286,000	\$622,479,618	5	Low cost, on road safety measures. Option include rumble strips, signage, localised barriers
NZTA	SH10 - Mangonui to Kerikeri	BC/PI/C	\$0	\$0	\$0	\$0	\$0	Const	\$205,200	\$513,000	\$5,130,000	\$5,848,200	100%	\$5,848,200	\$628,327,818	5	Low cost, on road safety measures. Option include rumble strips, signage, localised barriers
NZTA	SH12 - Dargaville to Paparoa	BC/PI/C	\$0	\$0	\$0	\$0	\$0	Const	\$513,000	\$5,130,000	\$0	\$5,643,000	100%	\$5,643,000	\$633,970,818	5	Low cost, on road safety measures. Option include rumble strips, signage, localised barriers
NZTA	SH12 - Tareke Bridge	BC/PI/C	\$0	\$0	\$513,000	\$513,000	Const	Const	\$1,128,600	\$5,130,000	\$5,130,000	\$11,901,600	100%	\$11,901,600	\$645,872,418	5	Business case to consider options for addressing known resilience (flooding) problems at this location on a tourism route.
	Sub Total	Total	\$85,041,700	\$96,507,600	\$120,291,800	\$318,666,100			\$102,259,206	\$122,040,306	\$119,731,806	\$645,872,418		\$645,872,418			

Table 5.3

New Zealand Transport Agency	Project Cost	NZTA Share	Local Share	Project Cost	NZTA Share	Local Share
Projects with Funding Approved	\$ 58,676,193	\$ 58,676,193	N/A	\$ 58,676,193	\$ 58,676,193	N/A
Projects to be Considered for Funding Under the BOOST Category	\$ 4,155,300	\$ 4,155,300	N/A	\$ 17,708,761	\$ 17,708,761	N/A
Projects to be Funded Under "Provincial Growth Fund"	\$ 7,797,600	\$ 7,797,600	N/A	\$ 7,797,600	\$ 7,797,600	N/A
Projects Requiring Funding Approval	\$ 318,666,100	\$ 318,666,100	N/A	\$ 645,872,418	\$ 645,872,418	N/A
Total	\$ 389,295,193	\$ 389,295,193	N/A	\$ 730,054,972	\$ 730,054,972	N/A

State Highway Maintenance, Operations and Renewals - Prioritised (includes maintenance, operations and renewals)

Table 5.4

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC DRAFT APPROVED PROJECT PRIORITISATION
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total	
	Maintenance and Operations											
NZTA	Sealed Pavement Maintenance	State Highways	2018/19	36	\$2,836,638	\$2,858,695	\$2,821,927	\$8,517,260	100%	\$8,517,260	\$8,517,260	4
NZTA	Unsealed Pavement Maintenance	State Highways	2018/19	36	\$8,516	\$8,786	\$8,741	\$26,043	100%	\$26,043	\$8,543,303	4
NZTA	Routine Drainage maintenance	State Highways	2018/19	36	\$311,076	\$517,634	\$438,592	\$1,267,302	100%	\$1,267,302	\$9,810,605	4
NZTA	Structure Maintenance	State Highways	2018/19	36	\$702,728	\$729,178	\$723,283	\$2,155,189	100%	\$2,155,189	\$11,965,794	4
NZTA	Environmental Maintenance	State Highways	2018/19	36	\$1,977,311	\$2,045,043	\$2,057,481	\$6,079,835	100%	\$6,079,835	\$18,045,629	4
NZTA	Traffic Service Maintenance	State Highways	2018/19	36	\$1,374,753	\$1,355,439	\$1,351,395	\$4,081,587	100%	\$4,081,587	\$22,127,216	4
NZTA	Operational Traffic Management	State Highways	2018/19	36	\$1,405,584	\$1,435,893	\$1,442,662	\$4,284,139	100%	\$4,284,139	\$26,411,355	4
NZTA	Cycle Path Maintenance	State Highways	2018/19	36	\$3,057	\$3,476	\$3,391	\$9,924	100%	\$9,924	\$26,421,279	4
NZTA	Level Crossing Warning Devices	State Highways	2018/19	36	\$0	\$0	\$0	\$0	100%	\$0	\$26,421,279	4
NZTA	Minor Events	State Highways	2018/19	36	\$0	\$0	\$0	\$0	100%	\$0	\$26,421,279	4

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC DRAFT APPROVED PROJECT PRIORITISATION
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total	
NZTA	Network Asset Management	State Highways	2018/19	36	\$3,058,485	\$3,162,805	\$3,270,217	\$9,491,507	100%	\$9,491,507	\$35,912,786	4
NZTA	Property Management	State Highways	2018/19	36	\$591,306	\$553,534	\$486,156	\$1,630,996	100%	\$1,630,996	\$37,543,782	4
	Renewals											
NZTA	Unsealed Road Metalling	State Highways	2018/19	36	\$2,856	\$3,199	\$3,118	\$9,173	100%	\$9,173	\$9,173	4
NZTA	Sealed Road Resurfacing	State Highways	2018/19	36	\$7625,242	\$6,797,478	\$6,112,165	\$20,534,885	100%	\$20,534,885	\$20,544,058	4
NZTA	Drainage Renewals	State Highways	2018/19	36	\$521,635	\$482,404	\$440,341	\$1,444,380	100%	\$1,444,380	\$21,988,438	4
NZTA	Sealed Road Pavement Rehabilitation	State Highways	2018/19	36	\$2,885,503	\$2,287,453	\$1,324,478	\$6,497,434	100%	\$6,497,434	\$28,485,872	4
NZTA	Structures Component Replacements	State Highways	2018/19	36	\$943,098	\$900,147	\$895,462	\$2,738,707	100%	\$2,738,707	\$31,224,579	4
NZTA	Environmental Renewals	State Highways	2018/19	36	\$196,173	\$150,033	\$106,681	\$452,887	100%	\$452,887	\$31,677,466	4
NZTA	Traffic Service Renewals	State Highways	2018/19	36	\$688,683	\$943,620	\$586,743	\$2,219,046	100%	\$2,219,046	\$33,896,512	4

Table 5.5

NZ Transport Agency	Project Cost	NZTA Share	Local Share
Maint & Ops	\$37,543,782	\$37,543,782	N/A
Renewals	\$33,896,512	\$33,896,512	N/A
Total	\$71,440,294	\$71,440,294	N/A

Local Road Improvements - Prioritised (includes New and Improved)

Table 5.6

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				HE DRAFT APPROVED PROJECT PROPOSITIONS	
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total		
Projects Requiring Funding Approval													
FNDC	Kerikeri/Waipapa PBC 18/21	PBC	2018/19	36	\$150,000	\$150,000	\$150,000	\$450,000	64%	\$288,000	\$288,000	6	
FNDC	Kerikeri South Eastern Bypass	Pre Imp	2018/19	12	\$100,000	\$0	\$0	\$100,000	64%	\$64,000	\$352,000	6	
FNDC	Kerikeri South Eastern Bypass	Const	2019/20	36	\$0	\$4,875,000	\$4,875,000	\$9,750,000	64%	\$6,240,000	\$6,592,000	6	
WDC	Bank Street/Dent Street Intersection Improvements	PBC	2019/20	12	\$0	\$50,000	\$0	\$50,000	53%	\$26,500	\$6,618,500	5	
WDC	Bank Street/Dent Street Intersection Improvements	Const	2020/21	12	\$0	\$0	\$1,563,660	\$1,563,660	53%	\$828,740	\$7,447,240	5	
WDC	Maunu Rd/Central Ave/Walton St/Water St Intersection Improvement	PBC	2018/19	12	\$50,000	\$0	\$0	\$50,000	53%	\$26,500	\$7,473,740	5	
WDC	Maunu Rd/Central Ave/Walton St/Water St Intersection Improvement	Const	2018/19	24	\$400,000	\$1,532,000	\$0	\$1,932,000	53%	\$1,023,960	\$8,497,700	5	
WDC	Springs Flat Road Roundabout	PBC	2018/19	12	\$100,000	\$0	\$0	\$100,000	53%	\$55,000	\$8,550,700	1	
WDC	Springs Flat Road Roundabout	Const	2018/19	36	\$150,000	\$250,000	\$3,500,000	\$3,900,000	53%	\$2,067,000	\$10,617,700	1	



Table 5.7

Projects Requiring Funding Approval		Project Cost	NZTA Share	Local Share
Far North District Council		\$10,300,000	\$6,592,000	\$3,708,000
Kaipara District Council		\$0	\$0	\$0
Waitangi		\$0	\$0	\$0
Whangarei District Council		\$7,595,660	\$4,025,699	\$3,569,960
<b>Total</b>		<b>\$17,895,660</b>	<b>\$10,617,699</b>	<b>\$7,277,960</b>

Table 5.8

Projects Scheduled to Carry over Funding		Project Cost	NZTA Share	Local Share
Far North District Council		\$0	\$0	\$0
Kaipara District Council		\$0	\$0	\$0
Waitangi		\$0	\$0	\$0
Whangarei District Council		\$0	\$0	\$0
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## Local Road Maintenance - Non-Prioritised (includes Maintenance, Operations and Renewals)

Table 5.9

[illegible]

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC DRAFT APPROVED PROJECT PRIORITISATION
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total	
KDC	Sealed pavement maintenance	Local Roads	2018/19	36	\$1,800,000	\$1,800,000	\$1,800,000	\$5,400,000	61%	\$3,294,000	\$3,294,000	N/A
KDC	Unsealed pavement maintenance	Local Roads	2018/19	36	\$2,200,000	\$2,200,000	\$2,200,000	\$6,600,000	61%	\$4,026,000	\$7,320,000	N/A
KDC	Routine drainage maintenance	Local Roads	2018/19	36	\$650,000	\$650,000	\$650,000	\$1,950,000	61%	\$1,189,500	\$8,509,500	N/A
KDC	Structures maintenance	Local Roads	2018/19	36	\$250,000	\$250,000	\$250,000	\$750,000	61%	\$457,500	\$8,967,000	N/A
KDC	Environmental maintenance	Local Roads	2018/19	36	\$520,000	\$520,000	\$520,000	\$1,560,000	61%	\$951,600	\$9,918,600	N/A
KDC	Traffic services maintenance	Local Roads	2018/19	36	\$720,000	\$710,000	\$690,000	\$2,120,000	61%	\$1,293,200	\$11,211,800	N/A
KDC	Operational traffic management	Local Roads	2018/19	36	\$0	\$0	\$0	\$0	61%	\$0	\$11,211,800	N/A
KDC	Cycle path maintenance	Local Roads	2018/19	36	\$0	\$0	\$0	\$0	61%	\$0	\$11,211,800	N/A
KDC	Level crossing warning devices	Local Roads	2018/19	36	\$10,000	\$10,000	\$10,000	\$30,000	61%	\$18,300	\$11,230,100	N/A
KDC	Minor Events	Local Roads	2018/19	36	\$0	\$0	\$0	\$0	61%	\$0	\$11,230,100	N/A
KDC	Network and asset management	Local Roads	2018/19	36	\$1,360,000	\$1,360,000	\$1,360,000	\$4,080,000	61%	\$2,488,800	\$13,718,900	N/A
	<b>Renewals</b>											
KDC	Unsealed road metalling	Local Roads	2018/19	36	\$2,500,000	\$2,500,000	\$2,500,000	\$7,500,000	61%	\$4,575,000	\$4,575,000	N/A
KDC	Sealed road resurfacing	Local Roads	2018/19	36	\$1,800,000	\$1,800,000	\$1,800,000	\$5,400,000	61%	\$3,294,000	\$7,869,000	N/A
KDC	Drainage renewals	Local Roads	2018/19	36	\$651,000	\$651,000	\$651,000	\$1,953,000	61%	\$1,191,330	\$9,060,330	N/A
KDC	Sealed road pavement rehabilitation	Local Roads	2018/19	36	\$1,400,000	\$1,400,000	\$2,370,000	\$5,170,000	61%	\$3,153,700	\$12,214,030	N/A
KDC	Structures component replacements	Local Roads	2018/19	36	\$650,000	\$650,000	\$650,000	\$1,950,000	61%	\$1,189,500	\$13,403,530	N/A
KDC	Environmental renewals	Local Roads	2018/19	36	\$0	\$0	\$0	\$0	61%	\$0	\$13,403,530	N/A
KDC	Traffic services renewals	Local Roads	2018/19	36	\$175,000	\$175,000	\$175,000	\$525,000	61%	\$320,250	\$13,723,780	N/A
	<b>Maintenance &amp; Operations</b>											
Wait	Sealed pavement maintenance	SPR	2018/19	36	\$15,000	\$15,000	\$15,000	\$45,000	100%	\$45,000	\$45,000	N/A
Wait	Unsealed pavement maintenance	SPR	2018/19	36	\$10,000	\$10,000	\$10,000	\$30,000	100%	\$30,000	\$75,000	N/A
Wait	Routine drainage maintenance	SPR	2018/19	36	\$5,500	\$5,500	\$5,500	\$16,500	100%	\$16,500	\$91,500	N/A

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC DRAFT APPROVED PROJECT PRIORITISATION
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total	
Wait	Structures maintenance	SPR	2018/19	36	\$500	\$500	\$500	\$1,500	100%	\$1,500	\$93,000	N/A
Wait	Environmental maintenance	SPR	2018/19	36	\$5,000	\$5,000	\$5,000	\$15,000	100%	\$15,000	\$108,000	N/A
Wait	Traffic services maintenance	SPR	2018/19	36	\$6,500	\$6,500	\$6,500	\$19,500	100%	\$19,500	\$127,500	N/A
Wait	Operational traffic management	SPR	2018/19	36	\$9,000	\$9,000	\$9,000	\$27,000	100%	\$27,000	\$154,500	N/A
Wait	Cycle path maintenance	SPR	2018/19	36	\$5,500	\$5,500	\$5,500	\$16,500	100%	\$16,500	\$171,000	N/A
Wait	Level crossing warning devices	SPR	2018/19	36	\$0	\$0	\$0	\$0	100%	\$0	\$171,000	N/A
Wait	Minor Events	SPR	2018/19	36	\$10,000	\$10,000	\$10,000	\$30,000	100%	\$30,000	\$201,000	N/A
Wait	Network and asset management	SPR	2018/19	36	\$6,500	\$6,500	\$6,500	\$19,500	100%	\$19,500	\$220,500	N/A
	Renewals											
Wait	Unsealed road metalling	SPR	2018/19	36	\$0	\$0	\$0	\$0	100%	\$0	\$0	N/A
Wait	Sealed road resurfacing	SPR	2018/19	36	\$0	\$0	\$0	\$0	100%	\$0	\$0	N/A
Wait	Drainage renewals	SPR	2018/19	36	\$0	\$0	\$0	\$0	100%	\$0	\$0	N/A
Wait	Sealed road pavement rehabilitation	SPR	2018/19	36	\$0	\$0	\$0	\$0	100%	\$0	\$0	N/A
Wait	Structures component replacements	SPR	2018/19	36	\$0	\$0	\$0	\$0	100%	\$0	\$0	N/A
Wait	Environmental renewals	SPR	2018/19	36	\$0	\$0	\$0	\$0	100%	\$0	\$0	N/A
Wait	Traffic services renewals	SPR	2018/19	36	\$0	\$0	\$0	\$0	100%	\$0	\$0	N/A
	Maintenance & Operations											
DoC	Sealed pavement maintenance	SPR	2018/19	36	\$12,583	\$12,583	\$17,438	\$42,604	51%	\$21,728	\$21,728	N/A
DoC	Unsealed pavement maintenance	SPR	2018/19	36	\$10,512	\$10,512	\$21,785	\$42,809	51%	\$21,833	\$43,561	N/A
DoC	Routine drainage maintenance	SPR	2018/19	36	\$4,612	\$4,612	\$13,542	\$22,766	51%	\$11,611	\$55,171	N/A
DoC	Structures maintenance	SPR	2018/19	36	\$0	\$0	\$0	\$0	51%	\$0	\$55,171	N/A
DoC	Environmental maintenance	SPR	2018/19	36	\$8,611	\$8,611	\$16,084	\$33,306	51%	\$16,986	\$72,157	N/A
DoC	Traffic services maintenance	SPR	2018/19	36	\$78	\$78	\$165	\$321	51%	\$164	\$72,321	N/A

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC DRAFT APPROVED PROJECT PRIORITISATION
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total	
DoC	Operational traffic management	SPR	2018/19	36	\$0	\$0	\$0	\$0	51%	\$0	\$72,321	N/A
DoC	Cycle path maintenance	SPR	2018/19	36	\$0	\$0	\$0	\$0	51%	\$0	\$72,321	N/A
DoC	Level crossing warning devices	SPR	2018/19	36	\$0	\$0	\$0	\$0	51%	\$0	\$72,321	N/A
DoC	Minor Events	SPR	2018/19	36	\$0	\$0	\$0	\$0	51%	\$0	\$72,321	N/A
DoC	Network and asset management	SPR	2018/19	36	\$31,911	\$31,911	\$40,065	\$103,887	51%	\$52,982	\$125,303	N/A
	<b>Renewals</b>											
DoC	Unsealed road metalling	SPR	2018/19	36	\$90,864	\$90,864	\$90,864	\$272,592	51%	\$139,022	\$139,022	N/A
DoC	Sealed road resurfacing	SPR	2018/19	36	\$0	\$0	\$0	\$0	51%	\$0	\$139,022	N/A
DoC	Drainage renewals	SPR	2018/19	36	\$383	\$383	\$383	\$1,149	51%	\$586	\$139,608	N/A
DoC	Sealed road pavement rehabilitation	SPR	2018/19	36	\$0	\$0	\$0	\$0	51%	\$0	\$139,608	N/A
DoC	Structures component replacements	SPR	2018/19	36	\$0	\$0	\$0	\$0	51%	\$0	\$139,608	N/A
DoC	Environmental renewals	SPR	2018/19	36	\$0	\$0	\$0	\$0	51%	\$0	\$139,608	N/A
DoC	Traffic services renewals	SPR	2018/19	36	\$0	\$0	\$0	\$0	51%	\$0	\$139,608	N/A
	<b>Maintenance &amp; Operations</b>											
WDC	Sealed pavement maintenance	Local Roads	2018/19	36	\$4,050,000	\$4,201,227	\$4,365,425	\$12,616,652	53%	\$6,686,826	\$6,686,826	N/A
WDC	Unsealed pavement maintenance	Local Roads	2018/19	36	\$1,450,000	\$1,489,353	\$1,532,700	\$4,472,053	53%	\$2,370,188	\$9,057,014	N/A
WDC	Routine drainage maintenance	Local Roads	2018/19	36	\$980,000	\$1,004,598	\$1,031,807	\$3,016,405	53%	\$1,598,695	\$10,655,708	N/A
WDC	Structures maintenance	Local Roads	2018/19	36	\$370,000	\$379,287	\$389,560	\$1,138,847	53%	\$603,589	\$11,259,297	N/A
WDC	Environmental maintenance	Local Roads	2018/19	36	\$1,330,000	\$1,363,383	\$1,400,310	\$4,093,693	53%	\$2,169,657	\$13,428,955	N/A
WDC	Traffic services maintenance	Local Roads	2018/19	36	\$1,225,000	\$1,255,748	\$1,289,759	\$3,770,507	53%	\$1,998,369	\$15,427,323	N/A
WDC	Operational traffic management	Local Roads	2018/19	36	\$630,000	\$645,814	\$663,305	\$1,939,119	53%	\$1,027,733	\$16,455,056	N/A
WDC	Cycle path maintenance	Local Roads	2018/19	36	\$20,000	\$30,600	\$41,698	\$92,298	53%	\$48,918	\$16,503,974	N/A
WDC	Level crossing warning devices	Local Roads	2018/19	36	\$50,000	\$51,255	\$52,643	\$153,898	53%	\$81,566	\$16,585,540	N/A

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC DRAFT APPROVED PROJECT PRIORITISATION
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total	
WDC	Minor Events	Local Roads	2018/19	36	\$150,000	\$153,765	\$157,930	\$461,695	53%	\$244,698	\$16,830,239	N/A
WDC	Network and asset management	Local Roads	2018/19	36	\$2,063,333	\$2,115,123	\$2,172,410	\$6,350,866	53%	\$3,365,959	\$20,196,197	N/A
	Renewals											
WDC	Unsealed road metalling	Local Roads	2018/19	36	\$800,000	\$821,712	\$845,627	\$2,467,339	53%	\$1,307,690	\$1,307,690	N/A
WDC	Sealed road resurfacing	Local Roads	2018/19	36	\$4,400,000	\$4,564,296	\$4,742,685	\$13,706,981	53%	\$7,264,700	\$8,572,390	N/A
WDC	Drainage renewals	Local Roads	2018/19	36	\$1,060,000	\$1,086,606	\$1,116,036	\$3,262,642	53%	\$1,729,200	\$10,301,590	N/A
WDC	Sealed road pavement rehabilitation	Local Roads	2018/19	36	\$3,900,000	\$4,045,626	\$4,203,744	\$12,149,370	53%	\$6,439,166	\$16,740,756	N/A
WDC	Structures component replacements	Local Roads	2018/19	36	\$1,000,000	\$1,025,100	\$1,052,865	\$3,077,965	53%	\$1,631,321	\$18,372,077	N/A
WDC	Environmental renewals	Local Roads	2018/19	36	\$0	\$0	\$0	\$0	53%	\$0	\$18,372,077	N/A
WDC	Traffic services renewals	Local Roads	2018/19	36	\$850,000	\$871,335	\$894,935	\$2,616,270	53%	\$1,386,623	\$19,758,701	N/A



Table 5.10

		Project Cost	NZTA Share	Local Share
Far North District Council	Main & Ops	\$34,467,980	\$21,714,827	\$12,753,153
	Renewals	\$44,226,500	\$27,862,695	\$16,363,805
	Total	\$78,694,480	\$49,577,522	\$29,116,958
Kaipara District Council	Main & Ops	\$22,490,000	\$13,718,900	\$8,771,100
	Renewals	\$22,498,000	\$13,723,780	\$8,774,220
	Total	\$44,988,000	\$27,442,680	\$17,545,320
Waitangi	Main & Ops	\$220,500	\$220,500	\$0
	Renewals	\$0	\$0	\$0
	Total	\$220,500	\$220,500	\$0
Department of Conservation	Main & Ops	\$245,693	\$125,303	\$120,390
	Renewals	\$273,741	\$139,608	\$134,133
	Total	\$519,434	\$264,911	\$254,523
Whangarei District Council	Main & Ops	\$38,106,033	\$20,196,197	\$17,909,836
	Renewals	\$37,280,567	\$19,758,701	\$17,521,866
	Total	\$75,386,600	\$39,954,898	\$35,431,702
Total	Main & Ops	\$95,530,206	\$55,850,425	\$39,434,088
	Renewals	\$104,278,808	\$61,345,176	\$42,659,891
	Total	\$199,809,014	\$117,195,600	\$82,093,980

### Low Cost/Low Risk Improvements - Non-Prioritised

Table 5.11

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC DRAFT APPROVED PROJECT PRIORITISATION
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total	
FNDC	Local Roads	Const	2018/19	36	\$5,830,000	\$7,401,000	\$7,511,000	\$20,742,000	63%	\$13,067,460	\$13,067,460	N/A
KDC	Local Roads	Const	2018/19	36	\$3,706,736	\$3,016,736	\$2,986,736	\$9,710,208	61%	\$5,923,227	\$18,990,687	N/A
NZTA	State Highways	Const	2018/19	36	\$1,950,000	\$1,950,000	\$1,950,000	\$5,850,000	100%	\$5,850,000	\$24,840,687	N/A
Wait	Local Roads	Const	2018/19	36	\$99,000	\$99,000	\$99,000	\$297,000	100%	\$297,000	\$25,137,687	N/A
Wait	Special Purpose Roads	Const	2018/19	36	\$99,000	\$99,000	\$99,000	\$297,000	100%	\$297,000	\$25,434,687	N/A
DoC	Special Purpose Roads	Const	2018/19	36	\$0	\$0	\$100,000	\$100,000	51%	\$51,000	\$25,485,687	N/A
WDC	Local Roads	Const	2018/19	36	\$9,380,000	\$5,205,468	\$5,344,381	\$19,929,849	53%	\$10,562,820	\$36,048,507	N/A
NRC	Public Transport		2018/19	36	\$692,500	\$707,400	\$1,030,085	\$2,429,985	54%	\$1,312,192	\$37,360,699	N/A

This funding category is made up of projects under \$1 million dollars such as walking and cycling, dust mitigation etc. For full details of these projects please consult the relevant district council's long term plan.

Table 5.12

	Project Cost	NZTA Share	Local Share
Far North District Council	\$20,742,000	\$13,067,460	\$7,674,540
Kaipara District Council	\$9,710,208	\$5,923,227	\$3,786,981
NZ Transport Agency	\$5,850,000	\$5,850,000	\$0
Waitangi	\$594,000	\$594,000	\$0
Department of Conservation	\$100,000	\$51,000	\$49,000
Whangarei District Council	\$19,929,849	\$10,562,820	\$9,367,029
Northland Regional Council	\$2,429,985	\$1,312,192	\$1,117,793
<b>Total</b>	<b>\$59,356,042</b>	<b>\$37,360,699</b>	<b>\$20,877,550</b>

Public Transport - Non-Prioritised

Table 5.13

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTE DRAFT APPROVED PROJECT PROPOSITION
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total	
	Infrastructure Operation											
FNDC	Public Transport 2018/2021	Infrastructure Maintenance	N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	N/A
KDC	Public Transport 2018/2021	Infrastructure Maintenance	N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	N/A
Wait	Public Transport 2018/2021	Infrastructure Maintenance	N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	N/A
WDC	Public Transport 2018/2021	Infrastructure Maintenance	N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	N/A
NRC	Public Transport 2018/2021	Infrastructure Maintenance	N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	N/A
	Infrastructure Improvements											
FNDC	Public Transport 2018/2021	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	N/A
KDC	Public Transport 2018/2021	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	N/A
Wait	Public Transport 2018/2021	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	N/A
WDC	Public Transport 2018/2021	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	N/A
NRC	Public Transport 2018/2021	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$0	N/A
	Committed Activities											
NRC	Public Transport 2018/2021	Trail Mid North Pass Trans Service	2018/19	12	\$117,846	\$0	\$0	\$117,846	54%	\$63,637	\$63,637	N/A
	Service Operation											
NRC	Public Transport 2018/2021	Bus services	2018/19	36	\$1,243,996	\$1,262,171	\$1,351,502	\$3,857,669	54%	\$2,083,141	\$2,146,778	N/A
NRC	Public Transport 2018/2021	PT facilities ops & maint.	2018/19	36	\$175,000	\$179,375	\$183,860	\$538,235	54%	\$290,647	\$2,437,425	N/A
NRC	Public Transport 2018/2021	PT Info supply, ops and maint	2018/19	36	\$173,472	\$158,209	\$163,063	\$494,744	54%	\$267,162	\$2,704,587	N/A
NRC	Public Transport 2018/2021	Total mobility ops.	2018/19	36	\$399,830	\$402,326	\$404,884	\$1,207,040	54%	\$651,802	\$3,356,388	N/A
NRC	Public Transport 2018/2021	Wheelchair hoists	2018/19	36	\$25,000	\$25,000	\$25,000	\$75,000	54%	\$40,500	\$3,396,888	N/A
NRC	Public Transport 2018/2021	TM Wheelchair hoist use payments	2018/19	36	\$47,000	\$47,000	\$47,000	\$141,000	100%	\$141,000	\$3,537,888	N/A
NRC	Public Transport 2018/2021	Super gold card	2018/19	36	\$93,621	\$93,621	\$93,621	\$280,863	100%	\$280,863	\$3,818,751	N/A
	Service Improvements											
NRC	Public Transport 2018/2021	Improvements to Existing Services	N/A	N/A	\$0	\$0	\$0	\$0		\$0	\$3,818,751	N/A

Table 5.14

		Project Cost	NZTA Share	Local Share
Far North District Council	Infra Ops	\$0	\$0	\$0
	Infra Imp	\$0	\$0	\$0
	FNDC Total	\$0	\$0	\$0
Kaipara District Council	Infra Ops	\$0	\$0	\$0
	Infra Imp	\$0	\$0	\$0
	KDC Total	\$0	\$0	\$0
Waitangi	Infra Ops	\$0	\$0	\$0
	Infra Imp	\$0	\$0	\$0
	Wait. Total	\$0	\$0	\$0
Whangarei District Council	Infra Ops	\$0	\$0	\$0
	Infra Imp	\$0	\$0	\$0
	WDC Total	\$0	\$0	\$0
Northland Regional Council	Infra Ops	\$0	\$0	\$0
	Infra Imp	\$0	\$0	\$0
	Comm Act	\$117,846	\$63,637	\$54,209
	Service Ops	\$6,594,551	\$3,755,115	\$2,839,436
	Service Imp	\$0	\$0	\$0
	NRC Total	\$6,712,397	\$3,818,751	\$2,893,646
Total	Infra Ops	\$0	\$0	\$0
	Infra Imp	\$0	\$0	\$0
	Comm Act	\$117,846	\$63,637	\$54,209
	Service Ops	\$6,594,551	\$3,755,115	\$2,839,436
	Service Imp	\$0	\$0	\$0
	Total	\$6,712,397	\$3,818,751	\$2,893,646

Walking and Cycling Improvements - Prioritised

Table 5.15

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC DRAFT APPROVED PROJECT PRIORITISATION
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total	
Projects Requiring Funding Approval												
FNDC	No Projects	N/A	N/A	N/A	\$0	\$0	\$0	\$0	0%	\$0	\$0	N/A
KDC	No Projects	N/A	N/A	N/A	\$0	\$0	\$0	\$0	0%	\$0	\$0	N/A
NZTA	No Projects	N/A	N/A	N/A	\$0	\$0	\$0	\$0	0%	\$0	\$0	N/A
Wait	No Projects	N/A	N/A	N/A	\$0	\$0	\$0	\$0	0%	\$0	\$0	N/A
WDC	Cycleway Construction 2018/2021	PBC	2018/19	12	\$150,000	\$0	\$0	\$150,000	53%	\$79,500	\$79,500	5
WDC	Cycleway Construction 2018/2021	Design	2018/19	12	\$1,000,000	\$0	\$0	\$1,000,000	53%	\$530,000	\$609,500	5
WDC	Cycleway Construction 2018/2021	Const	2018/19	36	\$4,025,000	\$5,411,100	\$5,050,622	\$14,486,722	53%	\$7,677,963	\$8,287,463	5

Please note, that whilst some of the above reflect a zero balance, those walking and cycling projects under \$1 million dollars are recorded separately under the low cost low risk category. For full details of these projects please consult the relevant district council's long term plan.



Table 5.16

Projects Requiring Funding Approval	Project Cost	NZTA Share	Local Share
Far North District Council	\$0	\$0	\$0
Kaipara District Council	\$0	\$0	\$0
New Zealand Transport Agency	\$0	\$0	\$0
Waitangi	\$0	\$0	\$0
Whangarei District Council	\$15,636,722	\$8,287,463	\$7,349,259
<u>Total</u>	<b>\$15,636,722</b>	<b>\$8,287,463</b>	<b>\$7,349,259</b>

Road Safety Promotion- Prioritised

Table 5.17

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC DSAPT APPROVED PROJECT REDUCED
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total	
FNDC	Road Safety Promotion 2018-21 High Results Alignment	Imp	2018/19	36	\$1,038,333	\$1,038,333	\$1,038,334	\$3,115,000	63%	\$1,962,450	\$1,962,450	3
FNDC	Road Safety Promotion 2018-21 Medium Results Alignment	Imp	2018/19	36	\$100,000	\$100,000	\$100,000	\$300,000	63%	\$189,000	\$2,151,450	4
KDC	Road Safety Promotion 2018-21 High Results Alignment	Imp	2018/19	36	\$135,000	\$140,000	\$150,000	\$425,000	61%	\$259,250	\$2,410,700	3
KDC	Road Safety Promotion 2018-21 Medium Results Alignment	Imp	2018/19	36	\$10,000	\$15,000	\$15,000	\$40,000	61%	\$24,400	\$2,435,100	4
WDC	Road Safety Promotion 2018-21 High Results Alignment	Imp	2018/19	36	\$330,000	\$348,534	\$357,974	\$1,036,508	53%	\$549,349	\$2,984,449	3
WDC	Road Safety Promotion 2018-21 Medium Results Alignment	Imp	2018/19	36	\$10,000	\$10,251	\$10,529	\$30,780	53%	\$16,313	\$3,000,763	4
WDC	Bike Skills Training	Imp	2018/19	36	\$100,000	\$256,275	\$421,146	\$777,421	53%	\$412,033	\$3,412,796	4
NZTA	Road Safety Promotion 2018-21 High Results Alignment	Imp	2018/19	36	\$102,600	\$102,600	\$102,600	\$307,800	100%	\$307,800	\$3,720,596	3

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				RTC DRAFT APPROVED PROJECT REDFIS(03)
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total	
NRC	Road Safety Promotion 2018-21 High Results Alignment (STR)	Imp	2018/19	36	\$60,055	\$61,556	\$63,095	\$184,706	54%	\$99,741	\$3,820,337	3
NRC	Road Safety Promotion 2018-21 High Results Alignment (Speed)	Imp	2018/19	36	\$38,696	\$39,663	\$40,655	\$119,014	54%	\$64,268	\$3,884,605	3
NRC	Road Safety Promotion 2018-21 Medium Results Alignment (Fatigue)	Imp	2018/19	36	\$38,637	\$39,603	\$40,593	\$118,833	54%	\$64,170	\$3,948,774	3

Table 5.18

	Project Cost	NZTA Share	Local Share
Far North District Council	\$3,415,000	\$2,151,450	\$1,263,550
Kaipara District Council	\$465,000	\$283,650	\$181,350
Whangarei District Council	\$1,844,709	\$977,696	\$867,013
NZ Transport Agency	\$307,800	\$307,800	\$0
Northland Regional Council	\$422,553	\$228,179	\$194,374
Total	\$6,455,062	\$3,948,774	\$2,506,288

Investment Management - Prioritised

Table 5.19

Org	Project Name	Phase	Scheduled Start Date	Scheduled Duration (Months)	Project Cost Estimates (\$)			NZTA Funding Sought				ATE DRAFT APPROVED PROJECT PRIORITISATION
					18/19	19/20	20/21	Project Costs	FAR	NZTA Share	Cumulative NZTA Total	
FNDC	Activity Management Improvement Plan 2018/21	Plan	2018/19	36	\$50,000	\$50,000	\$50,000	\$150,000	63%	\$94,500	\$94,500	4
FNDC	Kerikeri/Waipapa Transportation Strategy	Strategy	2018/19	36	\$150,000	\$150,000	\$150,000	\$450,000	63%	\$283,500	\$378,000	5
KDC	Activity Management Improvement Plan 2018/21	Plan	2018/19	36	\$75,000	\$50,000	\$50,000	\$175,000	61%	\$106,750	\$484,750	3
NRC	Regional Land Transport Plan Management	Plan	2018/19	36	\$272,000	\$289,000	\$320,000	\$881,000	54%	\$475,740	\$960,490	3
NRC	Regional Public Transport Plan Management	Plan	2018/19	36	\$10,800	\$19,100	\$22,600	\$52,500	54%	\$28,350	\$988,840	5
NRC	Regional Road Safety Action Plan	Plan	2018/19	36	\$245,000	\$251,125	\$257,403	\$753,528	54%	\$406,905	\$1,395,745	3
NRC	Regional Transport Disadvantaged Investigation	Plan	2019/20	12	\$0	\$60,000	\$0	\$60,000	54%	\$32,400	\$1,428,145	5
WDC	Activity Management Improvement Plan 2018/21	Plan	2018/19	36	\$66,667	\$63,340	\$70,191	\$200,198	53%	\$106,105	\$1,534,250	3
WDC	Crash Reduction Study	Study	2020/21	12	\$0	\$0	\$52,122	\$52,122	53%	\$27,625	\$1,561,875	3
WDC	ONRC Transition Plan 2018/21	Plan	2018/19	36	\$50,000	\$51,000	\$52,122	\$153,122	53%	\$81,155	\$1,643,029	3
WDC	Passenger Transport Infrastructure Strategy	Strategy	2018/19	12	\$100,000	\$0	\$0	\$100,000	53%	\$53,000	\$1,696,029	3
WDC	Urban Corridor Management Plans	Plan	2018/19	36	\$100,000	\$102,000	\$104,244	\$306,244	53%	\$162,309	\$1,858,339	3
WDC	Whangarei Transportation Model	Model	2019/20	12	\$0	\$102,000	\$0	\$102,000	53%	\$54,060	\$1,912,399	3

Table 5.20

	Project Cost	NZTA Share	Local Share
Far North District Council	\$600,000	\$378,000	\$222,000
Kaipara District Council	\$175,000	\$106,750	\$68,250
New Zealand Transport Agency	\$0	\$0	\$0
Northland Regional Council	\$1,747,028	\$943,395	\$803,633
Whangarei District Council	\$913,686	\$484,254	\$429,432
<b>Total</b>	<b>\$3,435,714</b>	<b>\$1,912,399</b>	<b>\$1,523,315</b>

## Total Anticipated Expenditure for Northland for the Period 2015 to 2018

Table 5.21

Activity Class	Total Anticipated Expenditure							
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZTA	Waitangi	Dept of Conservation	Northland Region
State Highway Improvements	N/A	N/A	N/A	N/A	\$78,151,625	N/A	\$0	\$78,151,625
State Highway Maintenance	N/A	N/A	N/A	N/A	\$119,266,070	N/A	\$0	\$119,266,070
State Highways Minor Improvements	N/A	N/A	N/A	N/A	\$625,000	N/A	\$0	\$625,000
Local Road Improvements	\$12,900,000	\$0	\$16,678,792	N/A	N/A	\$10,300,000	\$0	\$39,878,792
Local Road Maintenance	\$82,168,805	\$43,169,350	\$78,065,709	N/A	N/A	\$69,100	\$0	\$203,472,964
Local Roads Minor Improvements	\$10,400,000	\$7,489,800	\$6,972,209	N/A	N/A	\$0	\$0	\$24,862,009
Public Transport	\$0	\$0	\$0	\$6,674,430	N/A	\$0	\$0	\$6,674,430
Walking and Cycling	\$4,750,000	\$0	\$4,047,350	N/A	\$0	\$0	\$0	\$8,797,350
Road Safety Promotion	\$3,032,641	\$375,000	\$939,000	\$443,397	\$258,000	\$0	\$0	\$5,048,038
Investment Management	\$1,050,000	\$200,000	\$269,502	\$1,906,396	\$2,150,000	\$0	\$0	\$5,575,898
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$114,301,446	\$51,234,150	\$106,972,562	\$9,024,223	\$200,450,695	\$10,369,100	\$0	\$492,352,176

## Total Anticipated Expenditure for Northland for the Period 2018 to 2021

Table 5.22

	Total Anticipated Expenditure							
Activity Class	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZTA	Waitangi	Dept of Conservation	Northland Region
State Highway Improvements	N/A	N/A	N/A	N/A	\$762,203,498	\$0	\$0	\$762,203,498
State Highway Maintenance	N/A	N/A	N/A	N/A	\$71,440,294	\$0	\$0	\$71,440,294
State Highways Low Cost/Low Risk Improvements	N/A	N/A	N/A	N/A	\$5,850,000	\$0	\$0	\$5,850,000
Local Road Improvements	\$10,300,000	\$0	\$7,595,660	N/A	N/A	\$0	\$0	\$17,895,660
Local Road Maintenance	\$72,921,980	\$46,761,000	\$74,894,786	N/A	N/A	\$220,500	\$519,434	\$195,317,700
Local Roads Low Cost/Low Risk Improvements	\$20,742,000	\$9,710,208	\$17,929,849	\$2,429,985	N/A	\$594,000	\$100,000	\$51,506,042
Public Transport	\$0	\$0	\$0	\$7,077,729	N/A	\$0	\$0	\$7,077,729
Walking and Cycling	\$0	\$0	\$15,636,722	N/A	\$0	\$0	\$0	\$15,636,722
Road Safety Promotion	\$3,415,000	\$465,000	\$1,844,709	\$422,553	\$307,800	\$0	\$0	\$6,455,062
Investment Management	\$800,000	\$175,000	\$1,452,200	\$1,687,028	\$0	\$0	\$0	\$4,114,228
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$108,178,980	\$57,111,208	\$119,353,926	\$11,617,295	\$839,801,592	\$814,500	\$619,434	\$1,137,496,935

Total Anticipated Expenditure for Northland for the Period 2021 to 2025

Table 5.23

Activity Class	Total Anticipated Expenditure							
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZTA	Waitangi	Dept of Conservation	Northland Region
State Highway Improvements	N/A	N/A	N/A	N/A	\$48,000,000	\$0	\$0	\$48,000,000
State Highway Maintenance	N/A	N/A	N/A	N/A	\$159,730,690	\$0	\$0	\$159,730,690
State Highway Minor Improvements	N/A	N/A	N/A	N/A	\$10,000,000	\$0	\$0	\$10,000,000
Local Road Improvements	\$12,000,000	\$3,283,200	\$5,832,453	N/A	N/A	\$0	\$0	\$21,115,653
Local Road Maintenance	\$131,382,000	\$60,840,000	\$119,658,579	N/A	N/A	\$71,900	\$0	\$311,952,479
Local Road Minor Improvements	\$10,000,000	\$4,149,000	\$12,293,584	N/A	N/A	\$0	\$0	\$26,442,584
Public Transport	\$0	\$0	\$0	\$8,142,441	N/A	\$0	\$0	\$8,142,441
Walking and Cycling	\$6,800,000	\$0	\$0	N/A	\$0	\$0	\$0	\$6,800,000
Road Safety Promotion	\$4,256,336	\$420,000	\$1,337,336	\$657,798	\$0	\$0	\$0	\$6,671,470
Investment Management	\$1,000,000	\$200,000	\$453,860	\$768,911	\$0	\$0	\$0	\$2,422,771
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$165,438,336	\$68,892,200	\$139,575,812	\$9,569,150	\$217,730,690	\$71,900		\$601,278,088



Total Anticipated Expenditure for Northland for the 10-Year Period 2015 to 2025

Table 5.24

Activity Class	Total Anticipated Expenditure							
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZTA	Waitangi	Dept of Conservation	Northland Region
State Highway Improvements	N/A	N/A	N/A	N/A	\$888,355,123	N/A	N/A	\$888,355,123
State Highway Maintenance	N/A	N/A	N/A	N/A	\$350,437,054	N/A	N/A	\$350,437,054
State Highway Minor Improvements	N/A	N/A	N/A	N/A	\$16,475,000	N/A	N/A	\$16,475,000
Local Road Improvements	\$35,200,000	\$3,283,200	\$30,106,905	N/A	N/A	\$0	\$0	\$68,590,105
Local Road Maintenance	\$286,472,785	\$150,770,350	\$272,619,074	N/A	N/A	\$361,500	\$519,434	\$710,223,709
Local Road Minor Improvements	\$41,142,000	\$21,349,008	\$37,195,642	N/A	N/A	\$594,000	\$100,000	\$100,280,650
Public Transport	\$0	\$0	\$0	\$21,894,600	N/A	\$0	\$0	\$21,894,600
Walking and Cycling	\$11,550,000	\$0	\$19,684,072	N/A	\$0	\$0	\$0	\$31,234,072
Road Safety Promotion	\$10,703,977	\$1,260,000	\$4,121,045	\$1,523,748	\$565,800	\$0	\$0	\$18,174,570
Investment Management	\$2,850,000	\$575,000	\$2,175,562	\$4,362,335	\$2,150,000	\$0	\$0	\$12,112,897
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Activities	\$387,918,762	\$177,237,558	\$365,902,300	\$27,780,683	\$1,257,982,977	\$955,500	\$619,434	\$2,217,777,780

# Appendix VI: Glossary of terms and acronyms

The following is a glossary of terms and acronyms used in this plan.

**Activity** means a land transport output or capital project, or both.

**Activity class** refers to a grouping of similar activities, especially the 10 activity classes for which funding ranges are set out in the *Government Policy Statement on Land Transport Funding* (e.g. maintenance of local roads).

**Arterial routes** mean a major or main road that primarily services through traffic.

**Approved organisations** refer to organisations that are eligible to receive funding from the NZTA for land transport activities. Approved organisations are defined in the Land Transport Management Act 2003 as including regional councils, territorial authorities or a public organisation approved by the Governor General (by Order in Council).

Approved organisations in Northland are the:

- Northland Regional Council
- Far North District Council
- Whangarei District Council
- Kaipara District Council.

**Benefit-cost ratio** or **BCR** refers to the ratio that compares the benefits accruing to land transport users and the wider community from implementing a project or providing a service, with that project's or service's costs.

**Combination of activities** refers to two or more activities from the same class or from different classes. In practice, means a group of similar or dissimilar activities assembled to produce a particular outcome.

**Committed activities** refers to commitments arising from approved activities that do not have to be prioritised as they have already been accepted by the NZTA as approved activities.

**Crown (C) Funds** refers to specific funding for specific regions.

**Demand management** refers to a generic classification of strategies that encourage more efficient and sustainable travel and transport behaviour. Demand management has the objective of encouraging motor vehicle users to use alternative means of transport when appropriate while also reducing total vehicle kilometres travelled. This includes freight transport as well as personal travel.

**District** means the district of a territorial authority.

**Existing public transport services** means the level of services in place in the financial year prior to the period to which the Regional Land Transport Plan relates, but may include minor changes to those services. Minor changes to services include changes to routes, service frequency, or other aspects of service quality with a total cost of:

- < 5% of the current passenger transport annual block allocation; or
- \$250,000 (whichever is the greater).

**Full time equivalents** or **FTE**, for the purposes of this document, refers to the New Zealand Police's full-time equivalents calculated by dividing total hours by 1,500.

**Government Policy Statement on Land Transport Funding** refers to a government policy statement issued under section 86 of the Land Transport management Act 2003.

**Improvements projects** refer to improvements to road infrastructure outside work categories defined as local maintenance and renewals.

**Land transport**, as defined in the Land Transport Management Act 2003:

(a) Means:

(i) transport on land by any means

(ii) the infrastructure, goods and services facilitating that transport

(b) Includes:

(i) coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure

(ii) the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to the kinds of transport described in paragraph (a) (i).

**Land Transport Management Act 2003** refers to the main statutory framework for land transport planning and funding in New Zealand.

**Land Transport Management Amendment Act 2013** refers to a statutory framework that amends certain provisions in the Land Transport Management Act 2003.

**Local authority** refers to any territorial authority or regional council within the meaning of the Local Government Act 2002.

**Local road** means any road, other than a state highway, in the district, and under the control, of a territorial authority.

**Local road maintenance** refers to local road activities covering the following work categories: sealed pavement maintenance; unsealed pavement maintenance; routine drainage maintenance; structures maintenance; environmental maintenance; traffic services maintenance; operational traffic maintenance; cycle path maintenance; network and asset management; unsealed road metalling; sealed road surfacing; drainage renewals; sealed road pavement rehabilitation; structures component replacements; environmental renewals; traffic services renewals and associated improvements.

**Local road minor capital works** means capital projects associated with local roads, including associated property purchase, that have been determined by the Regional Transport Committee for Northland to meet all of the following criteria:

- Have a capital cost of less than or equal to \$5 million;
- Are not on a regional arterial road (where classified); or
- Do not use Regional (R) Funds.

**Long Term Plan** refers to the ten year community plan produced by regional and territorial authorities under the Local Government Act 2002.

**Minor improvements** is a work category that provides for the construction/implementation of low-cost/low-risk improvements to the transport system to a maximum total cost for approval per project of \$250,000 for the 2012-15 NLTP. For the 2015-18 NLTP the maximum total cost for approval per project was \$300,000. For 2018-2021 period the maximum total cost for approval is now \$1 million.

Examples of qualifying activities include, but may not be limited to:

- small, isolated geometric road and intersection improvements
- traffic calming measures
- lighting improvements for safety
- installation of new traffic signs and pavement markings,
- provision of guard-railing
- sight benching to improve visibility

**Mode** is a categorisation of different methods of transport e.g. bus, walking, cycling, road, rail, airplane, or boat.

**National Land Transport Fund** refers to a dedicated fund established under Part 2 of the Land Transport Management Act 2003 to pay for land transport activities.

**National Land Transport Programme** refers to a national three-year programme of approved and proposed activities prepared under Part 2 of the Land Transport Management Act 2003, and produced by the NZTA.

**National (N) Funds** refers to nationally distributed funds.

**New road** includes a lane that is added to an existing road.

**New Zealand Transport Agency or 'the Transport Agency'** refers to the single Crown entity established under section 93 of the Land Transport Management Act 2003 that replaced Land Transport New Zealand and Transit New Zealand from 1 August 2008.

**Public transport services** refers to those activities that fall within the following work categories: bus services; passenger ferry services; bus and passenger ferry concession fares; passenger transport facilities operations and maintenance; passenger rail services; Total Mobility services; Total Mobility facilities operations and maintenance; wheelchair hoists; and Total Mobility flat rate payments.

**Police activities** means activities, approved by the Minister of Transport in conjunction with the Minister of Police, paid from the National Land Transport Fund, to be delivered by the police.

**Regional council** means a regional council within the meaning of the Local Government Act 2002.

**Regional fuel tax** refers to a new form of revenue available to regional councils for transport purposes under Part 2 of the Land Transport Management Act 2003.

**Regional Land Transport Plan for Northland 2015/16-2018/19 or Plan** refers to this document.

**Regional Land Transport Programme** means a regional land transport programme, prepared under Part 2 of the Land Transport Management Act 2003, as from time to time amended or varied. This programme prioritised state highway, regional council and territorial authority proposals (excluding minor local roading projects, local road maintenance and existing public transport services) for transport activities in a region. This document has now been superseded by the Regional Land Transport Plan.

**Regional Land Transport Strategy or 30 Year Transport Strategy** means a regional land transport strategy that was prepared under Part 3 of the Land Transport Management Act 2003 and has now been superseded by the Regional Land Transport Plan.

**Regional Improvements** is a new activity class that will ensure funding is available for worthwhile investment in provincial areas. Regional routes have a critical role in regional and provincial New Zealand. They link points of production with key distribution points. They also provide tourists with access to local attractions. GPS 2015 (draft) will enable: progressive replacement of regionally allocated funding with new regional funding in non-urban areas, that targets investment in regional route improvements that provide links to key freight or tourist routes.

**Regional transport committee** refers to a regional transport committee established under section 105 or clause 11 of schedule 7 of the Land Transport Management Amendment Act 2013. Regional transport committees have representation from regional councils, territorial authorities and the NZTA.

**State highway or SH** means a road managed by the NZTA.

**Territorial authority** means a city council or district council named in Part 2 of Schedule 2 of the Local Government Act 2002.

**TIO Transport Investment** refers to the NZTA web-based system for preparing and managing regional land transport programmes and the *National Land Transport Programme*.



