Draft Regional Land Transport Plan 2021-2027 (Review 2023).

Feedback form. The closing date for feedback is Friday, 15 March 2024.

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Regional priorities What do you think about the regional priorities outlined in the draft plan?

We support the seven priorities as listed for 3 years and for 10 years but suggest a change in order.

We suggest the Priority 7 should be elevated to Priority 4 as this will deliver benefits across other priorities.

We note that Priority 3 will also deliver benefits across multiple strategic objectives and other Priorities, including Priority 2.

Please refer to attached submission that follows.

Transport projects and rankings What do you think about the transport projects and rankings in the draft plan?

State Highways. We support the highest prioritisation of Te Hana to the Brynderwyns, on the understanding that this includes a Brynderwyns bypass, given the importance of a resilient connection to Auckland and the rest of New Zealand. However, we need to comment on the implied Te Hana to Brynderwyns time frame, given that the current high-level maintenance repairs being undertaken on the south side of the Brynderwyns are to extend the life by only 5-7 years.

Please refer to attached submission that follows.

Do you have any other comments you'd like to make about this plan?

We comment in detail on many of the issues raised in matters raised in discussion of the Regional Land Transport Strategy and Regional Land Transport Plan.

Please refer to attached submission that follows.

Please note that this submission was prepared prior to the release of the government's new GPS dated March 2024. References to relevant statements within the March 2024 GPS (the 'new GPS') were subsequently made and are shown in italics throughout this submission. Direct quotes are shown in "quotation marks".

Tracey Rissetto (chair), Steve Westgate (councillor), for Northland District Council of NZAA 15.03.2024.

SUBMISSION ON DRAFT RLTP FOR NORTHLAND (2021/2027)

from Northland District Council of New Zealand Automobile Association

EXECUTIVE SUMMARY

In this submission, we will:

- Draw on the findings of a 2023 survey of AA Members and Councillors to advance as Election Calls their priority concerns from a range of transport issues. The top calls were to revive essential road maintenance and to make the road network more resilient to climate impact.
- Refer to NZTA documents and others that stress the importance of well-maintained and more resilient roads as a key safety consideration and a key to Northland's economic development;
- Comment on the need for additional funding for Northland roads to bring them up to an acceptable standard;
- Highlight the social cost of the current dangerous state of SH 1 between Whangarei and Warkworth, calculated in 2021 at about $88 million p.a.;
- Stress that speed management needs to be supported by adequate funding for engineering upgrades, as speed management alone will not resolve safety issues;
- Support Prioritised State Highway I Improvement projects involving enhanced resilience;
- Support other priority state highway safety issues, such as the need for additional passing lanes, including on logging truck routes such as SH 14;
- Support local councils' non-prioritised 'Low cost/low risk' projects that are road safety related, involve engineering up, create better traffic flow, provide better parking and reduce reckless driving.
- Comment on specific improvement projects and capital projects, and various related matters such as the application of the ONRC system, detour routes, etc.
- *Make references to the March 2024 GPS [the 'new GPS'] which was released subsequent to the writing of the draft submission. We acknowledge that the new GPS, although generally supportive of the draft RLTP, is likely to have a significant impact on the existing draft, given the new priorities, new activity classes to which projects will need to be re-allocated, and changes in funding levels and goals.*

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INTRODUCTION

The Northland District Council of the NZAA welcomes this opportunity to submit on the Draft Regional Land Transport Plan for Northland 2021-2027 (2023 Review) – generally abbreviated to 'RLTP' within this submission.

The NZAA is a motoring organisation with a membership base of more than 1.7 million nationally. It represents the interests of road users who collectively pay over $3 billion in taxes each year through fuel excise, road user charges and registration fees The NZAA's advocacy work mainly focuses on pushing for policy outcomes that reflect the needs and preferences of AA Members, enhancing the safety of all road users, and keeping the cost of motoring fair and reasonable. It is regarded as the leading advocate for NZ motorists.

The Northland District Council of the NZ Automobile Association represents over 48,000 AA members who live in Northland. Its goal is to help represent the mobility interests of AA members in the wider Northland area. We are guided by a combination of regular surveys of AA members, independent research, and analysis from the AA Policy & Advocacy Team.

The AA believes that we must keep aspiring to a transport network that is safe, efficient, resilient, and affordable, and that provides us with choices in the way we travel.

In developing this submission, we have drawn on the findings of the AA's 2021 District Concerns survey and 2023 General Election concerns survey (Election Calls), which explored the views of AA Members and Councillors across the country on a range of transport issues. This submission also builds on our earlier submission in 2021 on the RLTP 2021-2027.

In addition, we have had regard to information, policies, objectives and statements contained within the following documents:

1. NZTA State Highway Traffic Monitoring-AADT

2. NZTA's Mega Maps.

3. NZTA's One Network Road Classification (ONRC) Performance Measures – General Guide

4. Arataki - Regional Direction Northland. Sept 2023, v1.1.

5. Draft Government Policy Statement on land transport 2024/25-2033/34. [August 2023. Not Government policy.]

6. Ministry of Transport – Safety – Annual Statistics

7. NZTA Summer Renewal Programme, 2023-2024.

8. *Draft Government Policy Statement on land transport 2024/25-2033/34. [March 2024. Not Government policy.]*

1. GENERAL COMMENTS: BACKGROUND TO SUBMISSION

1.1 AA Member feedback

1.1.1 The content of this submission draws upon the results of past member surveys, including most recently, the AA's Election Calls.

1.1.2 The top two Election Calls, developed through analysis and research on transport issues, surveys of AA Members and perspectives from our 18 district councils of AA Member volunteers around the country, were quite clearly:

(i) Revive essential road maintenance.
(ii) Make the road network resilient.

1.1.3 In a 2021 AA members' survey, areas of road maintenance that were of particular concern were surface quality (such as potholes), wasted money through repeat or poor quality work, and damage by heavy vehicles. Nearly two-thirds of respondents rated Northland's road conditions as "poor" or "very poor". The subsequent climatic events of 2023 have only worsened the maintenance situation and highlighted the totally inadequate level of resilience of Northland's roading. A survey of AA members in 2023 to determine members' greatest concerns again highlighted maintenance deficiencies and resilience.

1.2 Importance of Northland's Roading Infrastructure - NZTA's Arataki – Regional Direction Northland Sept. 2023, Version 1.1

1.2.1. NZTA's Arataki- Regional Direction Northland, Version 1.1 Sept 2023 (see attached key extracts in Appendix I) emphasises the reliance and dependency of Northlanders on private vehicle use, its rapid population growth, and the region's reliance on good connections south to Auckland for its social and economic development.

1.2.2. However, while identifying Northland's roading dependency, problems and needs, the report offers little by way of specific practical solutions. It offers general policies, such as "Key actions over the next 10 years to make progress on this outcome are: • continuing design and planning work to identify and prioritise responses to natural hazards in high-risk areas – this includes working with communities to identify plans for when to defend, accommodate, or retreat". The document makes no specific reference to a Brynderwyn bypass or to the Warkworth to Te Hana motorway extension which are prioritised in the Draft GPS on Land Transport ("not government policy") released by the previous government in August 2023.

1.2.3 In our 2021 submission, we noted that NZTA's Road Efficiency Group (REG)/RCA reports in 2020 showed that all three local RCAs' roads in Northland consistently showed a 'ride quality' below the peer group average (2018/2019 data). (See data in Appendix IV). We have noted that the self-explaining Road Efficiency Group (REG) was renamed 'Te Ringa Maimoa' in September 2022. *[This has now reverted to REG with a renewed focus.]* However, we have still been unable to locate any updated figures but given the further deterioration of Northland's roads, it is reasonable to assume that the 'ride quality' situation has not changed.

1.3 Importance of Northland's Roading Infrastructure - Draft Government Policy Statement on Land Transport 2024/25-2033/34. August 2023. [Not Government policy.]

1.3.1. The draft 2023 GPS acknowledged the importance of road freight distribution and the consequent need for a resilient roading network, viz.

> "While it is important to boost the share of freight carried by lower emissions modes like rail and coastal shipping, 70 percent of freight travels under 100 km and is largely in urban settings. Therefore, the road freight sector will continue to carry the largest volume of freight in our supply chain. We will continue to work with the sector to build a resilient network, including through increased investment in maintenance. Consistent with the ERP, the Government will also work on policy options to accelerate the uptake of lower emissions road freight options."

[The new GPS endorses the importance of a safe and efficient land transport system, e.g. "This GPS reintroduces a focus on increasing economic growth and productivity as a priority for land transport expenditure. Including economic growth and productivity as a strategic priority will help to ensure we meet our full potential as a nation. Moving people and freight as efficiently, quickly, and safely as possible is critical to achieving these priorities."]

1.4 Draft GPS 2023 Strategic Priorities

1.4.1. The draft GPS recognised Northland's particular connectivity and resilience issues by rating major upgrades to the Warkworth to Whangarei State Highway 1 as being one of the highest strategic priorities, viz.

> "The Government has identified a number of strategic projects that it considers present an opportunity for transformational change, and to develop an integrated, sustainable, resilient, safe, and low-carbon land transport network. The projects included in the strategic investment programme are listed below.
>
> • Warkworth to Whangārei State Highway 1, including:
>
> – Te Hana to Brynderwyns
>
> – Warkworth to Wellsford
>
> – Whangārei to Brynderwyns
>
> • Auckland Northwest Rapid Transit
>
> • (etc)"

[The new GPS confirms this position, viz. "The Government expects that the NZTA will prioritise these strategic corridors in the development of the National Land Transport Programme [based on a number of factors]

The Roads of National Significance

The Roads of National Significance include:
Whangarei to Auckland, with the following stages prioritised:
• Alternative to Brynderwyns
• Whangarei to Port Marsden
• Warkworth to Wellsford."]

1.5 Importance of Well-Maintained Roads

1.5.1 Road maintenance is one of the critical priorities for the AA. The biggest challenge we face is catching up with deferred maintenance funding over the next three years when the network increasingly needs restorative work to address network failures and prevent further failures. At a national level, the AA's Motoring Policy and Advocacy team has continued to meet with the Ministers of Transport to reiterate our concern about the decline in the quality of our roads and the need for more funding for road maintenance.

1.5.2 Well maintained roads are safe roads - road surface quality determines the grip a vehicle has with the road and its risk of skidding. Poor quality roads increase crash rates, especially loss of control crashes where vehicles cross the centre line or run off the road. Too many roads in Northland are slick with tar bleed that results, especially in wet conditions, in loss of control, a major factor in DSI crashes in Northland. Too many potholes cause costly mechanical damage to vehicles and unsafe driving practices avoiding potholes which can lead to crashes.

1.5.3 Vehicle kilometres travelled by heavy vehicles, which are responsible for most road wear and deterioration, has increased by 24% since 2011 with Northland's population increasing at an annual rate of almost 2.2% over the past 10 years. Traffic management accounts for an ever-increasing proportion of road maintenance expenditure (up to 30% has been reported) but funding on actual maintenance has not kept up, resulting in less-than-necessary lane-kms being resurfaced or rehabilitated each year. We are heartened to see that a new 'risk-based' approach is under development to replace the current, over-prescriptive, one-size-fits-all approach which is diverting scarce financial resources away from the actual goal of safe road maintenance.

1.5.4 Consequently, adequate funding needs to be made available in order to bring Northland's roads up to peer group standard, to bring about an appropriate level of road improvement (road rehabilitation, resurfacing and resealing) in order to provide safe and resilient routes and a safe surface for travel, not only in regard to SH 1, but also on other state highways and arterial routes.

[The new GPS places a high level of importance of well-maintained roads, viz. "Maintaining the road network is a priority in GPS 2024. To fix the increasing number of potholes on our roads that has occurred in recent years, and to prevent further deterioration in roading quality, GPS 2024 increases road maintenance funding by $640 million, compared to the draft GPS released by the previous Government in August 2023".]

1.6 Speed Management

1.6.1 Targeted speed limit reductions at the highest risk locations are an essential part of bringing the road toll down, but they are not a panacea. Overseas experience on congested roads confirms that engineering work to improve junctions – pavement markings, traffic calming, pedestrian refuge and kerb extension, median barriers, roundabouts, right turn traffic calming techniques, speed tables and extra lighting - also have a critical role to play in bringing about crash reductions. (See https://at.govt.nz/media/1981261/summary-of-local-board-and-stakeholder-feedback-speed-limits-bylaw-2019.pdf)

[The new GPS notes: "Upgrading road infrastructure to higher safety standards has a significant impact on improving road safety. Independent analysis has found the construction of eight new bypasses, between January 2009 and December 2016, resulted in up to a 37 percent reduction in deaths and serious injuries across those roads. Lower cost safety interventions should be retrofitted on high-risk parts of the network, where they provide value for money." and "Speed limit reductions will also be tightened to focus on areas with high safety concerns. Where subsequent safety investments are made, speed limits should be restored to prior speed limits".]

1.7 Social Cost of Current Unsafe Roads

1.7.1. A survey of Northland AA members' District Concerns confirms a belief that funding for road maintenance has not kept pace with deterioration caused by increasing truck driving in recent years. This has resulted in a continuing decline in the surface quality of Northland's roads. Poor quality roads increase crash rates, especially loss of control crashes which are predominant in Northland. BC ratios are comparatively high for road maintenance.

1.7.2. In 2021, data from NZTA's Mega Maps indicated that the annual social cost of deaths and serious injuries on three sections of SH 1 between Whangarei and Auckland amounted to approximately:

Whangarei to Port Marsden highway:	$25.5 million p.a.
Port Marsden highway to Te Hana (via Brynderwyns):	$33.7 million p.a.
Te Hana to Warkworth:	$29.2 million p.a.
TOTAL:	**$88.4 million p.a.**

1.7.3. 4-laning from Whangarei to Warkworth (all or in part) could potentially save much of this social cost, as well as providing the economic benefits of safer journeys and more resilient and faster travel times for freight.

1.8 Funding.

Various sources of funding are referred to in the Draft RLTP. Traditional sources of funding by government and local RCAs have been shown to be inadequate to meet the demands. The importance of PPP funding for major developments (as successfully used for the Puhoi to Warkworth motorway extension) should not be overlooked.

[The new GPS addresses the issue of inadequate funding, viz. "Delivering the Roads of National Significance and public transport projects will require the use of alternative delivery models, and a broader range of funding options and financing models. The Government expects public private partnerships, and other opportunities to use private expertise and finance, will be considered for all major projects."]

2. COMMENTS ON Draft RLTP: Section 1. REGIONAL LAND TRANSPORT STRATEGY

2.1 Strategic Context (RLTP Section 1.1, p.12).

2.1.1. Population Growth, p.13.

We note that the population growth over the past 10 years has exceeded forecasts at 2.15% per annum. Although the latest annual growth rate since 2022 was below this, we submit that for a precautionary approach to infrastructure planning, it would be safer to assume a continuation of the trend over the past 10 years, rather than the low value of 0.9% which has been assumed.

Arataki v.1.1, August 2023 notes that: "Key transport routes, such as SH1, are critical in connecting the towns and communities of [Northland]. As access along the corridor north of [Auckland] is improved, [Northland] will become an even more attractive region to live, work, and visit."

With continuing improvements in connectivity and the unaffordable cost of housing in Auckland, we can expect to see a continuation of population drift northwards. It is noted on p.16 of Aratiki v.1.1 that: "As the population grows, it is important that … In order to [meet the needs of our people], land use and transport infrastructure must align."

We submit that forecast population growth on which infrastructure needs are based should be set at a precautionary 2%, not 0.9%.

2.1.2. Road p.15.

It is noted that there are reported to be 933 kms of sealed state highway in Northland. Allowing for passing lanes and slow vehicle bays (3-lanes), it is assumed that this length of road would equate to approximately 1900 lane-km. This figure will be used in subsequent calculations in this submission.

2.1.3. Rail p.18.

We suggest that it should be noted that, given the current extended closure due to slips and repair work, "Northland's railway lines are under-utilised because of their condition to the extent that ***under normal circumstances,*** they currently only carry 2% of the region's freight."

2.1.4. Air Travel p.20.

We think it should be noted that more progress has been made on site selection than is indicated, viz: "At a Council meeting on 24 August 2022, Councillors agreed that Ruatangata (referred to as Site 9 in the consultation document) was the best option for further investigation as a replacement airport location." Further, "Whangarei District Council announced in an update in November 2023 that: "We have completed initial assessments of the geotechnical, flooding, transport, ecology, noise, visual, archaeological and social limitations of the potential Ruatangata site for a new District airport, since starting these in August 2022."

An error in the number of passengers using Whangarei airport has been acknowledged.

2.2 Strategic Framework (RLTP Section 1.2, p.22).

We note that the 30-year vision for Regional Land Transport is consistent with the Land Transport Management Act 2003 which "seeks an effective, efficient, and safe land transport system."

2.3 Objectives and policies (RLTP Section 1.3, p.23).

2.3.1. Objective 1, Resilience. We fully concur with the policies set out to achieve Objective 1, viz. "Northland has a resilient transport network that strengthens all parts of the transport system and enables economic and social development in Northland in a timely and sustainable manner."

The importance of a resilient network has been highlighted by the economic cost to Northland's economy of the disruption of the past 2 years (viz. Mangamukas, Brynderwyns, Dome Valley).

[Resilience is a key focus of the new GPS, viz. "Strategic Priority: Increased maintenance and resilience. Increasing maintenance levels and improving resilience on our state highways, local and rural roads is critically important in achieving the Government's overall objective of supporting economic growth and productivity".]

2.3.2. Objective 2. Transport Choices. While we recognise the desirability of transport choices, we also recognise that because of Northland's geography and low population density, all reports forecast that vehicles will remain the dominant mode of transport in Northland for both people and freight in the foreseeable future.

2.3.3. Objective 3, Safer Choices and Safer Behaviour. The benefit of central wire rope barriers in lowering the DSI rate is well proven. However, they do prevent safe passing manoeuvres which were previously possible on sections of straight road. As a result, it has been observed that traffic tends to move in platoons led by a slower vehicle over distances of several km. We support this objective and the associated policies. In particular:

- We strongly support Policy 3.1, viz. "Encourage the installation of permanent road safety barriers in appropriate locations on the Northland State Highway network while maintaining or improving passing opportunities, including the construction of new passing lanes.".
- We strongly support Policy 3.2 which relates to targeting "the highest risk roads" (for engineering upgrades or lower speed limits) and the highest risk "road users". We do not support blanket speed limit reductions, including lowered speed limits on numerous roads with Low Personal and Low Collective Risk as have recently occurred.

The new GPS emphasises the need to target the highest risk roads and drivers, viz.
"The Government expects Police to provide sufficient enforcement levels of traffic laws to achieve specific, as well as general, deterrence aims."
"The Government also expects Police to identify high-risk drivers and proactively intervene to reduce opportunities for offending. As a result, a number of these penalties are poorly targeted, too low to deter unsafe behaviour, or misaligned with risk (which weakens the signal of risk to the public)."
"The Government will be introducing a new set of objectives and intended actions for road safety that will focus on safer roads, safer drivers and safer vehicles."
"While speed is a contributing factor to safety outcomes on our roads, the Government will not be continuing with a blanket approach to reducing speed limits. Instead, we will be focused on improving road safety by building safer infrastructure, investing in safer drivers, and requiring safer vehicles."

We note that of the 138 roads analysed in the Statement of Proposal for reduced speed limits in the Pouto-West Coast area, 101 were classed as Low for both Personal and Collective Risk. Personal and Collective Risk Ratings are based on actual recorded crash rates for each stretch of road.

We also note that: "On 12 December 2023, the Minister of Transport announced amendments to the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) as part of the Government's 100-day plan commitment to stop blanket speed limit reductions and start work on replacing the Rule."

We further note that: "studies around the world suggest inattention contributes to about a third of serious crashes and about 80 per cent of all crashes". (NZ Herald, 26.12.2023). We would like to see a greater focus on education and advertising campaigns highlighting the dangers of inattention.

We support in Policy 3.3 "regionally consistent speed management approaches in line with national direction." We have previously stated our opposition to inconsistent speed limits through towns and settlements, frequent speed limit changes and unrealistically low speed limits which result in community backlash, all of which we have seen implemented in Northland in the past 2 years (note Whangarei Heads Road). The roading environment needs to relate to the speed limit, this also refers to changes in speed limits. Hundreds of thousands of dollars have been spent on new signage. This could have been more effectively spent elsewhere, such as on engineering safety upgrades, in our opinion. High risk motorists who grossly exceed speed limits are considered to be more of a problem than motorists who drive to the conditions while observing speed limits. Greater emphasis on detection, enforcement and heavier penalties are suggested to be warranted for high-risk drivers. This is mentioned again later in our comments on RLTP Section 2.4, Relationship with Police Activities.

[The new GPS notes the importance of enforcement and deterrent penalties, as referred above].

2.3.4. Objective 5. We support Objective 5: "Improve integration of transport needs in land use planning" and the associated policies. In particular, it is important that Policy 5.3 "Collaborate with neighbouring cities and regions to support the inter-regional function of strategic transport corridors" should involve collaboration with Auckland to promote the earliest construction of the consented Warkworth to Te Hana extension of the northern motorway, bypassing the slip-prone Dome Valley and the bottleneck of Wellsford.

["To accelerate transport projects that support housing development."]

2.3.5. Three Year Priorities, p.26.

We strongly support the top 3 priorities, viz. Priority 1 Route resilience and security; Priority 2 Reducing transport related deaths and serious injuries; & Priority 3 Regional and national connectivity. We believe that improving our connectivity by way of improved maintenance and upgrades to State Highways and major connector roads (e.g. Warkworth to Wellsford, Brynderwyns, SH14) will have a significant positive effect road safety. We suggest that Priority 7 should be promoted to Priority 4 for reasons discussed below in the Ten Year Priority section.

The economic cost to Northland and impeded access by emergency vehicles of our current vulnerable roading is well documented.

2.4 Ten Year Priorities: Priorities 1-7. (RLTP Section 1.4, pp.27-78).

2.4.1 The Ten Year priorities are the same and in the same order as the three year priorities. In this section, we discuss the priorities in greater detail. The priorities as listed are:

Transport priority 1: Route resilience and route security

Transport priority 2: Reducing transport-related deaths and serious injuries;

Transport priority 3: Regional and national connectivity

Transport Priority 4. Economic and tourism development;

Transport Priority 5. Reducing the environmental effects of the transport;

Transport Priority 6. Provide people with better transport options and consider the needs of the transport disadvantaged (including transport choices in rural communities); and

Transport Priority 7. Future proofing and long-term planning.

[Compare these seven priorities with the four new GPS priorities, viz.

"The Government has four Strategic Priorities which this GPS will deliver against:
• Economic Growth and Productivity
• Increased maintenance and resilience
• Safety
• Value for money."

Note that the first priority includes the re-introduction of 'Roads of National Significance' which were canned in 2017. The economic benefit of the Warkworth to Wellsford motorway extension has been calculated at up to $500 million p.a., viz. "The New Zealand Institute of Economic Research carried out a report that was focussed on two proposed RoNS, Warkworth to Wellsford and Cambridge to Piarere, finding significant economic benefits with these projects. The report found that, once operational, each of these RoNS would contribute up to $500 million a year to New Zealand's GDP. All Roads of National Significance will be four-laned, grade-separated highways, and all funding, financing and delivery options should be considered to deliver them in stages and as quickly as possible."

2.4.2. We support **Transport priority 1: 'Route resilience and route security'** being accorded the top ranking.

2.4.3. Re-**Transport priority 2**, AA Northland shares the concerns expressed about the lack of respect shown by a minority of drivers towards other road users and the Road Code rules, especially their non-compliance with seatbelt wearing and speed limits. 44% of Northland fatalities involve lack of restraints. Using restraints would have saved many of these lives. High risk drivers account for about half of all fatal crashes. The goal of a 40% reduction in DSIs could almost be achieved if all drivers wore seatbelts, complied more closely with speed limits and drove to the conditions. A new approach to education for road safety needs to be investigated as the current status quo is failing. A greater level of detection and enforcement, coupled with harsher penalties comparable to other countries, would appear to be warranted rather than the present pre-occupation with minor speed

limit infringements as evidenced by the relative number of fines imposed. This is highlighted further in section 3.3 as noted above.

2.4.4. Re-**Transport priority 3**, AA Northland acknowledges the issues described (in particular, problems with pinch points and land instability) and the level of investment required to address the problems.

Pinch Points.

At Wellsford over summer weekends, it is not unusual to see stop-go traffic backed up for several kilometres on both SH 1 approaches to Wellsford (4 km and 7 km recorded on one occasion), with delays of ½ to 1 hour. The reference on pp. 48-49:

- "The southern section of this route regularly *exceeds* capacity at peak times (between *Warkworth and Te Hana*) and is below the level of service that would be expected for a national high-volume route."

This would recognize that with the opening of the Puhoi to Warkworth motorway, the former bottleneck at Warkworth has been alleviated but this has probably resulted in an increased traffic flow into, and congestion at, Wellsford.

Such stop-go delays add to freight costs, add to driver stress, deter tourists from coming to Northland and increase CO^2 emissions. An analysis undertaken in the UK found that "with the acceleration and braking associated with traffic jams, fuel consumption increases by 175% in urban areas. As a result, traffic jams are costly and generate significant air pollution." (https://www.viamichelin.com/magazine/article/traffic-jams-our-tips-for-saving-fuel/)

Detour Routes

The recommended detour routes through Paparoa or Cove Road are not constructed to withstand high HGV volumes and with their one-way bridges, are not suitable for high volumes of state highway traffic. Experience with a similar SH1 detour through Woodcocks Road at Warkworth showed every one-way bridge to be a pinch point.

The importance for the tourism industry of SH1 north of Whangarei is acknowledged, and the resilience issues are noted. This road has not been constructed to withstand the high amount of wear and degradation from the large volume of heavy trucks using it (see more detail below). We acknowledge the recent safety improvements made with the construction of roundabouts at the previous unsafe congestion points at Kawakawa, Waipapa and Puketona, along with the new 2-lane bridge at Kaeo.

Classification of SH1, Whangarei to Kawakawa (p.50).

Regarding the ONRC classification and consequent level of service, we note that the AADT HGV volume between Whangarei and 1.1 km south of Corbett Road, north of Hikurangi, exceeds 800 which is the qualifying volume for upgrading the road's status from Regional to National. We note that a continuous telemetry site just south of Kawakawa also recorded more than 800 (825) HGVs per day in 2022. We also note that AADT between Corbett Road and south of Kawakawa is based on only 24 days' counts but is still close to 800. Given that HGVs account for the bulk of wear and deterioration of our roads, and have been increasing at about 2% p.a., we estimate that the AADT of

800 HGVs per day would now be exceeded along the entire route. We therefore propose that NZTA should be requested to review this road's classification and consequent level of service. [Footnote: At an RLTP consultation meeting on 15 March, we understood from NZTA's Steve Mutton that a review of the application of ONRC classifications is under way.]

Also given Northland's very high seasonal tourist traffic variation, we must question whether the classification level and level of service should not relate to peak traffic flows (say the upper quartile) rather than the daily average.

Rail, p.50. AA Northland supports the view that transferring heavy goods to rail will have some benefits for road users and for road maintenance costs. Any major expansion of sea freight throughput at Marsden Point could result in major increases in HGVs using the SH1 link to Auckland. We see a rail link to Marsden Point as being an essential adjunct to any major expansion at Marsden Point. If, say, 10% of HGVs could be removed from our roads, this could extend the life and lower the maintenance costs of this road by a commensurate amount.

It is noted that "Investments in rail should be focused on the busiest and most productive parts of the existing rail network ." and "The Government expects that activities funded through this [Rail Network] activity class will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist, i.e., Auckland, Hamilton, and Tauranga."

".. projects and programmes that are currently identified for Crown funding [include] Roading project: SH1 Whangarei to Port Marsden; and Rail project: Whangarei to Otiria".

These two projects were part of the $700 million NZUP package for Northland which comprised:

- *Rail link from the North Auckland rail line to Northport and other enabling rail works.*
- *Large scale safety improvements on SH1.*
- *Otiria to Whangārei rail line upgrade to take 18 tonne axle loads.*

The Marsden Point rail spur is not mentioned in the new GPS.

In May 2023, it was reported (Northern Advocate) that: "KiwiRail has finalised the business case for the spur to the port and has sent it to the Government for consideration. And an update from the Government on the business case, and where to from here, could be only weeks away."

As at 2 October 2023, Kiwirail reported that: "KiwiRail has now purchased 73 % of the land needed to construct the Marsden to Port line excluding iwi land, the Coastal Marine Area and Port/Marsden Maritime Holding lands. We have another large transaction close to completion. The duration of our funding arrangement is being extended so we can complete all necessary acquisitions for the project." "The Marsden Rail Link project recently received further funding from the NZUP fund in July 2023 to advance value engineering and geotechnical design as we do need to get a sounder view on construction costs to inform the Business Case."

It would appear that cost blow-outs may have seen the Marsden Point rail link put on hold.

2.4.5. The remaining four **Transport Priorities** are acknowledged, viz. **Transport Priority 4. Economic and tourism development; 5. Reducing the environmental effects of the transport; 6. Provide people with better transport options and consider the needs of the transport disadvantaged (including transport choices in rural communities);** and **7. Future proofing and**

long-term planning. However, as previously noted, we consider that **Priority 7** should be elevated to **Priority 4** as this would have significant flow-on benefits to the other three Priorities.

2.4.6. Regarding **Transport Priority 6 (transport options),** it has been reported that half-price bus fares in Whangarei did not result in a noticeable increase in passenger numbers, suggesting that total travel time (including walking to and from bus stops) and convenience (time-tabling and frequency) are the key determinants in public transport use. Many of the investments in cycling and walkways may be of benefit to recreational users rather than relieving commuter traffic. This can perversely result in increased vehicle usage to arrive at the cycle trails and walkways. However, we would hope that shared paths (such as the Kamo to Whangarei shared path) would reduce some of the school-bound commuter vehicles, reducing the term-time pre-and after-school congestion periods.

A National Travel Survey in the UK in 2019 found that although walking accounted for 26% of all trips, it only accounted for 3% of distance travelled. Bicycles accounted for 2% of all trips but only 1% of distance travelled. A New Zealand Travel Survey covering 2015 – 2018 (pre-covid) showed that in Northland, walking and cycling respectively accounted for only 7% and 0.8% of all trips, and only 0.6% and 0.16% of distance travelled. (Note that sample numbers were small and margins of error could be large.) For all New Zealand, distance mode share was about 1% for walking and 0.6% for cycling. Clearly, increasing the number of walking and cycling trips will not have a great effect on distance travelled by private car but could assist in reducing school-time travel congestion.

2.4.7. We re-iterate that cars will continue to be the principal mode of travel for Northlanders, for reasons as outlined in the draft RLTP, and the primary RLTP focus needs to be on roading resilience and connectivity.

3. COMMENTS ON Draft RLTP: Section 2 REGIONAL LAND TRANSPORT PLAN

3.1 Programming & Funding. (RLTP Section 2.1, p.79)

The AA has long advocated a policy that revenue collected from motorists should be ring-fenced for roading, not used to support coastal shipping, recreational cycleways, etc.

3.2. Funding Plan. (RLTP Section 2.2, p.81)

We question whether the importance of PPP funding, such as used to bring forward the Puhoi to Warkworth motorway extension, should be recognised. Such funding, with possibly associated tolling, could be effective in accelerating the construction of the Warkworth to Te Hana motorway extension and the Brynderwyn bypass.

See comments on funding options in 2.4.1 above.

3.3. Relationship with Police Activities. (RLTP Section 2.3, p.84)

3.3.1 We note the following: "Prevention is an important part of road policing. Police will play their part in preventing crashes and road trauma by targeting high-risk drivers, such as repeatedly impaired (alcohol and drugs) drivers".

3.3.2 AA Northland supports the concept of targeted prevention but considers that the application of the concept is deficient. The current approach to dealing with hoon (high-risk) drivers is for local RCAs to install speed bumps which are unpopular with local residents and the average motorist, and create their own problems (such as increased noise from braking and accelerating). The proliferation of skid marks from burnouts (sustained loss of traction) has increased exponentially in recent months. In Whangarei, millions of dollars are being spent on installing speed bumps to address the reckless actions of a few. This money would be better spent on greater detection and enforcement. It is clear that the current approach is not working.

3.3.3 This section notes that the measures that the Police will take to contribute to the Road to Zero approach include:

- Police will contribute to the Road to Zero approach by: focusing on measures to reduce fatalities and serious crash injuries on our roads;
- building trust and confidence in Police, resulting in encouragement of all road users to observe and abide by the road rules because they want to"

and

- "This is supported by the following desired activity: ensuring those behaviours that most contribute to death and serious injury are a primary focus of enforcement;"

3.3.4 (p.86) We strongly support the establishment and strong enforcement of VSLs around all schools. Many schools operate these at present. We note that NZTA has a current policy of establishing VSLs around schools on state highways. A frequent police presence is essential to alter driver behaviour.

It seems to be widely accepted that Road to Zero, with its heavy focus on lower speed limits, has not worked. Road to Zero is not mentioned in the new GPS.

The new GPS notes: "The Government will be introducing a new set of objectives and intended actions for road safety that will focus on safer roads, safer drivers and safer vehicles.
The Government will make a number of reforms to improve road safety during the timeframe of this GPS. These reforms will be targeted towards the highest contributing factors in fatal road crashes."

3.3.5 In 2020 -2022, speed (MoT Annual Statistics: defined as driving "too fast for the conditions", not just exceeding the speed limit) was a factor in 34% of fatal crashes. 23% also involved drugs/alcohol. Only 11% involved speed only.

3.3.6 In 2021, speed limit infringements amounted to 89% (990 000) of all traffic infringement notices issued (1 110 000) and 75% of infringement notices issued by police. The average fine issued by mobile speed cameras was $76, being less than the $80 fine for exceeding the speed limit by 11-15 k/h. Hence, many of the speed infringements would be for minor exceedances of less than 11 k/h. These figures suggest that it is debateable whether resources are focussed on the root causes of fatal

crashes and whether the focus on minor speed infringements builds public trust. However, it must be noted that in 2022, the average speeding fine issued by officers was close to $120, indicating that officers are more effective than mobile cameras at apprehending higher speed drivers.

We acknowledge that inattention and fatigue, believed to be major causes of crashes, are difficult to detect. This is where we see a greater emphasis on education and advertising as having a significant benefit, rather than the millions of dollars spent on speed advertising.

The new GPS notes:" GPS 2024 directs investment towards road policing and enforcement, which is one of the most important tools for improving safety on New Zealand's roads."

4. COMMENTS ON APPENDIX 5: DETAILED THREE YEAR PROGRAMME proposed for inclusion in RLTP. (Ref Appendix 5 of RLTP, Appendix III of this report.)

4.1 General Comments

4.1.1 We strongly support projects that address the major issue of the resilience of Northland's lifeline – State Highway 1 – to Auckland and to the rest of New Zealand, and of improved connectivity. We support projects involving engineering up and which are road safety related, create better traffic flow, reduce congestion and reduce reckless driving.

4.1.2 Too many sections of state highway in Northland show excessive tar bleed, creating unsafe conditions as noted in 1.5.2 above. Sufficient funding needs to be made available to maintain our state highways in a safe condition.

4.1.3 We acknowledge recent improvements at dangerous Northland intersections which have been upgraded to roundabouts to improve safety and traffic flow. We support Prioritised State Highway Improvement projects involving ongoing engineering upgrades for which 2021-2027 funding is committed.

4.2 State Highway improvement projects - prioritised (includes new and improvements). p.103.

4.2.1 We have referred previously to the Draft GPS of August 2023. This identified as being a key strategic project the Warkworth to Whangarei section of SH1, including:

– Te Hana to Brynderwyns

– Warkworth to Wellsford

– Whangārei to Brynderwyns.

4.2.2 We support the highest prioritisation of Te Hana to the Brynderwyns, on the understanding that this includes a Brynderwyns bypass. However, we need to comment on the implied Te Hana to Brynderwyns time frame.

4.2.3 Given that the current high-level maintenance repairs being undertaken on the south side of the Brynderwyns are to extend the life by 5-7 years, we see it as essential that an appropriate time frame though to completion of construction of a Brynderwyn bypass is undertaken within this same period, i.e. 5-7 years by the end of 2030/2031. In our opinion, an urgent schedule needs to be developed accordingly.

- It is not acceptable to allow 2 years to the end of 2025/2026 to complete a business case. This could and should be done within 6 months in the first half of 2024/2025. Much preliminary work would have been done on this in 2016/17 when route selection was being considered. A template is available from the Puhoi to Warkworth section. What actions need to be taken to achieve this shorter time frame?
- It is not acceptable to complete property purchases within 6 years to the end of 2029/2030. This needs to be completed within 6 months of the DBC, i.e. by the end of 2024/2025. What needs to be done to achieve this?
- It is not acceptable, given the urgency of the situation in which Northland finds itself, to allow 6 years to complete a business case, to arrange pre-implementation (which may include resource consenting) and to complete property acquisition.
- Resource consenting, including any Environment Court appeals, needs to be completed by the end of 2025/2026, i.e. in not less than 2 years. What needs to be done to achieve this?
- Construction then needs to be undertaken over the 5-year period from 2026/2027 to 2030/2031. What needs to be done to achieve this? Provision needs to be made for this, whether it be a capital cost or PPP cost.
- It is noted that although resource consents for the Warkworth to Wellsford motorway extension were granted in March 2021, appeals to the Environment Court were not resolved until November 2023. This type of delay needs to be avoided as it not only delays construction but the delays raise construction costs.

It is noted that concern about these consenting delays and subsequent costs and cost increases is addressed in the new GPS, viz. "Fast tracking of consents for major infrastructure projects. Legislation is already underway to provide fast-track consenting approvals. The changes are expected to support the major transport projects within this GPS, including the Roads of National Significance and rapid transit projects."

4.2.4 We are uncertain as to the implications of the listed second highest priority project, Whangarei to Dome Valley resilience, with expenditure of over $125 million p.a. applied for over each of the next 6 years. We do not understand what this includes. Does it include part of the Warkworth to Wellsford motorway extension? Is it purely safety upgrades of the existing road? More information would be helpful.
The new GPS specifically prioritises • Alternative to Brynderwyns • Whangarei to Port Marsden (Crown funding) • Warkworth to Wellsford.

4.2.5 We support in principle prioritised Projects 3 and 4, being respectively Far North Resilience Response and SH14 Transport Improvements, although again, there is no detail as to what is actually involved. We would hope that Project 4 relates to upgrading the existing bottleneck in the vicinity of Whangarei hospital by (i) in the short term, improving the phasing of the traffic lights at Hospital Road to allow for peak directional traffic flow; and (ii) in the slightly longer term, 4-laning should be provided to improve traffic flow and prevent daily tail-backs and gridlock. However, we note that there is no provision for WDC funding at Whangarei hospital until 2026/27. It is of concern that expenditure of $5 million for SSBC is proposed for the next 2 years, no funding for route protection is proposed until 2027/29, and funding of $26 million for property purchase is proposed from 2027 – 2030. With the extend of development taking place along SH 14 beyond the hospital, traffic congestion (currently of the order of 20 minutes delay, and gridlock back to the city centre at peak

times) will only worsen over the intervening 6 years prior to any construction commencing. We believe that this preliminary process should be expedited, with possible temporary improvements to traffic management.

4.3 State Highway improvement projects - Speed and Infrastructure Programme – prioritised, p.105.

4.3.1 We note the focus on installing median barriers and we recognise the safety benefits that these bring. However, we are also aware that they can significantly reduce passing opportunities where the barriers extend along straight sections of road over several kms. As has been observed south of Whangarei, this tends to result in platoons of vehicles behind the slowest vehicle in front and is likely to cause frustration, especially when the slow vehicles speed up at a passing lane then slow down again. As previously noted in our comments on Objective 3, Policy 3.1, the installation of central WRBs needs to be accompanied by the provision of adequate safe passing opportunities such as passing lanes at frequent intervals, and reminders to slower drivers to let other vehicles pass.

4.4 State Highway maintenance, operations and renewals - non-prioritised (includes maintenance, operations and renewals), p.106.

4.4.1 It is imperative that adequate funding is applied for to undertake the necessary maintenance and rehabilitation of Northland state highways.

4.4.2 RLTP Appendix 5 shows the projected spend by NZTA on sealed road pavement rehabilitation, sealed road resurfacing and sealed road pavement maintenance. Projected annual costs are of the order of $11 million, $13 million and $11 million p.a. respectively. These figures are converted approximately to lane-km as a ‘back-of-the-envelope’ assessment as follows.

4.4.3 Figures supplied by NZAA (derived from NZTA data) show the average NZ cost of state highway rehabilitation per lane km was $421 000 in 2019/20. This is projected to now be in excess of $500 000 per lane-km. (Note that these are average, unverified figures.) The estimated expenditure of the order of $11 million would appear to equate to the order of 20 – 22 lane-km p.a., or about 10km of highway length, out of a total state highway length of 933 km, or 1.1%. This implies a useful road structure life of 93 years between rehabs. This would appear to be grossly inadequate to maintain even the present level of inadequate service. The acceptable target should be 2% p.a. of state highway rehabilitation with commensurate funding. 2% was the average between 2011 and 2015, before financial constraints saw this fall back to an average of 0.46% between 2015 and 2023. This has resulted in a backlog of remedial work amounting to 188 lane-km. If these estimates are correct and only 1.1% is achieved, we can expect to see further significant deterioration of our state highways and an increase in the backlog.

2% annual rehabilitation is NZTA’s target as reported to the Minister in a briefing paper. The Minister has adopted this target in the new GPS, viz. “This [State Highway Pothole Prevention] activity class is paired with a focus on achieving long-term maintenance outcomes of 2 percent of the state highway network renewed each year and 9 percent of the state highway network resealed each year, and increasing requirements for potholes to be fixed within 24 hours.” We can expect to see an increase (doubling?) in proposed lane-km to be rehabilitated each year.

4.4.4 Similarly, adequate provision should be made to achieve NZTA's targets for resurfacing and resealing. We have no cost per lane-km data on which to assess the number of lane-kms scheduled for resurfacing and for resealing over the next 3 years. It would be helpful if NZTA were to provide this information so that the adequacy can be assessed.

4.4.5 However, as assessed and totalled from an online map, and subject to confirmation, we note that NZTA's summer programme for Northland shows totals of only 11 lane-km (0.6% of 1900 lane-km total) scheduled for rehabilitation and 8 lane-km (0.4% of 1900) scheduled for asphalt renewal, out of a reported total of 156 lane-km scheduled for "renewal" in the summer of 2023/2024 (see extracted and tabulated data in Appendix II) . The balance of 137 km (7% of 1900) is assumed to be the total lane-km proposed for resealing. These figures appear likely to see the backlog of maintenance further increase as the overall 1% of lane-km scheduled for foundation replacement falls well short of the target 2%.

4.4.6 We note that annual dollar increases of only 1.8% and 1.3% for resurfacing and 1.3% and 0.2% for rehabilitation, are proposed between 2024 and 2027. These increases will probably not keep pace with increasing costs so will result in an ongoing decrease in lane-km per annum. RBNZ forecasts for inflation, which is currently 4.7%, are 3.22-3.6% in a year's time, 2.5-2.76% in 2 years' time and 2.25% in 5 years' time.

4.4.7 NZTA's own "Ministerial Briefing Note on State Highway Asset Condition and Maintenance", dated 30 November 2023 included: "Maintenance costs from one three-year period to the next, typically require a 15 percent increase in the three-year total expenditure to sustain service levels."

4.4.8 We submit that the annual percentage increases need to keep pace with NZTA's expected cost increases.

The new GPS addresses this matter.

4.5 Local road improvement and other significant capital projects - prioritised by Regional Transport Committee, p.107.

We accept the RTC's prioritisation.
We note that the activity class 'Local Road Pothole Prevention' in the new GPS "is for the purpose of investment in resealing, rehabilitating, and drainage maintenance on the local road network. .. {It} will not fund other maintenance activities." These will be funded by the Local Road Improvements activity class.

4.6 Local road maintenance - non prioritised (includes maintenance, operations and renewals), p.108-110.

4.6.1 We acknowledge the maintenance, operations and renewals project submitted by the RCAs.

4.6.2 As a general principle, we submit that maintenance funding from the NLTF should be sufficient to:

(i) Maintain an appropriate level of road rehabilitation and maintenance to provide safe surfaces for travel throughout Northland.

(ii) Enable all local RCAs to meet their targets for sealed road maintenance and sealed road rehabilitation.

(iii) Enable road condition (ride quality) across the region to be improved to be on a par with peer group.

See note in 4.5 above. Projects may have to be re-assigned to the new activity classes.

4.7 Climate Emergency Response Fund (CERF) / Infrastructure Acceleration Fund - non-prioritised, p.111.

4.7.1 We acknowledge the projects submitted by the RCAs. We note that the total cost estimates for local road improvements by FNDC and WDC are comparable to the cost estimates submitted by NZTA for state highways.

4.7.2 We also note and concur with there being no proposed expenditure on Road to Zero, pending the release of the new government's road safety policy. We do note the provision of approximately $3.5 million p.a. on road safety (ref. RLTP p.117, Road safety promotion and demand management – non-prioritised).

4.8 Low-cost / low-risk improvements – non-prioritised, p.112.

4.8.1 We acknowledge the projects submitted by the RCAs. We strongly support measures to improve the efficiency of the existing roading network. In particular, we support measures to improve the flow of traffic through traffic lights in Whangarei. Very short green phases, such as the right turn from Riverside Drive at the Town Basin, are observed to often allow only 4 vehicles on green, typically followed out of frustration by 2 on amber and 1 on red. Even then, only half of the lane clears while phases on the other roads typically allow for total clearance. Phasing needs to take account of traffic volumes.

5. CLOSING REMARKS

5.1 Once again, we thank you for the opportunity to submit. We would be pleased to meet at any point with the team overseeing the development of the RLTP review to discuss the content of this submission.

5.2 It is encouraging to see that the new GPS addresses many of the concerns that we wrote in our submission prior to the release of the GPS.

Steve Westgate/Tracey Rissetto

015/03/2024

For AA Northland District Council

APPENDIX I: EXTRACTS FROM WAKA KOTAHI ARATAKI Version 1.1 August 2023:

"Northland depends on its rail and road connections south to Auckland and the rest of New Zealand. These connections support social benefits, like helping communities thrive, and economic opportunities for the key industries of tourism, horticulture, forestry, and manufacturing."

"[Northland] has a spread-out population and limited public transport services beyond Whangārei. This means people are highly dependent on private vehicles to access key services, such as tertiary education, training, and healthcare."

"The freight task in Te Tai Tokerau in 2017–2018 was 16.6 million tonnes, or around 6% of the Aotearoa total.16 A total of 81.3% of the freight task in Te Tai Tokerau was moved by road, 17.5% by coastal shipping, and less than 1% by rail."

"The region's transport system is vulnerable to sea-level rise, flooding, intense storms, and slips. Many communities in [Northland] are often accessed by one road or state highway. The region's transport network is also vulnerable to resilience challenges. This is because the only road and rail connections from the region to the rest of the country is through [Auckland]."

The solutions, reflecting previous government policy, are set out as:

"Steps to make progress towards transport outcomes in a more efficient and cost-effective way include:

• a renewed focus on small-scale projects and getting more from existing infrastructure

• reallocating existing road space and making temporary or low-cost improvements

• influencing travel behaviour and growth patterns

• creating a more resilient network

• implementing a targeted safety programme."

It is noted that this document makes no mention of the much-changed Draft GPS on Land Transport ("not government policy") released by the previous government in August 2023 so is presumed to have been written on the basis of an earlier, no-longer-relevant GPS. While recognising Northland's needs and roading dependency, it makes no reference to a Brynderwyn bypass or the Warkworth to Te Hana motorway extension which are prioritised in the newer GPS.

"Making progress

The transport system needs an ongoing focus on maintaining existing assets along with targeted improvements to reduce risks. We also need to expand our understanding of resilience in urban environments, to ensure planning work is flexible and adaptable to change. Key actions over the next 10 years to make progress on this outcome are:

• continuing design and planning work to identify and prioritise responses to natural hazards in high-risk areas – this includes working with communities to identify plans for when to defend, accommodate, or retreat

• fast-tracking a business case to identify short- and longterm options for the Mangamuka Gorge closure

• supporting local government, communities, iwi, and hapu through Climate Adaptation Te Tai Tokerau (CATT) and the proposed projects around understanding climate adaptation for at-risk communities

• continuing work to better understand routes that provide critical connections, the conditions of these, the pressures, and the level of investment needed to address impacts – this includes identifying priorities for network resilience and long-term strategic planning for key areas of risk, such as SH1, SH10, SH12, and sections of SH14

• engaging in local planning processes to avoid infrastructure and development in areas at risk of natural hazards and climate change

• seeking continuous improvement in network resilience through maintenance, renewals, and 'low cost/low risk' investments

• improving operational responses to events to support quick recovery following disruption to the land transport system

• shifting to more adaptable 'scenarios-based' planning • improving personal security for people using the region's transport system."

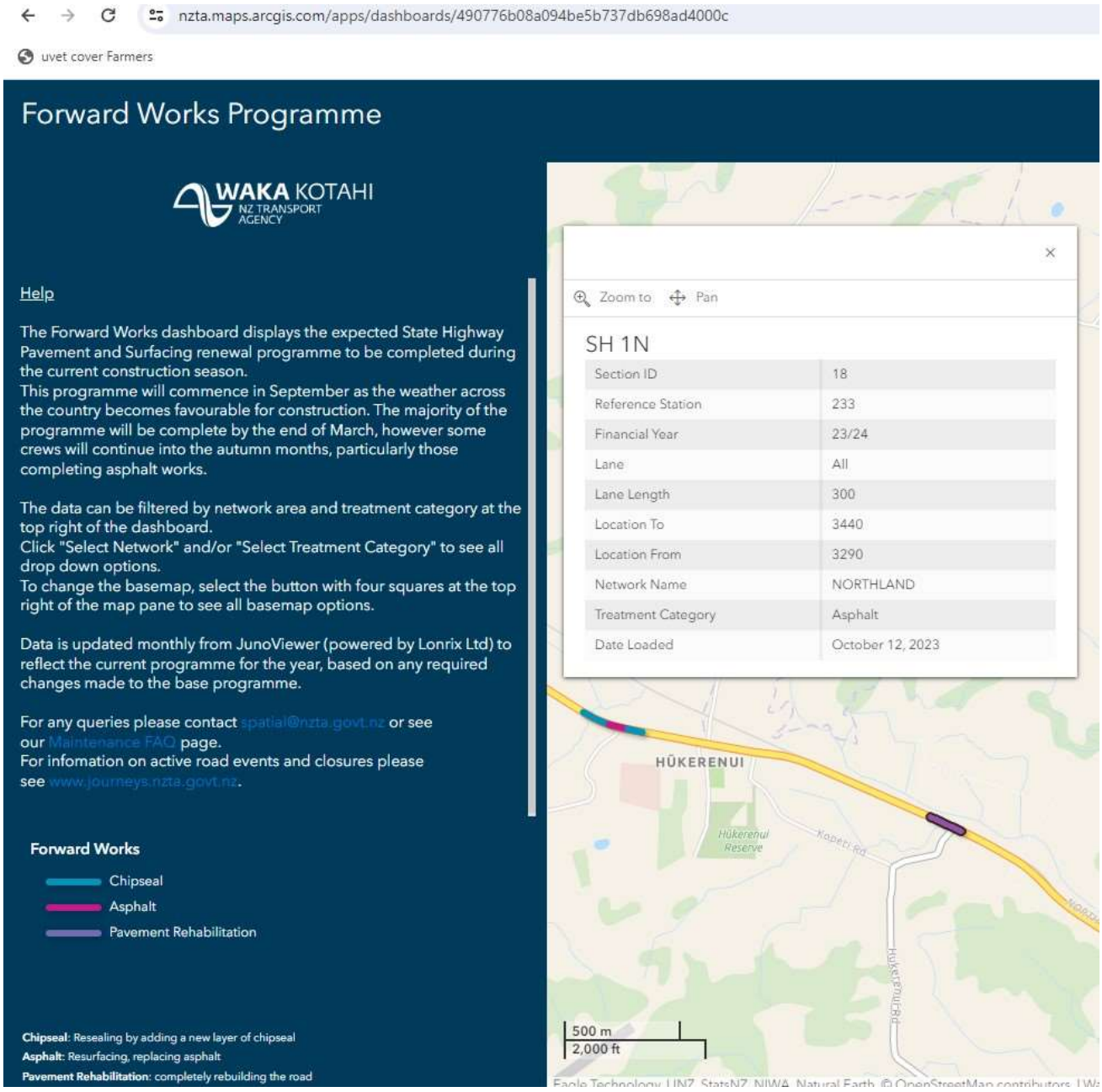
Other than identifying Northland's problems and offering general policy directions, Arataki version 1.1, Sept 2023 makes no specific proposals.

APPENDIX II. NZTA FORWARD WORKS PROGRAMME (SUMMER PROGRAMME 2023/2024) for NORTHLAND

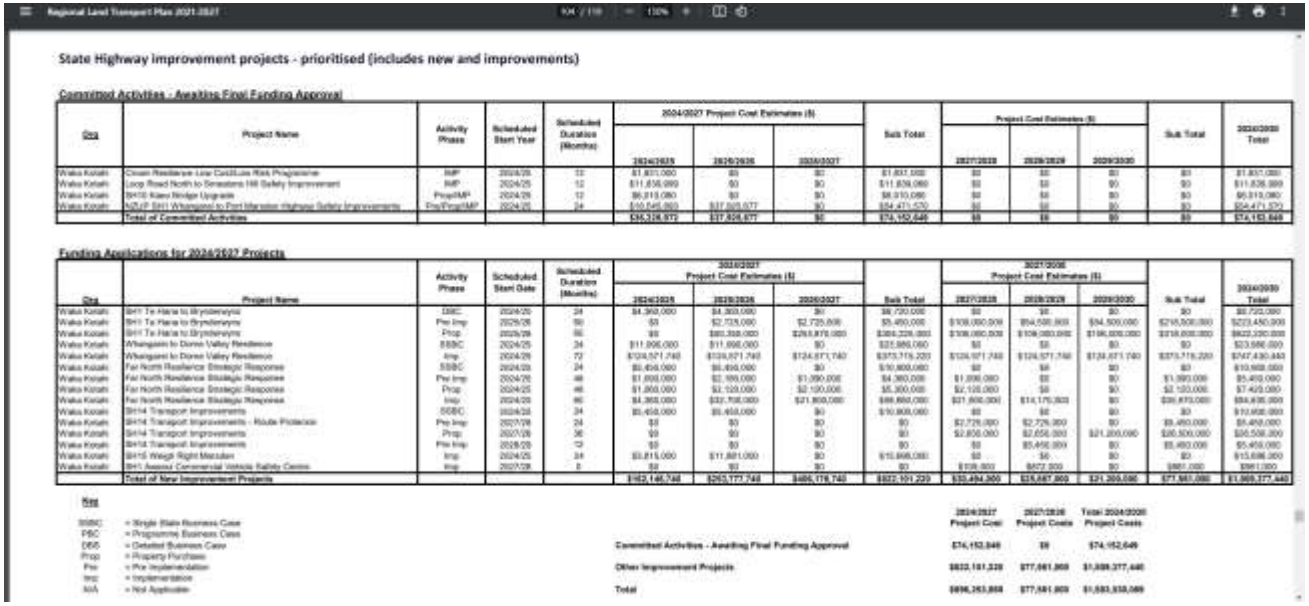
The figures below are derived from NZTA's map which shows work areas for pavement rehabilitation, asphalt renewal and resealing. Sites for the first two have been identified on the map and details for each site listed and tabulated as below. An example of the site details shown on the larger map is shown on the following page. Resealing sites are numerous and have not been listed.

State Highway	Location	Rehabilitation (lane-metres)	Asphalt Renewal (lane-metres)
10	Kaeo	694	
12	Kaikohe		1494 (806+120+568)
12	Oue	1126	
12	Mitimiti (south)	2608	
12	Paparoa	290	
12	Maungaturoto	396	
15	Twin Bridges (north)		220
1	Towai	1456 (920+536)	
1	Hukerunui		468 (300+168)
1	Hikurangi bypass	1082 (706+376)	116
1	Kauri		172
1	Toetoe		3142 (1072+2070)
1	Oakleigh (north)		399
1	Mata	1150	
1	SH15 roundabout		212 (152+60)
1	Waipu		416 (216+200)
1	Kaiwaka	1750	950 (850+100)
1	Topuni		178
	TOTALS	**10 552 lane-m (11 lane-km to nearest whole number)**	**7857 lane-m (8 lane-km to nearest whole number)**

Appendix II (cont[d]). Example of NZTA Summer Work Programme for Northland, 2023-2024.



APPENDIX III: EXTRACTS FROM NORTHLAND'S Draft REGIONAL LAND TRANSPORT PLAN 2021/2027, (2023 review). RLTP APPENDIX 5: Detailed three year programme



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

Committed Activities - Awaiting Final Funding Approval

Org	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates ($)			Sub Total	Project Cost Estimates ($)			Sub Total	2024/2030 Total
					2024/2025	2025/2026	2026/2027		2027/2028	2028/2029	2029/2030		
Waka Kotahi	Crash Reduction Low Cost/Low Risk Programme	IMP	2024/25	12	$1,837,000	$0	$0	$1,837,000	$0	$0	$0	$0	$1,837,000
Waka Kotahi	Loop Road North to Smeatons Hill Safety Improvement	IMP	2024/25	12	$11,838,080	$0	$0	$11,838,080	$0	$0	$0	$0	$11,838,080
Waka Kotahi	SH10 Kaeo Bridge Upgrade	Prop/IMP	2024/25	12	$6,819,080	$0	$0	$6,819,080	$0	$0	$0	$0	$6,819,080
Waka Kotahi	NZUP SH1 Whangarei to Port Marsden Highway Safety Improvements	Pre/Prop/IMP	2024/25	24	$18,845,800	$37,625,077	$0	$54,471,570	$0	$0	$0	$0	$54,471,570
	Total of Committed Activities				$36,338,972	$37,625,077	$0	$74,152,649	$0	$0	$0	$0	$74,152,649

Funding Applications for 2024/2027 Projects

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (Months)	2024/2027 Project Cost Estimates ($)			Sub Total	2027/2030 Project Cost Estimates ($)			Sub Total	2024/2030 Total
					2024/2025	2025/2026	2026/2027		2027/2028	2028/2029	2029/2030		
Waka Kotahi	SH1 Te Hana to Wyndervyvia	SSBC	2024/25	24	$4,360,000	$4,360,000	$0	$8,720,000	$0	$0	$0	$0	$8,720,000
Waka Kotahi	SH1 Te Hana to Wyndervyvia	Pre Imp	2025/26	60	$0	$2,725,000	$2,725,000	$5,450,000	$108,000,000	$94,500,000	$94,500,000	$295,500,000	$223,450,000
Waka Kotahi	SH1 Te Hana to Wyndervyvia	Prop	2025/26	60	$0	$80,308,000	$293,879,000	$384,226,000	$108,000,000	$108,000,000	$196,000,000	$318,000,000	$822,220,000
Waka Kotahi	Whangarei to Dome Valley Resilience	SSBC	2024/25	24	$11,898,000	$11,898,000	$0	$23,886,000	$0	$0	$0	$0	$23,886,000
Waka Kotahi	Whangarei to Dome Valley Resilience	Imp	2024/26	72	$124,571,740	$124,571,740	$124,571,740	$373,715,220	$124,571,740	$124,571,740	$124,571,740	$373,715,220	$747,430,440
Waka Kotahi	Far North Resilience Strategic Response	SSBC	2024/25	24	$6,498,000	$6,498,000	$0	$10,800,000	$0	$0	$0	$0	$10,800,000
Waka Kotahi	Far North Resilience Strategic Response	Pre Imp	2024/26	48	$1,898,000	$2,169,000	$1,390,000	$4,360,000	$1,898,080	$0	$0	$1,990,000	$5,450,080
Waka Kotahi	Far North Resilience Strategic Response	Prop	2024/25	48	$1,900,000	$2,129,000	$2,100,000	$5,300,000	$2,120,000	$0	$0	$2,120,000	$7,420,000
Waka Kotahi	Far North Resilience Strategic Response	Imp	2024/26	60	$4,360,000	$32,708,000	$21,800,000	$58,860,000	$21,800,000	$14,170,000	$0	$35,970,000	$94,830,000
Waka Kotahi	SH14 Transport Improvements	SSBC	2024/25	24	$5,450,000	$5,450,000	$0	$10,900,000	$0	$0	$0	$0	$10,900,000
Waka Kotahi	SH14 Transport Improvements - Route Protection	Pre Imp	2027/28	24	$0	$0	$0	$0	$2,725,000	$2,725,000	$0	$5,450,000	$5,450,000
Waka Kotahi	SH14 Transport Improvements	Prop	2027/28	36	$0	$0	$0	$0	$2,830,000	$2,830,000	$21,200,000	$26,500,000	$26,500,000
Waka Kotahi	SH14 Transport Improvements	Pre Imp	2028/29	12	$0	$0	$0	$0	$0	$5,450,000	$0	$5,450,000	$5,450,000
Waka Kotahi	SH15 Weigh Right Matuku	Imp	2024/25	24	$5,815,000	$11,881,000	$0	$15,696,000	$0	$0	$0	$0	$15,696,000
Waka Kotahi	SH1 Awanui Commercial Vehicle Safety Centre	Imp	2027/28	6	$0	$0	$0	$0	$108,000	$872,000	$0	$981,000	$981,000
	Total of New Improvement Projects				$162,146,740	$293,777,740	$486,178,740	$822,101,220	$30,484,000	$25,687,000	$21,200,000	$77,981,000	$1,000,277,440

Key

SSBC = Single State Business Case
PBC = Programme Business Case
DBC = Detailed Business Case
Prop = Property Purchase
Pre = Pre Implementation
Imp = Implementation
N/A = Not Applicable

	2024/2027 Project Cost	2027/2030 Project Costs	Total 2024/2030 Project Costs
Committed Activities - Awaiting Final Funding Approval	$74,152,649	$0	$74,152,649
Other Improvement Projects	$822,101,220	$77,981,000	$1,000,277,440
Total	$896,253,868	$77,981,000	$1,083,930,089

State Highway improvement projects - Speed and Infrastructure Programme – prioritised

Funding Applications for 2024/2027 Projects

Org	Project Name - Speed and Infrastructure Programme	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates ($)			2021/2024 Sub Total	2027/2030 Project Cost Estimates ($)			Sub Total	2024/2030 Total	FAR
					2024/2025	2025/2026	2026/2027		2027/2028	2028/2029	2029/2030			
Waka Kotahi	Speed Management Plan	Imp	2024/25	36	$408,000	$408,000	$408,000	$1,227,000	$984,000	$984,000	$984,000	$2,952,000	$4,200,000	100%
Waka Kotahi	Safety Improvement Projects - Small Projects	Imp	2024/25	12	$1,866,000	$0	$0	$1,866,000	$0	$0	$0	$0	$1,866,000	100%
Waka Kotahi	SH1 Cape Reinga to Kaitaia - Median Barrier	Proj	2026/27	12	$0	$0	$90,000	$90,000	$0	$0	$0	$0	$90,000	100%
Waka Kotahi	SH1 Cape Reinga to Kaitaia - Median Barrier	Pre - Imp	2025/26	12	$0	$765,000	$1,813,000	$2,578,000	$0	$0	$0	$0	$2,578,000	100%
Waka Kotahi	Wharanpere to Wellsford - Central Tranche 2 - Median Barrier	Prop	2024/25	12	$90,000	$0	$0	$90,000	$0	$0	$0	$0	$90,000	100%
Waka Kotahi	Wharanpere to Wellsford - Central Tranche 2 - Median Barrier	Pre - Imp	2024/25	24	$1,770,000	$754,000	$0	$2,524,000	$0	$0	$0	$0	$2,524,000	100%
Waka Kotahi	Wharanpere to Wellsford - Central Tranche 2 - Median Barrier	Imp	2024/25	60	$3,200,000	$9,660,000	$9,690,000	$22,480,000	$9,600,000	$5,200,000	$0	$12,800,000	$35,280,000	100%
Waka Kotahi	Wharanpere to Wellsford - Southern Tranche 2 - Median Barrier	Pre - Imp	2024/25	36	$208,000	$800,000	$400,000	$1,408,000	$0	$0	$0	$0	$1,408,000	100%
Waka Kotahi	Wharanpere to Wellsford - Southern Tranche 2 - Median Barrier	Imp	2024/25	48	$8,400,000	$6,400,000	$6,430,000	$19,230,000	$800,000	$0	$0	$800,000	$20,030,000	100%
Waka Kotahi	Wharanpere to Kawakawa - Median Barrier	Prop	2025/26	12	$0	$50,000	$0	$50,000	$0	$0	$0	$0	$50,000	100%
Waka Kotahi	Wharanpere to Kawakawa - Median Barrier	Pre - Imp	2024/25	48	$1,913,000	$1,913,000	$1,813,000	$5,739,000	$1,148,000	$0	$0	$1,148,000	$6,887,000	100%
Waka Kotahi	Wharanpere to Kawakawa - Median Barrier	Imp	2027/28	36	$0	$0	$0	$0	$9,760,000	$10,600,000	$10,800,000	$29,360,000	$29,360,000	100%
Waka Kotahi	SIP Future Activities - Placeholder for Future Activities	Imp	2027/28	36	$0	$0	$0	$0	$9,696,000	$10,488,000	$22,880,000	$53,064,000	$53,064,000	100%
	Sub Total				$16,970,000	$39,891,000	$20,925,000	$57,886,000	$37,948,000	$34,433,000	$34,383,000	$96,744,000	$154,330,000	

Key

Prop = Property Purchase
Pre = Pre Implementation
Imp = Implementation
N/A = Not Applicable

	2024/2027 Project Cost	2027/2030 Project Cost	2024/2030 Total Project Costs
New Speed and Infrastructure Programme	$57,886,000	$96,744,000	$154,330,000
Total	$57,886,000	$96,744,000	$154,330,000

State Highway maintenance, operations and renewals - non-prioritised (includes maintenance, operations and renewals)

Org	WC	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates ($)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought		
						2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total
		Maintenance										
Waka Kotahi	111	Sealed Pavement Maintenance	State Highways	2024/2025	36	$10,721,209	$11,096,120	$11,306,663	$33,113,992	100%	$33,113,992	$33,113,992
Waka Kotahi	112	Unsealed Pavement Maintenance	State Highways	2024/2025	36	$415	$365	$384	$1,164	100%	$1,164	$33,117,156
Waka Kotahi	113	Routine Drainage maintenance	State Highways	2024/2025	36	$2,659,486	$2,719,095	$2,776,099	$8,154,680	100%	$8,154,680	$41,271,836
Waka Kotahi	114	Structure Maintenance	State Highways	2024/2025	36	$2,000,779	$2,034,194	$2,143,053	$6,178,026	100%	$6,178,026	$47,449,862
Waka Kotahi	124	Cycle Path Maintenance	State Highways	2024/2025	36	$20,492	$20,871	$21,258	$62,621	100%	$62,621	$47,512,483
Waka Kotahi	125	Footpath Maintenance	State Highways	2024/2025	36	$94	$92	$96	$282	100%	$282	$47,512,765
Waka Kotahi	140	Minor Events	State Highways	N/A	0	$0	$0	$0	$0	100%	$0	$47,512,765
Waka Kotahi	161	Property Maintenance	State Highways	2024/2025	36	$814,869	$830,352	$844,052	$2,489,273	100%	$2,489,273	$50,002,038
		Sub Total				**$16,217,344**	**$16,691,089**	**$17,093,605**	**$50,002,038**		**$50,002,038**	
		Operations										
Waka Kotahi	121	Environmental Maintenance	State Highways	2024/2025	36	$7,656,906	$7,315,910	$6,995,021	$21,967,837	100%	$21,967,837	$71,969,875
Waka Kotahi	122	Network Service Maintenance	State Highways	2024/2025	36	$5,083,215	$5,293,713	$5,489,586	$15,866,514	100%	$15,866,514	$87,836,389
Waka Kotahi	123	Network Operations	State Highways	2024/2025	36	$2,485,434	$2,862,770	$2,898,417	$8,246,621	100%	$8,246,621	$96,083,010
Waka Kotahi	131	Rail Level Crossing Warning Devices Maintenance	State Highways	2024/2025	36	$5,971	$6,349	$6,590	$18,910	100%	$18,910	$96,101,920
Waka Kotahi	151	Network and Asset Management	State Highways	2024/2025	36	$2,319,851	$2,252,372	$2,286,708	$6,858,931	100%	$6,858,931	$102,960,851
		Sub Total				**$17,551,377**	**$17,731,114**	**$17,676,322**	**$52,958,813**		**$52,958,813**	
		Renewals										
Waka Kotahi	211	Unsealed Road Metalling	State Highways	2024/2025	36	$369	$380	$416	$1,165	100%	$1,165	$102,962,016
Waka Kotahi	212	Sealed Road Resurfacing	State Highways	2024/2025	36	$13,267,928	$13,510,221	$13,689,072	$40,467,221	100%	$40,467,221	$143,429,237
Waka Kotahi	213	Drainage Renewals	State Highways	2024/2025	36	$2,143,266	$2,182,705	$2,218,779	$6,544,750	100%	$6,544,750	$149,973,987
Waka Kotahi	214	Sealed Road Pavement Rehabilitation	State Highways	2024/2025	36	$10,842,457	$10,984,346	$11,003,827	$32,830,630	100%	$32,830,630	$182,804,617
Waka Kotahi	215	Structures Component Replacements	State Highways	2024/2025	36	$4,267,020	$3,312,473	$3,314,334	$10,913,827	100%	$10,913,827	$193,718,444
Waka Kotahi	216	Bridge and Structures Renewals	State Highways	2024/2025	36	$10,804	$53,319	$12,485	$76,608	100%	$76,608	$193,795,052
Waka Kotahi	221	Environmental Renewals	State Highways	2024/2025	36	$25,701	$26,363	$28,201	$80,265	100%	$80,265	$193,875,317
Waka Kotahi	222	Traffic Service Renewals	State Highways	2024/2025	36	$4,896,338	$5,685,057	$5,283,567	$15,644,962	100%	$15,644,962	$209,520,279
Waka Kotahi	224	Cycle Path Renewals	State Highways	2024/2025	36	$115	$114	$136	$365	100%	$365	$209,520,644
Waka Kotahi	225	Footpath Renewals	State Highways	2024/2025	36	$151	$149	$157	$457	100%	$457	$209,521,101
		Sub Total				**$35,274,149**	**$35,735,127**	**$35,550,974**	**$106,560,250**		**$106,560,250**	
		Total				**$69,042,870**	**$70,157,330**	**$70,320,901**	**$209,521,101**		**$209,521,101**	

Local road improvement and other significant capital projects - prioritised by Regional Transport Committee

Projects with Committed Funding

Org	Project Name	Activity Phase	Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates			Total	FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027					
FNDC	None	N/A	N/A	N/A	$0	$0	$0	$0	0%	$0	$0	N/A
WDC	Maunu Road/Central Ave/Walton St/Water St Intersection Improvements	Imp	2025/2026	12	$0	$2,375,188	$0	$2,375,188	53%	$1,256,850	$1,256,850	N/A
KDC	None	N/A	N/A	N/A	$0	$0	$0	$0	0%	$0	$1,256,850	N/A
	Total Projects with Committed Funding				**$0**	**$2,375,188**	**$0**	**$2,375,188**		**$1,256,850**		

New Projects Requiring Funding Approval

Org	Project Name	Activity Phase	Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates			Total	FAR	Waka Kotahi Share	Cumulative Waka Kotahi Total	RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027					
WDC	Bryndarwyn Detour Routes Upgrade - Paparoa and Cove Roads	SSBC/Imp	2024/25	36	$3,500,000	$20,000,000	$20,000,000	$43,000,000	100%	$43,000,000	$43,000,000	1
KDC	Kaipara Resilience Programme	Imp	2024/25	36	$13,000,000	$13,000,000	$0	$26,000,000	100%	$26,000,000	$69,000,000	2
WDC	SH1/SH14 Connection (Hospital) Intersection	SSBC	2026/27	36	$0	$0	$1,000,000	$1,000,000	53%	$530,000	$69,530,000	3
KDC	Kaipara LOS Upgrade Programme	Imp	2024/25	36	$2,500,000	$15,000,000	$15,000,000	$32,500,000	62%	$20,150,000	$89,680,000	4
KDC	Kaipara Road Sealing Programme	Imp	2024/25	36	$13,000,000	$13,000,000	$13,000,000	$38,000,000	62%	$24,180,000	$113,860,000	5
WDC	Port Road Corridor Improvements	Imp	2025/26	48	$0	$2,000,000	$1,000,000	$3,000,000	53%	$1,590,000	$115,450,000	6
KDC	Mangawhai Shared Path Wood Street	Imp	2024/25	24	$500,000	$5,500,000	$0	$6,000,000	62%	$3,720,000	$119,170,000	7
KDC	Mangawhai Shared Path	Imp	2024/25	12	$0	$0	$3,161,934	$3,161,934	62%	$1,960,399	$121,130,399	8
KDC	Mangawhai Shared Path	Imp	2024/25	36	$4,000,000	$4,000,000	$4,000,000	$12,000,000	62%	$7,440,000	$128,570,399	9
WDC	Bank St/Dent St intersection improvements	SSBC	2026/27	12	$0	$0	$2,972,554	$2,972,554	53%	$1,575,454	$130,145,853	10
FNDC	Kerikeri Area Transport Network Plan	Pre-Imp	2024/25	12	$2,000,000	$0	$0	$2,000,000	71%	$1,420,000	$131,565,853	11
WDC	Ruakaka Beach Road Bridge Upgrade	SSBC/Imp	2026/27	12	$0	$0	$4,460,000	$4,460,000	53%	$2,363,800	$133,929,653	12
KDC	Local Road Intersection Upgrades Programme	Imp	2024/25	36	$200,000	$200,000	$200,000	$600,000	62%	$372,000	$134,301,653	13
WDC	Riverside Dr/Clave Cullham Dr Intersection Improvements	SSBC/Imp	2024/25	12	$2,544,800	$0	$0	$2,544,800	53%	$1,348,744	$135,650,397	14
KDC	KDC Walking and cycling Network Improvements 2024-2027/37	Imp	2024/25	36	$12,500,000	$12,500,000	$12,500,000	$37,500,000	62%	$23,250,000	$158,900,397	15
WDC	Robert St/Walton St Intersection Improvements	Imp	2024/25	12	$2,544,800	$0	$0	$2,544,800	53%	$1,348,744	$160,249,141	16
KDC	State Highway Intersection Upgrades	Imp	2024/25	36	$1,000,000	$1,000,000	$1,000,000	$3,000,000	62%	$1,860,000	$162,109,141	17
WDC	Rose St/Walton St Intersection	SSBC	2024/25	12	$2,500,000	$0	$0	$2,500,000	53%	$1,325,000	$163,434,141	18
WDC	Ah Reed Reserve - Kamo SUP - Paranui Rd to Kensington	Imp	2024/25	36	$200,000	$800,000	$2,500,000	$3,500,000	53%	$1,855,000	$165,289,141	19
FNDC	Kerikeri Area Transport Network Plan	Imp	2024/25	12	$8,000,000	$0	$0	$8,000,000	71%	$5,680,000	$170,969,141	20
KDC	Dargaville River Path	Imp	2024/25	12	$2,000,000	$0	$0	$2,000,000	62%	$1,240,000	$172,209,141	21
WDC	Bream Bay Coastal (Waipu Cove - Langa Beach) Heartland Ride	SSBC	2024/25	36	$200,000	$800,000	$1,000,000	$2,000,000	53%	$1,060,000	$173,269,141	22
WDC	Bream Bay Coastal (Ruakaka - Waipu Cove) Heartland Ride	Imp	2025/26	12	$0	$3,925,829	$0	$3,925,829	53%	$2,080,689	$175,349,830	23
	Total New Projects Requiring Funding Approval				**$69,699,600**	**$91,728,829**	**$81,794,488**	**$243,209,917**		**$175,349,830**		

Key

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

	Project Cost	NZTA Share	Local Share
Projects Scheduled to Carry over Funding			
Far North District Council	$0	$0	$0
Whangarei District Council	$2,375,188	$1,256,850	$1,118,338
Kaipara District Council	$0	$0	$0
Total	**$2,375,188**	**$1,256,850**	**$1,118,338**
Projects Requiring Funding Approval			
Far North District Council	$10,000,000	$7,100,000	$2,900,000
Whangarei District Council	$71,447,983	$58,077,431	$13,370,552
Kaipara District Council	$161,761,934	$110,172,399	$51,589,535
Total	**$243,209,917**	**$175,349,830**	**$67,860,087**

Local road maintenance - non prioritised (includes maintenance, operations and renewals)

Org	WIC	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates ($)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
						2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
		Maintenance											
FNDC	111	Sealed pavement maintenance	Local Roads	2024/2025	36	$3,037,772	$3,731,910	$3,307,120	$10,076,802	71%	$7,154,529	$7,154,529	N/A
FNDC	112	Unsealed pavement maintenance	Local Roads	2024/2025	36	$4,932,600	$5,597,490	$5,597,490	$16,127,580	71%	$11,455,582	$18,609,111	N/A
FNDC	113	Routine drainage maintenance	Local Roads	2024/2025	36	$3,303,716	$3,999,441	$3,853,607	$11,156,764	71%	$7,921,302	$26,526,414	N/A
FNDC	114	Structures maintenance	Local Roads	2024/2025	36	$3,548,808	$3,811,831	$4,260,002	$11,620,641	71%	$8,250,655	$34,777,069	N/A
FNDC	124	Cycle path maintenance	Local Roads	2024/2025	36	$0	$0	$0	$0	71%	$0	$34,777,069	N/A
FNDC	125	Footpath maintenance	Local Roads	2024/2025	36	$160,000	$160,000	$160,000	$480,000	71%	$340,800	$35,117,869	N/A
FNDC	140	Minor Events	Local Roads	2024/2025	36	$100,000	$100,000	$100,000	$300,000	71%	$213,000	$35,330,869	N/A
		Operations											
FNDC	121	Environmental maintenance	Local Roads	2024/2025	36	$2,416,537	$2,779,017	$2,779,017	$7,974,571	71%	$5,661,945	$40,992,814	N/A
FNDC	122	Network services maintenance	Local Roads	2024/2025	36	$2,918,615	$3,255,048	$3,379,223	$9,552,886	71%	$6,782,549	$47,775,363	N/A
FNDC	123	Network Operations	Local Roads	2024/2025	36	$0	$0	$0	$0	71%	$0	$47,775,363	N/A
FNDC	131	Level crossing warning devices maintenance	Local Roads	2024/2025	36	$0	$0	$0	$0	71%	$0	$47,775,363	N/A
FNDC	151	Network and asset management	Local Roads	2024/2025	36	$4,057,500	$4,104,125	$4,153,081	$12,314,706	71%	$8,743,441	$56,518,805	N/A
		Renewals											
FNDC	211	Unsealed road metalling	Local Roads	2024/2025	36	$6,237,299	$7,110,521	$7,466,048	$20,813,868	71%	$14,777,846	$71,296,651	N/A
FNDC	212	Sealed road resurfacing	Local Roads	2024/2025	36	$7,201,909	$10,171,843	$6,805,992	$24,179,544	71%	$17,167,476	$88,464,127	N/A
FNDC	213	Drainage renewals	Local Roads	2024/2025	36	$1,664,901	$1,870,720	$2,010,128	$5,545,749	71%	$3,937,482	$92,401,609	N/A
FNDC	214	Sealed road pavement rehabilitation	Local Roads	2024/2025	36	$4,925,060	$4,537,187	$5,744,876	$15,207,125	71%	$10,797,059	$103,198,668	N/A
FNDC	215	Structures component replacements	Local Roads	2024/2025	36	$1,923,555	$2,875,001	$5,227,801	$10,026,357	71%	$7,118,713	$110,317,381	N/A
FNDC	216	Bridge and structures renewals	Local Roads	2024/2025	36	$3,481,400	$3,981,192	$4,077,453	$11,540,045	71%	$8,193,432	$118,510,813	N/A
FNDC	221	Environmental renewals	Local Roads	2024/2025	36	$0	$0	$0	$0	71%	$0	$118,510,813	N/A
FNDC	222	Traffic service renewals	Local Roads	2024/2025	36	$651,691	$729,309	$783,309	$2,164,309	71%	$1,536,658	$120,047,472	N/A
FNDC	224	Cycle path renewal	Local Roads	2024/2025	36	$0	$0	$0	$0	71%	$0	$120,047,472	N/A
FNDC	225	Footpath renewal	Local Roads	2024/2025	36	$760,905	$875,041	$875,041	$2,510,987	71%	$1,782,801	$121,830,273	N/A
		Maintenance											
Wait	111	Sealed pavement maintenance	SPR	2024/2025	36	$14,000	$21,000	$23,000	$58,000	100%	$58,000	$121,886,273	N/A
Wait	112	Unsealed pavement maintenance	SPR	2024/2025	36	$11,000	$11,000	$11,000	$33,000	100%	$33,000	$121,921,273	N/A
Wait	113	Routine drainage maintenance	SPR	2024/2025	36	$800	$800	$800	$2,400	100%	$2,400	$121,923,673	N/A
Wait	114	Structures maintenance	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,923,673	N/A
Wait	124	Cycle path maintenance	SPR	2024/2025	36	$800	$800	$800	$2,400	100%	$2,400	$121,926,073	N/A
Wait	125	Footpath maintenance	SPR	2024/2025	36	$800	$800	$800	$2,400	100%	$2,400	$121,928,473	N/A
Wait	140	Minor Events	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,928,473	N/A
		Operations											
Wait	121	Environmental maintenance	SPR	2024/2025	36	$800	$800	$800	$2,400	100%	$2,400	$121,930,873	N/A
Wait	122	Network services maintenance	SPR	2024/2025	36	$800	$800	$800	$2,400	100%	$2,400	$121,933,273	N/A
Wait	123	Network Operations	SPR	2024/2025	36	$800	$800	$800	$2,400	100%	$2,400	$121,935,673	N/A
Wait	131	Level crossing warning devices maintenance	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,935,673	N/A
Wait	151	Network and asset management	SPR	2024/2025	36	$6,500	$6,500	$6,500	$19,500	100%	$19,500	$121,955,173	N/A
		Renewals											
Wait	211	Unsealed road metalling	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,955,173	N/A
Wait	212	Sealed road resurfacing	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,955,173	N/A
Wait	213	Drainage renewals	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,955,173	N/A
Wait	214	Sealed road pavement rehabilitation	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,955,173	N/A
Wait	215	Structures component replacements	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,955,173	N/A
Wait	216	Bridge and structures renewals	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,955,173	N/A
Wait	221	Environmental renewals	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,955,173	N/A
Wait	222	Traffic service renewals	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,955,173	N/A
Wait	224	Cycle path renewal	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,955,173	N/A
Wait	225	Footpath renewal	SPR	2024/2025	36	$0	$0	$0	$0	100%	$0	$121,955,173	N/A

		Maintenance											
KDC	111	Sealed pavement maintenance	Local Roads	2024/2025	36	$2,771,878	$3,233,140	$3,343,300	$9,348,318	62%	$5,795,957	$127,751,130	N/A
KDC	112	Unsealed pavement maintenance	Local Roads	2024/2025	36	$2,208,300	$2,575,779	$2,663,541	$7,447,620	62%	$4,617,524	$132,368,655	N/A
KDC	113	Routine drainage maintenance	Local Roads	2024/2025	36	$1,969,100	$2,163,648	$2,210,110	$6,342,858	62%	$3,932,572	$136,301,227	N/A
KDC	114	Structures maintenance	Local Roads	2024/2025	36	$2,103,380	$402,805	$416,529	$2,922,714	62%	$1,812,083	$138,113,309	N/A
KDC	124	Cycle path maintenance	Local Roads	2024/2025	36	$15,000	$22,260	$22,545	$59,805	62%	$37,079	$138,150,388	N/A
KDC	125	Footpath maintenance	Local Roads	2024/2025	36	$103,574	$120,609	$124,925	$349,308	62%	$216,571	$138,366,959	N/A
KDC	140	Minor Events	Local Roads	2024/2025	36	$129,900	$151,516	$156,679	$438,095	62%	$271,619	$138,638,578	N/A
		Operations											
KDC	121	Environmental maintenance	Local Roads	2024/2025	36	$1,182,091	$1,295,586	$1,322,704	$3,800,391	62%	$2,356,242	$140,994,821	N/A
KDC	122	Network services maintenance	Local Roads	2024/2025	36	$1,969,100	$2,163,648	$2,210,110	$6,342,858	62%	$3,932,572	$144,927,393	N/A
KDC	123	Network Operations	Local Roads	2024/2025	36	$116,910	$133,560	$135,270	$385,740	62%	$239,159	$145,166,551	N/A
KDC	131	Level crossing warning devices maintenance	Local Roads	2024/2025	36	$45,465	$51,940	$52,605	$150,010	62%	$93,006	$145,259,558	N/A
KDC	151	Network and asset management	Local Roads	2024/2025	36	$4,265,000	$4,266,000	$4,265,000	$12,796,000	62%	$7,932,900	$153,192,458	N/A
		Renewals											
KDC	211	Unsealed road metalling	Local Roads	2024/2025	36	$6,819,750	$7,791,000	$7,890,750	$22,501,500	62%	$13,950,930	$167,143,388	N/A
KDC	212	Sealed road resurfacing	Local Roads	2024/2025	36	$7,598,000	$5,780,328	$5,883,578	$19,261,906	62%	$11,942,382	$179,085,769	N/A
KDC	213	Drainage renewals	Local Roads	2024/2025	36	$1,327,321	$1,805,557	$1,879,225	$5,012,103	62%	$3,107,504	$182,193,273	N/A
KDC	214	Sealed road pavement rehabilitation	Local Roads	2024/2025	36	$3,897,000	$4,452,000	$4,509,000	$12,858,000	62%	$7,971,960	$190,165,233	N/A
KDC	215	Structures component replacements	Local Roads	2024/2025	36	$1,789,000	$2,257,164	$2,318,289	$6,374,453	62%	$3,952,161	$194,117,394	N/A
KDC	216	Bridge and structures renewals	Local Roads	2024/2025	36	$9,000,000	$9,000,000	$9,000,000	$27,000,000	62%	$16,740,000	$210,857,394	N/A
KDC	221	Environmental renewals	Local Roads	2024/2025	36	$0	$0	$0	$0	62%	$0	$210,857,394	N/A
KDC	222	Traffic service renewals	Local Roads	2024/2025	36	$240,315	$280,305	$289,858	$810,478	62%	$502,495	$211,359,889	N/A
KDC	224	Cycle path renewal	Local Roads	2024/2025	36	$0	$0	$0	$0	62%	$0	$211,359,889	N/A
KDC	225	Footpath renewal	Local Roads	2024/2025	36	$69,049	$80,539	$83,264	$232,972	62%	$144,381	$211,504,270	N/A
		Maintenance											
WDC	111	Sealed pavement maintenance	Local Roads	2024/2025	36	$4,389,914	$5,191,563	$5,005,507	$14,582,984	53%	$7,718,382	$219,222,651	N/A
WDC	112	Unsealed pavement maintenance	Local Roads	2024/2025	36	$2,508,377	$2,971,172	$3,060,308	$8,539,857	53%	$4,526,124	$223,748,776	N/A
WDC	113	Routine drainage maintenance	Local Roads	2024/2025	36	$2,154,303	$2,551,771	$2,626,324	$7,334,398	53%	$3,887,231	$227,636,007	N/A
WDC	114	Structures maintenance	Local Roads	2024/2025	36	$764,325	$905,343	$932,504	$2,602,172	53%	$1,379,151	$229,015,158	N/A
WDC	124	Cycle path maintenance	Local Roads	2024/2025	36	$99,004	$117,271	$120,789	$337,064	53%	$178,644	$229,193,802	N/A
WDC	125	Footpath maintenance	Local Roads	2024/2025	36	$514,226	$609,103	$627,376	$1,750,707	53%	$927,875	$230,121,676	N/A
WDC	140	Minor Events	Local Roads	2024/2025	36	$274,033	$324,592	$334,329	$932,954	53%	$494,466	$230,616,142	N/A
		Operations											
WDC	121	Environmental maintenance	Local Roads	2024/2025	36	$1,467,578	$1,738,348	$1,790,498	$4,996,420	53%	$2,648,103	$233,264,245	N/A
WDC	122	Network services maintenance	Local Roads	2024/2025	36	$2,653,410	$2,733,012	$2,815,003	$8,201,425	53%	$4,346,755	$237,611,000	N/A
WDC	123	Network Operations	Local Roads	2024/2025	36	$1,587,999	$1,635,639	$1,684,709	$4,908,347	53%	$2,601,424	$240,212,424	N/A
WDC	131	Level crossing warning devices maintenance	Local Roads	2024/2025	36	$79,239	$81,616	$84,065	$244,920	53%	$129,808	$240,342,231	N/A
WDC	151	Network and asset management	Local Roads	2024/2025	36	$4,368,044	$4,499,086	$4,634,558	$13,501,188	53%	$7,155,630	$247,497,861	N/A
		Renewals											
WDC	211	Unsealed road metalling	Local Roads	2024/2025	36	$3,397,748	$4,024,632	$4,145,371	$11,567,751	53%	$6,130,908	$253,628,769	N/A
WDC	212	Sealed road resurfacing	Local Roads	2024/2025	36	$7,964,528	$10,439,198	$10,534,641	$28,938,367	53%	$15,337,335	$268,966,104	N/A
WDC	213	Drainage renewals	Local Roads	2024/2025	36	$2,297,927	$2,721,895	$2,803,551	$7,823,373	53%	$4,148,388	$273,112,491	N/A
WDC	214	Sealed road pavement rehabilitation	Local Roads	2024/2025	36	$6,696,913	$6,136,579	$7,330,471	$20,123,960	53%	$10,665,699	$283,778,190	N/A
WDC	215	Structures component replacements	Local Roads	2024/2025	36	$2,463,446	$2,929,535	$3,017,421	$8,410,402	53%	$4,457,513	$288,235,703	N/A
WDC	216	Bridge and structures renewals	Local Roads	2024/2025	36	$3,665,480	$4,341,761	$4,472,013	$12,479,254	53%	$6,614,005	$294,849,708	N/A
WDC	221	Environmental renewals	Local Roads	2024/2025	36	$0	$0	$0	$0	53%	$0	$294,849,708	N/A
WDC	222	Traffic service renewals	Local Roads	2024/2025	36	$1,317,747	$1,560,872	$1,607,698	$4,486,317	53%	$2,377,748	$297,227,456	N/A
WDC	224	Cycle path renewal	Local Roads	2024/2025	36	$0	$0	$0	$0	53%	$0	$297,227,456	N/A
WDC	225	Footpath renewal	Local Roads	2024/2025	36	$1,191,880	$1,411,762	$1,454,135	$4,057,797	53%	$2,150,632	$299,378,088	N/A

		Maintenance											
DoC	111	Sealed pavement maintenance	SPR	2024/2025	36	$17,093	$17,435	$17,784	$52,312	51%	$26,679	$299,404,767	N/A
DoC	112	Unsealed pavement maintenance	SPR	2024/2025	36	$22,940	$23,398	$23,866	$70,204	51%	$35,804	$299,440,571	N/A
DoC	113	Routine drainage maintenance	SPR	2024/2025	36	$9,865	$10,062	$10,263	$30,190	51%	$15,397	$299,455,968	N/A
DoC	114	Structures maintenance	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,455,968	N/A
DoC	124	Cycle path maintenance	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,455,968	N/A
DoC	125	Footpath maintenance	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,455,968	N/A
DoC	140	Minor Events	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,455,968	N/A
		Operations											
DoC	121	Environmental maintenance	SPR	2024/2025	36	$15,613	$15,925	$16,243	$47,781	51%	$24,368	$299,480,336	N/A
DoC	122	Network services maintenance	SPR	2024/2025	36	$109	$111	$113	$333	51%	$170	$299,480,506	N/A
DoC	171	Network Operations	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,480,506	N/A
DoC	131	Level crossing warning devices maintenance	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,480,506	N/A
DoC	151	Network and asset management	SPR	2024/2025	36	$3,281	$3,347	$3,414	$10,042	51%	$5,121	$299,485,628	N/A
		Renewals											
DoC	211	Unsealed road metalling	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,485,628	N/A
DoC	212	Sealed road resurfacing	SPR	2024/2025	36	$0	$18,343	$18,343	$36,686	51%	$18,710	$299,504,338	N/A
DoC	213	Drainage renewals	SPR	2024/2025	36	$0	$5,503	$5,503	$11,006	51%	$5,613	$299,509,951	N/A
DoC	214	Sealed road pavement rehabilitation	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,509,951	N/A
DoC	215	Structures component replacements	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,509,951	N/A
DoC	216	Bridge and structures renewals	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,509,951	N/A
DoC	221	Environmental renewals	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,509,951	N/A
DoC	222	Traffic service renewals	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,509,951	N/A
DoC	224	Cycle path renewal	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,509,951	N/A
DoC	225	Footpath renewal	SPR	2024/2025	36	$0	$0	$0	$0	51%	$0	$299,509,951	N/A
		Total				$148,849,725	$164,778,259	$168,581,088	$482,209,072		$299,509,951		

Key

FNDC	=	Far North District Council
Wait	=	Waitangi Trust
KDC	=	Kaipara District Council
WDC	=	Whangarei District Council
DoC	=	Department of Conservation
SPR	=	Special Purpose Road

		Project Cost	NZTA Share	Local Share
Far North District Council				
	Maintenance	$49,781,787	$35,330,869	$14,430,918
	Operations	$29,842,163	$21,187,936	$8,654,227
	Renewals	$91,987,984	$65,311,469	$26,676,515
	Total	**$171,591,934**	**$121,830,273**	**$49,761,661**
Waitangi Trust				
	Maintenance	$98,200	$98,200	$0
	Operations	$26,700	$26,700	$0
	Renewals	$0	$0	$0
	Total	**$124,900**	**$124,900**	**$0**
Kaipara District Council				
	Maintenance	$26,908,718	$16,683,405	$10,225,313
	Operations	$23,473,999	$14,553,879	$8,920,120
	Renewals	$94,051,310	$58,311,812	$35,739,498
	Total	**$144,434,027**	**$89,549,097**	**$54,884,930**
Whangarei District Council				
	Maintenance	$36,060,136	$19,111,872	$16,948,264
	Operations	$31,852,300	$16,881,719	$14,970,581
	Renewals	$87,887,221	$51,880,227	$46,006,994
	Total	**$165,799,657**	**$87,873,818**	**$77,925,839**
Department of Conservation				
	Maintenance	$152,706	$77,880	$74,826
	Operations	$58,106	$29,690	$28,496
	Renewals	$47,692	$24,323	$23,369
	Total	**$258,554**	**$131,863**	**$126,691**
Total				
	Maintenance	**$112,981,547**	**$71,302,226**	**$41,679,321**
	Operations	**$85,253,318**	**$52,679,894**	**$32,573,424**
	Renewals	**$283,974,207**	**$175,527,831**	**$108,446,376**
	Total	**$482,209,072**	**$299,509,951**	**$182,699,121**

Climate Emergency Response Fund (CERF) / Infrastructure Acceleration Fund - non-prioritised

Org	Project Name	Funding Source	Project Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates ($)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
						2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
Committed Activities - Awaiting Final Funding Approval													
FNDC	Community Connect Ferry Concessions and Administration	CERF	Imp	2024/25	36	$11,000	$11,000	$11,000	$33,000	100%	$33,000	$33,000	N/A
WDC	Springs Flat Project	IAF	Imp	2024/25	24	$15,320,000	$3,200,000	$0	$18,520,000	100%	$18,520,000	$18,553,000	N/A
WDC	CBD Bike & Public Transport Facilities	CERF	Imp	2024/25	12	$3,000,000	$0	$0	$3,000,000	53%	$1,590,000	$20,143,000	N/A
WDC	Raumanga Shared Path Connection	CERF	Imp	2024/25	12	$2,000,000	$0	$0	$2,000,000	53%	$1,060,000	$21,203,000	N/A
WDC	Kamo Shared Path Connection	CERF	Imp	2024/25	12	$2,000,000	$0	$0	$2,000,000	53%	$1,060,000	$22,263,000	N/A
	Sub Total - Projects Awaiting Funding Approval					**$22,331,000**	**$3,211,000**	**$11,000**	**$25,553,000**		**$22,263,000**		
Projects Requiring Funding Approval													
FNDC	Kerikeri Active Mode Network Connections	CERF	Imp	2024/25	36	$1,753,349	$0	$0	$1,753,349	100%	$1,753,349	$24,016,349	N/A
FNDC	Far North Bus Improvements	CERF	Imp	2024/25	36	$1,279,796	$0	$0	$1,279,796	100%	$1,279,796	$25,296,145	N/A
KDC	Kaipara Cycle Network Connections	CERF	Imp	2024/25	12	$7,200,000	$0	$0	$7,200,000	100%	$7,200,000	$32,496,145	N/A
	Sub Total - Projects Requiring Funding Approval					**$8,479,796**	**$0**	**$0**	**$10,233,145**		**$10,233,145**		
	Total Projects Awaiting Funding and Requiring Funding					**$30,810,796**	**$3,211,000**	**$11,000**	**$35,786,145**		**$32,496,145**		

Key

FNDC	= Far North District Council
WDC	= Whangarei District Council
KDC	= Whangarei District Council
CERF	= Climate Emergency Response Fund
IAF	= Infrastructure Acceleration Fund/Kainga Ora

Committed Activities - Awaiting Final Funding Approval

	Project Cost	NZTA Share	Local Share
Far North District Council	$33,000	$33,000	
Kaipara District Council	$0	$0	$0
Whangarei District Council	$25,520,000	$22,230,000	$0
Waka Kotahi	$0	$0	$0
Waitangi Trust	$0	$0	$0
Department of Conservation	$0	$0	$0
Total	**$25,553,000**	**$22,263,000**	**$0**

Projects Requiring Funding Approval	Project Cost	NZTA Share	Local Share
Far North District Council	$3,033,145	$3,033,145	$0
Kaipara District Council	$7,200,000	$7,200,000	$0
Whangarei District Council	$0	$0	$0
Waka Kotahi	$0	$0	$0
Waitangi Trust	$0	$0	$0
Department of Conservation	$0	$0	$0
Total	**$10,233,145**	**$10,233,145**	**$0**

Total	**$35,786,145**	**$32,496,145**	**$0**

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

Org	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates ($)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
FNDC	Local Road Improvements	Implementation	2024/2025	36	$11,522,561	$17,060,359	$16,515,062	$45,117,982	71%	$32,033,767	$32,033,767	N/A
FNDC	Public Transport Services	Implementation	2024/2025	36	$0	$0	$0	$0	71%	$0	$32,033,767	N/A
FNDC	Walking and Cycling	Implementation	2024/2025	36	$1,790,000	$2,740,000	$2,780,000	$7,310,000	71%	$5,190,100	$37,223,867	N/A
FNDC	Road to Zero	Implementation	2024/2025	36	$0	$0	$0	$0	71%	$0	$37,223,867	N/A
FNDC	Public Transport Infrastructure	Implementation	2024/2025	36	$0	$0	$0	$0	71%	$0	$37,223,867	N/A
Wait	Local Road Improvements (SPR)	Implementation	2024/2025	36	$150,000	$350,000	$400,000	$900,000	100%	$900,000	$38,123,867	N/A
Wait	Public Transport Services	Implementation	2024/2025	36	$0	$0	$0	$0	100%	$0	$38,123,867	N/A
Wait	Walking and Cycling (SPR)	Implementation	2024/2025	36	$100,000	$400,000	$300,000	$800,000	100%	$800,000	$38,923,867	N/A
Wait	Road to Zero	Implementation	2024/2025	36	$0	$0	$0	$0	100%	$0	$38,923,867	N/A
Wait	Public Transport Infrastructure	Implementation	2024/2025	36	$0	$0	$0	$0	100%	$0	$38,923,867	N/A
KDC	Local Road Improvements	Implementation	2024/2025	36	$3,710,000	$3,660,000	$2,850,000	$10,220,000	62%	$6,336,400	$45,260,267	N/A
KDC	Public Transport Services	Implementation	2024/2025	36	$100,000	$250,000	$250,000	$600,000	62%	$372,000	$45,632,267	N/A
KDC	Walking and Cycling	Implementation	2024/2025	36	$850,000	$1,485,000	$785,000	$3,120,000	62%	$1,934,400	$47,566,667	N/A
KDC	Road to Zero	Implementation	2024/2025	36	$0	$0	$0	$0	62%	$0	$47,566,667	N/A
KDC	Public Transport Infrastructure	Implementation	2024/2025	36	$0	$0	$200,000	$200,000	62%	$124,000	$47,690,667	N/A
WDC	Local Road Improvements	Implementation	2024/2025	36	$9,825,961	$13,511,195	$11,235,063	$34,572,219	53%	$18,323,276	$66,013,943	N/A
WDC	Public Transport Services	Implementation	2024/2025	36	$0	$0	$0	$0	53%	$0	$66,013,943	N/A
WDC	Walking and Cycling	Implementation	2024/2025	36	$2,175,000	$4,675,000	$5,870,000	$12,720,000	53%	$6,741,600	$72,755,543	N/A
WDC	Road to Zero	Implementation	2024/2025	36	$0	$0	$0	$0	53%	$0	$72,755,543	N/A
WDC	Public Transport Infrastructure	Implementation	2024/2025	36	$0	$0	$0	$0	53%	$0	$72,755,543	N/A
Waka Kotahi	State Highway Improvements	Implementation	2024/2025	36	$3,106,667	$3,106,667	$3,106,667	$9,320,001	100%	$9,320,001	$82,075,544	N/A
Waka Kotahi	Public Transport Services	Implementation	2024/2025	36	$0	$0	$0	$0	100%	$0	$82,075,544	N/A
Waka Kotahi	Walking and Cycling	Implementation	2024/2025	36	$1,100,000	$1,100,000	$1,100,000	$3,300,000	100%	$3,300,000	$85,375,544	N/A
Waka Kotahi	Road to Zero	Implementation	2024/2025	36	$0	$0	$0	$0	100%	$0	$85,375,544	N/A
Waka Kotahi	Public Transport Infrastructure	Implementation	2024/2025	36	$180,000	$180,000	$180,000	$540,000	100%	$540,000	$85,915,544	N/A
DoC	Local Road Improvements	Implementation	2024/2025	36	$0	$0	$0	$0	51%	$0	$85,915,544	N/A
DoC	Public Transport Services	Implementation	2024/2025	36	$0	$0	$0	$0	51%	$0	$85,915,544	N/A
DoC	Walking and Cycling	Implementation	2024/2025	36	$0	$0	$0	$0	51%	$0	$85,915,544	N/A
DoC	Road to Zero	Implementation	2024/2025	36	$0	$0	$0	$0	51%	$0	$85,915,544	N/A
DoC	Passenger Transport Infrastructure	Implementation	2024/2025	36	$0	$0	$0	$0	51%	$0	$85,915,544	N/A
NRC	Local Road Improvements	Implementation	2024/2025	36	$0	$0	$0	$0	54%	$0	$85,915,544	N/A
NRC	Public Transport Services	Implementation	2024/2025	36	$232,000	$237,000	$243,000	$712,000	54%	$384,480	$86,300,024	N/A
NRC	Walking and Cycling	Implementation	2024/2025	36	$0	$0	$0	$0	54%	$0	$86,300,024	N/A
NRC	Road to Zero	Implementation	2024/2025	36	$0	$0	$0	$0	54%	$0	$86,300,024	N/A
NRC	Public Transport Infrastructure	Implementation	2024/2025	36	$0	$0	$0	$0	54%	$0	$86,300,024	N/A
	Total				$34,842,189	$48,776,221	$46,814,792	$129,432,202		$86,300,024		

Key

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WDC	= Whangarei District Council
DoC	= Department of Conservation
NRC	= Northland Regional Council

	Project Cost	NZTA Share	Local Share
Far North District Council	$52,427,982	$37,223,867	$15,204,115
Waitangi Trust	$1,700,000	$1,700,000	$0
Kaipara District Council	$14,140,000	$8,766,800	$5,373,200
Whangarei District Council	$47,292,219	$25,064,876	$22,227,343
Waka Kotahi	$13,160,001	$13,160,001	$0
Department of Conservation	$0	$0	$0
Northland Regional Council	$712,000	$384,480	$327,520
Total	**$129,432,202**	**$86,300,024**	**$43,132,178**

Non-subsidised improvement projects and other projects - non-prioritised

Far North District Council

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
Unsubsidised Second Coat Seals	$150,000	$150,000	$160,000	$460,000	N/A
Unformed Paper Roads	$500,000	$500,000	$500,000	$1,500,000	N/A
Urban Drainage	$500,000	$500,000	$500,000	$1,500,000	N/A
Unsubsidised Sealing	$2,000,000	$2,000,000	$2,000,000	$6,000,000	N/A
Standalone Kerikeri CBD Bypass	$0	$0	$5,000,000	$5,000,000	N/A
Other Access reactive capital (Beaches, Parks & Reserves, Service Lanes, Crown Land etc)	$100,000	$100,000	$100,000	$300,000	N/A
Total	**$3,250,000**	**$3,250,000**	**$8,260,000**	**$14,760,000**	

Waitangi Trust

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
No Projects	$0	$0	$0	$0	N/A
Total	**$0**	**$0**	**$0**	**$0**	

Kaipara District Council

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
No Projects	$0	$0	$0	$0	N/A
Total	**$0**	**$0**	**$0**	**$0**	

Whangarei District Council

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
Rate Payer subsidised Seal Extensions	$1,500,000	$1,500,000	$0	$3,000,000	N/A
Community Led Cycle Projects	$50,000	$75,000	$200,000	$325,000	N/A
Total	**$1,550,000**	**$1,575,000**	**$200,000**	**$3,325,000**	

Department of Conservation

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
No Projects	$0	$0	$0	$0	N/A
Total	**$0**	**$0**	**$0**	**$0**	

Northland Regional Council

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
No Projects	$0	$0	$0	$0	N/A
Total	**$0**	**$0**	**$0**	**$0**	

Non-Subsidised Projects and Improvement Projects

Far North District Council	$14,760,000
Waitangi Trust	$0
Kaipara District Council	$0
Whangarei District Council	$3,325,000
Department of Conservation	$0
Northland Regional Council	$0
Total	**$18,085,000**

Public transport infrastructure and operations - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates ($)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
	Infrastructure Operation											
FNDC	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	$0	$0	$0	$0	71%	$0	$0	N/A
Wait	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	$0	$0	$0	$0	100%	$0	$0	N/A
KDC	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	$0	$0	$0	$0	62%	$0	$0	N/A
WDC	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	$0	$0	$0	$0	53%	$0	$0	N/A
DoC	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	$0	$0	$0	$0	51%	$0	$0	N/A
NRC	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	$0	$0	$0	$0	54%	$0	$0	N/A
	Infrastructure Improvements											
FNDC	Public Transport 2024/27	New Infrastructure	N/A	N/A	$0	$0	$0	$0	71%	$0	$0	N/A
Wait	Public Transport 2024/27	New Infrastructure	N/A	N/A	$0	$0	$0	$0	100%	$0	$0	N/A
KDC	Public Transport 2024/27	New Infrastructure	N/A	N/A	$0	$0	$0	$0	62%	$0	$0	N/A
WDC	Public Transport 2024/27	New Infrastructure	N/A	N/A	$0	$0	$0	$0	53%	$0	$0	N/A
DoC	Public Transport 2024/27	New Infrastructure	N/A	N/A	$0	$0	$0	$0	51%	$0	$0	N/A
NRC	Public Transport 2024/27	New Infrastructure	N/A	N/A	$0	$0	$0	$0	54%	$0	$0	N/A
	Service Operation											
NRC	Public Transport 2024/27	Public Transport Services - Bus	2024/2025	36	$4,342,200	$4,355,731	$4,369,942	$13,068,003	54%	$7,056,722	$7,056,722	N/A
NRC	Public Transport 2024/27	Total mobility Operations	2024/2025	36	$660,000	$674,520	$690,034	$2,024,554	60%	$1,214,732	$8,271,454	N/A
NRC	Public Transport 2024/27	Total Mobility Wheelchair Hoists and Ramps	2024/2025	36	$117,145	$120,425	$123,677	$361,247	60%	$216,749	$8,488,202	N/A
NRC	Public Transport 2024/27	TM Wheelchair Hoist Use Payments	2024/2025	36	$116,888	$119,499	$122,204	$358,545	100%	$358,545	$8,846,747	N/A
NRC	Public Transport 2024/27	Public Transport Operations and Management	2024/2025	36	$340,719	$349,514	$358,724	$1,048,957	54%	$566,437	$9,413,184	N/A
NRC	Public Transport 2024/27	PT Ops. Maintenance of Real Time Info and Ticketing Systems	2024/2025	36	$192,923	$197,454	$202,253	$592,630	54%	$320,020	$9,733,204	N/A
NRC	Public Transport 2024/27	PT Facilities and Infrastructure - Operations & Maintenance.	2024/2025	36	$168,225	$173,826	$179,785	$521,836	54%	$281,791	$10,014,995	N/A
NRC	Public Transport 2024/27	PT Facilities and Infrastructure - Renewals	2024/2025	36	$150,000	$159,000	$168,540	$477,540	54%	$257,673	$10,272,667	N/A
NRC	Public Transport 2024/27	SuperGold Card	2024/2025	36				$0	100%	$0	$10,272,667	N/A
	Service Improvements											
WDC	Public Transport 2024/27	Implementation CityLink Improvement Project	2024/2025	12	$1,772,000	$0	$0	$1,772,012	53%	$939,166	$11,212,034	N/A
NRC	Public Transport 2024/27	Implementation CityLink Improvement Project	2024/2025	120	$2,350,000	$2,367,612	$2,440,384	$7,193,776	54%	$3,884,639	$15,096,673	N/A
	Total				**$10,210,027**	**$8,547,339**	**$8,660,723**	**$27,419,100**		**$15,096,673**		

Key

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

		Project Cost	NZTA Share	Local Share
Far North District Council	Infra Ops	$0	$0	$0
	Infra Imp	$0	$0	$0
	FNDC Total	**$0**	**$0**	**$0**
Waitangi Trust	Infra Ops	$0	$0	$0
	Infra Imp	$0	$0	$0
	Wait. Total	**$0**	**$0**	**$0**
Kaipara District Council	Infra Ops	$0	$0	$0
	Infra Imp	$0	$0	$0
	KDC Total	**$0**	**$0**	**$0**
Whangarei District Council	Infra Ops	$0	$0	$0
	Infra Imp	$0	$0	$0
	Service Imp	$1,772,012	$939,166	$832,846
	WDC Total	**$1,772,012**	**$939,166**	**$832,846**
Department of Conservation	Infra Ops	$0	$0	$0
	Infra Imp	$0	$0	$0
	DoC Total	**$0**	**$0**	**$0**
Northland Regional Council	Service Ops	$19,453,312	$10,272,667	$832,846
	Service Imp	$7,193,776	$3,884,639	$3,309,137
	NRC Total	**$25,947,088**	**$14,157,506**	**$11,409,582**
Total	**Infra Ops**	$0	$0	$0
	Infra Imp	$0	$0	$0
	Service Ops	$19,453,312	$10,272,667	$8,180,645
	Service Imp	$8,965,788	$4,823,805	$4,141,983
	Total	**$27,419,100**	**$15,096,673**	**$12,322,427**

Investment management - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates ($)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
FNDC	Activity Management Plan	Imp	2024/25	36	$250,000	$250,000	$250,000	$750,000	71%	$532,500	$532,500	N/A
WDC	Activity Management Plan	Imp	2024/25	36	$250,000	$250,000	$250,000	$750,000	53%	$397,500	$930,000	N/A
KDC	Activity Management Plan	Imp	2024/25	36	$250,000	$250,000	$250,000	$750,000	62%	$465,000	$1,395,000	N/A
Waka Kotahi	NTLD Share Digital Engineering/BIM	DBC	2024/25	12	$194,164	$0	$0	$194,164	100%	$194,164	$1,589,164	N/A
Waka Kotahi	NTLD Share Digital Engineering/BIM	Pre -Imp	2026/27	48	$0	$82,148	$7,466	$89,614	100%	$89,614	$1,678,778	N/A
Waka Kotahi	NTLD Share Digital Engineering/BIM	Imp	2027/28	36	$0	$0	$828,929	$828,929	100%	$828,929	$2,507,707	N/A
Waka Kotahi	NTLD Regional Transport Planning	PBC	2025/26	24	$0	$500,000	$1,700,000	$2,200,000	100%	$2,200,000	$4,707,707	N/A
Waka Kotahi	NTLD Share Digital Data Strategy	PBC	2024/25	36	$14,000	$27,000	$7,000	$48,000	100%	$48,000	$4,755,707	N/A
Waka Kotahi	NTLD Share Digital Data Warehouse	PBC	2025/26	24	$0	$41,000	$62,000	$103,000	100%	$103,000	$4,858,707	N/A
Waka Kotahi	NTLD Share Environment PBC	PBC	2024/25	36	$348,000	$355,000	$362,000	$1,065,000	100%	$1,065,000	$5,923,707	N/A
NRC	Regional Land Transport Plan	Imp	2024/25	36	$382,437	$393,240	$404,438	$1,180,115	54%	$637,262	$6,560,969	N/A
NRC	Regional Public Transport Plan	Imp	2024/25	36	$5,542	$5,709	$5,880	$17,131	54%	$9,251	$6,570,220	N/A
NRC	Regional Road Safety Plan	Imp	2024/25	36	$83,824	$86,079	$88,429	$258,332	54%	$139,499	$6,709,719	N/A
NRC	National Ticketing Solution	DBC	2024/25	24	$70,000	$70,000	$0	$140,000	54%	$75,600	$6,785,319	N/A
NRC	Decarbonisation of Whangarei Bus Fleet	PBC	2024/25	36	$100,000	$100,000	$100,000	$300,000	54%	$162,000	$6,947,319	N/A
	Total				$1,947,967	$2,419,174	$4,318,144	$8,674,285		$6,947,319		

Key

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

		Project Cost	NZTA Share Cost	Local Share
Far North District Council	Total	$750,000	$532,500	$217,500
Whangarei District Council	Total	$750,000	$397,500	$352,500
Kaipara District Council	Total	$750,000	$465,000	$285,000
Waka Kotahi	Total	$4,528,707	$4,528,707	$0
Northland Regional Council	Total	$1,895,578	$1,023,612	$871,966
Total		**$8,674,285**	**$6,947,319**	**$1,726,966**

Walking and cycling - non-prioritised

Org	W/C	Project Name	Activity Phase	Scheduled Start Year	2024/2027 Project Cost Estimate ($)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2024/2025	2025/206	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
FNDC	N/A	Twin Coast Cycle Trail Development	Implementation	2024/2025	$486,901	$486,901	$486,901	$1,460,703	71%	$1,037,099	$1,037,099	N/A
Wait	N/A	None	N/A	N/A	$0	$0	$0	$0	100%	$0	$1,037,099	N/A
KDC	N/A	None	N/A	N/A	$0	$0	$0	$0	82%	$0	$1,037,099	N/A
WDC	N/A	None	N/A	N/A	$0	$0	$0	$0	53%	$0	$1,037,099	N/A
DoC	N/A	None	N/A	N/A	$0	$0	$0	$0	51%	$0	$1,037,099	N/A
NRC	N/A	None	N/A	N/A	$0	$0	$0	$0	54%	$0	$1,037,099	N/A
		Total			$486,901	$486,901	$486,901	$1,460,703		$1,037,099		

Key

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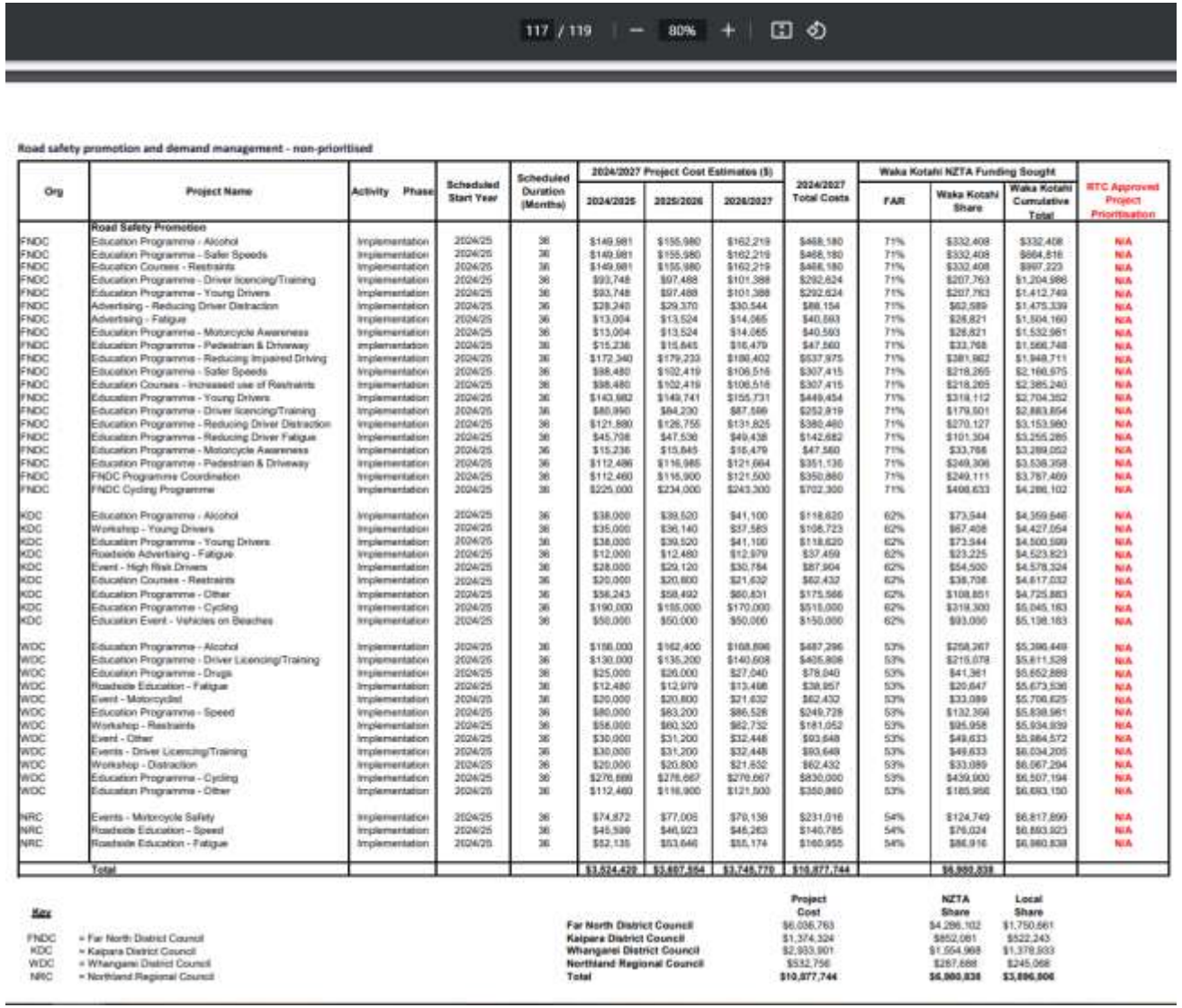
WDC	=	Whangarei District Council
DoC	=	Department of Conservation
NRC	=	Northland Regional Council

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



117 / 119 — 80% +

Road safety promotion and demand management - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates ($)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
	Road Safety Promotion											
FNDC	Education Programme - Alcohol	Implementation	2024/25	36	$149,981	$155,980	$162,219	$468,180	71%	$332,408	$332,408	N/A
FNDC	Education Programme - Safer Speeds	Implementation	2024/25	36	$149,981	$155,980	$162,219	$468,180	71%	$332,408	$664,816	N/A
FNDC	Education Courses - Restraints	Implementation	2024/25	36	$149,981	$155,980	$162,219	$468,180	71%	$332,408	$997,223	N/A
FNDC	Education Programme - Driver licencing/Training	Implementation	2024/25	36	$93,748	$97,488	$101,388	$292,624	71%	$207,763	$1,204,986	N/A
FNDC	Education Programme - Young Drivers	Implementation	2024/25	36	$93,748	$97,488	$101,388	$292,624	71%	$207,763	$1,412,749	N/A
FNDC	Advertising - Reducing Driver Distraction	Implementation	2024/25	36	$28,240	$29,370	$30,544	$88,154	71%	$62,589	$1,475,339	N/A
FNDC	Advertising - Fatigue	Implementation	2024/25	36	$13,004	$13,524	$14,065	$40,593	71%	$28,821	$1,504,160	N/A
FNDC	Education Programme - Motorcycle Awareness	Implementation	2024/25	36	$13,004	$13,524	$14,065	$40,593	71%	$28,821	$1,532,981	N/A
FNDC	Education Programme - Pedestrian & Driveway	Implementation	2024/25	36	$15,236	$15,845	$16,479	$47,560	71%	$33,768	$1,566,748	N/A
FNDC	Education Programme - Reducing Impaired Driving	Implementation	2024/25	36	$172,340	$179,233	$186,402	$537,975	71%	$381,882	$1,948,711	N/A
FNDC	Education Programme - Safer Speeds	Implementation	2024/25	36	$88,480	$102,419	$106,516	$307,415	71%	$218,265	$2,166,975	N/A
FNDC	Education Courses - Increased use of Restraints	Implementation	2024/25	36	$88,480	$102,419	$106,516	$307,415	71%	$218,265	$2,385,240	N/A
FNDC	Education Programme - Young Drivers	Implementation	2024/25	36	$140,982	$149,741	$155,731	$449,454	71%	$319,112	$2,704,352	N/A
FNDC	Education Programme - Driver licencing/Training	Implementation	2024/25	36	$80,990	$84,230	$87,599	$252,819	71%	$179,501	$2,883,854	N/A
FNDC	Education Programme - Reducing Driver Distraction	Implementation	2024/25	36	$121,880	$126,755	$131,825	$380,460	71%	$270,127	$3,153,980	N/A
FNDC	Education Programme - Reducing Driver Fatigue	Implementation	2024/25	36	$45,708	$47,536	$49,438	$142,682	71%	$101,304	$3,255,285	N/A
FNDC	Education Programme - Motorcycle Awareness	Implementation	2024/25	36	$15,236	$15,845	$16,479	$47,560	71%	$33,768	$3,289,052	N/A
FNDC	Education Programme - Pedestrian & Driveway	Implementation	2024/25	36	$112,486	$116,985	$121,664	$351,136	71%	$249,306	$3,538,358	N/A
FNDC	FNDC Programme Coordination	Implementation	2024/25	36	$112,460	$116,900	$121,500	$350,860	71%	$249,111	$3,787,469	N/A
FNDC	FNDC Cycling Programme	Implementation	2024/25	36	$225,000	$234,000	$243,300	$702,300	71%	$498,633	$4,286,102	N/A
KDC	Education Programme - Alcohol	Implementation	2024/25	36	$38,000	$39,520	$41,100	$118,620	62%	$73,544	$4,359,646	N/A
KDC	Workshop - Young Drivers	Implementation	2024/25	36	$35,000	$36,140	$37,583	$108,723	62%	$67,408	$4,427,054	N/A
KDC	Education Programme - Young Drivers	Implementation	2024/25	36	$38,000	$39,520	$41,100	$118,620	62%	$73,544	$4,500,599	N/A
KDC	Roadside Advertising - Fatigue	Implementation	2024/25	36	$12,000	$12,480	$12,979	$37,459	62%	$23,225	$4,523,823	N/A
KDC	Event - High Risk Drivers	Implementation	2024/25	36	$28,000	$29,120	$30,784	$87,904	62%	$54,500	$4,578,324	N/A
KDC	Education Courses - Restraints	Implementation	2024/25	36	$20,000	$20,800	$21,632	$62,432	62%	$38,708	$4,617,032	N/A
KDC	Education Programme - Other	Implementation	2024/25	36	$56,243	$58,492	$60,831	$175,566	62%	$108,851	$4,725,883	N/A
KDC	Education Programme - Cycling	Implementation	2024/25	36	$190,000	$185,000	$170,000	$515,000	62%	$319,300	$5,045,183	N/A
KDC	Education Event - Vehicles on Beaches	Implementation	2024/25	36	$50,000	$50,000	$50,000	$150,000	62%	$93,000	$5,138,183	N/A
WDC	Education Programme - Alcohol	Implementation	2024/25	36	$156,000	$162,400	$168,896	$487,296	53%	$258,267	$5,396,449	N/A
WDC	Education Programme - Driver Licencing/Training	Implementation	2024/25	36	$130,000	$135,200	$140,608	$405,808	53%	$215,078	$5,611,528	N/A
WDC	Education Programme - Drugs	Implementation	2024/25	36	$25,000	$26,000	$27,040	$78,040	53%	$41,361	$5,652,889	N/A
WDC	Roadside Education - Fatigue	Implementation	2024/25	36	$12,480	$12,979	$13,498	$38,957	53%	$20,647	$5,673,536	N/A
WDC	Event - Motorcyclist	Implementation	2024/25	36	$20,000	$20,800	$21,632	$62,432	53%	$33,089	$5,706,625	N/A
WDC	Education Programme - Speed	Implementation	2024/25	36	$80,000	$83,200	$86,528	$249,728	53%	$132,356	$5,838,981	N/A
WDC	Workshop - Restraints	Implementation	2024/25	36	$56,000	$60,320	$62,732	$181,052	53%	$95,958	$5,934,939	N/A
WDC	Event - Other	Implementation	2024/25	36	$30,000	$31,200	$32,448	$93,648	53%	$49,633	$5,984,572	N/A
WDC	Events - Driver Licencing/Training	Implementation	2024/25	36	$30,000	$31,200	$32,448	$93,648	53%	$49,633	$6,034,205	N/A
WDC	Workshop - Distraction	Implementation	2024/25	36	$20,000	$20,800	$21,632	$62,432	53%	$33,089	$6,067,294	N/A
WDC	Education Programme - Cycling	Implementation	2024/25	36	$276,666	$276,667	$276,667	$830,000	53%	$439,900	$6,507,194	N/A
WDC	Education Programme - Other	Implementation	2024/25	36	$112,460	$116,900	$121,500	$350,860	53%	$185,956	$6,693,150	N/A
NRC	Events - Motorcycle Safety	Implementation	2024/25	36	$74,872	$77,008	$79,139	$231,018	54%	$124,749	$6,817,899	N/A
NRC	Roadside Education - Speed	Implementation	2024/25	36	$45,599	$46,923	$48,263	$140,785	54%	$76,024	$6,893,923	N/A
NRC	Roadside Education - Fatigue	Implementation	2024/25	36	$52,135	$53,646	$55,174	$160,955	54%	$86,916	$6,980,838	N/A
	Total				$3,524,429	$3,697,554	$3,745,770	$10,977,744		$6,980,838		

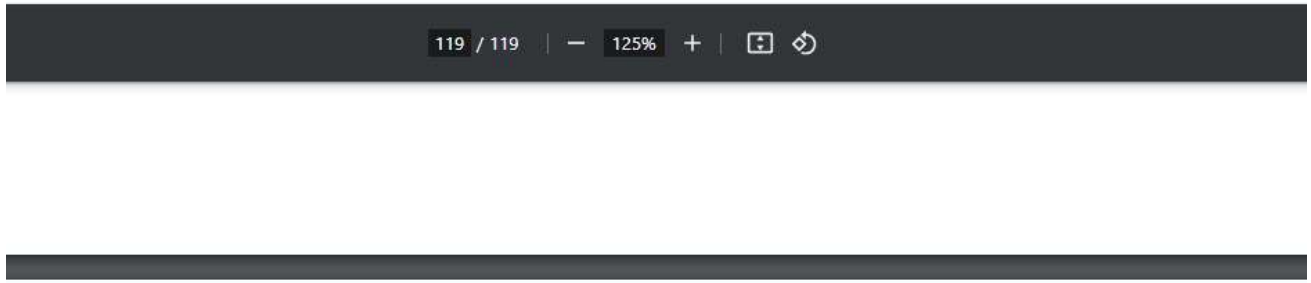
Key	
FNDC	= Far North District Council
KDC	= Kaipara District Council
WDC	= Whangarei District Council
NRC	= Northland Regional Council

	Project Cost	NZTA Share	Local Share
Far North District Council	$6,036,763	$4,286,102	$1,750,661
Kaipara District Council	$1,374,324	$852,081	$522,243
Whangarei District Council	$2,933,901	$1,554,968	$1,378,933
Northland Regional Council	$532,756	$287,688	$245,068
Total	**$10,977,744**	**$6,980,838**	**$3,896,906**

Heading below should presumably read: “Three-year total budgeted expenditure for 2024-2027 funding period, not “… budgeted expenditure for 2021-2024.”

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

Activity Class	Forecast Expenditure 2024/2027
State Highway Improvement Projects	$896,253,869
State Highway Road Improvement Projects - Speed and Infrastructure	$57,586,000
State Highway Maintenance, Operations & Renewals	$209,521,101
Local Road Improvement Projects	$243,209,917
Local Road Maintenance, Operations & Renewals	$482,209,072
Climate Emergency Relief Fund & Infrastructure Acceleration Fund	$35,786,145
Low Cost/Low Risk Improvements	$129,432,202
Unsubsidised Projects	$18,075,000
Public Transport Infrastructure & Operations	$27,419,100
Investment Management	$8,674,285
Walking and Cycling	$1,460,703
Road Safety Promotion	$10,877,744
Total of Activities	**$2,120,505,138**



Low cost / low risk three-year programme

In addition to the programme of works outlined in the tables above, road controlling authorities will seek funding for a number of low cost / low risk projects within the local road improvements, state highway improvements, regional improvements or public transport improvements activity classes.

All low cost / low risk activities are under $2 million total cost per activity.

A list of the low cost / low risk actives planned in Northland in the 2021-2024 period are available at the following link.

www.nrc.govt.nz/transportprojects

This should presumably refer to 2024-2027, not 2021-2024. The link cannot be found.

APPENDIX IV: NOTES FROM ROAD EFICIENCY GROUP/ RCA Reports 2018/19

(covering FNDC, KDC and WDC)

1. Maintenance of the Sealed Road Network. (2015/16; 2016/17; 2017/18; 2018/19.)

(a) FNDC. Annual Target not met all 4 years.

(b) KDC. Annual Target not met 2016/17.

(c) WDC. Annual Target not met 2018/19.

2. Road condition (Ride quality).

(a) FNDC. Significantly below peer group.

(b) KDC. Significantly below peer group.

(c) WDC Significantly below peer group.

Difference between TA and peer group worsening, showing ongoing deterioration compared to peer group.

3. Condition of the Sealed Road Network.

(a) FNDC. Annual Target achieved (4 years)

(b) KDC. Annual Target achieved (4 years)

(c) WDC Annual Target not achieved (all 4 years).

4. Pavement resurfacing.

(a) FNDC. Below planned kms.

(b) KDC. Achieved planned kms.

(c) WDC Exceeded planned kms.

5. Pavement rehabilitation.

(a) FNDC. On average, planned kms achieved.

(b) KDC. No planned kms but rapidly diminishing kms each year.

(c) WDC Less than 50% planned actually achieved.

6. Condition of the footpaths within the local road network.

(a) FNDC. Annual Target not achieved (all 4 years).

(b) KDC. Annual Target not achieved (all 4 years).

(c) WDC Annual Target achieved (all 4 years).

7. Cost Efficiency. (Total expenditure $1000/km)

(a) FNDC.}

(b) KDC. } All about 50% greater than peer group.

(c) WDC }