



Submissions Booklet

Regional Land Transport Plan (2023 Review)

Contents

- AA NORTHLAND District Council 4
- AHITAPU-ROGERS Lamorna 46
- ALISON Robert 49
- ALSPACH Richard 51
- BAINBRIDGE Julianne 55
- BAINBRIDGE Sheryl 57
- BENNETT Amanda 59
- BROWN Grant 62
- CARBON Neutral NZ Trust 64
- CORNWALL Steve 70
- DAVIS Marsha 107
- EMSLEY Dennis 109
- GALL Scott & Shelley 111
- GALLIE Louisa 113
- HEPI Pouaka 115
- HESSELL Alan 118
- HICKS Walter (Wally) 119
- HINDLE Jane 128
- HRESTAK-NEELEY Vesna 130
- HUGHES Peter 132
- JOHNSTON Laurie 134
- KROLLMANN Oliver 135
- MARSBURG Meagan 137
- MARTINI Frederic 138
- MAUNGATAPERE Village Inc 139
- MORRIS Richard 142
- NATIONAL Road Carriers Assoc 145
- NGOHE-SIMON Pamela-Anne 150
- NORTHLAND CDEM Group 151
- NUTTALL Peter 154
- PARATA Barbara 156
- PIROA Trails Group 158

POWELL Craig	160
RAWSON Robyn	161
ROONEY Patrick	163
ROSEMEIER Kara	176
TAPLIN Christopher	177
TE ARAROA Northland Trust	179
TE HIKU Community Board	181
TE RŪNANGA O Whaingaroa	183
TIAHO Trust	187
VARIOUS - Total Mobility	189
VISION Kerikeri	202
VISION Kohukohu	208
WILLOUGHBY Robert	211
WITEHIRA Heemi	214
WITEHIRA Liz & Peter	216
WITEHIRA Marino	218
WITEHIRA Priscilla	220

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

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

Full name: Stephen L Westgate and Tracey Anne Risetto

Organisation (if giving feedback on behalf): Northland District Council of NZ Automobile Association Inc.

Mailing address: AA Northland, P O Box 83, Whangarei 0140

Email: swestgate@xtra.co.nz tracey@bpmnorth.co.nz

Phone/Mobile: 09-4360335 (Steve Westgate) 021 659 636 (Tracey Risetto)

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 Risetto (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.*

TABLE OF CONTENTS

INTRODUCTION.....	4
1. GENERAL COMMENTS: BACKGROUND TO SUBMISSION	5
1.1 AA Member Feedback.....	5
1.2 Importance of Northland’s Rooding Infrastructure: Arataki version 1.1	5
1.3 Importance of Northland’s Rooding Infrastructure: Draft GPS, August 2023.	6
1.4 Draft GPS Strategic Priorities.....	6
1.5 Importance of Well-Maintained Roads.....	7
1.6 Speed Management.....	7
1.7 Social Cost of Current Unsafe Roads	8
1.8 Funding	8
2. COMMENTS on Draft RLTP, Section 1: Regional Land Transport Strategy	9
2.1 Strategic Context (RLTP Section 1.1).....	9
2.2 Strategic Framework (RLTP Section 1.2).....	10
2.3 Objectives and policies, p.23 (RLTP Section 1.3)	10
2.4 Ten Year Priorities 1-7. (RLTP Section 1.4)	12
3. COMMENTS on Draft RLTP: Section 2: Regional Land Transport Plan.....	15
3.1 Programming & Funding, p.79. (RLTP Section 2.1)	15
3.2 Funding Plan, p.81. (RLTP Section 2.2)	15
3.3 Relationship with Police Activities, p.84. (RLTP Section 2.3).....	16
4. COMMENTS ON RLTP APPENDIX 5: Detailed Three-Year Programme	17
4.1 General Comments.....	17
4.2 State Highway improvement projects – prioritised, p.103.....	17
4.3 State Highway improvement projects - Speed & Infrastructure – prioritised.....	19
4.4 State Highway maintenance, operations and renewals - non-prioritised, p.106 ..	19
4.5 Local road improvement and other significant capital projects - prioritised	20
4.6 Local road maintenance - non prioritised p.108-110.	20
4.7 Climate Emergency Response Fund/ Infrastructure Acceleration Fund, p.111 ...	21
4.8 Low-cost / low-risk improvements - non-prioritised, p.112.	21
5. CLOSING REMARKS.....	21

LIST OF APPENDICES

APPENDIX I. Extracts from Arataki: Regional Direction Northland. Version 1.1 Sept 2023 . i

APPENDIX II. NZTA Summer Work Programme for Northland, 2023-2024 (summary) iii

APPENDIX III. Northland’s Draft REGIONAL LAND TRANSPORT PLAN 2021/2027 Review.

RLTP Appendix 5: Detailed Three Year Programmev

APPENDIX IV. Notes from NZTA’s Road Efficiency Group/ RCA Reports 2018/19.....xix

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 Roding 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-by-law-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:	<u>\$29.2 million p.a.</u>
<u>TOTAL:</u>	<u>\$88.4 million p.a.</u>

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.

Aratiki 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 CO² 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] Roothing 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.

← → ↻ nzta.maps.arcgis.com/apps/dashboards/490776b08a094be5b737db698ad4000c

uvet cover Farmers

Forward Works Programme



[Help](#)

The Forward Works dashboard displays the expected State Highway Pavement and Surfacing renewal programme to be completed during the current construction season. This programme will commence in September as the weather across the country becomes favourable for construction. The majority of the programme will be complete by the end of March, however some crews will continue into the autumn months, particularly those completing asphalt works.

The data can be filtered by network area and treatment category at the top right of the dashboard. Click "Select Network" and/or "Select Treatment Category" to see all drop down options. To change the basemap, select the button with four squares at the top right of the map pane to see all basemap options.

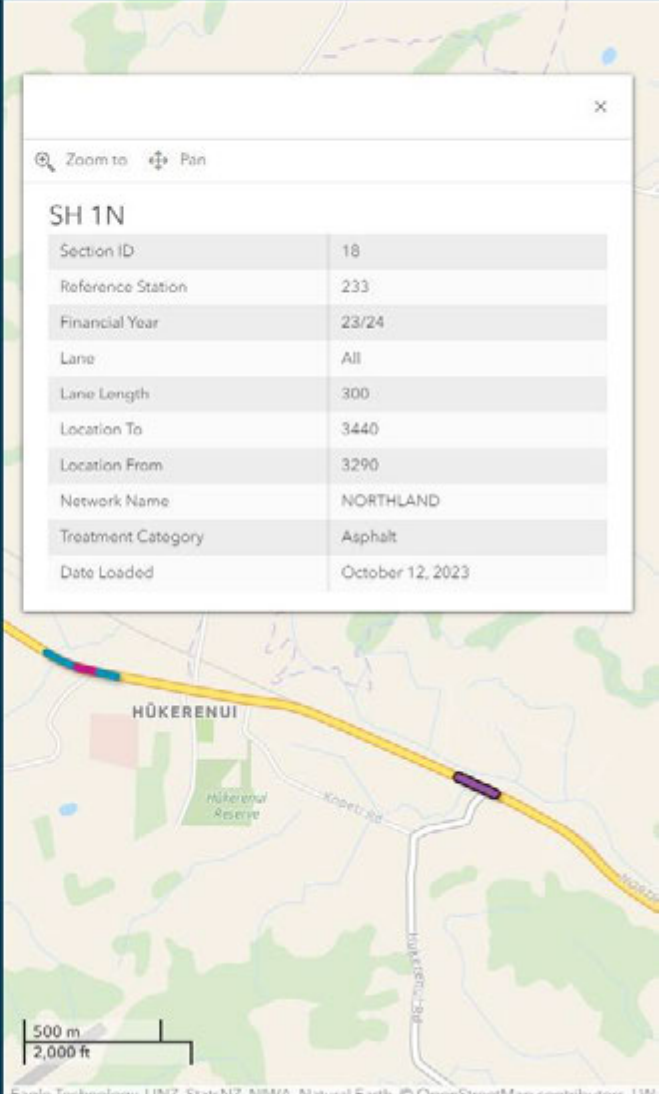
Data is updated monthly from JunoViewer (powered by Lonrix Ltd) to reflect the current programme for the year, based on any required changes made to the base programme.

For any queries please contact spatial@nzta.govt.nz or see our [Maintenance FAQ](#) page. For information on active road events and closures please see www.journeys.nzta.govt.nz.

Forward Works

- Chipseal
- Asphalt
- Pavement Rehabilitation

Chipseal: Resealing by adding a new layer of chipseal
Asphalt: Resurfacing, replacing asphalt
Pavement Rehabilitation: completely rebuilding the road



SH 1N	
Section ID	18
Reference Station	233
Financial Year	23/24
Lane	All
Lane Length	300
Location To	3440
Location From	3290
Network Name	NORTHLAND
Treatment Category	Asphalt
Date Loaded	October 12, 2023

500 m
2,000 ft

Basemap: Topographic | IM2 | StateN2 | MIMA | Natural Earth | © OpenStreetMap contributors | IM2

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

Regional Land Transport Plan 2021-2027 104 / 118 100% +

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	2024/2028 Total
					2024/2025	2025/2026	2026/2027		2027/2028	2028/2029	2029/2030		
Waikato Kohiri	Urban Resilience Low Cost/Low Risk Programme	SRP	2024/25	12	\$1,831,000	\$0	\$0	\$1,831,000	\$0	\$0	\$0	\$0	\$1,831,000
Waikato Kohiri	Loop Road North to Smeaton's Hill Safety Improvement	SRP	2024/25	12	\$11,838,999	\$0	\$0	\$11,838,999	\$0	\$0	\$0	\$0	\$11,838,999
Waikato Kohiri	SH10 Kaeo Bridge Upgrade	Prop/IMP	2024/25	12	\$6,018,080	\$0	\$0	\$6,018,080	\$0	\$0	\$0	\$0	\$6,018,080
Waikato Kohiri	SH10 West Whangape to Port Mouton Highway Safety Improvements	Pre/Prop/IMP	2024/25	24	\$10,545,889	\$17,958,817	\$0	\$28,504,706	\$0	\$0	\$0	\$0	\$28,504,706
Total of Committed Activities						\$28,233,977	\$17,958,817	\$0	\$46,192,793	\$0	\$0	\$0	\$46,192,793

Funding Applications for 2024/2027 Projects

Org	Project Name	Activity Phase	Scheduled Start Date	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			Sub Total	2027/2028 Project Cost Estimates (\$)			Sub Total	2024/2028 Total	
					2024/2025	2025/2026	2026/2027		2027/2028	2028/2029	2029/2030			
Waikato Kohiri	SH1 Te Hana to Brynderwyn	DBC	2024/25	24	\$4,300,000	\$4,300,000	\$0	\$8,600,000	\$0	\$0	\$0	\$0	\$8,600,000	
Waikato Kohiri	SH1 Te Hana to Brynderwyn	Pre Imp	2025/26	60	\$0	\$2,725,000	\$2,725,000	\$5,450,000	\$109,000,000	\$54,500,000	\$54,500,000	\$218,000,000	\$223,450,000	
Waikato Kohiri	SH1 Te Hana to Brynderwyn	Prop	2025/26	60	\$0	\$50,350,000	\$50,350,000	\$304,220,000	\$108,000,000	\$108,000,000	\$108,000,000	\$318,000,000	\$622,220,000	
Waikato Kohiri	Whangarei to Dome Valley Residence	SSBC	2024/25	24	\$11,990,000	\$11,990,000	\$0	\$23,980,000	\$0	\$0	\$0	\$0	\$23,980,000	
Waikato Kohiri	Whangarei to Dome Valley Residence	Imp	2024/25	72	\$124,571,740	\$124,571,740	\$124,571,740	\$373,715,220	\$124,571,740	\$124,571,740	\$124,571,740	\$373,715,220	\$747,430,440	
Waikato Kohiri	Far North Residence Strategic Response	SSBC	2024/25	24	\$9,450,000	\$9,450,000	\$0	\$18,900,000	\$0	\$0	\$0	\$0	\$18,900,000	
Waikato Kohiri	Far North Residence Strategic Response	Pre Imp	2024/25	48	\$1,000,000	\$2,180,000	\$1,080,000	\$4,260,000	\$1,080,000	\$0	\$0	\$1,080,000	\$6,450,000	
Waikato Kohiri	Far North Residence Strategic Response	Prop	2024/25	48	\$1,000,000	\$2,120,000	\$2,300,000	\$5,300,000	\$2,120,000	\$0	\$0	\$2,120,000	\$7,420,000	
Waikato Kohiri	Far North Residence Strategic Response	Imp	2024/25	60	\$4,300,000	\$32,790,000	\$21,800,000	\$58,890,000	\$31,800,000	\$14,170,000	\$0	\$35,970,000	\$94,830,000	
Waikato Kohiri	SH14 Transport Improvements	SSBC	2024/25	24	\$5,450,000	\$5,450,000	\$0	\$10,900,000	\$0	\$0	\$0	\$0	\$10,900,000	
Waikato Kohiri	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	
Waikato Kohiri	SH14 Transport Improvements	Prop	2027/28	36	\$0	\$0	\$0	\$0	\$2,650,000	\$2,650,000	\$21,200,000	\$26,500,000	\$26,500,000	
Waikato Kohiri	SH14 Transport Improvements	Pre Imp	2028/29	12	\$0	\$0	\$0	\$0	\$0	\$5,450,000	\$0	\$5,450,000	\$5,450,000	
Waikato Kohiri	SH10 Whangarei Right Handover	Imp	2024/25	24	\$3,815,000	\$14,681,000	\$0	\$18,496,000	\$0	\$0	\$0	\$0	\$18,496,000	
Waikato Kohiri	SH1 Assen Commercial Vehicle Safety Centre	Imp	2027/28	0	\$0	\$0	\$0	\$0	\$128,000	\$672,000	\$0	\$800,000	\$800,000	
Total of New Improvement Projects						\$70,146,740	\$23,177,740	\$468,176,740	\$512,501,220	\$30,494,000	\$23,667,000	\$21,200,000	\$377,661,000	\$1,889,877,440

Key

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

	2024/2027 Project Cost	2027/2028 Project Costs	Total 2024/2028 Project Costs
Committed Activities - Awaiting Final Funding Approval	\$74,182,849	\$0	\$74,182,849
Other Improvement Projects	\$822,181,230	\$77,861,000	\$1,899,377,440
Total	\$896,364,079	\$77,861,000	\$1,899,377,440

State Highway improvement projects - Speed and Infrastructure Programme – prioritised

Funding Applications for 2024/2027 Projects

Org	Project Name - Speed and Infrastructure Programme	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2024 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	\$1,224,000	\$994,000	\$994,000	\$994,000	\$3,512,000	\$4,209,000	100%
Waka Kotahi	Safety Improvement Projects - Small Projects	Imp	2024/25	12	\$1,980,000	\$0	\$0	\$1,980,000	\$0	\$0	\$0	\$0	\$1,980,000	100%
Waka Kotahi	SH1 Cape Reinga to Kaharoa - Median Barrier	Pre - Imp	2026/27	12	\$0	\$0	\$90,000	\$90,000	\$0	\$0	\$0	\$0	\$90,000	100%
Waka Kotahi	SH1 Cape Reinga to Kaharoa - Median Barrier	Pre - Imp	2025/26	12	\$0	\$765,000	\$1,913,000	\$2,678,000	\$0	\$0	\$0	\$0	\$2,678,000	100%
Waka Kotahi	Whangarei to Wellford - Central Tranche 2 - Median Barrier	Prep	2024/25	12	\$90,000	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000	100%
Waka Kotahi	Whangarei to Wellford - Central Tranche 2 - Median Barrier	Pre - Imp	2024/25	24	\$1,770,000	\$784,000	\$0	\$2,554,000	\$0	\$0	\$0	\$0	\$2,554,000	100%
Waka Kotahi	Whangarei to Wellford - Central Tranche 2 - Median Barrier	Imp	2024/25	80	\$3,200,000	\$9,600,000	\$9,600,000	\$22,400,000	\$9,600,000	\$3,200,000	\$0	\$12,800,000	\$36,200,000	100%
Waka Kotahi	Whangarei to Wellford - Southern Tranche 2 - Median Barrier	Pre - Imp	2024/25	36	\$208,000	\$800,000	\$600,000	\$1,608,000	\$0	\$0	\$0	\$0	\$1,608,000	100%
Waka Kotahi	Whangarei to Wellford - Southern Tranche 2 - Median Barrier	Imp	2024/25	48	\$6,400,000	\$6,400,000	\$6,400,000	\$19,200,000	\$800,000	\$0	\$0	\$800,000	\$20,000,000	100%
Waka Kotahi	Whangarei to Kawakawa - Median Barrier	Prep	2025/26	12	\$0	\$90,000	\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000	100%
Waka Kotahi	Whangarei to Kawakawa - Median Barrier	Pre - Imp	2024/25	48	\$1,913,000	\$1,913,000	\$1,913,000	\$5,739,000	\$1,148,000	\$0	\$0	\$1,148,000	\$6,887,000	100%
Waka Kotahi	Whangarei to Kawakawa - Median Barrier	Imp	2027/28	36	\$0	\$0	\$0	\$0	\$8,790,000	\$10,800,000	\$10,800,000	\$28,590,000	\$28,590,000	100%
Waka Kotahi	SH Future Activities - Placeholder for Future Activities	Imp	2027/28	36	\$0	\$0	\$0	\$0	\$9,658,000	\$19,430,000	\$22,568,000	\$50,656,000	\$50,656,000	100%
	Sub Total				\$11,870,000	\$20,891,000	\$20,825,000	\$57,586,000	\$27,848,000	\$34,433,000	\$34,383,000	\$96,744,000	\$194,330,000	

Key

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

New Speed and Infrastructure Programme

2024/2027 Project Cost	2027/2030 Project Cost	2024/2030 Total Project Costs
\$57,586,000	\$96,744,000	\$154,330,000
\$57,586,000	\$96,744,000	\$154,330,000

Total

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

Org	W/C	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought		
						2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total
		Maintenance										
Waka Kotahi	111	Sealed Pavement Maintenance	State Highways	2024/2025	36	\$10,721,209	\$11,086,120	\$11,308,663	\$33,115,992	100%	\$33,115,992	\$33,115,992
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	\$16,891,869	\$17,893,605	\$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	\$98,101,920
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				\$17,561,377	\$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	\$13,686,072	\$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	\$4,287,020	\$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	\$4,895,338	\$5,865,057	\$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				\$68,842,870	\$70,187,350	\$76,320,801	\$209,521,101		\$209,521,101	

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	N/A	
WDC	Mauao Road/Central Ave/Walton St/Water St Intersection Improvements	Imp	2025/2026	12	\$0	\$2,375,188	\$0	\$2,375,188	53%	\$1,258,850	\$1,258,850	N/A
KDC	None	N/A	N/A	N/A	\$0	\$0	\$0	0%	\$0	\$0	N/A	
Total Projects with Committed Funding					\$0	\$2,375,188	\$0	\$2,375,188		\$1,258,850		

New Projects Requiring Funding Approval

Org	Project Name	Activity Phase	Start Year	Scheduled Duration (Months)	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	Bynderweh Detour Routes Upgrade - Piperaia and Cove Roads	SSBC/Imp	2024/25	36	\$3,000,000	\$20,000,000	\$20,000,000	\$43,000,000	100%	\$43,000,000	\$43,000,000	1
KDC	Kaipara Resilience Programme	Imp	2024/25	36	\$13,000,000	\$13,000,000	\$0	\$26,000,000	100%	\$26,000,000	\$69,000,000	2
WDC	SH1/SH14 Connection (Hospital) Intersection	SSBC	2026/27	36	\$0	\$0	\$1,000,000	\$1,000,000	53%	\$530,000	\$69,530,000	3
KDC	Kaipara LOS Upgrade Programme	Imp	2024/25	36	\$2,500,000	\$15,000,000	\$15,000,000	\$32,500,000	62%	\$20,150,000	\$89,680,000	4
KDC	Kaipara Road Sealing Programme	Imp	2024/25	36	\$13,000,000	\$13,000,000	\$13,000,000	\$39,000,000	62%	\$24,180,000	\$113,860,000	5
WDC	Port Road Corridor Improvements	Imp	2025/26	48	\$0	\$2,000,000	\$1,000,000	\$3,000,000	53%	\$1,590,000	\$115,450,000	6
KDC	Mangahai 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	Mangahai Shared Path	Imp	2024/25	12	\$0	\$0	\$3,161,934	\$3,161,934	62%	\$1,960,399	\$121,130,399	8
KDC	Mangahai Shared Path	Imp	2024/25	36	\$4,000,000	\$4,000,000	\$4,000,000	\$12,000,000	62%	\$7,440,000	\$128,570,399	9
WDC	Bank St/Dent St Intersection Improvements	SSBC	2026/27	12	\$0	\$0	\$2,972,554	\$2,972,554	53%	\$1,575,454	\$130,145,853	10
FNDC	Kerikeri Area Transport Network Plan	Pre-imp	2024/25	12	\$2,000,000	\$0	\$0	\$2,000,000	71%	\$1,420,000	\$131,565,853	11
WDC	Ruakaka Beach Road Bridge Upgrade	SSBC/Imp	2026/27	12	\$0	\$0	\$4,460,000	\$4,460,000	53%	\$2,363,800	\$133,929,653	12
KDC	Local Road Intersection Upgrades Programme	Imp	2024/25	36	\$200,000	\$200,000	\$200,000	\$600,000	62%	\$372,000	\$134,301,653	13
WDC	Riverside Dr/Dave Culham Dr Intersection Improvements	SSBC/Imp	2024/25	12	\$2,544,800	\$0	\$0	\$2,544,800	53%	\$1,348,744	\$135,650,397	14
KDC	KDC Walking and cycling Network Improvements 2024-2027/37	Imp	2024/25	36	\$12,500,000	\$12,500,000	\$12,500,000	\$37,500,000	62%	\$23,250,000	\$158,900,397	15
WDC	Robert St/Walton St Intersection Improvements	Imp	2024/25	12	\$2,544,800	\$0	\$0	\$2,544,800	53%	\$1,348,744	\$160,249,141	16
KDC	State Highway Intersection Upgrades	Imp	2024/25	36	\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000	62%	\$1,860,000	\$162,109,141	17
WDC	Rose St/Walton St Intersection	SSBC	2024/25	12	\$2,500,000	\$0	\$0	\$2,500,000	53%	\$1,325,000	\$163,434,141	18
WDC	AH Road Reserve - Kamo SUP - Parau Rd to Kensington	Imp	2024/25	36	\$200,000	\$800,000	\$2,500,000	\$3,500,000	53%	\$1,855,000	\$165,289,141	19
FNDC	Kerikeri Area Transport Network Plan	Imp	2024/25	12	\$8,000,000	\$0	\$0	\$8,000,000	71%	\$5,680,000	\$170,969,141	20
KDC	Dargaville River Path	Imp	2024/25	12	\$2,000,000	\$0	\$0	\$2,000,000	62%	\$1,240,000	\$172,209,141	21
WDC	Bream Bay Coastal (Waipu Cove - Langs Beach) Heartland Ride	SSBC	2024/25	36	\$200,000	\$800,000	\$1,000,000	\$2,000,000	53%	\$1,060,000	\$173,269,141	22
WDC	Bream Bay Coastal (Ruakaka - Waipu Cove) Heartland Ride	Imp	2025/26	12	\$0	\$3,925,829	\$0	\$3,925,829	53%	\$2,080,689	\$175,349,830	23
Total New Projects Requiring Funding Approval					\$69,889,800	\$91,725,829	\$81,794,488	\$243,209,917		\$175,349,830		

Key

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

Projects Scheduled to Carry over Funding	Project Cost	NZTA Share	Local Share
Far North District Council	\$0	\$0	\$0
Whangarei District Council	\$2,375,188	\$1,258,850	\$1,116,338
Kaipara District Council	\$0	\$0	\$0
Total	\$2,375,188	\$1,258,850	\$1,116,338
Projects Requiring Funding Approval	Project Cost	NZTA Share	Local Share
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	\$87,860,087

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

Org	W/C	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
						2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
Maintenance													
FNDC	111	Sealed pavement maintenance	Local Roads	2024/2025	36	\$3,037,772	\$3,731,910	\$3,307,120	\$10,076,802	71%	\$7,154,529	\$7,154,529	N/A
FNDC	112	Unsealed pavement maintenance	Local Roads	2024/2025	36	\$4,932,600	\$5,597,490	\$5,597,490	\$16,127,580	71%	\$11,430,582	\$18,605,111	N/A
FNDC	113	Routine drainage maintenance	Local Roads	2024/2025	36	\$3,303,716	\$3,999,441	\$3,853,607	\$11,156,764	71%	\$7,921,302	\$26,526,414	N/A
FNDC	114	Structures maintenance	Local Roads	2024/2025	36	\$3,548,808	\$3,811,831	\$4,290,002	\$11,650,641	71%	\$8,250,055	\$34,777,069	N/A
FNDC	124	Cycle path maintenance	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$34,777,069	N/A
FNDC	125	Footpath maintenance	Local Roads	2024/2025	36	\$160,000	\$160,000	\$160,000	\$480,000	71%	\$340,800	\$35,117,869	N/A
FNDC	140	Minor Events	Local Roads	2024/2025	36	\$100,000	\$100,000	\$100,000	\$300,000	71%	\$213,000	\$35,330,869	N/A
Operations													
FNDC	121	Environmental maintenance	Local Roads	2024/2025	36	\$2,416,537	\$2,779,017	\$2,779,017	\$7,974,571	71%	\$5,661,945	\$40,992,814	N/A
FNDC	122	Network services maintenance	Local Roads	2024/2025	36	\$2,918,615	\$3,255,048	\$3,379,223	\$9,552,886	71%	\$6,782,549	\$47,775,363	N/A
FNDC	123	Network Operations	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$47,775,363	N/A
FNDC	131	Level crossing warning devices maintenance	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$47,775,363	N/A
FNDC	151	Network and asset management	Local Roads	2024/2025	36	\$4,057,500	\$4,104,125	\$4,153,081	\$12,314,706	71%	\$8,743,441	\$56,518,805	N/A
Renewals													
FNDC	211	Unsealed road metalling	Local Roads	2024/2025	36	\$6,237,299	\$7,110,521	\$7,466,048	\$20,813,868	71%	\$14,777,846	\$71,296,651	N/A
FNDC	212	Sealed road resurfacing	Local Roads	2024/2025	36	\$7,201,909	\$10,171,643	\$6,805,992	\$24,179,544	71%	\$17,167,476	\$88,464,127	N/A
FNDC	213	Drainage renewals	Local Roads	2024/2025	36	\$1,694,901	\$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	\$4,925,050	\$4,537,197	\$5,744,878	\$15,207,125	71%	\$10,797,059	\$103,198,668	N/A
FNDC	215	Structures component replacements	Local Roads	2024/2025	36	\$1,923,555	\$2,875,001	\$5,227,801	\$10,026,357	71%	\$7,118,713	\$110,317,381	N/A
FNDC	216	Bridge and structures renewals	Local Roads	2024/2025	36	\$3,481,400	\$3,981,192	\$4,077,453	\$11,540,045	71%	\$8,163,432	\$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	\$651,891	\$726,309	\$783,309	\$2,161,509	71%	\$1,536,669	\$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													
Wat	111	Sealed pavement maintenance	SPR	2024/2025	36	\$14,000	\$21,000	\$23,000	\$58,000	100%	\$58,000	\$121,888,273	N/A
Wat	112	Unsealed pavement maintenance	SPR	2024/2025	36	\$11,000	\$11,000	\$11,000	\$33,000	100%	\$33,000	\$121,921,273	N/A
Wat	113	Routine drainage maintenance	SPR	2024/2025	36	\$800	\$800	\$800	\$2,400	100%	\$2,400	\$121,923,673	N/A
Wat	114	Structures maintenance	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,923,673	N/A
Wat	124	Cycle path maintenance	SPR	2024/2025	36	\$800	\$800	\$800	\$2,400	100%	\$2,400	\$121,926,073	N/A
Wat	125	Footpath maintenance	SPR	2024/2025	36	\$800	\$800	\$800	\$2,400	100%	\$2,400	\$121,928,473	N/A
Wat	140	Minor Events	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,928,473	N/A
Operations													
Wat	121	Environmental maintenance	SPR	2024/2025	36	\$800	\$800	\$800	\$2,400	100%	\$2,400	\$121,930,873	N/A
Wat	122	Network services maintenance	SPR	2024/2025	36	\$800	\$800	\$800	\$2,400	100%	\$2,400	\$121,933,273	N/A
Wat	123	Network Operations	SPR	2024/2025	36	\$800	\$800	\$800	\$2,400	100%	\$2,400	\$121,935,673	N/A
Wat	131	Level crossing warning devices maintenance	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,935,673	N/A
Wat	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													
Wat	211	Unsealed road metalling	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wat	212	Sealed road resurfacing	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wat	213	Drainage renewals	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wat	214	Sealed road pavement rehabilitation	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wat	215	Structures component replacements	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wat	216	Bridge and structures renewals	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wat	221	Environmental renewals	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wat	222	Traffic service renewals	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wat	224	Cycle path renewal	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A
Wat	225	Footpath renewal	SPR	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$121,955,173	N/A

KDC	111	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	Sealed pavement maintenance	Local Roads	2024/2025	36	\$2,208,300	\$2,875,770	\$2,883,641	\$7,447,620	62%	\$4,617,524	\$132,368,656	N/A	
KDC	113	Unsealed pavement 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	Routine drainage 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	Structures maintenance	Local Roads	2024/2025	36	\$15,000	\$22,260	\$22,545	\$99,805	62%	\$37,079	\$138,150,388	N/A	
KDC	124	Cycle path maintenance	Local Roads	2024/2025	36	\$103,574	\$120,809	\$124,925	\$349,308	62%	\$216,571	\$138,366,959	N/A	
KDC	125	Footpath maintenance	Local Roads	2024/2025	36	\$129,870	\$151,516	\$156,679	\$438,095	62%	\$271,619	\$138,638,576	N/A	
KDC	140	Minor Events	Local Roads	2024/2025	36									
KDC	121	Operations	Local Roads	2024/2025	36									
KDC	121	Environmental maintenance	Local Roads	2024/2025	36	\$1,162,091	\$1,295,596	\$1,322,704	\$3,600,391	62%	\$2,356,242	\$140,994,621	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	\$144,927,389	N/A	
KDC	123	Network Operations	Local Roads	2024/2025	36	\$116,910	\$153,560	\$156,270	\$366,740	62%	\$239,159	\$145,166,551	N/A	
KDC	131	Level crossing warning devices maintenance	Local Roads	2024/2025	36	\$45,465	\$91,940	\$92,605	\$150,010	62%	\$93,006	\$145,259,558	N/A	
KDC	151	Network and asset management	Local Roads	2024/2025	36	\$4,265,000	\$4,265,000	\$4,265,000	\$12,795,000	62%	\$7,932,900	\$153,192,458	N/A	
KDC	211	Renewals	Local Roads	2024/2025	36									
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	\$167,143,396	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	\$170,085,769	N/A	
KDC	213	Drainage renewals	Local Roads	2024/2025	36	\$1,327,321	\$1,805,567	\$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	\$190,165,230	N/A	
KDC	215	Structures component replacements	Local Roads	2024/2025	36	\$1,799,000	\$2,257,164	\$2,318,289	\$6,374,453	62%	\$3,952,161	\$194,117,394	N/A	
KDC	216	Bridge and structures renewals	Local Roads	2024/2025	36	\$9,000,000	\$9,000,000	\$9,000,000	\$27,000,000	62%	\$16,740,000	\$210,857,394	N/A	
KDC	221	Environmental renewals	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	62%	\$0	\$210,857,394	N/A	
KDC	222	Traffic service renewals	Local Roads	2024/2025	36	\$240,315	\$280,305	\$289,856	\$810,476	62%	\$502,405	\$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	\$80,639	\$83,284	\$232,872	62%	\$144,381	\$211,504,270	N/A	
KDC	225	Footpath renewal	Local Roads	2024/2025	36									
WDC	111	Maintenance	Local Roads	2024/2025	36	\$4,365,014	\$5,191,563	\$5,005,507	\$14,562,984	53%	\$7,718,382	\$219,222,651	N/A	
WDC	112	Sealed pavement maintenance	Local Roads	2024/2025	36	\$2,508,377	\$2,971,172	\$3,060,368	\$8,039,857	53%	\$4,526,134	\$223,748,739	N/A	
WDC	113	Unsealed pavement maintenance	Local Roads	2024/2025	36	\$2,154,303	\$2,551,771	\$2,628,324	\$7,334,398	53%	\$3,887,231	\$227,636,007	N/A	
WDC	114	Routine drainage 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	Structures maintenance	Local Roads	2024/2025	36	\$99,004	\$117,271	\$120,789	\$337,064	53%	\$178,644	\$229,193,802	N/A	
WDC	124	Cycle path maintenance	Local Roads	2024/2025	36	\$514,226	\$609,103	\$627,376	\$1,750,707	53%	\$927,875	\$230,121,676	N/A	
WDC	125	Footpath maintenance	Local Roads	2024/2025	36	\$274,033	\$324,592	\$334,329	\$932,964	53%	\$494,466	\$230,616,142	N/A	
WDC	140	Minor Events	Local Roads	2024/2025	36									
WDC	121	Operations	Local Roads	2024/2025	36									
WDC	121	Environmental maintenance	Local Roads	2024/2025	36	\$1,467,578	\$1,738,346	\$1,790,496	\$4,996,420	53%	\$2,648,103	\$233,264,245	N/A	
WDC	122	Network services maintenance	Local Roads	2024/2025	36	\$2,653,410	\$2,793,012	\$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	\$1,635,659	\$1,684,709	\$4,908,247	53%	\$2,601,424	\$240,212,424	N/A	
WDC	131	Level crossing warning devices maintenance	Local Roads	2024/2025	36	\$79,239	\$81,616	\$84,065	\$244,920	53%	\$129,808	\$240,342,231	N/A	
WDC	151	Network and asset management	Local Roads	2024/2025	36	\$4,368,044	\$4,499,086	\$4,634,058	\$13,501,188	53%	\$7,155,630	\$247,497,861	N/A	
WDC	211	Renewals	Local Roads	2024/2025	36									
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	\$2,803,561	\$7,623,373	53%	\$4,146,388	\$273,112,491	N/A	
WDC	214	Sealed road pavement rehabilitation	Local Roads	2024/2025	36	\$6,656,913	\$8,136,576	\$7,330,471	\$20,123,960	53%	\$10,665,690	\$283,778,150	N/A	
WDC	215	Structures component replacements	Local Roads	2024/2025	36	\$2,403,446	\$2,929,535	\$3,017,421	\$8,410,402	53%	\$4,457,513	\$288,235,702	N/A	
WDC	216	Bridge and structures renewals	Local Roads	2024/2025	36	\$3,005,490	\$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	\$1,590,872	\$1,607,699	\$4,496,317	53%	\$2,377,748	\$297,227,456	N/A	
WDC	224	Cycle path renewal	Local Roads	2024/2025	36	\$0	\$0	\$0	\$0	53%	\$0	\$297,227,456	N/A	
WDC	225	Footpath renewal	Local Roads	2024/2025	36	\$1,191,880	\$1,411,782	\$1,454,135	\$4,057,797	53%	\$2,150,632	\$299,378,088	N/A	
WDC	225	Footpath renewal	Local Roads	2024/2025	36									

DoC	Item	Category	Year	Length	Estimate	Actual	Actual	Actual	%	Estimate	Actual	Actual
		Maintenance										
DoC	111	Sealed pavement maintenance	2024/2025	36	\$17,093	\$17,435	\$17,794	\$52,312	51%	\$26,679	\$269,404,707	N/A
DoC	112	Unsealed pavement maintenance	2024/2025	36	\$22,940	\$23,398	\$23,866	\$70,204	51%	\$35,804	\$299,440,571	N/A
DoC	113	Routine drainage maintenance	2024/2025	36	\$9,865	\$10,062	\$10,263	\$30,190	51%	\$15,397	\$299,455,968	N/A
DoC	114	Structures maintenance	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,455,968	N/A
DoC	124	Cycle path maintenance	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,455,968	N/A
DoC	125	Footpath maintenance	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,455,968	N/A
DoC	140	Minor Events	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,455,968	N/A
		Operations										
DoC	121	Environmental maintenance	2024/2025	36	\$15,613	\$15,925	\$16,243	\$47,761	51%	\$24,368	\$299,480,506	N/A
DoC	122	Network services maintenance	2024/2025	36	\$109	\$111	\$113	\$333	51%	\$170	\$299,480,506	N/A
DoC	151	Network Operations	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,480,506	N/A
DoC	131	Level crossing warning devices maintenance	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,480,506	N/A
DoC	151	Network and asset management	2024/2025	36	\$3,281	\$3,347	\$3,414	\$10,042	51%	\$5,121	\$299,485,628	N/A
		Renewals										
DoC	211	Unsealed road metaling	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,485,628	N/A
DoC	212	Sealed road resurfacing	2024/2025	36	\$0	\$18,343	\$18,343	\$36,686	51%	\$18,710	\$299,504,339	N/A
DoC	213	Drainage renewals	2024/2025	36	\$0	\$5,503	\$5,503	\$11,006	51%	\$5,613	\$299,509,951	N/A
DoC	214	Sealed road pavement rehabilitation	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
DoC	215	Structures component replacements	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
DoC	216	Bridge and structures renewals	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
DoC	221	Environmental renewals	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
DoC	222	Traffic service renewals	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
DoC	224	Cycle path renewal	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
DoC	225	Footpath renewal	2024/2025	36	\$0	\$0	\$0	\$0	51%	\$0	\$299,509,951	N/A
	Total				\$148,849,725	\$164,778,259	\$168,541,088	\$482,209,672		\$299,509,951		

Key

- FNDC = Far North District Council
- Waik = Waikangi 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 \$49,791,787	\$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 \$171,621,934	\$121,830,273	\$49,761,661
Waikangi 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	\$16,663,405	\$10,225,313
	Operations \$23,473,999	\$14,553,879	\$8,920,120
	Renewals \$94,051,310	\$68,311,812	\$35,739,498
	Total \$144,434,027	\$99,549,097	\$54,884,930
Whangarei District Council	Maintenance \$36,090,136	\$19,111,872	\$16,948,264
	Operations \$31,852,300	\$16,881,719	\$14,970,581
	Renewals \$97,887,221	\$51,880,227	\$46,006,994
	Total \$165,799,657	\$87,873,818	\$77,925,839
Department of Conservation	Maintenance \$162,706	\$77,880	\$74,826
	Operations \$58,156	\$29,660	\$28,496
	Renewals \$47,602	\$24,323	\$23,269
	Total \$268,464	\$131,863	\$126,691
Total	Maintenance \$112,891,547	\$71,362,236	\$41,879,321
	Operations \$85,253,218	\$52,679,894	\$32,573,424
	Renewals \$283,874,267	\$176,527,851	\$108,448,376
	Total \$482,019,032	\$299,509,951	\$182,699,121

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

Committed Activities - Awaiting Final Funding Approval													
Org	Project Name	Funding Source	Project Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
						2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
FNDC	Community Connect Ferry Concessions and Administration	CERF	Imp	2024/25	36	\$11,000	\$11,000	\$11,000	\$33,000	100%	\$33,000	\$33,000	N/A
WDC	Springs Flat Project	IAF	Imp	2024/25	24	\$15,320,000	\$3,200,000	\$0	\$18,520,000	100%	\$18,520,000	\$18,553,000	N/A
WDC	CBD Bike & Public Transport Facilities	CERF	Imp	2024/25	12	\$3,000,000	\$0	\$0	\$3,000,000	53%	\$1,590,000	\$20,143,000	N/A
WDC	Raumanga Shared Path Connection	CERF	Imp	2024/25	12	\$2,000,000	\$0	\$0	\$2,000,000	53%	\$1,060,000	\$21,203,000	N/A
WDC	Kamo Shared Path Connection	CERF	Imp	2024/25	12	\$2,000,000	\$0	\$0	\$2,000,000	53%	\$1,060,000	\$22,263,000	N/A
Sub Total - Projects Awaiting Funding Approval						\$22,331,000	\$3,211,000	\$11,000	\$25,553,000		\$22,263,000		
Projects Requiring Funding Approval													
FNDC	Korihau 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	\$19,233,145		\$19,233,145		
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 = Kaipara 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	\$0
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	\$19,233,145	\$19,233,145	\$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	\$17,080,359	\$16,515,062	\$45,117,982	71%	\$32,033,767	\$32,033,767	N/A
FNDC	Public Transport Services	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$32,033,767	N/A
FNDC	Walking and Cycling	Implementation	2024/2025	36	\$1,790,000	\$2,740,000	\$2,780,000	\$7,310,000	71%	\$5,190,100	\$37,223,867	N/A
FNDC	Road to Zero	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$37,223,867	N/A
FNDC	Public Transport Infrastructure	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	71%	\$0	\$37,223,867	N/A
Wait	Local Road Improvements (SPR)	Implementation	2024/2025	36	\$150,000	\$350,000	\$400,000	\$900,000	100%	\$900,000	\$38,123,867	N/A
Wait	Public Transport Services	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$38,123,867	N/A
Wait	Walking and Cycling (SPR)	Implementation	2024/2025	36	\$100,000	\$400,000	\$300,000	\$800,000	100%	\$800,000	\$38,923,867	N/A
Wait	Road to Zero	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$38,923,867	N/A
Wait	Public Transport Infrastructure	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	100%	\$0	\$38,923,867	N/A
KDC	Local Road Improvements	Implementation	2024/2025	36	\$3,710,000	\$3,660,000	\$2,850,000	\$10,220,000	62%	\$6,336,400	\$45,260,267	N/A
KDC	Public Transport Services	Implementation	2024/2025	36	\$100,000	\$250,000	\$250,000	\$600,000	62%	\$372,000	\$45,632,267	N/A
KDC	Walking and Cycling	Implementation	2024/2025	36	\$850,000	\$1,485,000	\$785,000	\$3,120,000	62%	\$1,934,400	\$47,566,667	N/A
KDC	Road to Zero	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	62%	\$0	\$47,566,667	N/A
KDC	Public Transport Infrastructure	Implementation	2024/2025	36	\$0	\$0	\$200,000	\$200,000	62%	\$124,000	\$47,690,667	N/A
WDC	Local Road Improvements	Implementation	2024/2025	36	\$9,825,961	\$13,511,195	\$11,235,063	\$34,572,219	53%	\$18,323,276	\$66,013,943	N/A
WDC	Public Transport Services	Implementation	2024/2025	36	\$0	\$0	\$0	\$0	53%	\$0	\$66,013,943	N/A
WDC	Walking and Cycling	Implementation	2024/2025	36	\$2,775,000	\$4,675,000	\$5,875,000	\$13,325,000	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				\$54,842,189	\$48,776,331	\$45,814,792	\$129,432,202		\$86,300,024		

Key

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

	Project Cost	NZTA Share	Local Share
Far North District Council	\$52,427,982	\$37,223,867	\$16,204,115
Waitangi Trust	\$1,700,000	\$1,700,000	\$0
Kaipara District Council	\$14,140,000	\$8,766,800	\$5,373,200
Whangarei District Council	\$47,292,219	\$25,064,876	\$22,227,343
Waka Kotahi	\$13,160,001	\$13,160,001	\$0
Department of Conservation	\$0	\$0	\$0
Northland Regional Council	\$712,000	\$384,480	\$327,520
Total	\$129,432,202	\$86,300,024	\$43,132,178

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

Far North District Council

Activity	2024/2025	2025/2026	2026/2027	Total	RTC Approved Project Prioritisation
Unsubsidised Second Coat Seals	\$150,000	\$150,000	\$150,000	\$450,000	N/A
Unformed Paper Roads	\$500,000	\$500,000	\$500,000	\$1,500,000	N/A
Urban Drainage	\$500,000	\$500,000	\$500,000	\$1,500,000	N/A
Unsubsidised Sealing	\$2,000,000	\$2,000,000	\$2,000,000	\$6,000,000	N/A
Standstone Kaitiaki CBD Bypass	\$0	\$0	\$5,000,000	\$5,000,000	N/A
Other Access reactive capital (beaches, Parks & Reserves, Service Lanes, Crown Land etc)	\$100,000	\$100,000	\$100,000	\$300,000	N/A
Total	\$3,250,000	\$3,250,000	\$8,250,000	\$14,750,000	

Waikangai 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 Seat Extensions	\$1,500,000	\$1,500,000	\$0	\$3,000,000	N/A
Community Led Cycle Projects	\$50,000	\$75,000	\$200,000	\$325,000	N/A
Total	\$1,550,000	\$1,575,000	\$200,000	\$3,325,000	

Department of Conservation

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

Northland Regional Council

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

Non-Subsidised Projects and Improvement Projects

Far North District Council	\$14,750,000
Waikangai Trust	\$0
Kaipara District Council	\$0
Whangarei District Council	\$3,325,000
Department of Conservation	\$0
Northland Regional Council	\$0
Total	\$18,075,000

Public transport infrastructure and operations - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			RTC Approved Project Prioritisation
					2024/2025	2025/2026	2026/2027		FAR	Waka Kotahi Share	Waka Kotahi Cumulative Total	
Infrastructure Operation												
FNDC	Public Transport 2024/27	Infrastructure Maintenance	N/A	N/A	\$0	\$0	\$0	\$0	71%	\$0	\$0	N/A
Waik	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
Waik	Public Transport 2024/27	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0	100%	\$0	\$0	N/A
KDC	Public Transport 2024/27	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0	62%	\$0	\$0	N/A
WDC	Public Transport 2024/27	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0	53%	\$0	\$0	N/A
DoC	Public Transport 2024/27	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0	51%	\$0	\$0	N/A
NRC	Public Transport 2024/27	New Infrastructure	N/A	N/A	\$0	\$0	\$0	\$0	54%	\$0	\$0	N/A
Service Operation												
NRC	Public Transport 2024/27	Public Transport Services - Bus	2024/2025	36	\$4,342,330	\$4,355,731	\$4,369,942	\$13,068,003	54%	\$7,056,722	\$7,056,722	N/A
NRC	Public Transport 2024/27	Total mobility Operations	2024/2025	36	\$660,000	\$674,520	\$690,034	\$2,024,554	60%	\$1,214,732	\$8,271,454	N/A
NRC	Public Transport 2024/27	Total mobility Wheelchair Ramps	2024/2025	36	\$117,145	\$120,425	\$123,677	\$361,247	60%	\$216,748	\$8,488,202	N/A
NRC	Public Transport 2024/27	TM Wheelchair Hoist Use Payments	2024/2025	36	\$116,885	\$119,456	\$122,254	\$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	\$192,823	\$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	\$148,225	\$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%	\$257,872	\$10,272,867	N/A
NRC	Public Transport 2024/27	SuperGold Card	2024/2025	36				\$0	100%	\$0	\$10,272,867	N/A
Service Improvements												
WDC	Public Transport 2024/27	Implementation CityLink Improvement Project	2024/2025	12	\$1,772,000	\$0	\$0	\$1,772,012	53%	\$930,166	\$11,312,034	N/A
NRC	Public Transport 2024/27	Implementation CityLink Improvement Project	2024/2025	120	\$2,350,600	\$2,387,612	\$2,445,564	\$7,193,726	54%	\$3,884,839	\$15,096,873	N/A
Total					\$10,210,827	\$8,547,838	\$8,868,733	\$27,419,108		\$18,094,673		

Key

- FNDC = Far North District Council
- Waik = Waikangī 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
Waikangī Trust	Infra Ops \$0	\$0	\$0
	Infra Imp \$0	\$0	\$0
	Waik 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	\$930,166	\$832,846
	WDC Total \$1,772,012	\$930,166	\$832,846
Department of Conservation	Infra Ops \$0	\$0	\$0
	Infra Imp \$0	\$0	\$0
	DoC Total \$0	\$0	\$0
Northland Regional Council	Service Ops \$18,453,312	\$10,272,867	\$832,846
	Service Imp \$7,193,726	\$3,884,839	\$3,309,137
	NRC Total \$25,647,038	\$14,157,706	\$11,489,982
Total	Infra Ops \$0	\$0	\$0
	Infra Imp \$0	\$0	\$0
	Service Ops \$18,453,312	\$10,272,867	\$8,180,445
	Service Imp \$8,965,786	\$4,823,805	\$4,141,983
	Total \$27,419,100	\$18,094,673	\$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	Imp	2024/25	12	\$194,164	\$0	\$0	\$194,164	100%	\$194,164	\$1,589,164	N/A
Waka Kotahi	NTLD Share Digital Engineering/BIM	Pre -Imp	2026/27	48	\$0	\$82,146	\$7,468	\$89,614	100%	\$89,614	\$1,678,778	N/A
Waka Kotahi	NTLD Share Digital Engineering/BIM	Imp	2027/28	36	\$0	\$0	\$828,929	\$828,929	100%	\$828,929	\$2,507,707	N/A
Waka Kotahi	NTLD Regional Transport Planning	PBC	2025/26	24	\$0	\$500,000	\$1,700,000	\$2,200,000	100%	\$2,200,000	\$4,707,707	N/A
Waka Kotahi	NTLD Share Digital Data Strategy	PBC	2024/25	36	\$14,000	\$27,000	\$7,000	\$48,000	100%	\$48,000	\$4,755,707	N/A
Waka Kotahi	NTLD Share Digital Data Warehouse	PBC	2025/26	24	\$0	\$41,000	\$62,000	\$103,000	100%	\$103,000	\$4,858,707	N/A
Waka Kotahi	NTLD Share Environment PBC	PBC	2024/25	36	\$348,000	\$355,000	\$362,000	\$1,065,000	100%	\$1,065,000	\$5,923,707	N/A
NRC	Regional Land Transport Plan	Imp	2024/25	36	\$382,437	\$393,240	\$404,438	\$1,180,115	54%	\$637,262	\$6,560,969	N/A
NRC	Regional Public Transport Plan	Imp	2024/25	36	\$5,542	\$5,709	\$5,880	\$17,131	54%	\$9,251	\$6,570,220	N/A
NRC	Regional Road Safety Plan	Imp	2024/25	36	\$83,824	\$86,079	\$88,429	\$258,332	54%	\$139,499	\$6,709,719	N/A
NRC	National Ticketing Solution	DBC	2024/25	24	\$70,000	\$70,000	\$0	\$140,000	54%	\$75,600	\$6,785,319	N/A
NRC	Decarbonisation of Whangarei Bus Fleet	PBC	2024/25	36	\$100,000	\$100,000	\$100,000	\$300,000	54%	\$162,000	\$6,947,319	N/A
Total					\$1,947,997	\$2,416,174	\$4,316,144	\$8,674,285		\$6,947,319		

Key

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

	Project Cost	NZTA Share Cost	Local Share
Far North District Council	Total	\$750,000	\$217,500
Whangarei District Council	Total	\$750,000	\$392,500
Kaipara District Council	Total	\$750,000	\$285,000
Waka Kotahi	Total	\$4,528,707	\$0
Northland Regional Council	Total	\$1,895,578	\$871,966
Total	Total	\$8,674,285	\$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			KTC Approved Project Prioritisation
					2024/2025	2026/206	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		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%	\$0	\$1,037,099	N/A
WDC	N/A		None	N/A	N/A	\$0	\$0	\$0	0%	\$0	\$1,037,099	N/A
DoC	N/A		None	N/A	N/A	\$0	\$0	\$0	0%	\$0	\$1,037,099	N/A
NRC	N/A		None	N/A	N/A	\$0	\$0	\$0	0%	\$0	\$1,037,099	N/A
Total					\$486,901	\$486,901	\$486,901	\$1,460,703		\$1,037,099		

Key

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

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

Road safety promotion and demand management - non-prioritised

Org	Project Name	Activity Phase	Scheduled Start Year	Scheduled Duration (Months)	2024/2027 Project Cost Estimates (\$)			2024/2027 Total Costs	Waka Kotahi NZTA Funding Sought			KTC 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 Licensing/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	2024/26	36	\$13,004	\$13,524	\$14,065	\$40,593	71%	\$28,821	\$1,504,160	N/A
FNDC	Education Programme - Motorcycle Awareness	Implementation	2024/25	36	\$13,004	\$13,524	\$14,065	\$40,593	71%	\$28,821	\$1,532,981	N/A
FNDC	Education Programme - Pedestrian & Driveway	Implementation	2024/25	36	\$15,236	\$15,845	\$16,479	\$47,560	71%	\$33,768	\$1,566,748	N/A
FNDC	Education Programme - Reducing Impaired Driving	Implementation	2024/25	36	\$172,340	\$179,233	\$186,402	\$537,975	71%	\$381,962	\$1,948,711	N/A
FNDC	Education Programme - Safer Speeds	Implementation	2024/25	36	\$68,480	\$102,419	\$108,516	\$379,415	71%	\$278,265	\$2,168,975	N/A
FNDC	Education Courses - Increased use of Restraints	Implementation	2024/25	36	\$98,480	\$102,419	\$108,516	\$379,415	71%	\$278,265	\$2,385,240	N/A
FNDC	Education Programme - Young Drivers	Implementation	2024/25	36	\$43,982	\$46,741	\$55,731	\$146,454	71%	\$105,112	\$2,704,352	N/A
FNDC	Education Programme - Driver Licensing/Training	Implementation	2024/25	36	\$80,990	\$84,230	\$87,690	\$252,910	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%	\$273,127	\$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	2024/26	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	\$121,884	\$351,355	71%	\$249,306	\$3,538,358	N/A
FNDC	FNDC Programme Coordination	Implementation	2024/25	36	\$112,480	\$116,900	\$121,500	\$350,880	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	2024/26	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	\$30,184	\$87,304	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%	\$38,706	\$4,617,032	N/A
KDC	Education Programme - Other	Implementation	2024/25	36	\$58,243	\$58,492	\$60,831	\$177,566	62%	\$108,851	\$4,725,883	N/A
KDC	Education Programme - Cycling	Implementation	2024/25	36	\$190,000	\$195,000	\$170,000	\$555,000	62%	\$339,300	\$5,065,183	N/A
KDC	Education Event - Vehicles on Beaches	Implementation	2024/25	36	\$50,000	\$50,000	\$50,000	\$150,000	62%	\$93,000	\$5,158,183	N/A
WDC	Education Programme - Alcohol	Implementation	2024/25	36	\$158,000	\$162,400	\$168,896	\$489,296	53%	\$258,267	\$5,396,449	N/A
WDC	Education Programme - Driver Licensing/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	2024/26	36	\$26,000	\$26,000	\$27,040	\$79,040	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	\$60,000	\$63,200	\$66,528	\$190,728	53%	\$102,356	\$5,808,981	N/A
WDC	Workshop - Restraints	Implementation	2024/25	36	\$58,000	\$60,320	\$62,732	\$181,052	53%	\$95,958	\$5,904,939	N/A
WDC	Event - Other	Implementation	2024/25	36	\$30,000	\$31,200	\$32,448	\$93,648	53%	\$49,633	\$5,954,572	N/A
WDC	Events - Driver Licensing/Training	Implementation	2024/25	36	\$30,000	\$31,200	\$32,448	\$93,648	53%	\$49,633	\$6,004,205	N/A
WDC	Workshop - Distraction	Implementation	2024/26	36	\$20,000	\$20,800	\$21,632	\$62,432	53%	\$33,089	\$6,037,294	N/A
WDC	Education Programme - Cycling	Implementation	2024/25	36	\$278,686	\$278,687	\$278,687	\$836,060	53%	\$439,900	\$6,507,194	N/A
WDC	Education Programme - Other	Implementation	2024/25	36	\$112,480	\$116,900	\$121,500	\$350,880	53%	\$185,956	\$6,693,150	N/A
NRC	Events - Motorcycle Safety	Implementation	2024/25	36	\$74,872	\$77,005	\$79,139	\$231,016	54%	\$124,749	\$6,817,899	N/A
NRC	Roadside Education - Speed	Implementation	2024/25	36	\$45,599	\$46,923	\$48,263	\$140,785	54%	\$76,024	\$6,893,923	N/A
NRC	Roadside Education - Fatigue	Implementation	2024/25	36	\$52,135	\$53,646	\$55,174	\$160,955	54%	\$86,916	\$6,980,839	N/A
Total					\$3,824,436	\$3,607,884	\$3,748,770	\$10,877,744		\$4,968,838		

Key	Project Cost	NZTA Share	Local Share
FNDC	Far North District Council	\$6,036,763	\$4,296,102
KDC	Kaipara District Council	\$1,374,324	\$952,081
WDC	Whangarei District Council	\$2,933,901	\$1,554,968
NRC	Northland Regional Council	\$532,756	\$287,688
	Total	\$10,877,744	\$4,968,838

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 activities 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 EFFICIENCY 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 }

From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Lamorna Ahitapu-Rogers
Date: Thursday, 14 March 2024 11:14:08 pm
Attachments: [f-98-52-15871216_E7EmYlpv_2024-03-14_RLTP_Submission.pdf](#)

Feedback on the RLTP Review has been received from Lamorna Ahitapu-Rogers:

Reference #	15871216
First name/s:	Lamorna
Last name:	Ahitapu-Rogers
Phone:	094017391
Mailing address:	251g Rawhiti Rd, Rawhiti RD4, Hikurangi 0184, Northland
Email:	lamornarogers@hotmail.com
What do you think about the regional priorities:	Neutral
Regional priorities comments:	see attachment
What do you think about the transport projects and rankings:	Neutral
Transport projects and rankings comments:	see attachment
Any other comments:	see attachment
Attachments:	2024-03-14_RLTP_Submission.pdf (267 KB)
Did the information meet your needs:	No, the information provided did not meet my needs
Why or why not info met needs:	please make it easy for people to find things. For example. when you ask what people think about the regional priorities, give the page number where they can find them,.
How you found out about this consultation:	Community Group

Submission to Regional Land Transport Plan 2021-2027 three-year review

My name is Lamorna Ahitapu-Rogers. I worked as an economist from 2003 - 2019 for the Reserve Bank of Australia, and my submission partly relates to my economics experience. The bulk of my feedback, however, relates to my life as hau kainga in Te Rāwhiti since 2019. Te Rāwhiti is a small Māori community in the Far North. It is 30.5 kilometers from Te Rāwhiti to the nearest town, Kororāreka (Russell), but a 39-minute drive because of the narrow winding roads. 2.2 kilometers of our road remain unsealed. Our community is mostly Māori; we have a high number of medically vulnerable whānau and there is not a lot of local work so most have to drive a fair distance to get to work. We do have some small-scale tourism, services work, and pest control/walking track maintenance work. We also have two marae and a camping ground. I am giving this background because I do not see our community and our needs represented in the RLTP.

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

Neutral. I think the RLTP does not give enough priority to tourism as an industry in Tai Tokerau, and this flows through to its priorities in roading. Tai Tokerau has a clear comparative advantage in tourism, with the tourism share of GDP almost double that of New Zealand as a whole, and Tai Tokerau tourism being much more resilient in the recent Covid downturn (see below).



Te Rāwhiti has great tourism potential but one of our key obstacles is the unsealed road. Many tourists take one look at the gravel road and continue to Kororāreka. Existing tourism activities and businesses operating at Te Rāwhiti and nearby include Rākaumangamanga (Cape Brett) and Whangamumu walking tracks, marae stays and wānanga, Kaingahoa and Urupukapuka camping grounds, holiday accommodation, water taxis, and visitor parking.

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

The priority for our community is “Local road improvements and resilience”, specifically getting the remaining 2.1 kilometers of road sealed. I am disappointed that the case for sealing roads is viewed purely through the prism of “dust” when the risks and costs of unsealed roads are so much more diverse and serious.

In our community, the unsealed portion of our road is a major hazard and blockage to local economic development due to:

- the poor state of the unsealed road (lack of traction, corrugation and potholes) leading to frequent accidents/cars running off the road and cars needing towing and/or repairs
- direct economic costs from wear and tear and damage to vehicles of residents and visitors, including tradespeople
- indirect economic costs due to barriers to individuals travelling to/from work and businesses/tradespeople and visitors travelling to/from Rāwhiti (some trades people are reluctant to come out at all)
- dust health hazard to kuia kaumatua living on the unsealed section
- risks to the school buses, and negative impact on ambulance callouts and local fire brigade resourcing
- environmental damage due to runoff and buildup of silt.

Any other comments

Dust suppressant is only a solution to dust. It is not a solution to unsealed roads. Money needs to be invested in sealing local roads so that our communities can fully participate in the Tai Tokerau economy. The investment will be returned manyfold as currently under-utilised resources (labour and land) are brought into production.

Ngā mihi,



Lamorna Ahitapu-Rogers

ph: 09 4037 391 e: lamornarogers@hotmail.com

From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Formsite Submissions](#)
Subject: RLTP REVIEW - feedback from: Robert Alison
Date: Friday, 15 March 2024 9:25:01 am

Feedback on the RLTP Review has been received from Robert Alison:

Reference #	15872510
First name/s:	Robert
Last name:	Alison
Phone:	0274973354
Mailing address:	41 Dunford rd R D 6 Whangarei
Email:	roblyn@farmside.co.nz
What do you think about the regional priorities:	Neutral
Regional priorities comments:	I basically agree but actual road improvements make roads safer. Northland roads are substandard and therefore unsafe, caused by poor maintenance, poor design and bad workmanship on repairs and construction. As far as regional preferences go more needs to be spent on rural roads, Whangarei city has had a lot of roading upgraded and roads are good, congestion is caused by poor intersection design and traffic light phasing. Rural roads in all of northland are desperately in need of improvement. More attention needs to go on the actual road and less on safety barriers and raised pedestrian crossings and pedestrian lights. etc because if the road is good less accidents will happen
What do you think about the transport projects and rankings:	Neutral
Transport projects and rankings comments:	Too much is spent on things like bike and walking tracks etc and not enough on actual roads. State hwy 1 from Warkworth to Whangarei is a huge priority probably in the order you have indicated then general improvements to other highways and rural roads because they have been neglected for so long. In Whangarei the city has had a lot of road improvements and now has good roads, it just needs improvement to traffic light and intersection control to improve traffic movement and that can be

done without much expence. Rural roads now need the attention.

Any other comments:	Road work has become very expensive and often with time and budget blowouts, you need to choose engineers and contractors carefully and the ones that do the best job and best value for money and not just the cheapest. More priority needs to go on actual roads and less on things like traffic light pedestrian crossings and speed bumps and cycle trails etc.
How you found out about this consultation:	Social media
Last Update	2024-03-15 09:24:48
Start Time	2024-03-15 08:19:46
Finish Time	2024-03-15 09:24:48

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



From: [Richard Alspach](#)
To: [Submissions](#)
Subject: Fwd: submission on land transport plan, please acknowledge receipt
Date: Sunday, 10 March 2024 5:32:08 pm
Attachments: [FORESTRY RATES.aare they fair.docx](#)

Submission on Transport Plan

Below is the submission I submitted in March 2021. Nothing much has changed. Forestry is/has taken over even more of Northland's agricultural land, to the demonstrable detriment of Northland's economy.

The inequity of contributions towards roading from the various sectors is even more pronounced. Remember Forestry only pays 75% of the RUC of similar transport configurations, and they pay stuff all rates. Effectively other land users are subsidizing forestry to take over the land. The current system of funding is not sustainable.

I don't have any disagreement about the priority list, but such lists are bordering on irrelevant while the inequity in funding still exists.

As I said three years ago the NRC need to put some serious policy grunt into this issue, get buy in from RCA and other Regions. Central Government has show a willingness to grapple with the issue. They need guidance.

If you hold hearings I would like to be heard.

Richard Alspach

2185 Pukehuia Road

RD 4 Dargaville 0374

tel: 094395133

e.mail darnaway@farmside.co.nz

----- Forwarded Message -----

Subject: submission on land transport plan, please acknowledge receipt

Date: Thu, 25 Mar 2021 22:39:54 +1300

From: Richard Alspach <darnaway@farmside.co.nz>

To: mailroom@nrc.govt.nz

The current model for funding Northlands roads is not sustainable. It was designed when forestry was not a major factor, and each year as forestry becomes a more significant user of roads, it becomes more apparent that the current system can not prevail.

See the attached article prepared for the NZ Farmer in February 2021. Even tsince then the situation has got worse. Another half a dozen good pastoral farms have been purchased in this area, for conversion to forestry. The immediate impact will be a drop in rate take from those properties, which will have to made up by the balance of KDC; medium to long term even more damage to our fragile network.

This scenario has been forecast for nearly half a century. I personally have files going back to 1980, including reports done for the old Northland United Council. All pointing to the unsustainability of the current funding model.

The Northland Land Transport Committee is the ideal body to coordinate a proper review of funding for roads. It shouldn't be hard to get input from the three District Councils, and a wider input would probably be welcomed. After all the our problem is shared by other Regions. The more input encouraged the more likely an outcome.

I submit that NRC needs to put resource and policy grunt into this issue, and it needs to start asap.

Richard Alspach

2185 Pukehuia Road.

RD 4 Dargaville 0374

tel: 094395133

e.mail: darnaway@farmside.co.nz

FORESTRY RATES, ARE THEY FAIR?

A number of correspondents, and opinion pieces, from Production Forest Owners and/or their representatives, have complained of the unfairness of increasing their rates.

For most rural Councils, their major expense by far is roading. Roading is almost exclusively funded by Rates, and a Financial Assistance Rate (FAR) administered by the NZ Transport Agency (NZTA). In most Rural Districts rates are based on land value, and the FAR is funded in part by Road User Charges and in part from the consolidated fund.

Land classified as being production forestry has a lower value than if it were in Meat production or Dairy. This is a trend that seems to be getting worse. For example the latest valuations in Kaipara, the District in which I live, where the average valuation has gone up 17.5%; Forestry has gone up 5.4% and Pastoral 7.5%.

This trend is not surprising, as land value is based on the likely sale price of your land, should the land be vacant. Land in Production Forestry tends lower because it has less versatility. This throws up a number of anomalies, which Councils have to deal with. If your farm is predominantly Dairy, then that is how it will be rated, if you have substantial woodlots on that farm, so long as the predominant use is Dairy, that's how it is all rated. Same for Meat and Wool farms. So woodlot owners generally pay considerably more in rates for their forested land than do pure forest stands.

As a percentage of the rate take, without adjustment by way of targeted rate, production forestry pays not much, and it is getting less. So as the wall of wood moves inexorably on, and pressure on the roads gets greater, forestry contribution through rates is getting less.

One of your correspondents asks is a tonne of wood any different to a tonne of meat? Well no, but what tonnages are we talking about. In the North, forests will grow at up to 25 tonnes per hectare per annum. That doesn't all go on the roads of course, the slash gets left behind at harvest, but you will still have 20 tonnes per hectare per annum. A meat and wool farm producing 400kgs of meat per annum, which goes out as 800kg liveweight, add in some input tonnage like fertilizer etc, you are struggling to get to one tonne per hectare per annum. 5% of the tonnage of weight put on the system by Forestry. Because of rating valuations, pastoral famers pay more in rates than forestry. If a District is using Uniform Charges per Rateable unit, it will skew the figures even further in favour of Forestry.

Dairy Farms, because of the amount of water in milk, produce more tonnage than meat and wool farms, but about 45% of that produced by Forestry. But remember that Dairy Farms pay considerably more rates.

In Northland, according to the NRC's 10 year transport plan, 60% of all heavy transport is wood or wood related products. I suspect the same trend is true for most Rural areas. However the contribution from log transport, through road user charges is 75% of that paid by other heavy traffic configurations. This is because they "piggyback" their trailers on return trips. It is not illegal for them to do this, but it does diminish their contribution to the pool of money administered by NZTR, and distributed to District Councils by way of FAR.

The current situation with regards to contributions from Forestry towards roading is clearly not sustainable, and with the increases in planting it will only get worse. In the absence of any real reform in how Roothing is funded, Councils have to take some measures to protect the network and ensure some equity of funding. It seems to me that is what they are doing, and good on them.

Personally I consider that Forestry is an integral part of the Rural Matrix, and my wife and I are farm foresters, all I ask is that they pay their way in roading, and act responsibly at time of harvest.

Richard Alspach

From: [Julianne Bainbridge](#)
To: [Submissions](#)
Subject: Regional Land Transport Plan Review Submission
Date: Friday, 15 March 2024 8:14:47 am

SUBMITTER DETAILS

NAME: Julianne Bainbridge
EMAIL: anjbainbridge@outlook.com
PHONE: 09 4067088
ADDRESS: 77 Cox Road, RD4, Kaitaia 0484

I am making this submission on the Northland Regional Council (NRC) Regional Land Transport Plan Review.

I generally support the back to basics emphasis in the 2023 review of the RLTP 2021-2027 but make the following comments:

One of the biggest impacts on our farming business is lack of roading resilience. We have constant delays getting supplies to our farm. This has resulted in considerable down time and jobs not being done in a timely manner. It has also impacted milk not being able to leave our farm. There been times Fonterra has had to have trucks doing huge detours to enable milk collection and times farmers have been forced to dump milk. As a preventative measure, if there is bad weather forecast Fonterra now runs extra tanker pickups to farms while the roads are open causing considerable disruption on and off farms.

Amend transport priorities to:

Being resilient

Improving freight and passenger connections

Being secure

Being fit for purpose that leads to reduced deaths and serious injuries

Lowering emissions should be priority 7 in view of the government's direction regarding economic realism

Increasing transport choice

Improving integration of land use and transport planning – the proposed freshwater plan that suggests a 10m or 5m setback to keep stock out of waterways is a retrograde step that will adversely affect farmers and the communities they support. It is contrary to the direction of the RLTP to prioritise economic development and tourism, and should be vastly and realistically modified.

Road maintenance and renewals to remain top priority projects. Contracts to include roadside drains spraying and clearing and cleaning culverts. Water collecting on the road surface is speeding up formation of pot holes. There needs to be storm water catchments so road runoff effects are minimised in our waterways.

Amend major project map to delete Kaeo Bridge (done) and replace Twin Coast Cycle trail development with Rangiahua Bridge twin lane, while the Mangamukas are closed. The

entire area of State Highway 1 from Okaihau to Kaitaia should be getting done up now while there is reduced traffic.

RLTP to support the GPS for transport Roads of National Significance priority 1 being alternative to the Brynderwyns for reasons of resilience.

Regional Transport Committee to invite the government to have a good hard look at NZTA Board and management who have been a law unto themselves during the past 6 years at least without any accountability.

Julianne Bainbridge

Director

Orotere Farm Ltd

From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Formsite Submissions](#)
Subject: RLTP REVIEW - feedback from: Sheryl Bainbridge
Date: Friday, 15 March 2024 7:23:23 am

Feedback on the RLTP Review has been received from Sheryl Bainbridge:

Reference #	15872229
First name/s:	Sheryl
Last name:	Bainbridge
Phone:	021849548
Mailing address:	8 Rangikapiti Road, Coopers Beach 0420
Email:	sakia@xtra.co.nz
What do you think about the regional priorities:	Neutral
Regional priorities comments:	<p>I generally support the back to basics emphasis in the 2023 review of the RLTP 2021-2027 but make the following comments:</p> <p>Amend transport priorities to:</p> <ol style="list-style-type: none">1. Being resilient2. Being secure3. Being fit for purpose that leads to reduced deaths and serious injuries4. Improving freight and passenger connections5. Lowering emissions should be priority 7 in view of the government's direction regarding economic realism6. Increasing transport choice7. Improving integration of land use and transport planning – the proposed freshwater plan that suggests a 10m or 5m setback to keep stock out of waterways is a retrograde step that will adversely affect farmers and the communities they support, and does not support social or economic wellbeings. It is contrary to the direction of the RLTP to prioritise economic development and tourism, and should be vastly and realistically modified if you say tourism and economic development is one of the RLTP priorities. Road maintenance and renewals to remain top priority projects. Contracts to include roadside drains spraying and clearing and clearing culverts.
What do you think about	Agree

the transport projects and rankings:

Transport projects and rankings comments:

As resilience is the top priority, the draft RLTP plan should indicate support for the GPS for transport Roads of National Significance priority 1 being alternative to the Brynderwyns for reasons of resilience.
Projects should include twin-laning the Rangiahua bridge while the Mangamukas are closed and look at opening up access to the Hokianga by whatever means available.

Any other comments:

This is outside of the scope of the plan but I'm going to say it anyway:
Regional Transport Committee to invite the government to have a good hard look at NZTA Board and management who have been a law unto themselves during the past 6 years at least without any accountability.

Did the information meet your needs:

Yes, the information provided met my needs

How you found out about this consultation:

Newspaper

Last Update

2024-03-15 07:23:11

Start Time

2024-03-15 07:16:27

Finish Time

2024-03-15 07:23:11

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Formsite Submissions](#)
Subject: RLTP REVIEW - feedback from: Amanda Bennett
Date: Tuesday, 12 March 2024 2:21:29 pm

Feedback on the RLTP Review has been received from Amanda Bennett:

Reference #	15866031
First name/s:	Amanda
Last name:	Bennett
Phone:	021422530
Email:	amndabenet@gmail.com
What do you think about the regional priorities:	Agree
Regional priorities comments:	<p>From reading the Plan I see that these are the focus for 2021 -2031. Along with a caveat that "It is important to note that the inclusion of any project or work programme in the RLTP in no way guarantees national funding assistance".</p> <ul style="list-style-type: none">•state highway improvements (new projects greater than \$2 million)•local road improvements (new projects greater than \$2M)•state highway maintenance (maintenance, operations and renewals)•local road maintenance (maintenance, operations and renewals)•low-cost/low-risk improvements (small projects costing less than \$2M)•public passenger transport (bus and total mobility)•walking and cycling improvements (new projects greater than \$2M)•road safety promotion and education investment management (plans and strategies)•rail maintenance and upgrades. <p>My key interest is in walking and cycling improvements as I believe that by investing in these across Northland will actually achieve all the priorities you have listed in the summary. Route resilience and safety, regional and national connectivity, reducing transport related deaths and injuries, economic and tourist development for Northland, future proofing and long term planning, provide better transport options particularly rural and reducing the environmental effects of transport. Walking and cycling trails will make a significant contribution to all.</p>
What do you think about	Agree

the transport projects and rankings:

Transport projects and rankings comments:

I am very pleased to see at least 2 projects relating to walking and cycling in the transport projects. Investment in both of these projects will make a significant contribution to safety, economic, access and resilience benefits for Northland. I would however like to see more investment in walking and cycling projects in support of the 2018 Northland Walking and Cycling Strategy and the 2019 NZTA Implementation Plan for Walking and Cycling in Northland.

Any other comments:

The Plan mentions that the region's walking and cycling infrastructure is key to increasing the popularity of walking and cycling as both a recreational and commuter transport mode, contributing to healthy and vibrant communities and a growing economy. It is also a tool for reducing congestion at our schools, sports fields, parks, beaches and reserves.

The Plan also mentions that Northland has made significant progress in developing walking and cycling infrastructure. This has been achieved with the assistance of positive community support and increasing numbers of people participating in this mode. However, there does not appear to be a lot of investment by NRC across the region?

The Plan also talks about several business cases having been developed as part of the Twin Coast Discovery Route programme business case. This includes improvements to wayfinding, rest areas, Heartland Ride cycleways, SH11 and SH12. These business cases will guide Waka Kotahi and local council transport investment in Northland.

While the business cases recognise the availability of funding is a substantial risk, the programme addresses foundational transport infrastructure by recommending improvements to safety and resilience and DETAILS A SIGNIFICANT INVESTMENT for a more sustainable transport system including walking, cycling and ride share schemes to enhance the environment and encourage better community and public health outcomes. I am aware of SIGNIFICANT investment by MBIE however I am not aware of a SIGNIFICANT investment in walking and cycling from NRC or NZTA and I would like to see this statement come to fruition.

Thanks for the opportunity to participate in this review.

Did the information meet your needs:

Yes, the information provided met my needs

How you

- Community Group
-

**found out
about this
consultation:**

- Social media
- Word of mouth

Last Update

2024-03-12 14:21:13

Start Time

2024-03-12 13:48:44

Finish Time

2024-03-12 14:21:13

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



Draft Regional Land Transport Plan 2021-27 Three Year Review

Submission Form

How to send your submission:			
By mail:	RLTP Submission, Northland Regional Council, Private Bag 9021, Te Mai, Whangārei 0148		
In person:	Northland Regional Council, 36 Water Street, Whangārei or any of our regional offices		
Email:	submissions@nrc.govt.nz	Online:	www.nrc.govt.nz/transportplan

We need to receive your submission no later than 4.00pm, Friday 15 March 2024

Your name and contact details:	
Full Name:	Grant Brown
Mailing Address:	5 Paradise Point Place, One Tree Point, Whangarei 0118
Email Address:	Grantandpam55@xtra.co.nz
Phone / Mobile:	0272487126
Address for service of submitter (if different from above):	
Full Name:	
Mailing Address:	
Email Address:	
Phone / Mobile:	

Privacy Statement:

Please be aware when providing personal information that all submissions are part of a public consultation process. As such, information provided will be made publicly available, including submitters' names and addresses.

'Have Your Say' Events:

Instead of traditional public hearings, we will be holding a series of 'Have Your Say' events in early 2024 as follows:

- Whangārei Monday 19 February 9.00am - 11.00am Northland Regional Council, Tutukākā Room
- Dargaville Monday 19 February 3.00pm - 5.00pm SEED Community Hub
- Mangawhai Tuesday 20 February 11.30am - 1.30pm Domain Hall
- Opononi Monday 11 March 10.00am - 12.00pm War Memorial Hall
- Kaikohe Monday 11 March 3.00pm - 5.00pm Senior Citizens' Hall
- Kaitāia Tuesday 12 March 10.00am - 12.00pm Far North RSA Bowling Club
- Kerikeri Tuesday 12 March 3.00pm - 5.00pm Bay of Islands Golf Club

This will be your opportunity to speak to Regional Transport Committee elected representatives about the options being consulted on.

There is no need to register for these events, just turn up on the day and time at the venue nearest to you.

Regional Priorities

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

- Agree
- Disagree
- Neutral

Please comment:

We represent the Bream Bay Shared Path group, and we are advocating for a safe route between Marsden Cove and Ruakaka township without pedestrians and cyclist having to cross the busy SH15 Marsden Port Highway which is a critical motorway to Northport. There are two large retirement villages in the area as well as a large walking, running, and cycling community who if the wish to go to Ruakaka village must cross the SH15 at their own peril. There are no continuous pathways on One Tree Point Rd, McCathie Rd, Marsden Bay Drive, McEwan Rd and overbridge. There have been serious accidents and fatalities on this stretch of SH15. We would like the opportunity to present our case to the NRC. Before this plan is finalised.

Transport Projects and Rankings

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

- Agree
- Disagree
- Neutral

The Bream Bay Marsden to Ruakaka shared path as it is a priority safe pathway alternative for the large community in this area.

Are there any other comments you would like to make about the draft plan?

Please comment:

Signature of submitter

You don't need to sign submission if sent electronically.

Signature:

Date:

14.03.2024

Submission on Regional Land Transport Plan Review for Northland 2024-27

Due to time constraint and similar views, we share this submission with our friends from Vision Kerikeri.

Additionally we'd like to stress the importance for a much higher regard for the risks of eminent Climate Change issues, where Transport is among the highest contributors. Emissions and risks have to be reduced, avoided and mitigated by using substantially less carbon fuels per transport km: walking, cycling, EVs, public options, rail, maritime, and roads have to be made safer.

The Regional Land Transport Plan (RLTP) correctly points out Northland's heavy dependency on road transport both for goods and for light traffic and notes that "the network has evolved to be vehicle-centric and with little consideration of alternative modes of transport". The Northland Regional transport committee assesses that there is an infrastructure deficit in parts of the network. The improvements to maintenance and resilience of the Northland Road network in the RLTP review for the next 3 years are generally supported and improvements such as the new Kaeo bridge but the plan is weakest at:

- Promoting alternative goods transport.
- Promoting safe walking and cycling options in urban or peri-urban environments and multi modal transport.
- Sustainability

While these are marginal to the present Northland transport situation, more emphasis in this plan is needed in preparation for a different future.

State Highway 10 SH 10 potential flooding risk to connectivity in a climate change scenario

SH10 is the primary Mangamuka detour route and is part of the twin coast discovery route. However, SH 10 has flooding risk to connectivity in a climate change scenario.

SH 10, at the head of the Whangaroa Harbour, is low lying and at risk from sea-level rise or storm surges but is not shown on the map (P 30) as a major risk area. The map on page 52 shows a traffic volume of 5117. This locality is not mentioned in the discussion of primary collectors (P35) but would cause significant economic and social disruption to the Far North in a storm, if SH1 were closed by

slips on the Mangamuka range (as at present) and SH10 was flooded at the same time by a storm surge and high tide.

We propose that SH 10 at the head of Whangaroa Harbour, in Cable Bay and any further flood prone sections (see NRC flood map) requires future proofing as it is a risk to regional connectivity from sea level change/storm surge, particularly since SH 1 via Mangamuka is subject to slip hazards, as demonstrated by Cyclone Gabrielle.

P37: Transport priority 2: reducing transport related road deaths and serious injuries.

The draft report states that many of Northland's roads and roadsides are not designed, built, or maintained to take account of drivers making mistakes, resulting in a high number of crashes resulting in death or serious injury.

It also discusses and programmes engineering and education solutions for vehicular traffic. However, removing heavy traffic from the roads would contribute greatly to improved safety by upgrading rail to Oratia and connecting rail to North Port for freight transport (see comments about rail in Priority 3 below).

Cycling

Wider shoulders without camber should be provided when our roads are being reconstructed so that cyclists can ride more safely. There is at present little cycle traffic and our often-hilly roads without shoulders are unsafe which discourages cycling. The advent of battery assisted cycling needs consideration in road design and should be part of future proofing, long-term planning for safety.

We seek:

- 1. That the Northland Regional Transport Alliance lobby government for a strengthening of, and the timely commitment to rail, specifically connecting North Port to the rail line and reinstating the line to Oratia for freight as soon as possible, as an essential and integral part of the effectiveness of the Northland Land Transport Strategy.**
- 2. Wider shoulders on main roads, without taper, for safer cycling be embodied in future road design as part of build back better.**
- 3. Where possible separate vehicle and cycle (and pedestrian) lanes reflecting the advent of electric bikes. While this will increase road construction cost it will be a saving to the Health and ACC budgets.**

Priority 3: Regional and national connectivity

Rail & the strategic context

The draft report correctly identifies a strong strategic case for the Marsden link to Northport to the main trunk line and identifies a potential freight demand of 1.8 and 2.5M tonnes of freight between Auckland (p54) and the north.

Rail carries only 2% of Northlands freight (p53). 13 tunnels have been lowered and 5 bridges replaced between Swanson and Whangarei but only one train weekly to Auckland takes place. It is critical that the planned Northport to Oakleigh “to unlock the potential of rail in Northland and encourage a modal shift of freight from road to rail” by linking Northport to rail at Oakleigh. This would avoid:

- up to 75000 **heavy** truck trips annually.
- crash risk.
- greenhouse gas emissions.
- road maintenance (p54).

Comment

*The RLTP supports the new rail link to Northport as a priority and we strongly agree but it is vulnerable to the successful completion of the Oakleigh rail connection to Northport, which would remove 75,000 annual heavy truck movements off the road south to Auckland. It is critical that **BOTH** Rail and Road Transport strategies proceed in tandem. If rail falters, for example **from a change of government**, the outcomes of this Land Transport Plan will be adversely affected.*

If, for whatever reason, Northport is not connected to Oakleigh by rail then 75,000 heavy transport trips would not be removed from the roads with the consequential substantial safety and crash risk reduction.

Action required:

We advocate that the government is lobbied for expediting rail connections to Northport and Oratia which will provide safety, economic, greenhouse emissions and maintenance benefits.

Transport Priority 3: Route Resilience and route security

Increasing road freight is predicted. The trend toward using heavier 50 tonne and 62 tonne trucks on our generally poorly constructed roads and with difficult geology, is questioned. While this may result in more efficient transport per tonne/mile there would be an economic transfer cost from

trucking firms onto the road transport budget and an opportunity cost for more expensive road construction and road maintenance.

Action required: We consider that 50 and 62 tonne trucks on parts of our road system needs to be limited or possibly banned.

The NRTP and its effect on Kerikeri

The NRTP (p71) promotes “walking and cycling (for work, school and recreation) for environmental, health and economic reasons”. However, most cycle trails in the Northland integrated cycling strategy are for tourism and do not contribute to safe urban or peri-urban cycling which would enable children, for example, to travel safely to school.

Kerikeri is unusual among Northlands townships as it is not situated on a State Highway and has difficulty in attracting NZTA funding. It attracts little mention in the NRTP, but it does state that growth has been particularly strong in Kerikeri.

We agree with the NRTP that *“Transport is a key enabler of sustainable urban and regional development. By improving access, affordability, community connectedness and environmental outcomes. Integration of land use planning and transport planning is critical”*.

Greater Kerikeri has a population of about 16,500 and is growing. This far exceeds the figure often quoted for Kerikeri of about 7,500 which only comprises just the town ship and township surrounds. This population is about 26% of the entire Far North districts population.

- FNDC has failed to plan for Kerikeri/Waipapa over an extended period, but Spatial Planning is now underway and is expected to be completed within a year.
- Although we are encouraged however that that there is a project listed in the NRTP Appendix 5 namely “Kerikeri Area Transport Network Plan”, it is at priority 20 and is not funded in this 3-year plan.
- Kerikeri has extended week day congestion at morning, evening peaks and mid-afternoon at school closure and at weekends at the market This is exacerbated by lack of connectivity with numerous “dead end” roads and cul de sacs that feed Kerikeri and Waipapa roads.
- For historical reasons Kerikeri does not have a grid road system. Development has been linear spreading along Kerikeri Road, which now has 11,000 traffic movements daily. Much of Kerikeri has evolved in an ad hoc, unplanned way and much subdivision under our permissive District Plan has taken place without necessary infrastructure.
- There is considerable building and population increase, including along Kerikeri Road, and now is the time to invest in improving traffic circulation as well as a necessary precondition to planning our vehicle dominated town centre and making it safer for pedestrians.

- It is critical that a second main street parallel to the existing one be built from Butler Road to Clark Road and eventually beyond to the Heritage Bypass to enable development of the CBD as outlined in the Kerikeri/Waipapa Structure Plan 2007. This is a local road, but it is welcomed that the RLTP does at least include KK Area Network planning in the programme.

Action required.

That funding for the Kerikeri Area Network Plan be provided in this 3-year RLTP programme since KK spatial planning is expected to only take about another year.

Safe urban cycling and walking.

Our main concern is urban and peri-urban traffic congestion and safety. Kerikeri and its environs has poor connectivity and is not a safe environment for cyclists. **The draft Plan does not recognise the contribution, at the margin, that E-bikes can make** to reducing urban-or peri-urban traffic volumes in Kerikeri if there were a safer environment. The walking and cycling budget for 2021 to 2024 is only **\$1.46M out of planned expenditure of \$2.1206 billion or 0.07%** and this is exclusively for the Twin Coast Cycle trail.

We request:

1. **An expansion of safe walking and cycling options for local commuting. This will contribute to reducing carbon emissions, public health, road safety, traffic congestion and waste of parents' time.**
2. **A more realistic budget allocation for cycling and safe walking in urban and peri-urban environments.**

The Kerikeri Active Mode Network Connections project.

This project is programmed in Appendix 5 p111 for implementation.

The Transport Minister Simeon Brown wrote to councils around the country before Christmas informing them any Transport Choices plans put on hold by the new government in October would not receive any more funding and would therefore not proceed.

The Transport Choices plan included a roundabout and pedestrian crossing at a busy intersection near Kerikeri's primary and high schools, as well as widened footpaths, bike paths and raised crossing platforms to slow traffic.

Since more than 2,000 students attend two schools on Hone Heke Rd, and it also has a kindergarten, two early childhood centres and a kohanga reo. As the various works are intended to improve safety this is a very short sighted and backward step.

Action required.

We urgently request that Kerikeri Active Mode Network Connections be restored to the programme, as a minimum, in the vicinity of the Kerikeri schools.

Transitioning to net zero carbon emissions

RLTP states (p98) this as a goal, but is not well supported. It states (p66):

Walking and cycling: “we will continue to invest in walking and cycling infrastructure and promote walking and cycling to increase its mode share”.

Comment: *there is little evidence of this in the RLTP. The walking and cycling budget (P118) is only \$146M out of a total of \$2.12 billion or 0.07% and this amount is wholly for the twin coast cycle trail.*

Action required.

A more meaningful increase in the walking and cycling budget is required.

Public transport: “we will increase investment in public transport infrastructure and services, particularly in Whangārei city, to increase public transport mode share and reduce the number of private vehicle trips”.

Comment: *an improved City Link service and electric buses for our biggest city are welcomed.*

Encourage the uptake of electric vehicle use.

Comment: *It is not shown how this will be done. The removal by the government of the subsidy for electric vehicles, currently only about 2% of the light vehicle fleet will not expedite their adoption and acts against climate change policies.*

Electric vehicle charging network:

In 2020 there were about 15 fast public charging stations throughout the region; the RLTP supports an increase.

Comment: *More charging stations are welcomed and necessary, but this is apparently being left to commercial interests.*

Authors: Rod Brown & Rolf Mueller-Glodde

14.03.2024



Steve Cornwall steve306@xtra.co.nz
PO Box 155, Pahiia 0276 306 307

Bachelor Commerce - Management Studies; Continuous Licensee since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 1
Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank	HIGH
Start date	1 January 2025
Duration	1 year
Location	near Whakapara
Benefits	Safer Intersection Reduced Flooding Wider Highway New Floodway Bridge
Type	New Road
State Highway	1
A.A.D.T 2019	7,090
Heavy Vehicle %	10.0%
District	Whangarei
Distance Whangarei	20
Side Road	Puhipuhi Road
Classifications	Narrow Highway, Dangerous Intersection, Flooding
Hazard	The Intersection is very narrow The State Highway has deep drains and NO side margins The highway floods because the causeway is too low. There has been at least 1 fatality in the last 10 years and numerous hwad on collisions
Project Km	1.0 km

Solution Re-design the State Highway and the Puhipuhi Road Intersection, Raise the Causeway over the Whakapara River, Widen the Highway for 500 metres north west of the Intersection

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Submission No 1

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location Whakapara

Benefits SAFER Road for Motorists





3:04 PM

Two trucks involved in accident north of Whangārei - NZ Herald



Home / Northern Advocate

Two trucks involved in accident north of Whangārei

Northern Advocate

23 May, 2019 11:10 AM Quick Read

Emergency services are at the scene of a crash involving two trucks on State Highway One north of Whangārei.

A truck is believed to have come off the road and into a paddock near the intersection of Puhipuhi Rd, near Whakapara about 10.20am.

Another truck, believed to be a logging truck, was also understood to be involved, but it on the road a bit further north, police said.

It's unclear if any other vehicles were involved or if there are any injuries. The road is still open at this stage, but the accident is expected to cause some delays for traffic.

The accident scene is about 25km north-west of Whangārei.

No further details were available at this stage.

Updates on the situation, including details of any road closures or restrictions, are expected to be posted on the NZTA website at www.nzta.govt.nz/traffic-and-travel-information/.

<https://www.nzherald.co.nz/northern-advocate/news/two-trucks-involved-in-accident-north-of-whangarei/1C9F625P4WVNZ7HFRSC08IZ6/>

1/3



Home / Northern Advocate

State Highway 1 north of Whakapara reopens after serious crash

By Karina Cooper

27 Jun, 2023 03:49 PM Quick Read

Five people were hurt in a serious crash that closed State Highway 1 north of Whangārei and sparked a major response from emergency services.

The *Advocate* understands a light truck towing a caravan and an SUV collided on SH1 near Puhipuhi Rd north of Whakapara at around 2pm.

A Hato Hone St John spokesperson confirmed five people had been injured. Two were seriously hurt and taken to Whangārei Hospital alongside one other patient in a moderate condition. The remaining two people were moderately injured and taken to Bay of Islands Hospital.

A Fire and Emergency NZ spokesperson said three fire appliances from Whangārei and Hikurangi stations turned out to assist Hato Hone St John, which had also dispatched three ambulances along with a rapid response unit.

The Fenz spokesperson confirmed no one involved in the crash was trapped.

SH1 was closed between Hukerenui Rd and Jordan Valley Rd for more than two hours, while motorists were diverted via Jordan Valley Rd and Hukerenui Rd.

Waka Kotahi announced the portion of state highway had reopened after both vehicles were towed from the scene.

<https://www.nzherald.co.nz/northern-advocate/news/serious-crash-kills-state-highway-1-north-of-whakapara/CPKQEDLNGTPJ0Z2YX5GK3...>

Steve Cornwall
PO Box 155, Paihia

steve306@xtra.co.nz
0276 306 307



Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No

2

Date

Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank	HIGH
Start date	1 January 2025
Duration	3 years
Location	Kauri
Benefits	Dangerous Narrow Bridge over Rail This bridge would NOT be acceptable in any Other Region 2 Adjacent Dangerous Intersections Safer for Cyclists and Pedestrian Near Primary School, 900 m Away
Type	New Over Bridge & Adjacent Intersections
State Highway	1
A.A.D.T 2019	12,150
Heavy Vehicle %	9.1%
District	Whangarei District
Distance Whangarei	10
Side Road	Saleyards & Apotu Roads
Classifications	Narrow Bridge
Hazard	Narrow Dangerous Bridge, too Narrow for Trucks and Cyclists together 2 Adjacent Dangerous Intersections WITHOUT Right Turn Bays Primary School 900 metres away, Higher RISK of Children Being Injured in Incident
Project Km	500 metres

Solution

Re-build, can be in Conjunction with 2 Major Intersections Including Saleyards Road and Apotu Road, Even if Rail was to be Closed, Saleyards, Apotu Road Intersections are Extremely Dangerous, 2 Cycle Bridges could be Built as "Stand Alone" Wooden Structures either Side of Existing Bridge

Build Clip On cycles ways on both sides, Precedents in other Regions

Steve Cornwall
PO Box 155, Paihia

steve306@xtra.co.nz
0276 306 307

Submission No

2

Date

Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location

Kauri

Benefits

Dangerous Narrow Bridge over Rail
This bridge would NOT be acceptable in any Other Region
2 Adjacent Dangerous intersections
Safer for Cyclists and Pedestrians

Type

New Over Bridge & Adjacent Intersections



Photo is Looking South between Apotu Rd intersection and Bridge, NOTE Narrowness of Bridge, NO Cycle Margin, Width of "Over width" truck and Closeness to the School Bus, DANGEROUS "NETWORK FIT"



Apotu Road Photo is looking southwards before rail bridge, NOTE there NO "right turn" bay off SH 1, Access Road to a Primary School, 900 metres Away

06 MAR 2024

FILE No
N.R.C

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No

3

Date

Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

In the last 3 years I have driven extensively, on holiday, around the North Island, visiting the Auckland, Waikato, Bay of Plenty, Gisborne, Hawkes Bay, Wellington, Manawatu and Taranaki Regions.

Our highways are below standard compared with those other Regions.

I suggest that the elected Members of this Committee travel around the North Island, using State Highways 1, 2 and 3 to see for themselves how our Region compares with margins and margins and surface conditions of the State Highways.

I also suggest that this Committee alternate their meetings with the Far North District Council Chambers in Kaikohe. This would ensure that Northland Transport Alliance and Senior NZTA staff become familiar the highways north of Whangarei which are in a worst state than Auckland to Whangarei.

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 4

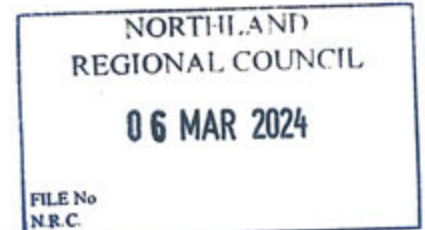
Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

**THIS PROJECT MUST BE STARTED IMMEDIATELY, THE CURRENT 3 PARTY COALITION CAN
PUSH THE PROJECT THROUGH
MAINFREIGHT AND FONTERRA WANT THIS PROJECT TO GO AHEAD**

Project Rank High
Start date 1 January 2025
Duration 4 years
Location Oakleigh to Marsden Point Railway



Benefits
Reduced damage to State Highway, Reduced Collisions
Reduced Need to 4 Lane Marsden Point to Whangarei
Meets Requirements of Kyoto Agreement on Global Warming
Connects Marsden Point to Auckland, Portland, Otiria
To be USED for Logs from Otiria, Dargaville Wellsford, ISO Containers to Auckland
Connects NETWORK 1,800 km to Bluff via Cook Strait Rail Ferry

Type Railway Line Extension to National Network,

State Highway Supplements State Highway 1

A.A.D.T 2019 15,360

Heavy Vehicle % 11.8%

District Whangarei District

Distance Whangarei 15km to 35 km

Side Road N/A

Classifications Railway Line Extension to National Network

Hazard
TOO Many Heavy Trucks
Excessive Road Damage, Road Built over Swamp

Project Km

15 km

Solution

Build a New Railway Line to Connect Northland Line to Marsden Point Point Wharves, Modern High Horse Power Locomotive permit Increased Gradients, Road Reserve Wide Enough for Railway, Consents in Place for Land Use

Steve Cornwall

steve306@xtra.co.nz

PO Box 155, Paihia

0276 306 307

Submission No

4

Date

Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location

Oakleigh to Marsden Point

Benefits

Reduced damage to State Highway, Reduced Collisions
Reduced Need to 4 Lane Marsden Point to Whangarei
Meets Requirements of Kyoto Agreement on Global Warming
Connects Marsden Point to Auckland, Portland, Otiria

Type

Railway Line Extension to National Network



Photo is looking north east from Highway Over Bridge to where Junction will be built, 3km south of Wood Chipping Plant that would connect to Marsden Point, Forms Part of a Network 1,800 South to Bluff via Cook Strait Rail Ferry, LONG TERM Advantages Out Weigh Current short term Cheap Truck Fuel

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 5

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank HIGH

Start date 1 January 2025

Duration 3 years

Location Waiotu to Puhipuhi

NORTHLAND
REGIONAL COUNCIL

06 MAR 2024

Benefits

Current Road has Dangerous Vertical and Horizontal Alignment,
There are about about 20 Private Diveways on 2 km Section
Southbound Passing Lane at Northern end is TOO Short
There are NO MARGINS for Cyclists, Pedestrins NOR School Buses
Roadside Culverts are TOO Close to Carriageway
Fatality in late 2014

Type Poor Quality Narrow State Highway

State Highway 1

A.A.D.T 7,090

Heavy Vehicle % 10.0%

District Whangarei District

Distance Whangarei 26

Side Road Puhipuhi Road & Waiotu Block Road

Classifications Poor Narrow State Highway

Hazard Sub-standard Road, Private Driveways, NO Cycle Margins
Poor Verticle and Horizontal Alignments
NO Safe School Bus Zones

Project Km 2 Km

Solution TOTAL REBUILD TO MODERN STANDARDS, 1 Fatality in 2014, Puhipuhi Road Intersection to "mid point"
Waiotu Southbund Passing Lane

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Submission No 5

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location Waiotu to Puhipuhi

Benefits Current Road has Dangerous Vertical and Horizontal Alignment,
There are about 20 Private Diveways on 2 km Section
Southbound Passing Lane at Northern end is TOO Short
There are NO MARGINS for Cyclists
Roadside Culverts are TOO Close to Carriageway
Fatality in late 2014,

Type Poor Quality Narrow State Highway



Photo is looking North West, about half way along Dangerous Section, In 2014 there was a Fatality in the Vicinity of the Right Hand Corner at the end of this Photo, NO Margin on Left Side of Road, Facing away from Camera, NOT Driveway on Right Side of Photo

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 7

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank HIGH
Start date Immediate
Duration Permanent
Location All State Highways



Benefits Reduced Chance of Head On Collisions
Safer Driving Environment

Type Curtail the Over Width Permit to DAYLIGHT ONLY, Network Fit, Over width Trucks

State Highway All State Highways

A.A.D.T Not Applicable

Heavy Vehicle % Not Applicable

District All Districts

Distance Whangarei Not Applicable

Classifications Network Fit, Over width Trucks

Hazard These Trucks are Overwidth and travel on Permits that basically permit Mainfreight and their sub-contractors to Cart Processed Timber on trucks that are often about 2.7 M wide compared with Normal 2.4M, day of night, on ANY road.

Especially at NIGHT and IN RAIN, the Width of these Trucks is IMPOSSIBLE to Ascertain
Can be IMPOSSIBLE to SEE RED / YELLOW Markers at Night when Approaching Trucks

Project Km Not Applicable

Cost Estimate Not Applicable

Solution

Ideally Limit these Loads from Kaitaia to Otiria Rail ONLY, alternatively Kaikaia to Marsden Point ONLY,
FINALLY IN DAYLIGHT ONLY, 30 mins after Sunset to 30 mins before Sunrise
THESE PERMITS Are Issued NZTA Palmerston North who DO NOT KNOW Northland Conditions

Steve Cornwall
PO Box 155, Paihia

steve306@xtra.co.nz
0276 306 307

Submission No

7

Date

Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location

All State Highways

Benefits

Reduced Chance of Head On Collisions
Safer Driving Environment

Type

Curtail the Over width Permit to DAYLIGHT ONLY, Network Fit, Over width Trucks



This Photo is taken on the Kauri Rail Bridge IT SHOWS HOW POTENTIALLY DANGEROUS it is for Mainfreight Transport to cart Overwidth Timber Product from Kaitaia Southwards, Particularly at Night, Narrow Bridges are at Kawakawa, Puketona, Waiomio, Mitchell's Road, Whakapara and MANY Others

Steve Cornwall
PO Box 155, Paihia

steve306@xtra.co.nz
0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No

8

Date

Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank

HIGH

Start date

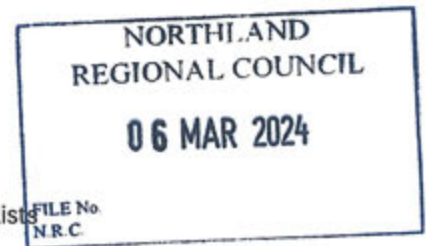
1 January 2025

Location

near Pakaraka

Benefits

SAFER Road for Motorists and Cyclists
Route Security



This is an EXAMPLE, there are MANY OTHER SIMILAR locations in Northland
THIS PHOTO AND OTHERS WERE SENT TO NZTA in June 2018, NO ACTION TAKEN BY NZTA

Type State Highway

State Highway 10

A.A.D.T 2019 5,500

Heavy Vehicle % 7.5%

District Far North District

Distance Whangarei 65

Side Road State Highway 1 N

Classifications Dangerous Trees Close to Carriageway

Hazard
This is an example of large trees that are very close to the edges of carriageways.
If a vehicles leaves the carriageway here there will be FATAL results for the occupants of the vehicle.
If a cyclist is using the road here following traffic will have to cross the centre line.

Project Km .500 km

Solution Remove trees frees that are close to the carriageway. There are many similar locations in Northland. These particular trees are within the Road Reserve!

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Submission No 8

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location Waitangi

Benefits SAFER Road for Motorists and Cyclists
Route Security

Type Remove large trees that are close to the carriageway



This location, on SH 10, is 1.5km north of the intersection of State Highways 1N and 10 at Pakaraka. These trees are on the western side of the road just around a sweeping righthand corner and over a slight rise in the road. A vehicle losing control approaching these trees would be carried into these trees by centrifugal forces, and the road camber.

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 6

Date Tuesday, 5 March 2024

2015 to 2018 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank HIGH

PRECEDENT State Highway 43, from Stratford to Taumarunui, is currently being sealed and rebuilt to Highway Standards. It travel through a Scenic Reserve and is about 12km.
The Total cost is \$30 million.

Location Waipu to Maungaturoto, Waipu Gorge Road

Benefits Network Security, Reduced Diesel Use
Alternative to Brynderwyn Hill Highway
Trucks at present have 300 metres vertical rise
Gorge Rd has only 100 m rise, fuel savings,

Type Seal Extension

State Highway N/A

A.A.D.T Not Known

Heavy Vehicle % Not Known

District Whangarei & Kaipara Districts

Distance Whangarei 45

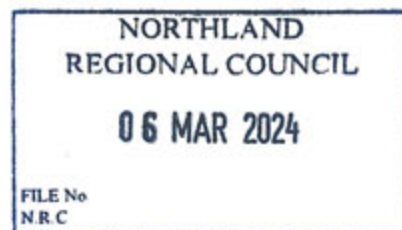
Side Road State Highway 1 North

Classifications Seal Extension

Hazard Un-sealed Main Cross Country Route

Project Km 12 km approximate

Solution The route from Braigh, SH 1 near Waipu to Maungaturoto is approx 20km via Brynderwyn and 25 km direct via Waipu Gorge Road, There is approximately 8km of unsealed road remaining, The sealing of this road would provide route security in the event of road closures as well as saving distance for local people, milk tankers, stock trucks etc.



Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Submission No 6

Date Tuesday, 27 January 2015

2024 to 2027 Land Transport Programme - Northland Region

Location Waipu to Maungaturoto, Waipu Gorge Road

Benefits Network Security, Reduced Diesel Use
Alternative to Brynderwyn Hill Highway
Trucks at present have 300 metres vertical rise
Gorge Rd has only 100 m rise, fuel savings,

Type Seal Extension



The Photo is taken from the Waipu end. This is an Alternative Route when the Brynderwyn Hill Road is Closed and is significantly shorter and faster than any other route, As an alternative route, the vertical rise is only 100 metres compared with 300 metres for full truck loads compared with travelling over the Brynderwyn Hill

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 9

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank HIGH

Start date 1 January 2025

Duration 2 years

Location Old Bay Road

Benefits Replacement of 2 One way bridges on Dangerous Alignments

Principal Tourist and Commercial Route between Bay of Islands & Hokianga

Extend State Highway 11 from Puketone to Ohaeawai T/o

Type 2 x One Way Bridges

State Highway N/A

A.A.D.T Not Known

Heavy Vehicle % Not Known

District Far North District

Distance Whangarei 72 Km

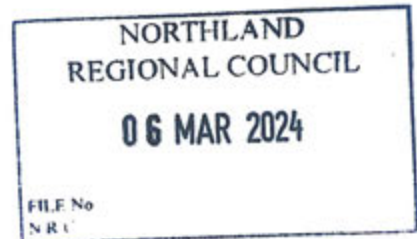
Side Road State Highway 1

Classifications 2 x One Way Bridges

Hazard 2 Dangerous 1 way bridges on Shortest Route from Bay of Islands and Kerikeri to Kaikohe and Hokianga,
Used by Tourists, Fortunately most KEEP LEFT Exiting Bridges, but Collisions WILL Occur

Project Km 600 metres

Solution Replace 2 x One Way Bridges on Main Regional Road, Extend State Highway 11 from Puketone to Ohaeawai T/o, Can be Managed as 2 Projects because sites are approx 1.500 km apart, These HAVE PREVIOUSLY BEEN ON NLTP but were dropped off because of Fewer Collisions



Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Submission No

9

Date

Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location

Old Bay Road

Benefits

Replacement of 2 One way bridges on Dangerous Alignments
Principal Tourist and Commercial Route between Bay of Islands & Hokianga
Extend State Highway 11 from Puketone to Ohaeawai T/o

Type

2 x One Way Bridges



Lower Photo is the West most of the 2 One Way Bridges, the Approach from the East (behind the Camera) is TOTALLY BLIND, removed OFF NLTP because of LESS reported Incidents, STILL DANGEROUS, Used by MANY Overseas Tourists

Steve Cornwall
PO Box 155, Paihia

steve306@xtra.co.nz
0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No

10

Date

Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank

HIGH

Start date

1 January 2025

Duration

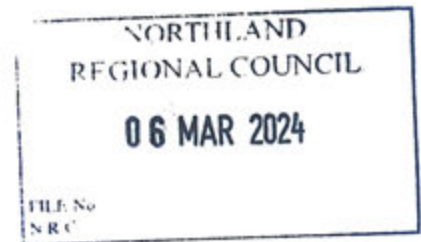
1 year

Location

Waitangi

Benefits

This gravel road is a busy tourist road to the Waitangi Treaty Grounds and the Waitangi Bike Park
The road is tarsealed at both ends so tourists are unaware they will later be travelling on gravel
The road is narrow with large drop offs on the lower side.
The road is indirectly owned by the Government and one end is directly Funded by NZTA rather than FNDC



Type

Tar seal Extension

State Highway

N/A

A.A.D.T 2019

Not Known

Heavy Vehicle %

N/A

District

Far North District

Distance Whangarei

70

Side Road

State Highway 11 at Both ends

Classifications

Tar Seal Extension

Hazard

Busy gravel road during the tourist seasons and weekends.
Motorists from the Auckland metropolis may NEVER have driven on gravel previously
Narrow road with sharp drop offs and pine trees

Project Km

3.500 kms

Solution

Widen and tarseal 3 kilometres of road within existing alignment

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Submission No 10

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location Waitangi

Benefits This gravel road is a busy tourist road to the Waitangi Treaty Grounds and the Waitangi Bike Park
The road is tarsealed at both ends so tourists are unaware they will later be travelling on gravel
The road is narrow with large drop offs on the lower side.
The road is indirectly owned by the Government and one end is directly Funded by NZTA rather

Type Tar seal Extension



This photo is taken at the junction of Haruru Falls and Wakelin Roads where the tar seal ends. The photo faces northwards towards Mt Bledisloe, 1 km away, where the road turns 90 degrees to go down the hillform 2 km to the Waitangi golf course where the tar seal starts again. This road narrows down to single in about 1 km. The road goes through the pine forest where trees are very close to the road

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 11
Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank Low
Start date 1 January 2025
Duration 2 months
Location Towai Hill



Benefits Safer Passing Manoeuvres
Less Change of Cars Crossing Yellow Lines
Route Efficiency, Last Safe Passing for 8km of Hilly Route

Type Pass Lane Extension

State Highway 1
A.A.D.T 2019 6,100
Heavy Vehicle % 12.6%

District Far North District

Distance Whangarei 47

Side Road Ruapekepeka Road

Classifications Passing Lane TOO Short

Hazard Dangerous Overtaking
Driver Frustration
Passing Lane Steepest at Point Where it Finishes

Project Km 500 metres

Cost Estimate Maintenance

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

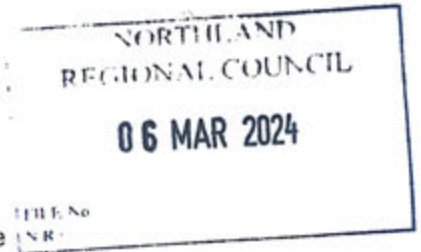
Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 12
Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank	LOW
Start date	1 January 2025
Duration	Annual Cost
Location	Waiotama - Maungatapere
Benefits	Safer Overtaking, NO west passing lane for 35 km between Whangarei and the hill south of Kirikopuni.
Type	Passing Lane
State Highway	14
A.A.D.T 2019	2,680
Heavy Vehicle %	11.2%
District	Whangarei District
Distance Whangarei	27
Side Road	Otuhi Road
Classifications	Passing Lane
Hazard	No West-bound Passing Lane for 35km
Project Km	1.500 km



Solution Construct a westbound passing lane between Otuhi Road and Waiotama River Bridge, the road margins are sufficiently wide to accomplish, Truck movements have increased since rail closure

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Submission No 12

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location Waiotama - Maungatapere

Benefits Safer Overtaking, NO west passing lane for 35 km
between Whangarei and the hill south of Kirikopuni

Type Passing Lane



This Photo is looking Westwards towards Dargaville, there would be an Alternative Westbound site, 3 km behind this Photo

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 13

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank LOW

Start date 1 January 2025

Duration 3 years

Location Moerewa

Benefits All Weather Road
Route Security

All Weather Access to Kawakawa Hospital

All Weather Access to Whangarei Hospital

The 2021/22 NRC widening of the stream bed is NOT a permanent SOLUTION, due to climate change

Type Bridge Replacement, Surface Floods Regularly

State Highway 1

A.A.D.T 2019 7,070

Heavy Vehicle % 8.8%

District Far North District

Distance Whangarei 62

Side Road Snowden Avenue

Classifications Otiria Stream Bridge

Hazard Bridge Deck Frequently Floods in Severe Weather

Project Km 500 Metres

Solution Build New Bridge at Location, Start of Passing Lane so Build 3 sections "side by side" until New Wider Bridge Built, with Passing Lane Starting before Bridge rather than after Bridge



Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Submission No 13

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location Moerewa

Benefits All Weather Road
Route Security
All Weather Access to Kawakawa Hospital
All Weather Access to Whangarei Hospital

Type Bridge Replacement, Surface Floods Regularly



Photo is 1 day after Road Closed with Water over deck, SH 11 At Taumarere ALSO
Floods under similar more Frequent Weather Events, DURING JULY 2014 Flood, a Fire
Engine was Required to Carry an Ill and or Injured Patient Across Bridge BECAUSE
Water was TOO DEEP for the Ambulance

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 14

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank LOW

Start date 1 January 2025

Duration 1 year

Location Ruakaka

Benefits

Long Straight Roads Without Dedicated Safe Overtaking
With Trucks Travelling at 90 km , Limited Safe Overtaking Without Exceeding 100 kmph
Precedent- Tahuna SH 27 has Short Passing Lanes on Both State Highway Exits



Type Passing Lane; South Bound

State Highway 1

A.A.D.T 2019 12,950

Heavy Vehicle % 10.4%

District Whangarei District

Distance Whangarei 27

Side Road State Highway 15A

Classifications Intersection

Hazard Dangerous Overtaking, Excessive Driver Frustration
Slow Vehicles out of Roundabout
NOT Properly Designed in 1st Place

Project Km 1 km

Solution Fill in Roadside Train with Drain Pipes, Widen Carriageway to Accommodate Cycle lane Plus
New Slow Vehicle Lane

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Submission No 14

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location Ruakaka

Benefits Route Efficiency, Removes Dangerous Overtaking at Exit to Roundabout
Evens out Traffic heading South from Ruakaka Roundabout
Precedent - Sh 27 Tahuna has Exit Passing Lanes, North and South

Type Passing Lane



Photo is Looking South Opposite the Slip Road into Petrol Station, a Passing Lane would extend on the Opposite Side to this Road, There is a Shallow Drain Next to Maize Paddock that could Easily be Modified to Make a Southbound Passing Lane

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 15

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank LOW
Start date 1 January 2025
Duration 2 years
Location Opuia to Kawakawa



Benefits Road margins Flood in High tides
Will get Worse with Global Warming
SH 11 still Viable route if Taumarere Flats still dry
Taumarere DOESN'T Flood merely by High Tides

Type Road TOO Low in places

State Highway 11

A.A.D.T 2019 2,900

Heavy Vehicle % 4.0%

District Far North District

Distance Whangarei 64

Side Road Franklin Road & Rigden Road

Classifications Road Margins TOO LOW

Hazard Road Margins Flood at High Tide
The Tide overflows in Severe Easterly Conditions around a Blind Corner
This will get WORSE with Global Warming

Project Km 500 metres

Solution At "king tides" the road margins flood between Opuia Industrial Estate and Rigden Road, short sections of say 100 metres require raising as road follows old tidal high water "Riparian" margins

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Submission No 15

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location Opuia to Kawakawa

Benefits Road margins Flood in High tides
Will get Worse with Global Warming
SH 11 still Viable route if Taumarere Flats still dry

Type Road TOO Low in places



This photo was taken near the Whangae Refuse Station and the Tide WAS NOT Completely Full, NOTE beach type conditions, the reeds and rushes require regular Salt Water to Survive

Steve Cornwall
PO Box 155, Paihia

steve306@xtra.co.nz
0276 306 307

Submission No

15

2024 to 2027 Land Transport Programme - Northland Region
Opuia to Kawakawa - Flooding at High Tide

Location



This photo was taken near Whangae Refuse Tip at 09.45am on Saturday 21st February 2015. This was a calm day at a Spring Tide, I have previously seen the tide near the yellow line in stormy conditions with a strong north-easterly wind and flood conditions in the Kawakawa River



This photo was taken at 09.45am on Saturday 21st February 2015 at a spring tide, this is tidal water next to the road margin, as global warming continues, this and other sections of State Highway 11, between Paihia and Kawakawa, will have salt water spill onto the carriageway.

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 17

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank LOW

Start date 1 January 2025

Duration 3 Years

Location Kawakawa to Russell Direct



Benefits Emergency Road from Russell to Kawakawa when Ferry closed
All Weather Alternative Road when Tuamarere Flats Flooded
Access to Marae at Waikare & Rawhiti

Type Seal Extension, Regional Road

State Highway N/A

A.A.D.T Not Known

Heavy Vehicle % Not Known

District Far North District

Distance Whangarei 68 km

Side Road State Highway 11

Classifications Seal Extension

Hazard Narrow Main Regional Arterial Road

Project Km 14 km

Solution Re-build 14 Km from end of Seal, East of Karetu, via Waikare to Russell Road, All Weather Road to Russell and Eastern Bay of Islands when Taumarere Flats Flooded or Opuia Car Ferry NOT Operating

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Submission No 17

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location Kawakawa to Russell Direct

Benefits Emergency Road from Russell to Kawakawa when Ferry closed
All Weather Alternative Road when Tuamarere Flats Flooded
Access to Marae at Waikare & Rawhiti

Type Seal Extension, Regional Road



This Photo is Looking Eastwards from the end of the Seal at Karetu, East Of Kawakawa, When the Opua Car Ferry is NOT Operating it is the Shortest Route to SH 1 from Southern Bay of Islands

Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Bachelor Commerce - Management Studies; Continuously Licensed since 1968
Holder Licences - Heavy Trade to 50Max, Motorcycle; Ex Constable NZ Police

Submission No 18

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

I wish to address the Committee and or Council

Project Rank LOW

Start date 1 January 2025

Duration 2 years

Location Kerikeri

Benefits Internal ByPass of Kerikeri towards the Stone Store
Extends Homestead Drive to Clark Road and Clark Road roundabout
Removes "through" traffic from Fairway Drive
Makes the local roads safer for Pedestrians and Cyclists.
Apparently FNDC already own properties on this new route

Type New Road Connector, Using Augusta Place

State Highway N/A

A.A.D.T 2019 Not Known

District Far North District

Distance Whangarei 70

Side Road Fairway Drive

Classifications New Urban Road

Hazard Pedestrians crossing busy Kerikeri Road Fairway Drive intersection.
Through Traffic speeds through the existing one-way street.
Congestion on Fairway Drive for Bunnings, Briscoes and WINZ local traffic

Project Km .800 metres

Solution Build an Extension of Fairway Drive, along Augusta Place to connect with Clak Road and the existing Clark Road, Kerikeri Road roundabout. Apparently FNDC own most of the necessary Properties for this Project.



Steve Cornwall steve306@xtra.co.nz
PO Box 155, Paihia 0276 306 307

Submission No 18

Date Tuesday, 5 March 2024

2024 to 2027 Land Transport Programme - Northland Region

Location Kerikeri

Benefits
Internal ByPass of Kerikeri towards the Stone Store
Extends Homestead Drive to Clark Road and Clark Road roundabout
Removes "through" traffic from Fairway Drive
Makes the local roads safer for Pedestrians and Cyclists.
Apparently FNDC already own properties on this new route

Type New Urban Road



This photo faces northwards, the road to the left is Fairway Drive which is "no exit" and 2 lane. It goes to the golfcourse. Clark Road is in the gum trees at the top of the photo and Augusta Place is directly ahead. Fairway Drive, to the right is one laned and has a high number of pedestrians crossing it as well as busy entrances to Briscoes and WINZ

Draft Regional Land Transport Plan 2021-27 Three Year Review

Submission Form

How to send your submission:			
By mail:	RLTP Submission, Northland Regional Council, Private Bag 9021, Te Mai, Whangārei 0148		
In person:	Northland Regional Council, 36 Water Street, Whangārei or any of our regional offices		
Email:	submissions@nrc.govt.nz	Online:	www.nrc.govt.nz/transportplan

We need to receive your submission no later than 4.00pm, Friday 15 March 2024

Your name and contact details:	
Full Name:	Marsha Davis
Mailing Address:	2 Queen Street, Russell, 0202
Email Address:	standinginwater@gmail.com
Phone / Mobile:	0223190860
Address for service of submitter (if different from above):	
Full Name:	
Mailing Address:	
Email Address:	
Phone / Mobile:	

Privacy Statement:

Please be aware when providing personal information that all submissions are part of a public consultation process. As such, information provided will be made publicly available, including submitters' names and addresses.

'Have Your Say' Events:

Instead of traditional public hearings, we will be holding a series of 'Have Your Say' events in early 2024 as follows:

- Whangārei Monday 19 February 9.00am - 11.00am Northland Regional Council, Tutukākā Room
- Dargaville Monday 19 February 3.00pm - 5.00pm SEED Community Hub
- Mangawhai Tuesday 20 February 11.30am - 1.30pm Domain Hall
- Opononi Monday 11 March 10.00am - 12.00pm War Memorial Hall
- Kaikohe Monday 11 March 3.00pm - 5.00pm Senior Citizens' Hall
- Kaitāia Tuesday 12 March 10.00am - 12.00pm Far North RSA Bowling Club
- Kerikeri Tuesday 12 March 3.00pm - 5.00pm Bay of Islands Golf Club

This will be your opportunity to speak to Regional Transport Committee elected representatives about the options being consulted on.

There is no need to register for these events, just turn up on the day and time at the venue nearest to you.

Regional Priorities

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

- Agree
- Disagree
- Neutral

Please comment:

Transport Projects and Rankings

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

- Agree
- Disagree
- Neutral

Please comment:

Are there any other comments you would like to make about the draft plan?

Please comment:

I live at the base of Flagstaff Hill (Te Maiki) at Kororareka Russell. I am concerned that the current 50km speed limit of Flagstaff Road to Te Maiki and Tapeka is too high for the traffic type and volume that uses it. It should be reduced to 20 or 25km. I am concerned for the pedestrians that use the road, particularly families with children and older walkers. With no dedicated footpath hikers and bike riding visitors and locals are forced to share the narrow and steep road with cars, large motorhomes, commercial vehicles and trucks that more often than not increase speed at the base of the hill or drive too fast coming down. In some places there is barely enough room for two vehicles to pass safely and pedestrians have to move to the unsafe outsider edge of the steep hillside verge. With several builds currently underway at Tapeka and the surrounding hills, earthmoving vehicles, and commercial vehicles towing trailers using the road has trebled and while access for pedestrians to the base of Flagstaff Hill is good, once pedestrians begin walking up the hill they are exposed to traffic approaching them from the rear. This is very dangerous, especially as there is no footpath and pedestrians tend to spread across the road. The priority should be to footpath Flagstaff Road and reduce traffic speed.

Signature of submitter

You don't need to sign submission if sent electronically.

Signature: Marsha Davis

Date: 14 March 2024

From: [dennis emsley](#)
To: [Submissions](#)
Subject: Regional Land Transport Plan
Date: Sunday, 18 February 2024 11:31:18 am

Hi

I would like to make some comments in regards to your Regional Land Transport Plan and the blueprint for "*transport spending across Northland*".

Firstly, as a professional driver I drive vehicles of all shapes and sizes on Northland roads on a daily basis throughout the year, and I witness first hand what happens to these roads in terms of road maintenance and traffic conditions.

From my observations over the past few years, I have two *major concerns*, which are:

NTA (Northland Transport Alliance)

Traffic Management

1.0 Northland Transport Alliance

In my humble opinion I am not convinced that the contributing Councils are getting "*value for money*" (rate payer money) from this organisation, and as such I believe it is time for those Councils to review their commitment to it. For example, I would like to see evidence of how Councils monitor the ongoing performance of NTA in terms of costs, quality of performance including best and most efficient use of human resources, to ensure that all Councils involved with NTA and all ratepayers who they are accountable to are receiving the best possible service for the money they put into the NTA coffers.

When was the last time Councils reviewed in depth their relationship with NTA? What were the results of that review if any and were they made public?

In my humble opinion, there is *always room for improvement* in whatever we do, and we should *always be on the lookout for ways and means to make improvements* on an on-going basis.

Do not outsource any review to a consultancy because it will cost too much rate payer money, and outsourcing is no longer a business buzz word, do it in-house, but carry out an in depth review of the entire NTA organisation. There are savings and efficiency gains to be made.

2.0 Traffic Management

Bottom line - "***Overkill***"

Many many examples of "overkill" to be seen on a daily basis across Northland.

Meaning of overkill: "excessive use, treatment or action".

As a regular professional driver and road user I understand the absolute need for road safety on our roads especially on Northland roads, and the need for some form of traffic management when it comes to the maintenance of those roads in a safe manner, but "two trucks, one ute and 6 staff from one traffic management company to fill two small pot holes in a side road" is what I and countless other road users would find excessive use of resources and ***miss appropriation of taxpayer funds***.

I have seen at least 6 different traffic management companies operating within the Northland region, and all seem to employ far more people on traffic management than what is actually required to do the job. Traffic cones and signs stay out long after the actual road works have been completed in some cases, which leads to unnecessary delays, traffic build up and driver frustration.

Once again, maybe it's time for all traffic management companies to be reviewed and for operating standards and efficiencies to be improved upon?

What is the total cost to ratepayers throughout Northland for Councils to use the services of (a) Northland Transport Alliance and (b)

the total cost of using traffic management companies throughout Northland? Both provide employment to local residents which is important in Northland especially in the far north, and many if not all ratepayers would agree that we need both kinds of services throughout the region, but what they also need above anything else in relation to the provision of these

services, is the reassurance from all Councils involved with service providers that all rate payer monies are being spent by Councils they "employ" to run their affairs in terms of Council business is spent wisely and efficiently by them and that ratepayers are always ***getting the best buy for their buck.***

So I ask that you please respond to my email, secondly follow-up and act on it in terms of reviewing your Council service providers (by Council staff) in depth, because like all road users I am sure that there is ***room for improvement*** and it is all tied in to transport spending across Northland (regional transport plan 2021-2027).

Regards

Dennis Emsley

From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Scott & Shelley Gall & Rua Tenana Gall & Tenana
Date: Monday, 11 March 2024 10:52:47 am

Feedback on the RLTP Review has been received from Scott & Shelley Gall & Rua Tenana Gall & Tenana:

Reference #	15863135
First name/s:	Scott & Shelley Gall & Rua Tenana
Last name:	Gall & Tenana
Phone:	0211490961
Mailing address:	699 Rawhiti Road RD 4 Hikurangi 0184
Email:	waiata22@hotmail.co.nz
What do you think about the regional priorities:	Disagree
Regional priorities comments:	I submit that funding should be applied to road sealing. Rural roads in the north particularly the Bay of Islands which is one of New Zealand's top tourist destinations, the roads are bad. Tourism in rural areas would increase if the roads were sealed and properly maintained. This in turn would provide employment opportunities for locals.
What do you think about the transport projects and rankings:	Disagree
Transport projects and rankings comments:	There are two (x1) Km sections of Rawhiti Road, Northland, Bay of Islands that need to be sealed. Rawhiti Road, Northland, Bay of Islands was sealed in the early 2000s, funding allocated for the project was not fully applied and two sections of the road remain unsealed. One section is steep and has no road barriers, this road is dangerous and regularly cars have gone off the road and the local volunteer fire brigade have been called into retrieve vehicles and passengers. Resident vehicles are damaged on these unsealed sections of the road. In winter these unsealed sections of road are slippery and at times undrivable and dangerous.
Any other	The draft plan does not take into consideration the wider impacts

comments:

of roading decisions. For years Te Rawhiti residents have waited for the two remaining sections to be sealed. Local residents many of whom are elderly or beneficiaries are impacted by dust and vehicle damage. This community has lobbied the local government on many occasions to fix/maintain/seal the unsealed sections of Rawhiti Road, Northland, Bay of Islands. An online petition was circulated in 2021 with over 1100 signatures however no action was taken. It has been over 20 years since funding was allocated to the full sealing of Rawhiti Road, Northland, Bay of Islands however the full funding was never spent on completing this project. It is time for the Northern Regional Council to complete the job to finish sealing the last two unsealed section of Rawhiti Road, Northland, Bay of Islands. We also note the council run 'HAVE YOUR SAY' events are approx. 1 ½ hours from Te Rawhiti. Te Rawhiti residents request the Northern Regional Council hold a 'HAVE YOUR SAY' event in Russell.

How you found out about this consultation:	Word of mouth
Last Update	2024-03-11 10:52:37
Start Time	2024-03-11 10:48:14
Finish Time	2024-03-11 10:52:37

This email was sent as a result of a form being completed.
[Report unwanted email.](#)



From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Louisa Gallie
Date: Thursday, 14 March 2024 1:38:07 pm

Feedback on the RLTP Review has been received from Louisa Gallie:

Reference #	15870273
First name/s:	Louisa
Last name:	Gallie
Email:	lcgallie@gmail.com
What do you think about the regional priorities:	Agree
Regional priorities comments:	<p>Good, kind of confusing. I would like to see more investment into public transport and cycling around more urban areas to combat the cost of living and Im tired of how isolating it is to have to drive everywhere. I want to walk and cycle to work, supermarket, friends and family without feeling so threatened by cars. I would cycle more but it is dangerous where I live to do so since the roads are narrow and cars drive fast, so I choose to drive instead. We have to reduce our emissions ASAP, and roads are a terrible way to do this. Billions in damage from climate change, we have to reduce soon or pay the price! I know from urban studies, that I'm 14x more likely to die whilst cycling than whilst driving... https://www.nzgeo.com/stories/streetscapes/</p>
What do you think about the transport projects and rankings:	Agree
Transport projects and rankings comments:	<p>Sounds like a good plan, but I want the walking and cycling projects to rank higher and receive more funding. I really like that you're focusing on reducing the dangers of driving, but there's focus on 'driver behaviour' rather than 'road design', which is what we can really control and would make significant improvements in reducing injuries and fatalities. I would fully support the measures that have proven overseas to be effective to make roads better designed to encourage safe driving behaviour. Centre bollards particularly, there's a lot of dangerous overtaking in my area.</p>
Any other comments:	<p>I really don't want to see any more investment into roads that isn't necessary. They're so expensive. Please invest more into</p>

alternative forms of transport like rail, biking and walking. There's a train line outside my house that goes straight to Auckland. I would love to use this rather than driving into Auckland which I have to do weekly. I'm excited about the bike pathways proposed for tourism! But, they should also be equal investment for everyday cycling use. After living in the Netherlands, NZ feels very antiquated...

Did the information meet your needs:	No, the information provided did not meet my needs
Why or why not info met needs:	<p>The review document was good, but WOW it is long (111 pages!!!). I'm busy and don't have time to pour over it in detail, and the summary sheet is good too but way too vague. Please make something that's more balanced between the two, maybe like a 5-10 page document with the MAIN priorities, goals and outcomes, and how much money will be allocated to each project.</p> <p>Also, please include the forecasted 'maintenance' cost, cost-benefit analysis for different modes of transport. I believe many people will be surprised at the big picture, since they don't know how expensive it is to maintain roads.</p>
How you found out about this consultation:	Social media
Last Update	2024-03-14 13:37:45
Start Time	2024-03-14 11:14:07
Finish Time	2024-03-14 13:37:45

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Formsite Submissions](#)
Subject: RLTP REVIEW - feedback from: Pouaka Hepi
Date: Friday, 1 March 2024 9:50:41 am

Feedback on the RLTP Review has been received from Pouaka Hepi:

Reference #	15845751
First name/s:	Pouaka
Last name:	Hepi
Phone:	02041072266
Mailing address:	hepipou5@gmail.com
Email:	hepipou5@gmail.com
What do you think about the regional priorities:	Disagree
Regional priorities comments:	<p>I disagree because I see this draft is asking questions only aimed at the agenda of the NRC policies. So I'm disagreeing to bring attention to what you won't or don't ask the people who live in our community. Te Rawhiti along with other outlying rural communities have been ignored and then forgotten. No where in these policies have any of this been acknowledged or prioritised;</p> <p>1 - The only service we get is a grader 4-5 times per year. This has been going on since 1976. It's been more than 48 years we have suffered from the dust nuisance, the pollution in our springs from which we draw water, the sedimentation that has invaded our coastline evidenced by mangrove encroachment and now an increasing traffic count as resident and public visitors come to explore our pristine beaches and nature is at odds with maintaining a dusty gravel road.</p> <p>2 - Much has been said about funds once destined to the Rawhiti Rd were diverted to new subdivisions in Kerikeri. Regardless there is a lot of development going on with Omakiwi, and Rawhiti. So enduring the dust is not pleasant and yet we are rate payers who expect more from their rates. Interestingly undertaking a stocktake of the rating income from the eastern Bay of Islands and Russell should more than offset the sealing of Rawhiti Rd to improve the safety features.</p> <p>3 - NRC has recently installed walking boardwalks to Whangamumu and the Kauri groves on Cape Brett. This has</p>

attracted more freedom walkers which is good. But visitors to come that far on a dusty road is a bit disappointing. And even worst young ones snake hooning in their cars and bikes on the corrugated dusty road. Already I person has died on the Tangatapu stretch and 2 others with broken backs after sliding off the road on the blind bends, and there is more. My family are asthmatic and they also suffer from the dust. Dust particles and addressing that issue has not been acknowledged at all.

4 - We were ranked priority 12 in 2020 and we seemed to have not moved up the ladder at all. Regardless and we understand a process of priority ranks but 48 years in waiting, safety, health, social and environmental effects must also have a ranking priority.

What do you think about the transport projects and rankings:	Disagree
Transport projects and rankings comments:	I think it's appalling and NRC need to do more to consult with kaitiaki of the whenua rather than passing the buck to FNDC
Any other comments:	With the resources and staff at your disposal, NRC need to do better. The amount of meetings and hui done out and about in communities, amounting to almost nothing when you compare the results with the expenditure is pitiful to say the least and we as a forgotten rural community are disgusted at the lack of consultation and effort and yet we are expected to tolerate it
Did the information meet your needs:	No, the information provided did not meet my needs
Why or why not info met needs:	What you term as 'good' and 'clear' is in my view merely a skim over, band aid for a great gaping wound that has time to fester. It meets the NRC goals and needs. Not the goals and aspirations of a hapu that has seen decades of a lack of assimilation for kaitiaki on the whenua, comparable corporate racism and minimal to no consultation of greater issues happening in the community of Te Rawhiti. The FNDC rep terms herself as being at the bottom of the heap in terms of decision making yet she has the power to shift funds from outlying rural communities (Te Rawhiti) to favoured spots - Kerikeri and Opuia, which are popular destination for affluent pakeha visitors and residents. I find it hard to fathom that NRC has the interests of smaller communities in its view of 'best interests'.

**How you
found out
about this
consultation:**

Other (please specify below) (Our whanau kaitiaki following the NRC plans)

Last Update	2024-03-01 09:50:28
Start Time	2024-03-01 09:22:24
Finish Time	2024-03-01 09:50:28

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Alan Hessel
Date: Monday, 11 March 2024 2:35:48 pm

Feedback on the RLTP Review has been received from Alan Hessel:

Reference #	15863443
First name/s:	Alan
Last name:	Hessel
Phone:	+64211122981
Mailing address:	PO Box 108, 44
Email:	gildahessel@xtra.co.nz
What do you think about the regional priorities:	Agree
What do you think about the transport projects and rankings:	Agree
Any other comments:	1) SH12 Oue Hill Sth Hokianga from Omanaia Rd past Wharekawa Rd needs urgent repair for years. People drive on wrong side of road to avoid bad road.. 2) Opononi Area School, Omapere Sth Hokianga needs a pedestrian crossing for safety of Tamariki
Did the information meet your needs:	Yes, the information provided met my needs
How you found out about this consultation:	Email invite from us
Last Update	2024-03-11 14:35:36
Start Time	2024-03-11 14:23:03
Finish Time	2024-03-11 14:35:36

From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: WALTER (Wally) HICKS
Date: Friday, 15 March 2024 3:10:05 pm
Attachments: [f-98-52-15873106_d142u1Ld_PLaN_B_-_TraNZplant_-_SUBMISSION_2_ERP_10pt_050622.pdf](#)

Feedback on the RLTP Review has been received from WALTER (Wally) HICKS:

Reference #	15873106
First name/s:	WALTER (Wally)
Last name:	HICKS
Organisation:	PartisanZ
Phone:	0210514294
Mailing address:	1052 Kohukohu Road, Kohukohu 0491
Email:	wallyhicks56@gmail.com
What do you think about the regional priorities:	Disagree
Regional priorities comments:	<p>I don't totally disagree. I fervently believe, however, that the major emphases must become ~ in ORDER ~</p> <p>1) Reducing Transport deaths and serious injuries : This seriously calls into question the new National-ACT-NZF1st aka NACTZ1 Coalition government's desire to hold-up Council's Speed Reductions and encourage Speed Limit Increases. As per RNZ *Expert Interview* today, raising speed limits will increase avoidable death and injury, Kua mutu/Full STOP. No other way about it. Maintaining manifestly and multiplely* dangerous roads for cars and trucks is another, ie the Wash-Away Gordes, including *Lethal* Roadside Vegetation, eg during increasingly frequent, motor-vehicle induced Climate Change related Weather Events. We should have well-prepared by the time Gabrielle arrived !!!</p> <p>2) Reducing the Environmental Impacts of Transport : Mother Nature/Nurture actually comes First Equal, because She includes 'we' Humans aka Humanity. The privately-owned motor vehicle, car, van, ute et al ~ ICE, PHEV, Hybrid or EV ~ and the road-fracking 3+ times its traffic volume *Lethal* truck/trailer are the greatest Environmental Threats, along with us providing roads for them like obedient Machine Slaves.</p>

3) Future Proofing and Long-Term Planning : Obviously Nex*Challenge aka "issue" aka "problem". Planning for WHAT and for WHEN? Clearly and evidently the end of the Oil-Age private motor vehicle is upon us. We are in its Terminal Phase illness: iTs Militarized, Capital-Industrial *Palliative Care*. Future Nursing and Long-Term Re*Solution : Re*Vision.

4) Provide Better Transport Options : FOR EVERYONE, Rural and Urban. This MUST by Bio-Ethicsphere* aka Ecological Limitations involve RailFreight & TrainPeople ~ NOT*Bullet ~ Electro-Magnetic if possible ~ perhaps only for PeopleRail? ~ for FreightRail Electric if possible? Biodiesel-Powered if not. A return to Strategic Coastal Shipping, as happened successfully for many months to Turanga/Port of Gisborne after Gabrielle. PLUS : A much greater emphasis on this thing Government's seem to have universally endorsed : LOCALISM. Resilient LOCAL Economies. Greater LOCAL self-sufficiency. Rejuvenated Rural Communities. Society ~ as outlined in TraNZplant ~ a Kiwi TraNZport Strategy ~ aka PLaN B ~ Plant a Native Biofuel ~ attached. Reduction in flying. Replacement of current flight PRactices with far-more LOCAL low-level Seaplane flights, possibly by Solar Panels. AND, be very wary of the idea that evermore technology can fix the deleterious effects evermore technology has wrought upon us, along with

PLAN for Muchmore* of everything, goods and services, in Smaller Settlements as they are repopulated, egalitarianized* and ethicquated, aka "Co-Governed". The Dupermarket prices and almost all the other reasons people go to Kaikohe, Kerikeri and Kaitaia could be 'duplicated' in, for instance Kohukohu & Manganuiowae/Broadwood if the villages' villager population became what once it was, a town's

Constistent Constitutionalized Public Consultation ~ CCPC

What do you think about the transport projects and rankings:	Disagree
Transport projects and rankings comments:	<p>Given my own Regional Priorities these Projects and Rankings frankly look stupid.</p> <p>1) Minimize road maintenance and renewals by rapidaptive progressive transfer to alternative means of transport, especially railways and major emphasis on LOCALISM, including Employment creation as per *TraNZplant ~ PLaN B* ERP Select Committee Submission (attached).</p> <p>Where renewals are concerned strategize Long-Term Planning as per my PRiorities 1 - 4 above. ie Renew and/or newly construct Shortest-possible, Long-Term Most-Viable *Bypass Routes* ~ hiwi chara i te raorao ~ ridges not valleys ~ (and definitely not</p>

sheer cliff faces) ~ and also not detours, permanent bypasses around Brynderwyns, Mangamuka Gorge and Maungataipa Gorge.

2) Abandon work on reopening the Brynderwyns and Mangamuka Gorge Road. Progressively reduce the use of Mangataipa Gorge while a new Hiwi/Ridge Road is constructed if the land can be legitimately acquired from te Hapu.

These places can become Pristine Scenic Reserves only accessible by foot or cycle, Co-Governed, Operated and Administered by whanau-hapu-iwi in whatever ways they choose. Additional, Kawanatanga, Voluntary restitution as part of Ngapuhi and/or Hapu Claims.

3) Far North "State" Highway Resilience : Almost an *Insult* to Westsiders : This 'title' neither acknowledges nor addresses the actual situation at present with Brynderwyns struggling, Mangamuka Gorge closed and Mangataipa Gorge precarious as well as precipitous; which is the FACT that the NOT*State*Highway, Twin Coast Discovery "Route" ~ formerly TCD "Highway"~ our 'Western Route' is taking ever increasing traffic pressure and punishment, including vastly more cars and campervans ~ visitors and tourists ~ and many more road-fracking trucks[1] ~

~ while the entire length of the 'Western Route' roadway remains (essentially) funded by Council as a Local Road. To exaggerate for effect : Paid for by the ratepayers from the 1823 residents, man woman, other and child, of North Hokianga ~ 2013 aka *Last Reliable Census* ~ and those of even more sparsely populated Whangape/Herekino.

The aging Hokianga Vehicular ferry, Koru Ra Tuarua, on its last Survey (as I understand) is becoming daily more overloaded, eg having to shuttle more often, let alone the additional wear-and-tear on the tarmac. God forbid the situation might raise the ugly head again of a Bridge across 'The Narrows' ... which would effectively cut Rawene "out of the loop"

The Western Route urgently needs to become a State Highway ~ I recommend the marketing ploy of SH13 ~ the GO-Slow, *SAFE*, Heritage Way ~ with a new Ferry or Ferries, preferable cable electric or electric ~ and both Central & LOCAL Government input into rural repopulation, community rejuvenation and economic renewal ~ eg TraNZplant's Harvestoration*.

4) Lobby Central Government for a proper calibration of Light & Heavy Vehicle RUCs. [1] A Truck-&-Trailer rig does between 10,000 and 40,000 times the damage to the tarmac with every pass compared to a Light Vehicle. RUCs are patently unfair *Corporate Sponsorship*shop* ~ We'd already have found other ways of being delivered Food, Goods & PProducts if trucks were

paying their dues to roadways ~ and to ACC for their danger to people ~ because the Goods would be too expensive if they were shipped by road. This isn't Rocket Science. NRC should, by Natural Ethics 'rights', be opposing Rocket Science too, of course.

4) The Eastern Route, SH10, needs to be made into the PReferred or even Compulsory Heavy Traffic route to Kaitaia, perhaps with short stretches* of Bypass to avoid some Towns & Villages??? While insuring those Villagers' survival*.

5) LOCAL Road Improvements and Resilience : Should be Council and Regional Council's PRimary roading focus. Encourage the LOCALISM, and people may use their LOCAL roads MORE? And MORE in PReference to State Highways? Tagline : "Stick around *HOME* more!"

6) Kaipara Resilience Program AND Upgrading SH1 between Whangarei & Mid-North : Samantha in BE*Witched, "Weeeeeeeell?" Remember we are actively attempting to reduce distances traveled in MVs on roads. This is enshrined in Law in our Emission Reduction Plan Legislation ~ to my knowledge ~ and must be adhered to Globalocally*, IMHO.

If Kaipara resilience is for the purpose* of hundreds and possibly thousands more trucks *shipping* all of Auckland & Northland's *Landfill Garbage* to Jepson's giant, the PProposed, 30-year-outdated, CO2-smog-Emitting Kaipara Waste to Energy Incinerator then DO NOT DO IT !!!

PProposals like this, witchare* becoming more-or-more frequent, are nothing short of Mass Societal Madness, clear and PPresent Danger.

Stick with Seventh Labour/Greens Collaboracy's *TWO LANES PLUS PASSING* Policy. IT is the only sane compassionate thing to do as we head into Deep TraNZition out of our barely one hundred and fifty year long Fossil-Oilcohol Addiction.

We transited from Horse to Car in roughly 20 years 1895-1915 ... FFS ... We can transition from Car to Micro-Motor totally KiwiMADE 4WD Tuk Truk ~ Town & Country ~ aka Trekka Mk 21C ... surely???

BYE *Remote* ~ *BUY* LOCAL !!!

Any other comments:

The Alternative to *NOW* in the Future really only needs to be two things ~

~ More attractive than *NOW* ~ and ~

~ More "fun"

Attachments:

[PLaN B - TraNZplant - SUBMISSION 2 ERP 10pt 050622.pdf \(82 KB\)](#)

Did the information meet your needs:	Yes, the information provided met my needs
Why or why not info met needs:	<p>Samantha in BE*Witched, "Weeeeeeeell?" I didn't make time to read it properly. The summary and the letter attached to a previous notification via Member-Only Community Noticeboard ~ RIP one day because of this day 15/3 ~ gave me enough clear and concise information to make a considered Submission ~ along with my very widespread, greater continual interest in TraNZport in this country. I AM a child of the Advanced Oil Age : A BOOMER !!!</p> <p>By dint of two Community Visioning Leadership experiences a decade apart, I AM a Community Group, in a "kind" of way.</p>
How you found out about this consultation:	Community Group
Last Update	2024-03-15 15:09:35
Start Time	2024-03-15 12:23:04
Finish Time	2024-03-15 15:09:35

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



Walter Joseph (Wally) Hicks

1052 Kohukohu Road, RD1 Kohukohu 0491 (AOTEAROA) New Zealand

email = wallyhicks56@gmail.com

ph 021 051 4294

Submission to Carbon Reduction Plan Legislation & To Whom it May Concern

PREAMBLE & SETTING : The achievement of 2030's ERP targets of 30% of vehicles being EV, PHEV, Hybrid or, worryingly, Hydrogen*, and a reduction in kilometres travelled by 20% will be highly commendable, notwithstanding the many apparent and emerging issues with these alternative technologies, ie the 'extractive manufacture' of major components like Lithium Batteries etc and the expected 'growth' of Electricity demand as we attempt to maintain the same 'Motor Way' lifestyle in different forms of 'Motor'.

Conversely, this great "achievement" will very blatantly leave fully 70% or nearly three-quarters of the AOTEAROA New Zealand vehicle fleet still being Internal Combustion Engined (ICE) vehicles - although how many 'Latest Model' Cycles will have churned through all the 'Take, Make, Waste' factories by then, who knows? - and this 70% remaining ICE vehicle fleet is highly likely to include nearly 100% of the Big H & smaller 'Big' diesel trucks. It surprises me that this is considered acceptable.

Unless something changes drastically it means that AOTEAROA New Zealand will remain 70% dependent on imported Fossil-Oil Fuel, especially Diesel, of which we use 1.4 million litres per day!

FOSSIL-FUEL FREE : As a Citizen of AOTEAROA New Zealand entering the Post-COVID World, I do not find this acceptable because I know a Carbon Neutral (& potentially Carbon Negative) alternative is available, which can also release this nation from its Fossil-Oilcohol 'addiction' - aka our dependence on 'Global Big Oil' - and accomplish an actual & very real plethora of other GOOD* throughout our diverse communities of this country, for the GOOD* of all the people, for GOOD*.

TraNZplant : A 'Transitional' Transport Plan - aka Plan B* - Plant a Native BioDiesel - what I call Ethiconomy*. A firmly 'Localized'* & 'Nationwide Social Enterprise' to provide BioDiesel from the [FastOx] Gasification of Organic Waste - aka Waste or Unwanted Biomass - [think Simon Upton's 'Weeds' Report!] - and Inorganic Waste - aka EVERYTHING that presently goes to Landfill PLUS Hazardous Waste Dumps - to fuel the transition to BEST possible 'Transport Alternatives' by 2035 - while employing thousands of people - especially in the 'Provinces' (once the word is cleansed of its ghastly historical meaning) - 'permanently' restoring aka *Harvesting* the Environment - returning every viable [and agreed] area of AOTEAROA New Zealand back to Indigenous Ngahere, Wetland & SNA - removing and/or containing the Pine Tree Pest, making safe and beautifying the roadsides (for the far fewer travellers who will use them in future? ;-), while reviving resilient local economies, repopulating rural areas and lessening import demand for new & used imported vehicles by maintaining the existing fleet as long as possible.

A Public Works Scheme of Crown-Hapu-Iwi-Public-Private-Partnership in which every single New Zealander is both a Shareholder & Stakeholder, fulfilling Te Tiriti o Waitangi obligations with Co-Governance from the Start-Up, literally a 'Sovereignty' Business that's highly Ethical, and provides an all important and substantial Revenue source for Local Government.

One size doesn't fit all, ONE *Pattern* does : **Economic driver for Environmental Protection.**

"Forever Change" - to quote Jacinda Ardern from 'Breakfast', Mon 7 Dec 2020. I believe our Prime Minister, World's BEST Leader two years running, was talking about a process of advancement into the future which I call *Utopiation* or, for people of certain suburbs and areas, *Utopiafication* :-). a process that MUST

inevitably involve less 'growth' in the Neoliberal paradigm sense, and more 'advancement' in the Freesponsible Liberationalist sense.

RESISTANCE & CHALLENGE : [with humour hopefully?] The present-day 'core' economic paradigm of Globalized, Neoliberal, Corporation State *Market Dictatorship* Fascism* - which has been described as 'Extract & Exploit : Take, Make, Waste' - influences* and persuades* us in so many blatant, subtle, covert and overt ways to do precisely the opposite - to consume more - pushing ever-more constant economic 'growth' aka more 'Extract & Exploit : Take, Make, Waste' Economics - "by use of ever more sophisticated and effective methods of mass mind-manipulation" (Aldous Huxley 'Brave New World Revisited' 1958. A Critical & Appreciative Thinking Analysis [CATA] of any Ad Break on TV proves Huxley's prediction has come true! It's CATA-tonic!).

PUBLIC WORKS : Like First Labour's 'Depression Recovery', a giant Public Works Scheme and central, essential Public 'Industry', Fuel, the nub of which was offered to AOTEAROA New Zealand through the Edmund Hillary Foundation in 2019 by Mike Hart, founder & CEO of Sierra Energy in California - (see text & video links in Recommendations below).

PLASTIC : Another and probably far-from-final consideration with FastOx [or similar] Gasification that involves ZERO emissions, is the coming (and I believe unavoidable) 'Plastics Destruction & Replacement Scheme' - 'The Plastics Amnesty' (see also Recommendations').

LONG-TERM: Depending on the outcomes of various reviews of the scheme, and their Globallocal Co-Governance, FastOx Gasification Facilities can be decommissioned and/or repurposed to generate Electricity based on the future of Wastestreams and continued Ethical use of technology.

Recommendations:

I recommend that Central Government initiate the rapid creation, legal establishment, construction and use of a Gasification-to-BioDiesel network of Facilities throughout AOTEAROA New Zealand - aimed at Diesel Fuel Self-Sufficiency in a Carbon Neutral Cycle - constituted through a suitable Co-Governance arrangement involving Crown, hapu-iwi Maori, Local Government, Community-and-Social Enterprise groups, NGOs & Community Groups & Individual 'Investment', in the broadest possible sense of the word, aka every Citizen of AOTEAROA New Zealand is a Share-Stakeholder.

VISION : TraNZplant - Plan B - Plant a Native BioDiesel - "Fossil-Oil FREE by 2033!"

FUEL SOVEREIGNTY : A PEACEFUL Transition from Fossil-Oilcohol Addiction through 'Grew Our Own' Kiwi BioDiesel to BEST Sustainable Alternative Transport 2035. (The Sixth Labour equivalent of First Labour's 'Forestry, Pulp & Paper Industry, PLUS NZ Manufacturing PLUS Regional Development PLUS Full Employment Policies!)

MISSION : **LOCALISED** & national Self-Sufficiency in Diesel Fuel by 2033 (2035 latest) incorporating every direct, ancillary and tangential benefit possible while minimizing unforeseen consequences by not following existing and prior models like SmokeFree & PredatorFree, or many projects included in the likes of the PGF 'model'.

***HARVESTORATION* of the Natural Environment** : Crown, Hapu-Iwi Maori & Taiwi engage in Collaborative *Harvestoration* of all viable surface land-area of AOTEAROA New Zealand, returning it back to Indigenous Ngahere, Wetland and SNA, except when and where the parties' agreed Governance Bodies - nationally connected and organized within local Gasification facility 'Catchments' - agree to sustainable land-use or 'land repair' options and alternatives like the cultivation of Industrial HEMP, Biomass Crops and

'Plantation Native Forest' ie for the likes of Honey-Making or Native timber for building and/or other purposes.

AN ECONOMIC DRIVER FOR ENVIRONMENTAL PROTECTION : ETHICONOMY : Gasification-to-BioDiesel* - *Diesel partially derived from Biomass - Facilities are rapidly Co-Governance-established, funded, constructed and commissioned into use throughout AOTEAROA New Zealand at a LOCAL 'Waste Catchment' sized Area - and proceed to Destruct the Organic aka Biomass Waste and Inorganic aka Domestic & Industrial Waste from within that Catchment area, Emissions-Free, and Sell the finished products of this larger *Harvestoration* process, such as BioDiesel, Inert Stone (the 10% waste product of FastOx Gasification), Firewood (particularly from the removal of large roadside trees and exotic weeds and their replacement with Shoreline-&-Carriageway 'Riperian Reserve' Native Flora & Fauna (NFF) zones of 20-30 metres depth, especially in landslip or weed infestation-prone areas etc), Compost, 'Other' [yet known] and ancillary products and services, ie Arborist, Native Habitat Restoration Consultancy, Contract Waste-Removal, and a variety of other Revenue Streams such as 'Jobs for Nature' which are struggling to find what the recent Arohata te Taiao Survey Report in the Far North describes as missing **"Economic drivers for Environmental Protection"**.

WELL - in a WELL Society - here it is!!! **JUST WELL FAIR.**

Far North District alone produces 500,000 metric tonnes of Organic Biomass Waste per annum - [what I call] 'Suckstainably*', ie from essential removal and for almost zero return on expenditure - which is enough to run 4 x US\$18 million Gasification Facilities each producing 6,000 litres of BioDiesel per day - 24,000 litres of BioDiesel total PER DAY - without even beginning on the destruction of purposefully *Harvestored* Organic Waste or ALL the Domestic & Industrial Waste which presently goes to Landfill!

Harvestoration spells an end to almost all Municipal weed-spraying, because 'Weeds' become a 'Resource', which, if Local Government were a Co-Major-Shareholder along with Hapu-Iwi, also provides a major revenue stream for both.

EMPLOYMENT : Teams *Harvestoring* the Environment - Ethiconomically* - be it as Public Servants like 'Jobs for Nature' employees, Council Workers, Private Contractors or, one might imagine, Social Enterprises and Private Citizens - Community Groups & Members, Landowners and Landoccupiers - will create new employment directly and indirectly, as will the Gasification Facilities themselves - employing 13+ staff each depending on scale - and *Harvestoration* Teams - and potentially many employees of Sales Outlets attached, such as Gas Station, Firewood Depot, Garden & Landscaping Supplies Centre, TruckStop, TrainStop or whatever. Hemp Store?

RURAL & REMOTE COMMUNITIES' ECONOMIC RESILIENCE : Employment "builds back" resilience in Local Economies, especially one where land is being "freed-up" - with government guidance in papakainga and smallholding sizes - soil repaired and ngahere restored by the clearance of unwanted & pestilent Exotics, especially Pinus Radiata.

RURAL & REGIONAL REPOPULATION : Rural Depopulation reverses, remoter areas grow again, recovering former 'Community-Scale' and all that goes along with it - Schooling, Shopping and Sports - Arts and Culture - Diversity and Delightenment*.

BUSINESS & COMMUNITY-ENTERPRISE DEVELOPMENT : Ancilliary and Tangential 'Businesses', Community-and-Social Enterprises spring up to cater for the increased population with greater spending power and community cohesion as the effects of 'Localized Fuel Sovereignty' begin to ripple through local 'Societies'.

LANDSCAPE RESTORATION & BEAUTIFICATION : Driving along many Northland roads, for instance, becomes more like driving through Waipoua State Forest, more leisurely, spectacularly beautiful Native flora and SAFER! The roadside NFF Zones are viable Bird, Lizard, Insect & All-Life habitats @ 10m-30m deep, depending on circumstances.

SNA's and vast tracts of unproductive Plantation Pinus Radiata and some areas of Pastoral Farmland prone to slips and/or 'weed' infestation can be cleared and replanted aka *Harvestored*, returning them to Indigenous Forest, Wetland and other Native SNA Habitats.

REGULATION : One most important role of everybody involved will be 'Governance' of the Scheme, which must remain at the highest level of Natural Ethics, for GOOD*. **TraNZplant** will by necessity probably be temporary, unless at 2035 we collectively decide that the best, most common GOOD* long-term road transport solution is, for example, the Micro-ICE-E-Hybrid-motor 'Tuk Tuk' or Rickshaw or 4WD 'Tuk Truk' - the Tiny SUV - maximum 660cc or less? Many 63cc? Big Trucks will largely be replaced by Rail and Coastal Shipping, although Light Trucks within an agreed cc capacity may become fairly common for shipping from Railhead or Port to warehouse & shop?

The larger machinery required for *Harvestoration* might be phased-out along with Gasification? Or it might continue under special dispensation to use heavier machinery, as some industries will require.

Private long-distance road travel might be provided by government actively encouraging Localized Hire-Car Companies with dispensations to provide larger vehicles for citizen's distance travel.

TraNZplant - PLaN B might be reviewed in 2035 and extended to 2050 under FAIRLY regulated circumstances?

The finer details will be for others committed to AOTEAROA New Zealand's future to work out.

Whakawhetai me te Arohanui, Huge Thanks & Much Aroha (video links follow)

<https://www.youtube.com/watch?v=-XAzu3EibDM>

<https://www.youtube.com/watch?v=l6g4Da1ZMuY&t=2s>

<https://www.youtube.com/watch?v=8TEKOAzNKrE&t=36ss>

Thank you for considering my submission. Attached please find brief short video links.

A 'Business Report' from Sierra Energy is also attached to the same email. The Report shows Statistics for a US\$18 million dollar Gasification Facility and its Returns in Energy & Finance.

Walter Joseph (Wally) Hicks

1052 Kohukohu Road, RD1 Kohukohu 0491 (AOTEAROA) New Zealand

email = wallyhicks56@gmail.com

ph 021 051 4294

From: [Jane Hindle](#)
To: [Submissions](#)
Subject: Regional Transport Plan submission
Date: Friday, 15 March 2024 2:45:08 pm
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[2024-03-15-RTP-submission.pdf](#)

Attached

Jane Hindle

Board Member - Bay of Islands - Whangaroa Community Board

M | Jane.Hindle@fndc.govt.nz

fndc.govt.nz    

This submission is on behalf of the community of Russell Kororāreka and Ōpua subdivision.

Regional 3 Year Priorities

Priority 2 - reducing transport related deaths and serious injuries is linked to the Road To Zero campaign, a campaign which has now been recognised to be unachievable and idealistic.

The evidence provided on Page 37 of the plan clearly indicates that that the majority of deaths and serious injuries are caused by fact that “Drivers lack respect for the environment, other road users and the rules of the road” and the chart showing the causes by percentage bears this out. Investing significant sums on safety infrastructure, rather than the state of the road itself is not reducing deaths, as evidenced by the fact that the number of deaths in Taitokerau Northland are not reducing.

This priority should sit at number 5 as by improving the roads to ensure regional and national connectivity, and support tourism and economic development, the roads will be safer for all drivers, not just those who chose to treat the car and road with a lack of respect.

Key projects proposed for 2024-2027

It is worrying to see that an upgrade to SH1 between Whangārei and the Mid North is not currently included in detailed 3-year programme. This road connects the Far North to Whangārei and is a heavily used tourism route for international and domestic visitors and like other parts of the network, vital to the Far North economy. This section of highway has a Kiwi RAP score of two stars and the road should be a five-star rating. The state of the road is unsafe for drivers who regularly report potholes and subsidence.

Other comments

The review does not include speed limit changes. At the Q&A session it was claimed this was the responsibility of the District Council. This is a disingenuous response given that it was the NTA who refused to include the roads from Okiato to Russell Kororāreka and Kororāreka in the Bay of Islands speed limit review, despite some FNDC Councillors supporting a temporary reduction. The community has requested a reduced speed limit on this road frequently since 2013, yet the Bay of Islands speed limit review ignored the community’s wishes and reduced roads where the communities concerned had made no such request. This needs to be included in the 2024-25 work plan.

From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Vesna Hrestak-Neeley
Date: Wednesday, 6 March 2024 6:38:06 am

Feedback on the RLTP Review has been received from Vesna Hrestak-Neeley:

Reference #	15854175
First name/s:	Vesna
Last name:	Hrestak-Neeley
Organisation:	Millbrook road Residents and Community
Phone:	021323831
Mailing address:	797 Millbrook Road, Waipu
Email:	vesnah@xtra.co.nz
What do you think about the regional priorities:	Disagree
What do you think about the transport projects and rankings:	Disagree
Any other comments:	<p>Subject: Urgent Request for Repair and Upgrade to Tar Sealing of Millbrook Road, Waipu</p> <p>I am writing to bring to your attention the urgent need for repair and tar sealing of Millbrook Road in Waipu. The increased usage of this road by residents and traffic has taken a toll on its condition, and it is now in dire need of maintenance.</p> <p>With the closure of Brynderwyns Hill, Millbrook Road has become a popular detour route for trucks and cars, leading to a significant increase in traffic volume. Unfortunately, this has resulted in the rapid deterioration of the road surface, making it unsafe and inconvenient for residents and commuters alike.</p> <p>I urge the Northland Regional Council to allocate funds for the repair and tar sealing of Millbrook Road as soon as possible. The current state of the road poses a risk to the safety of all users, and immediate action is necessary to address this issue.</p>

I kindly request that the Council prioritize this matter and take swift action to improve the condition of Millbrook Road for the benefit of the community. Your prompt attention to this request is greatly appreciated.

Thank you for your time and consideration. I look forward to a positive response regarding the upgrade and maintenance of Millbrook Road.

Yours sincerely,
Vesna Hrestak-Neeley

Did the information meet your needs:	No, the information provided did not meet my needs
How you found out about this consultation:	<ul style="list-style-type: none">• Community Group• Word of mouth
Last Update	2024-03-06 06:37:51
Start Time	2024-03-06 06:27:47
Finish Time	2024-03-06 06:37:51

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



Draft Regional Land Transport Plan 2021-27 Three Year Review

12 MAR 2024

Submission Form

How to send your submission:			
By mail:	RLTP Submission, Northland Regional Council, Private Bag 9021, Te Mai, Whangārei 0148		
In person:	Northland Regional Council, 36 Water Street, Whangārei or any of our regional offices		
Email:	submissions@nrc.govt.nz	Online:	www.nrc.govt.nz/transportplan

We need to receive your submission no later than 4.00pm, Friday 15 March 2024

Your name and contact details:	
Full Name:	Peter Hughes
Mailing Address:	14 Raumati Crescent, Onerahi, Whangārei, 0110
Email Address:	pzouch@hotmail.com
Phone / Mobile:	0272575988
Address for service of submitter (if different from above):	
Full Name:	
Mailing Address:	
Email Address:	
Phone / Mobile:	

Privacy Statement:

Please be aware when providing personal information that all submissions are part of a public consultation process. As such, information provided will be made publicly available, including submitters' names and addresses.

'Have Your Say' Events:

Instead of traditional public hearings, we will be holding a series of 'Have Your Say' events in early 2024 as follows:

- Whangārei Monday 19 February 9.00am - 11.00am Northland Regional Council, Tutukākā Room
- Dargaville Monday 19 February 3.00pm - 5.00pm SEED Community Hub
- Mangawhai Tuesday 20 February 11.30am - 1.30pm Domain Hall
- Opononi Monday 11 March 10.00am - 12.00pm War Memorial Hall
- Kaikohe Monday 11 March 3.00pm - 5.00pm Senior Citizens' Hall
- Kaitāia Tuesday 12 March 10.00am - 12.00pm Far North RSA Bowling Club
- Kerikeri Tuesday 12 March 3.00pm - 5.00pm Bay of Islands Golf Club

This will be your opportunity to speak to Regional Transport Committee elected representatives about the options being consulted on.

There is no need to register for these events, just turn up on the day and time at the venue nearest to you.

Regional Priorities

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

- Agree
 Disagree
 Neutral

Please comment:

Priority 2 - Should be N° 1,
Priority 5 Should be N° 2
Priority 6 should be N° 3.
Then N° 1 N° 3 and number 4.

Transport Projects and Rankings

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

- Agree
 Disagree
 Neutral

Please comment:

There is insufficient emphasis on the urgent prioritization of the rail spur from Whangarei to Marsden Point / Northport. There needs real commitment to progress this vital piece of infrastructure if we are serious about developing the huge asset that is the port, both regionally and nationally. This addresses a range of environmental, resilience and cost concerns. The spur must be built before or in conjunction with any 4 lane roading project which we also need. Such an asset would have long term and lasting ~~but~~ benefits for Northland and NZ.

Are there any other comments you would like to make about the draft plan?

Please comment: Some Northland Rail presented a proposal to council last year.

- ① There is no mention of the possibility of a limited commuter rail service being trialed in Whangarei? Proposals for a trial and costed estimates were put before the council last year. Why is this not mentioned in the plan?
- ② I can find no mention of a possible but lane 3 resilience upgrade for the eastern corridor serving Onekahi and beyond. The causeway is becoming flood prone due to climate change. This needs a commitment to be resolved.
- ③ No bus services after 6pm at night is an issue for those with out transport.

Signature of submitter

You don't need to sign submission if sent electronically.

Signature:



Date:

12/03/2024

From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: laurie johnston
Date: Sunday, 3 March 2024 3:06:08 pm

Feedback on the RLTP Review has been received from laurie johnston:

Reference #	15849498
First name/s:	laurie
Last name:	johnston
Phone:	0297705522
Mailing address:	4 Pelorus Place Blenheim
Email:	laurencejohnston599@gmail.com
What do you think about the regional priorities:	Disagree
Regional priorities comments:	Not enough thought about the benefits of upgrading rail, The Marsden link should be an urgent priority particularly bringing logs from the far north .
What do you think about the transport projects and rankings:	Agree
Transport projects and rankings comments:	Brynderwin a priority
Did the information meet your needs:	Yes, the information provided met my needs
Why or why not info met needs:	Pretty good coverage I thought and the staff involved in its production should be congratulated
How you found out about this consultation:	Email invite from us
Last Update	2024-03-03 15:05:55
Start Time	2024-03-03 14:59:55

From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Formsite Submissions](#)
Subject: RLTP REVIEW - feedback from: Oliver Krollmann
Date: Wednesday, 6 March 2024 2:57:41 pm

Feedback on the RLTP Review has been received from Oliver Krollmann:

Reference #	15855211
First name/s:	Oliver
Last name:	Krollmann
Phone:	0210378967
Mailing address:	17 Wai Place, One Tree Point 0118
Email:	olli.krollmann@live.com
What do you think about the regional priorities:	Disagree
Regional priorities comments:	Please reduce the priority for growth and economic and tourism development in favour of building transport resilience and catching up on neglected roadworks, to prioritise repair, resilience, safety, emissions reduction and mode shift. There's no point chasing more growth if our transport infrastructure can't even support our current economic activity adequately.
What do you think about the transport projects and rankings:	Neutral
Any other comments:	<p>Please consider including the development of a shared path between One Tree Point and Ruakaka (similar to the one being constructed in Mangawhai) in the updated RLTP. One Tree Point is growing rapidly but hasn't got any meaningful shopping or service infrastructure, and it is separated from Ruakaka by a high-speed stretch of SH15, with no safe walking or cycling infrastructure linking these two communities.</p> <p>With regards to funding seal extensions and road maintenance, please investigate the option to charge regular targeted rates directly to the residents who benefit from the road(s) leading to their properties. Please also trial smoother, more flexible and more resilient asphalt variations containing crushed plastics or rubber, where appropriate, and phase out the use of chipseal in residential subdivisions, to reduce tyre crunch noise and build-up</p>

of loose stone chips.

Despite the government's lack of support for walking and cycling, please consider repurposing or expanding existing road space for multi-modal use where common sense prevails and opportunities present themselves. We will have to invest even faster and more into mode shift, once we start weaning ourselves from our obsession with cars and roads and follow the evidence and internationally proven solutions, and being proactive now will make that future job a bit easier.

Please investigate the viability of small-scale on-demand public transport solutions, similar to MyWay in Timaru, for more densely populated areas (like Kerikeri and Bream Bay).

Did the information meet your needs:	No, the information provided did not meet my needs
Why or why not info met needs:	The consultation document didn't provide a dedicated section what has changed since the original RLTP, particularly because of the 2023 weather events, and it contained outdated references to discontinued projects, e.g. the Whangarei to Port Marsden Highway four-laning. It would have been helpful to have a summary outlining the proposed changes and updates to the RLTP.
How you found out about this consultation:	Email invite from us
Last Update	2024-03-06 14:57:29
Start Time	2024-03-06 14:50:10
Finish Time	2024-03-06 14:57:29

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



From: [Meagan Marsburg \(NDHB\)](#)
To: [Submissions](#)
Subject: Total mobility funding
Date: Thursday, 22 February 2024 6:58:21 pm

Kia ora,

I am writing in support of the continuation of funding for the Total mobility cards.

At the Bay of Islands' hospital we support many clients who are unable to drive for various health reasons.

Many of the clients are unable to access public transport due to their rural location and have very few other options available.

The high cost of driving services are unaffordable for many of our clients whose sole source of income is the pension or supported living payment.

Please consider the ongoing funding of this much needed service in our region.

Nga mihi

Meagan Marsburg

**Social Worker / Kaimahi Toko I Te Ora
Bay of Islands Hospital / Te Tai Tokerau / Northern Region**

waea pukoro 021745804 | imera: meagan.marsburg@northlanddhb.org.nz

Hospital Road, Kawakawa | PO Box 290, Kawakawa, 0243

Reach us in our local channels: northlanddhb.org.nz | [Facebook](#) | [LinkedIn](#)



Te Whatu Ora – Health New Zealand

TeWhatuOra.govt.nz

This electronic transmission is strictly confidential to Te Whatu Ora Health New Zealand and intended solely for the addressee. It may contain information that is covered by legal, professional or other privilege. If you are not the intended addressee, or someone authorised by the intended addressee to receive transmissions on behalf of the addressee, you must not retain, disclose in any form, copy or take any action in reference of this transmission. If you have received this transmission in error, please notify us as soon as possible and destroy this message

From: [Ric](#)
To: [Submissions](#)
Subject: Roading and regional plan
Date: Friday, 15 March 2024 9:22:04 am

There are some serious gaps in the plan as outlined.

1. It does not consider speed limits, especially for the segment between the Opuia car ferry and Russell town. Right now it is 100km/hr, which is ridiculous. The maximum safe speed on the open stretches should be 80km/hr and the curving sections should be 60km/hr. People unfamiliar with the roads should drive even slower, but unfortunately it tends to work the other way - they see the 100 km/hr sign and assume that's how fast they should go.

2. It does not upgrade SH1 from Kawakawa north, nor does it upgrade the alternative route to Opuia/Paihia, which is heavily used in the summer, especially for Waitangi Day. This funnels large numbers of vehicles to a one-lane bridge that is long overdue for replacement.

Sincerely,

Frederic Martini

9 Prospect Street, Russell 0202

36 Island View Drive, Gulf Harbour 0930

0211502974

From: [Gillian Bruce](#)
To: [Submissions](#)
Subject: Submission to RLTP
Date: Friday, 15 March 2024 8:24:12 am
Attachments: [20240313 Submission to RLTP .docx](#)

Hi

I have attached a submission to the Regional Land Transport Plan on behalf of Maungatapere Village Inc

Nga mihi

Gillian



Gillian Bruce | Communications & Engagement Manager | Engagement & Transformation

Kaipara District Council, Private Bag 1001, Dargaville 0340

Freephone: 0800 727 059 | DDI: 09 439 9273 | M: 021 952 056

gbruce@kaipara.govt.nz | council@kaipara.govt.nz | www.kaipara.govt.nz

Submission to RLTP

This feedback is from Maungatapere Village Inc, a community group that supports 3500 Maungatapere residents.

Priorities

We agree that the priorities in the plan are important for land transport in Northland. However, the focus on land transport has compromised other values that are also important for wellbeing. For Maungatapere, the priority on land transport has come at significant social cost.

Priority 3 relates to regional and national connectivity

Policy 1.4 is to

Plan and develop network improvements identified in NZTA's "Connecting Northland" programme to realise the safety, economic, access and resilience benefits these improvements will provide for Northland.. State Highway 15 was established to support this priority, providing a central transport route through Northland.

Policy 3.4 is to

Improve the safety, connectivity and accessibility of street networks to encourage modal shift to walking, cycling and public transport.

Already cut in half by SH14, Maungatapere has now been cut in quarters by the addition of SH15, compromising the connectivity, social wellbeing and safety of Maungatapere residents. The increase in vehicles, particularly heavy traffic, going down SH14 and SH15 means there is no safe crossing for residents to go to the cafe or the doctors, cross to school or visit their friends and family.

It also provides little option for residents to beautify their township with roadside trees, gardens, signage. In short, enabling transport connectivity has diminished our community connectivity and community pride and resilience.

We believe the economic wellbeing of Northland should not take precedence over the social wellbeing and that all wellbeings should be considered in your planning. We'd like the plan to recognise the social cost of the transport routes and for you to consider initiatives that might mitigate it so our community members can go about their daily lives.

Review of SH14 and SH15 intersection

The following paragraph has been in every RLTP since 2015.

In recent years the junction between SH14 and SH15 at Maungatapere has become increasingly dangerous due to logging trucks crossing SH14, trying to access the port along Otaika Valley Road (SH15) and conflicting with local traffic using SH14. It is likely that an intersection upgrade will be required in the next 3-5 years to reduce the risk to road users.

It is almost 10 years since this has been in the RTLP. The intersection has still not been upgraded, and there is no obvious plan to do so in the period covered by this plan. What are the triggers for this to occur and will they be included in the strategy so the community can understand when that might occur.

From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Richard Morris
Date: Friday, 15 March 2024 2:33:43 pm
Attachments: [f-98-52-15873069_OOKuflaC_RLTP_submission.docx](#)

Feedback on the RLTP Review has been received from Richard Morris:

Reference #	15873069
First name/s:	Richard
Last name:	Morris
Organisation:	Ruakaka Residents & Ratepayers Assn
Phone:	0276427886
Mailing address:	140 Marsden Point Road, Ruakaka 0116
Email:	richardmorris01@xtra.co.nz
What do you think about the regional priorities:	Agree
Regional priorities comments:	See attached
What do you think about the transport projects and rankings:	Agree
Transport projects and rankings comments:	See attached
Any other comments:	Attached file
Attachments:	RLTP_submission.docx (77 KB)
Did the information meet your needs:	Yes, the information provided met my needs
How you found out about this consultation:	Community Group
Last Update	2024-03-15 14:33:13
Start Time	2024-03-15 14:29:27
Finish Time	2024-03-15 14:33:13

Submission Regional Land Transport Plan (RLTP)

The following submission is our feedback on the RLTP.

One Tree Point Shared Path

It is perhaps not very strategic to begin feedback on a strategic document by going straight to a specific project. However, the key project this community is seeking is the completion of the One Tree Point to Ruakaka shared path.

Walking and cycling are given significant prominence in terms of the potential health, decongestion and tourist benefits under priorities 4, 5 and 6. While this project reflects all those benefits, it is primarily a safety project. The large number of cyclists in this large (popn over 4,000) and growing catchment, currently share the road with large trucks going to and from the port. Not all these trucks use SH 15, the Port Marsden Highway. Trucking firms express concern and cyclists are frequently exposed to danger. Completion of this project is inexpensive and should be a priority.

Given the number of words expended in this and other strategic documents, it is disappointing to see Whangarei District has achieved less than four kms of cycleway since 2011 (page 18).

Strategic Alignment

We are in agreement with the underlying strategy. Discussion of resilience and deferred maintenance is apposite. The seven priorities and five objectives are supported. The underlying analysis is good and even interesting.

Having said that, while it is easy to say that pretty much everything is a priority (new airport, rail upgrade, rural road dust, coastal shipping, etc) it is much harder to discern where resources will be de-prioritised when there is inevitably not enough to go around.

From our perspective, priority should go to fixing the existing roading network before four-laning SH1. Yes, Northland has soil and topography challenges but tourists contrast the state of our roads with those of their own country. It is a constant topic of discussion amongst locals.

Previous standards for road base construction and for the use of chip seal instead of asphalt may need to be re-evaluated. The 21st century cost of maintenance, including traffic management and disruption, appears higher than the whole of life cost of doing it better up front and reducing the maintenance/ renewal cycle.

Strategic documents will need more reference to climate change. While the impact of weather events is mentioned in several places, there is little under-pinning of climate change. It will have a profound impact on transport planning over the coming years. Priority five covers the environment yet it's given about the same prominence as economic growth and tourism. Infrastructure resilience seems to be the major response.

SH1 Resilience

It is excellent to see the current work being undertaken on the Brynderwyns. However, the result will still not provide the necessary resilience against future weather events, closure due to a major accident or similar.

Waka Kotahi should take over the alternative coastal route (for cars) and inland route (for trucks). This would entail replacement of one-way bridges and other improvements to bring the routes to a state highway standard.

There is precedent in the SH10 east coast alternative to SH1 over the Mangamukas, and the SH15 inland route from Maungatapere to Kaikohe. The case for this is stronger than the previous examples given the much greater economic cost of SH1 closure at the Brynderwyns.

Thank you for the opportunity to comment.

Richard Morris

Secretary



SUBMISSION BY NATIONAL ROAD CARRIERS (INC) TO THE DRAFT NORTHLAND REGIONAL LAND TRANSPORT PLAN 2021-2027 (2023 review)

Submission to: Draft Regional Land Transport Plan 2021-27 (RLTP)
Northland Regional Transport Committee
Northland Regional Council

Email: submissions@nrc.govt.nz

Submission by: National Road Carriers (Inc)

Address for service: National Road Carriers
PO Box 12 100
Penrose
Auckland
For: Paula Rogers, Commercial Transport Specialist for Northland
(Phone: 09 636 2957)
(Email: paula.rogers@natroad.co.nz)

Date: 11th March 2024

INTRODUCTION

1. National Road Carriers Association welcomes the opportunity to make a submission on Northland's Draft Regional Land Transport Plan 2021-27 (RLTP).
2. Our comments on the draft plan are focused on areas of interest to the freight transport sector in Auckland and Northland, with particular attention to concerns of our Northland members. In summary, these concerns focus on the need to improve local roads used by trucks carrying increasing volumes of heavy freight within Northland and strategic routes connecting Auckland and Northland as highlighted in the document.

BACKGROUND

3. National Road Carriers is New Zealand's progressive nationwide organisation representing 1500 supply chain company members, who collectively operate over 16,000 trucks throughout New Zealand including many located in, or who service customers in, Northland. National Road Carriers advocates on behalf of members and works with Central and Local Government on road transport infrastructure and regulations.
4. National Road Carriers' members are committed to providing an efficient, safe and high-quality road-freight service. To achieve this, trucking operators need a safe, efficient and sustainable operating environment that enables the efficient and safe movement of goods.

5. For decades, investment in New Zealand's local and national roading infrastructure has lagged well behind what's needed for a safe, productive and resilient roading network. This includes both the construction of new roads and the maintenance of existing ones.
6. The lack of investment is increasingly visible across New Zealand's roading network - from routes that are not resilient to weather events, to damaging potholes, to roads and lanes that are too narrow and therefore unsafe. This impacts truck drivers and operators, the broader transport industry and the country's productivity. Substandard roading infrastructure also creates an unsafe and unpleasant environment for everyone using our roads. In many situations, investments have been made but - without reliable evidence underpinning decisions or consistency of funding - outcomes have been ineffective.
7. Roading investments and funding initiatives are easy for local and central governments to delay in the short-term, often for other legitimate priorities, without obvious consequences. But before long, the impact of either no progress or stop-start progress is noticeable and it becomes more and more expensive to catch up. This approach is unsustainable and effectively pushes the cost of maintaining and improving today's roads on to the next generation of New Zealanders.
8. The absence of a reliable infrastructure plan (and the funding to implement), free from conflict with short-term government priorities or other interests, also makes it difficult for the trucking industry and other infrastructure businesses to plan and invest for the long term.
9. **National Road Carriers advocates for:
Development of a 50-year roading infrastructure plan that delivers a safe, productive and resilient roading network and helps New Zealanders and businesses connect to each other, and to the world.**

SUBMISSION

10. The Submission Form asks for our comments on the Regional Priorities and the Transport Projects and Rankings outlined in the draft plan, plus any other comments we would like to make. Our response is set out below focusing on the Regional Priorities.

Regional priorities

Transport priority 1: Route resilience and security

11. National Road Carriers notes and strongly endorses many of the comments in the Foreword by Regional Land Transport Committee Chair Joe Carr as they almost uncannily mirror National Road Carriers' position outlined in the Background above. We endorse these comments:

“Northland faces the task of catching up on years of deferred road maintenance and lack of investment in resilience. Forewarnings of extreme weather events have not been heeded across the nation and known areas of ground instability in our strategic road network have failed. The incremental deterioration of roads that have been ‘sweated’ has finally caught up with New Zealand generally and Northland in particular.”

“Northland’s State Highway network, both within the region and between Northland and Auckland, is vulnerable to disruption. This has an adverse effect on both social wellbeing and the regional and national economy.

“A ‘perfect storm’ of coinciding factors including extreme weather events, lack of resilience and the poor condition of our roads has elevated maintenance of Northland’s road network to a state of crisis management. Recent experience has found that crisis or event

management is a far more expensive default option than having an appropriate maintenance and preventative management regime in place.”

“This paradigm shift by Government towards funding the best “whole of life” management of our roads must be strongly supported so that it endures governmental election cycles.”

“On behalf of the Northland Region, the Regional Transport Committee is strongly advocating for completion of a four-lane State Highway between Auckland and Whangārei.”

12. We also agree with the Problem and Summary of Evidence under Transport Priority 1 including:

“Secure transport connections are vital to ensure the security of supply of the goods, food and fuel that Northlanders depend on. As almost all of these supplies are delivered by road; road closures cause major disruption with no alternative means of supplying large areas of Northland.

“Disruption has resulted in significant economic loss and has reduced access to emergency and essential services.”

“Our region is growing, the volume of traffic is increasing and more freight is being moved on our roading network.”

13. We applaud the strong recognition given in the draft plan to the key role the freight sector plays in securing the prosperity of Northland. Improvements to the transport network would help stimulate Northland’s economic growth, especially in industries reliant on good road transport – dairying, forestry, fishing, horticulture and tourism. Conversely half-baked approaches will leave Northland at a disadvantage to competing regions, such as Waikato and Bay of Plenty.

In our view SH1 between Auckland and Whangarei is Northland’s ‘economic lifeline.’ Many of our members are involved in daily High Productivity Motor Vehicle (HPMV) freight runs taking vital freight from Auckland to Whangarei – for supplying supermarkets, manufacturers, hotels and motels, Northland’s retail sector and its farming community (e.g. fertiliser). The freight goes in both directions with Northland helping to meet Auckland’s need for raw materials and food.

14. Taking into account the draft plan’s accurate analysis of the critical importance of a resilient roading network to Northland’s economic and social survival and success, we **strongly recommend** this plan should include:
- Completing a four-lane highway from Warkworth to Whangarei with bypassing the Brynderwyns on the western side as an urgent priority
 - Prioritising road over rail at this stage to avoid diverting funding and focus from the road network, which delivers 93% of goods. Rail upgrades should be considered only after the key road network projects are complete.
 - Consideration of increasing the volume of freight transported by sea.
 - Drainage improvements and raising bridges in flood prone areas – the new bridge at Kaeo is a model of what could be done elsewhere where there are low bridges.
 - Prioritising upgrading the Northland state highway network and local roads to full HPMV status to increase productivity. Note: Research shows HPMVs cause less road damage than 45 tonne trucks as the weight is better spread across the axles.
 - Prioritising more sealing or better maintenance of the region’s 60 per cent of unsealed roads which are used by logging trucks and milk tankers and are dangerous and dusty
 - Detour roads being made fit for purpose – at present the increase of traffic on detour roads is causing these roads to fail
 - Bridges on key freight routes being strengthened to take HPMV class vehicles. Too many are currently restricted to 45 tonne vehicles.

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

15. As with Priority 1, National Road Carriers we strongly agree with the draft plan's assessment of the road safety problem, namely:

"Many of Northland's roads and roadsides are not designed, built or maintained to take account of drivers making mistakes, resulting in a high number of crashes resulting in death or serious injury."

16. From the perspective of National Road Carriers' truck driving members, **we strongly recommend the emphasis of road safety should be on safer roads and roadsides.** We could not agree more with this statement in the draft plan:

"Our roads and roadsides must factor in that people make mistakes – including those who are usually careful and responsible drivers. We need to build a safe road system that is designed for people."

"While infrastructure safety treatments can be expensive, they have proven to be effective at reducing the number of fatalities and injuries on roads."

If our recommendations for Priority 1 are implemented – i.e. a four-lane highway from Auckland to Whangarei bypassing the Brynderwyns, drainage improvements and bridge raising, upgrading the Northland state highway network to HPMV status, and sealing unsealed roads – this will be a massive leap forward for the safety of all road users.

The draft plan refers to fatigue management. **We strongly recommend the provision of many more safe places for truck drivers to pull over to rest and revive when they are tired. State Highway 15 should be prioritised for these in consultation with the industry.**

We fully endorse the concern in the report given to dust from unsealed roads that create both a health and safety hazard that needs to be addressed.

Transport priority 3: Regional and national connectivity

17. Again, National Road Carriers agrees with the draft plan's assessment of the problems, namely local variances in the quality of infrastructure and changing demands on the transport network leading to a failure to meet community/business expectations.

Also identified as problems are pinch points such as the Brynderwyn Hills, unstable land, poor road pavement strength and peak season holiday traffic causing congestion.

We agree with the assessment that investment in the corridor will address three critical problems: a poor safety record, a lack of resilience and alternative routes, and the higher cost of moving freight as a result of long journey times.

18. We strongly support the draft plan's reference to NZTA's 30 year Connecting Northland series of projects including the Whangārei to Te Hana project.

We also support the implication in the report that Northland north of Whangārei should be recognised "as a producer region that contributes to the nation's GDP that requires a "fit for purpose" classification for roading infrastructure based on freight volumes rather than vehicle numbers. As the report says, recognition should also be given that these roads serve national and international tourism.

In our view planning should be on a 50-year basis (rather than the current 10 or 30-year plans) and Northland plans should be connected to Auckland's transport plans.

Transport priority 4: Economic and tourism development

19. National Road Carriers agrees that Northland's economic development is hampered by a substandard, damaged and fragile roading network. For example, while Waikato is full HPMV, poor Northland is stuck in a 44-tonne regime.

In terms of tourism development, the tourism sector is supplied with goods and building materials etc by our members carting from Auckland. Once again this comes back to Priority 1, building a fit for purpose network that resilient to natural events.

Transport priority 5: Reducing the environmental effects of transport

20. Regarding freight the draft plan focuses on reducing emissions by shifting freight to rail and coastal shipping. A high quality, fit for purpose roading network (Priority 1) will play a significant role in reducing road freight emissions by improving efficiency and effectiveness. National Road Carriers is also at the forefront of supporting alternatives to fossil fuel vehicles where appropriate including electric vehicles for town deliveries and hydrogen powered trucks for line haul.

It is likely that Road Transport will continue to transition to Zero emission vehicles during the timeframe of the RLTP. National Road Carriers would like to see provision for charging Infrastructure both on highway routes and within towns to allow for BEV trucks to re-charge.

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

21. While it does not directly involve our sector, we support the good intent of this priority.

Transport priority 7: Future proofing and long-term planning

22. As stated above under Background, National Road Carriers advocates for: Development of a 50-year roading infrastructure plan that delivers a safe, productive and resilient roading network and helps New Zealanders and businesses connect to each other, and to the world.

Paula Rogers
Commercial Transport Specialist for Northland

From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Pamela-anne Ngohe-simon
Date: Tuesday, 12 March 2024 5:12:49 pm

Feedback on the RLTP Review has been received from Pamela-anne Ngohe-simon:

Reference #	15866247
First name/s:	Pamela-anne
Last name:	Ngohe-simon
Organisation:	Te Puna Aroha
Phone:	029115580
Email:	pamela.anne21@gmail.com
What do you think about the regional priorities:	Agree
Regional priorities comments:	Valid and are needed - also have needs on rural roads. 5% or so need to be spent on rural roads.
Any other comments:	<p>I would like more money to spent on areas such as Matawaia, Opahi, Waiomio, Waikare etc...</p> <p>Culverts and drains in high flood zones must be cleared first as a priority on the four yearly cycle, Moerewa must be cleared annually due to no storm water drains too.</p> <p>I'd like a quality control system to ensure the roading contractors are monitored and delivering the same standard everywhere, for example Moerewa to Kerikeri.</p> <p>Road safety signage and barriers must be put in place for crash sites which have caused fatalities.</p>
Did the information meet your needs:	Yes, the information provided met my needs
How you found out about this consultation:	Other (please specify below) (Council Board Member Roody Hapati Pihema.)
Last Update	2024-03-12 17:12:37

Northland Civil Defence Emergency Management (CDEM) Group submission on the Regional Land Transport Plan Review– Closing date 15 March 2024

March 2024

RLTP Submission
Governance and Administration Committee,
Northland Regional Council,
Private Bag 9021,
Te Mai, Whangārei 0148
submissions@nrc.govt.nz

Introduction

The Regional Land Transport Plan (RLTP) for Northland 2021–2027 is a crucial blueprint that outlines transport spending across our region. The Northland Civil Defence Emergency Management (CDEM) Group recognises the significance of robust transport infrastructure in ensuring the safety, well-being, and economic prosperity of our communities.

In this submission the CDEM group would like to highlight its support for some of the outlined regional priorities and proposed major projects that the group believe will help contribute to the resilience of Te Taitokerau Northland.

Background

The Northland CDEM Group covers the whole Northland region from south-east of Mangawhai, across to the Kaipara Harbour and all the way up to New Zealand's northernmost tip, Cape Rēinga. The CDEM group is made up of the three district councils, regional council, and agencies such as the police and fire service. The Group works together to reduce the potential effects of hazards, promote community and council readiness (preparedness) to respond to emergencies, and help the community to recover after an event.

The CDEM group also facilitates the Northland Lifelines Utility Group, comprising representatives from most utilities in the transport, energy, water and communications sectors.

The lifelines group aims to co-ordinate efforts to reduce the vulnerability of Northland's lifelines to hazard events and to make sure they can recover as quickly as possible after a disaster.

Discussion

Regional Priorities

1. Route Resilience and Security

Our group strongly advocates for prioritizing route resilience and security. Northland faces unique challenges due to its geography, including natural hazards such as storms, floods, and slips. Ensuring that our transport networks remain operational during emergencies is paramount. By investing in resilient routes, we can enhance our ability to respond effectively to crises and maintain essential services.

2. Detour Routes and Critical Corridors

We fully endorse the proposed initiatives aimed at improving detour routes and critical corridors within our region. These routes serve as lifelines during disruptions caused by accidents, natural disasters, or maintenance work. By enhancing detour options and critical routes, we can minimize disruptions, facilitate efficient movement, and safeguard access to essential services.

Proposed Major Projects

1. Brynderwyn Detour Route Upgrades

The Brynderwyn detour route plays a critical role in maintaining connectivity during disruptions to State Highway 1. The group supports the prioritization of upgrades to this route for the following reasons:

Resilience: Upgrading the Brynderwyn detour ensures that it remains resilient during adverse weather conditions, accidents, or maintenance work. A robust detour route is essential for emergency response and continuity of essential services.

Safety: Improved road conditions enhance safety for travellers, emergency responders, and freight transport. By addressing bottlenecks, sharp curves, and other challenges, we create a safer environment for all road users.

2. Far North State Highway Resilience

The Far North region faces unique transport challenges due to its geographical isolation. Our endorsement of the Far North State Highway resilience program stems from the following reasons:

Isolation Mitigation: Strengthening State Highway connections in the Far North is vital. During emergencies, this network becomes a lifeline for communities. By investing in resilience, we reduce isolation risks and ensure timely access to critical services.

Economic Impact: A resilient highway network supports economic activities such as tourism, agriculture, and forestry. It enables efficient movement of goods and services, benefiting both local businesses and the broader Northland economy.

3. Kaipara Resilience Programme

The Kaipara region faces its own set of challenges, including coastal erosion, flooding, and land instability. Our group stands firmly behind the Kaipara Resilience Programme for the following reasons:

Climate Adaptation: The Kaipara Resilience Programme addresses climate change impacts head-on. By improving infrastructure, managing risks, and enhancing coastal defenses, we safeguard communities and assets.

Community Well-Being: A resilient Kaipara region ensures that residents can access essential services, schools, healthcare, and employment opportunities even during adverse events. It contributes to community well-being and social cohesion.

Conclusion

In summary, the Northland CDEM Group supports the RLTP’s focus on route resilience, security, and infrastructure investment, and the previous outlined proposed major projects. During severe weather events, when other modes of transportation may be compromised, our roads provide vital connections. Whether it’s delivering emergency supplies, evacuating residents, or ensuring access to medical facilities, our roads play a pivotal role in building and maintaining the resilience of Northland’s people.



DRAFT

From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Formsite Submissions](#)
Subject: RLTP REVIEW - feedback from: Peter Nuttall
Date: Friday, 15 March 2024 12:21:35 pm

Feedback on the RLTP Review has been received from Peter Nuttall:

Reference #	15872848
First name/s:	Peter
Last name:	Nuttall
Phone:	+64210667293
Mailing address:	po box 797 whangarei 0110
Email:	pete@s4sfiji.com
What do you think about the regional priorities:	Disagree
Regional priorities comments:	although regular reference is made to climate change, this strategy fails to understand the science and what is potentially really at risk to Te Taitokerau and unfortunately relies on weak analysis from MfE. As a recognised world expert on Pacific transport decarbonisation, I find your failure to come to grips with what a deepening global emergency means for Te Taitokerau's transport planning alarming.
What do you think about the transport projects and rankings:	Disagree
Transport projects and rankings comments:	a rather bland and basically BAU box ticking exercise that largely fails to show the leadership needed at this juncture . Sorry Joe, this is a fail. This is just weird? "The warm, fine weather typically associated with summer is ideal for road maintenance. The generally wet summer of 2022/2023 restricted the amount of scheduled maintenance that could be undertaken." Kind of clashes with your description of summer in 2023? Or do you think now that the cyclone is over we go back to 'normal' weather now?

The effect of this is evident in the current state of Northland's road network. Northland needs to draw on international expertise as effective road management and maintenance, including hot sealing, occurs in far more onerous tropical environments than Northland.

really!! yes, you need to listen to International expertise. Try leading scientists and economists - e.g.

<https://www.youtube.com/watch?v=dNlbtSH0EbM>

Any other comments:

I'm happy to meet with Council and give you the benefit of my knowledge if that helps. Northland, like the rest of the country and indeed the planet have a simple choice - continue shifting deck chairs, throwing hands and kicking cans or start preparing for what a 2 degree and 3 degree world are actually going to look like. Preparing for an ever deepening global emergency is no small undertaking. I'd start by considering this report from colleagues at Exeter University and the Society of Actuaries <https://actuaries.org.uk/media/qeydewmk/the-emperor-s-new-climate-scenarios.pdf>. I well recall addressing the FNDC Council in 2004 on the climate change dilemma when certain Councillors openly scoffed and one in particular accused the staff of being Greenpeace sympathisers. That would have been the right time to listen to your scientists and may have bought you a little time so you weren't in such a pickle now. But you didn't so now you have to do double time. Or just continue to meddle around the edges with substandard work like this and tune up your fiddles.

How you found out about this consultation:

Word of mouth

Last Update

2024-03-15 12:19:34

Start Time

2024-03-15 11:52:26

Finish Time

2024-03-15 12:19:34

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Formsite Submissions](#)
Subject: RLTP REVIEW - feedback from: Barbara Parata
Date: Tuesday, 27 February 2024 2:54:14 pm

Feedback on the RLTP Review has been received from Barbara Parata:

Reference #	15840000
First name/s:	Barbara
Last name:	Parata
Organisation:	Te Whatu Ora
Phone:	021367453
Email:	barbara.parata@northlanddhb.org.nz
What do you think about the regional priorities:	Neutral
Regional priorities comments:	<p>I am in support of keeping the Total Mobility for Te Tai Tokerau region, I am a Social Worker at the BOI Hospital who frequently supports and has to source transport for people in our region for private use to do shopping and medical appointments. Our area is also amongst some of the very lower end of the socio-economic scale, we are wide spread and often quite rural. Public Transport is almost non existent so many of our people face transport issues. Total Mobility helps to subsidize some of the cost involved and help people get from A to B. We still have a very long way to come when it comes to transport issues in our region as this would benefit a lot more people if we had bus systems or some kind of public transport.</p>
What do you think about the transport projects and rankings:	Neutral
Transport projects and rankings comments:	<p>Effort has been put into tourism with regards to bike track etc the conditions of the roads are overlooked. Public Transport needs to be made a priority along with ways to improve our roads, costs impacting everyday people with the kinds of repairs to vehicles is terrible. As someone who travels to Hamilton often the difference in the roads from about Warkworth south are so noticeable its appalling. The process to claim damage and repairs is impossible because responsibility does not want to be taken. When you consider the difference in roads in other areas and regions and</p>

how money is spent I think our region needs an overhaul. The cost of replacing that camera that was only put in early last year along state highway 1 between Taumaramakuku and Kawakawa seems like a waste and that money could be spent else where

Did the information meet your needs:	Yes, the information provided met my needs
How you found out about this consultation:	Word of mouth
Last Update	2024-02-27 14:54:02
Start Time	2024-02-27 14:37:43
Finish Time	2024-02-27 14:54:02

This email was sent as a result of a form being completed.
[Report unwanted email.](#)



Draft Regional Land Transport Plan 2021-27 Three Year Review

Submission Form

How to send your submission:			
By mail:	RLTP Submission, Northland Regional Council, Private Bag 9021, Te Mai, Whangārei 0148		
In person:	Northland Regional Council, 36 Water Street, Whangārei or any of our regional offices		
Email:	submissions@nrc.govt.nz	Online:	www.nrc.govt.nz/transportplan

We need to receive your submission no later than 4.00pm, Friday 15 March 2024

Your name and contact details:	
Full Name:	Piroa Trails Group, c/- Glenn Clark, Wairahi Tracks Charitable Trust
Mailing Address:	56 Wairahi Road RD2, Waipu 0582
Email Address:	lbclarks56@gmail.com
Phone / Mobile:	021 827 065
Address for service of submitter (if different from above):	
Full Name:	John Tapper
Mailing Address:	25a Lang Road RD2, Waipu 0582
Email Address:	John.Tapper@celebrationsgroup.co.nz
Phone / Mobile:	021 666 044

Privacy Statement:

Please be aware when providing personal information that all submissions are part of a public consultation process. As such, information provided will be made publicly available, including submitters' names and addresses.

'Have Your Say' Events:

Instead of traditional public hearings, we will be holding a series of 'Have Your Say' events in early 2024 as follows:

- Whangārei Monday 19 February 9.00am - 11.00am Northland Regional Council, Tutukākā Room
- Dargaville Monday 19 February 3.00pm - 5.00pm SEED Community Hub
- Mangawhai Tuesday 20 February 11.30am - 1.30pm Domain Hall
- Opononi Monday 11 March 10.00am - 12.00pm War Memorial Hall
- Kaikohe Monday 11 March 3.00pm - 5.00pm Senior Citizens' Hall
- Kaitāia Tuesday 12 March 10.00am - 12.00pm Far North RSA Bowling Club
- Kerikeri Tuesday 12 March 3.00pm - 5.00pm Bay of Islands Golf Club

This will be your opportunity to speak to Regional Transport Committee elected representatives about the options being consulted on.

Regional Priorities

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

- Agree
 Disagree
 Neutral

The Piroa Trails group:

- Acknowledges the region is growing in popularity as a place to live and as a holiday destination due to its outstanding natural environment, warm climate, low population density, and proximity to Auckland.
- Acknowledges the region potential remains constrained by its transport network – state highways, local roads, public transport, walking and cycling improvements, and rail.
- Agrees with the transport priorities outlined in the consultation document.
- Notes the proposed major projects, also summarised in the consultation document.
- Notes the only reference to advancing the network of cycleways proposed by the Northland Tracks Group (2018) and agreed by WDC, KDC, FNDC, NRC and the NTA is the Twin Coast Trail development.
- Urges prioritisation of further walking, hiking, tramping, and cycling options, focused on a connected loop/network throughout the region.

Transport Projects and Rankings

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

- Agree
 Disagree
 Neutral

Further to the above, the Wairahi Tracks Charitable Trust, Waipu Cycle and Walkway Group, and the Mangawhai Tracks Charitable Trust, collectively making up the Piroa Trails Group:

- Endorse the Northland Tracks Group vision of a loop/network of walking/cycling options throughout the region.
- Note cycling options between Mangawhai and Waipu are vital to the proposed loop/network.
- Note that work is already underway to complete the walkway/cycleway between Waipu and Waipu Cove.
- The Te Araroa Trail enables walking links from Waipu Cove to Langs Beach and to Mangawhai via the Waipu Cove/Langs Beach and Mangawhai Coastal walkways, and the Tanekaha Walking Tracks.
- There is an absence of a dedicated cycleway between Waipu and Mangawhai.

Are there any other comments you would like to make about the draft plan?

Please comment:

In consultation with the other partners in the Piroa Trails Group, The Wairahi Tracks Charitable Trust has developed plan for a cycle way between Waipu Cove and the Mangawhai Heads Cycle Trail. This is a missing link in the Northland Tracks Group plan:



Proposed Cycleway
Waipu Cove to Mangawhai

Whilst this is in draft, the Piroa Trails Group urges the NRC to prioritise further walking, hiking, tramping, and cycling options, focused on a connected loop/network throughout the region in the Land Transport Plan, and in doing so to further engage with the Piroa Trails Group on the finalisation and activation of 'The Southern Connection' Cycleway.

Signature of submitter

You don't need to sign submission if sent electronically.

Signature:

Date:

From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Craig Powell
Date: Sunday, 25 February 2024 5:46:37 pm

Feedback on the RLTP Review has been received from Craig Powell:

Reference #	15836681
First name/s:	Craig
Last name:	Powell
Phone:	021 123 3725
Email:	cvp1965@gmail.com
What do you think about the regional priorities:	Agree
Regional priorities comments:	For Northland to remain accessible, the present roads need priority to be maintained and to have viable alternatives.
What do you think about the transport projects and rankings:	Neutral
Any other comments:	<p>As alluded to in the draft, the rail from Auckland north is over 100 years old and needs significant investment.</p> <p>It is a romantic notion that this rail line will ever provide an economic transport option. This line would better serve best as a cycle track, potentially becoming a major tourist attraction, benefiting the settlements along its tortuous path.</p> <p>Northland's transport priorities should be towards improving and maintaining the existing roads with coastal shipping being a strong 2nd.</p> <p>Unless we invest in a completely new rail line through Auckland directly along the eastern coast to North Port, rail should not be considered.</p>
Did the information meet your needs:	Yes, the information provided met my needs
How you found out about this consultation:	Social media

From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Robin Rawson
Date: Friday, 15 March 2024 2:21:56 pm

Feedback on the RLTP Review has been received from Robin Rawson:

Reference #	15873042
First name/s:	Robin
Last name:	Rawson
Organisation:	Living Streets Aotearoa
Phone:	0272454999
Email:	tariwai@fastmail.com
What do you think about the regional priorities:	Neutral
Regional priorities comments:	General support for priorities, strong support for policies 1.2, 2.2, 2.3, 2.4, 2.5, 2.6, 3.4, 4.4, 5.1, 5.4, 5.5
What do you think about the transport projects and rankings:	Neutral
Transport projects and rankings comments:	Great to see travel planning is included as a priority. For cities and towns this is an effective and cost-effective way to reduce working peak traffic and school peak traffic. So far little work has been done in this area in Northland, and substantial travel changes can be made by improving people's understanding of transport and health issues. It is very timely for travel planning to be better resourced in the northland region, and higher resourcing is recommended.
Any other comments:	Support for retention and improvement of public transport where community needs exist and to give better options for older communities.
Did the information meet your needs:	Yes, the information provided met my needs

How you found out about this consultation:

- Community Group
- Newspaper

Last Update

2024-03-15 14:21:37

Start Time

2024-03-15 14:04:23

Finish Time

2024-03-15 14:21:37

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Patrick Rooney
Date: Friday, 15 March 2024 3:55:00 pm
Attachments: [f-98-52-15873186_OprynMYW_The_Future_is_Rail_Northland_RLTP_Presentation_v2.pdf](#)

Feedback on the RLTP Review has been received from Patrick Rooney:

Reference #	15873186
First name/s:	Patrick
Last name:	Rooney
Organisation:	The Future Is Rail
Phone:	022 154 9119
Mailing address:	134/11 Jessie Street, Te Aro, Wellington
Email:	info@allrailways.co.nz
What do you think about the regional priorities:	Neutral
Regional priorities comments:	Regional priorities should include references to how the region's railways can be better used to move people and freight across the region and to Auckland.
What do you think about the transport projects and rankings:	Neutral
Transport projects and rankings comments:	<p>The Draft RLTP proposes only roads as a solution to the current transport resilience problem in Northland:</p> <ul style="list-style-type: none">- While roads will remain the main means of transport in most areas of the region, the key route from Auckland to Whangarei/Marsden Point will be a real and positive alternative to SH1- Track slots can be juggled to fit the limited number of freight trains- Whangarei-Auckland passenger services could be coordinated with other passenger services heading south. <p>What we are asking for the Northland Regional Land Transport Plan:</p>

- That the RLTC agree, by insertion into its Regional Land Transport Plan, to include ‘Passenger Rail’ as a future transport mode to be provided within the region, connecting with the Auckland region
- That the RLTC agree, by insertion into its Regional Land Transport Plan, to:
 - conduct a study into the feasibility of an inter-regional passenger rail service from Whangarei-Auckland, funded via the public transport system
 - Work with Auckland Transport to consider how existing inter-regional services running south from Auckland, might synchronise with such a Northland service
- That the study informs future Public Transport plans for the region.

Any other comments:

The Future Is Rail
 Submission to Northland Regional Transport Committee
 Regional Land Transport Plan Review 2024

About Us

- Established August 2022
- A nationwide network of passenger rail advocacy groups and individuals.
- Organiser of ‘The Future is Rail Aotearoa’ Conference in June 2023.
- We aim to harness widespread national support for passenger rail, to ensure local and national authorities have passenger rail services and other rail initiatives firmly on their agenda.
- This submission is on behalf of our national organisation and hundreds of supporters in the Northland Region.

Why should passenger rail be supported in the Northland RLTP?

- Passenger rail can deliver on the RLTP’s key objectives:
- Adds to regional and national connectivity
 - Improves route resilience and supports economic growth
 - Builds safer, and more affordable connections between communities in Northland, and between the region and Auckland
 - Passenger rail is the ONLY significant transport mode choice that is not currently offered in the Northland Region
 - There is no need for major new infrastructure, as services would be on the existing rail network, accommodating both freight and passenger services with reasonable timetabling
 - The Plan SHOULD be a regional transport plan for 10 years and further ahead; not just to inform Govt funding bids for the next 3 yrs
 - Special passenger rail services bringing visitors to Whangarei for events (eg the 2023 Womens Rugby World Cup)
 - Passenger rail has a low carbon emission profile, compared with private, and other forms of public, transport
 - Inter-regional passenger rail services - when offered as an

- alternative elsewhere in the North Island & overseas (eg Australia) – are popular
- Passenger rail services, on existing lines, can provide social and economic connections between Whangarei/Northland and Auckland or further south
- Investment in modern railcars, such as the new hybrid trains selected for the Capital and Wairarapa connections, can be an efficient means of offering passenger rail
- Moderately fast railcar services operate on the same track gauge in Japan and Australia.
- Transport Resilience is more than just roads.

The Draft RLTP proposes only roads as a solution to the current transport resilience problem in Northland:

- While roads will remain the main means of transport in most areas of the region, the key route from Auckland to Whangarei/Marsden Point will be a real and positive alternative to SH1
- Track slots can be juggled to fit the limited number of freight trains
- Whangarei-Auckland passenger services could be coordinated with other passenger services heading south.

Recent passenger rail developments in NZ

- Contracts to buy new hybrid trains for Capital Connection & Wairarapa Connection (Manawatu & Wairarapa to Wellington)
- Expansion of successful Te Huia service between Hamilton & Auckland
- City Rail Loop in Auckland (underground connection for Metro services)
- Northern Explorer (Auckland-Wellington) service again stopping in Taumarunui
- Study into central North Island service connecting Te Huia & Capital Connection (Hamilton-Palmerston North)

Targets for CO2 & other greenhouse gas emissions

- After agriculture, transport appears to contribute the largest % of Northland CO2 emissions
- New Zealand Govt: (supported by new National-led Govt) net zero CO2 emissions by 2050
- Northland Regional Council proposes to halve its own transport & other sector CO2 emissions by 2030, and meet a 90% reduction by 2050...but otherwise no region-wide targets, except for the Govt proposal
- What local/regional actions will ensure this can happen, especially in the transport field?

What we are asking for the Northland Regional Land Transport Plan:

- That the RLTC agree, by insertion into its Regional Land

Transport Plan, to include 'Passenger Rail' as a future transport mode to be provided within the region, connecting with the Auckland region

-That the RLTC agree, by insertion into its Regional Land Transport Plan, to:

-conduct a study into the feasibility of an inter-regional passenger rail service from Whangarei-Auckland, funded via the public transport system

-Work with Auckland Transport to consider how existing inter-regional services running south from Auckland, might synchronise with such a Northland service

-That the study informs future Public Transport plans for the region.

Attachments:	The_Future_is_Rail_Northland_RLTP_Presentation_v2.pdf (1.33 MB)
Did the information meet your needs:	Yes, the information provided met my needs
How you found out about this consultation:	Community Group
Last Update	2024-03-15 15:53:43
Start Time	2024-03-15 15:41:29
Finish Time	2024-03-15 15:53:43

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



Submission to **Northland** Regional Transport Committee
Regional Land Transport Plan Review 2024

#SaveOurTrains



The Future Is Rail.



The Future Is Rail.

➤ **Established August 2022**

- **A nationwide network of passenger rail advocacy groups and individuals.**
- **Organiser of ‘The Future is Rail Aotearoa’ Conference in June 2023.**
- **We aim to harness widespread national support for passenger rail, to ensure local and national authorities have passenger rail services and other rail initiatives firmly on their agenda.**

Email: info@allrailways.co.nz

Facebook: <https://www.facebook.com/groups/sotnz/>

Twitter: [@theFutureIsRail](https://twitter.com/theFutureIsRail)

Website (national): <https://allrailways.co.nz>

Why should passenger rail be supported in the Northland RLTP?

- Passenger rail can deliver on the RLTP's key objectives:
 - Adds to regional and national connectivity
 - Improves route resilience and supports economic growth
- Builds safer, and more affordable connections between communities in Northland, and between the region and Auckland
- Passenger rail is the **ONLY** significant transport mode choice that is not currently offered in the Northland Region
- There is no need for major new infrastructure, as services would be on the existing rail network, accommodating both freight and passenger services with reasonable timetabling
- **The Plan SHOULD be a regional transport plan for 10 years and further ahead; not just to inform Govt funding bids for the next 3 yrs**
- Special passenger rail services bringing visitors to Whangarei for events (eg the 2023 Womens Rugby World Cup)



Why should passenger rail be supported in the **Northland RLTP**?

- Passenger rail has a low carbon emission profile, compared with private, and other forms of public, transport
- Inter-regional passenger rail services - when offered as an alternative elsewhere in the North Island & overseas (eg Australia) – are popular
- Passenger rail services, on existing lines, can provide social and economic connections between Whangarei/Northland and Auckland or further south
- Investment in modern railcars, such as the new hybrid trains selected for the Capital and Wairarapa connections, can be an efficient means of offering passenger rail
- Moderately fast railcar services operate on the same track gauge in Japan (pictured) and Australia



Transport Resilience is more than just roads

- The Draft RLTP proposes only roads as a solution to the current transport resilience problem in Northland
- While roads will remain the main means of transport in most areas of the region, the key route from Auckland to Whangarei/Marsden Point will be a real and positive alternative to SH1
- Track slots can be juggled to fit the limited number of freight trains
- Whangarei-Auckland passenger services could be co-ordinated with other passenger services heading south.



Modern Hybrid railcars



1967 Silver Fern railcar

Recent passenger rail developments in NZ

- **Contracts to buy new hybrid trains for Capital Connection & Wairarapa Connection (Manawatu & Wairarapa to Wellington)**
- **Expansion of successful Te Huia service between Hamilton & Auckland**
- **City Rail Loop in Auckland (underground connection for Metro services)**
 - **Northern Explorer (Auckland-Wellington) service again stopping in Taumarunui**
- **Study into central North Island service connecting Te Huia & Capital Connection (Hamilton-Palmerston North)**

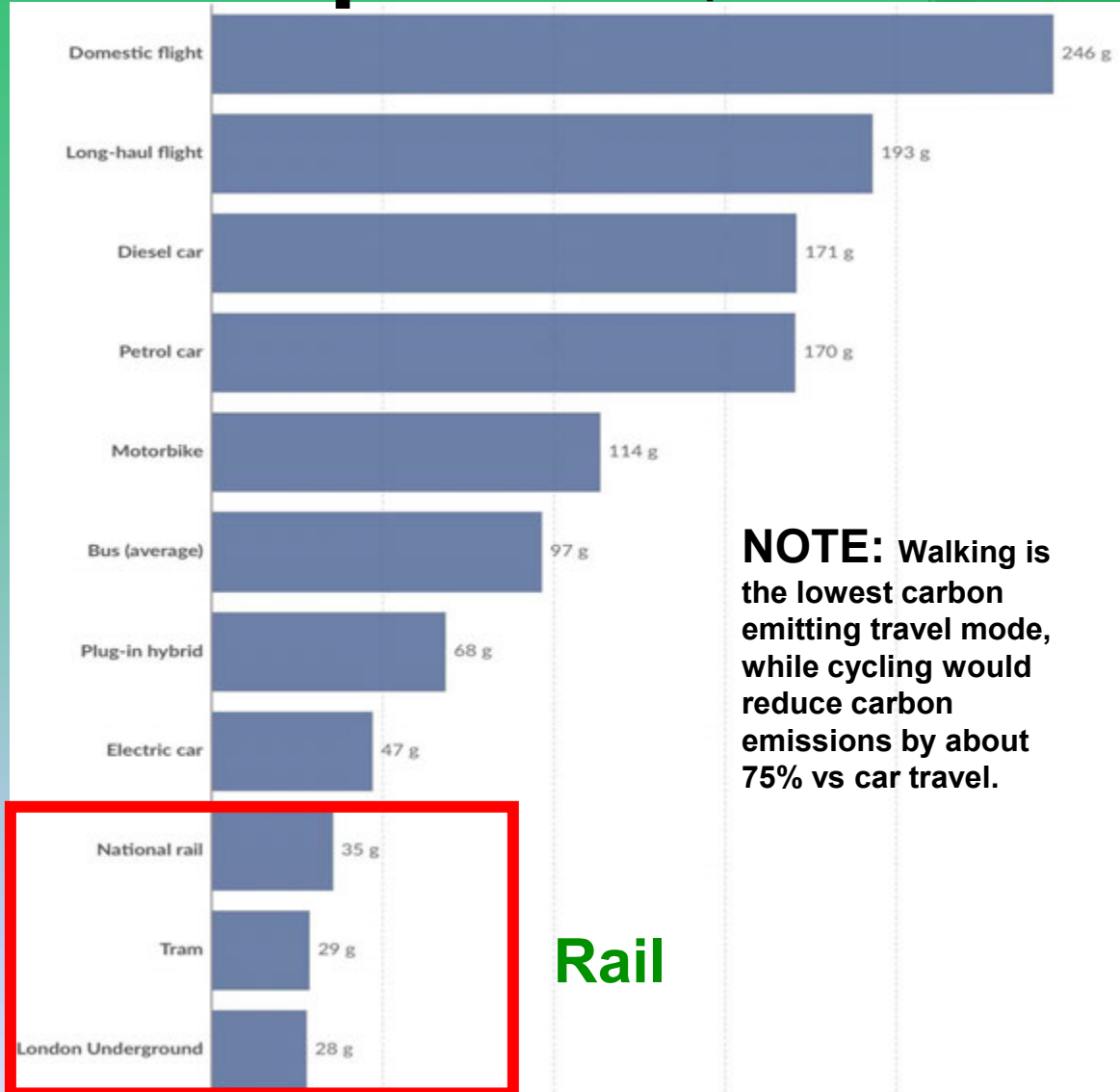


Targets for CO₂ & other greenhouse gas emissions

- After agriculture, transport appears to contribute the largest % of Northland CO₂ emissions
- New Zealand Govt: (supported by new National-led Govt) net zero CO₂ emissions by 2050
- Northland Regional Council proposes to halve its own transport & other sector CO₂ emissions by 2030, and meet a 90% reduction by 2050...but otherwise no region-wide targets, except for the Govt proposal.

What local/regional actions will ensure this can happen, especially in the transport field?

Carbon footprint of travel per km (2022, UK stats)



Data source: UK Government, Department for Energy Security and Net Zero - [Learn more about this data](#)



What we are asking for the Northland Regional Land Transport Plan

- That the RLTC agree, by insertion into its Regional Land Transport Plan, to include 'Passenger Rail' as a future transport mode to be provided within the region, connecting with the Auckland region
- That the RLTC agree, by insertion into its Regional Land Transport Plan, to:
 - a. conduct a study into the feasibility of an inter-regional passenger rail service from Whangarei-Auckland, funded via the public transport system
 - b. Work with Auckland Transport to consider how existing inter-regional services running south from Auckland, might synchronise with such a Northland service
- That the study inform future Public Transport plans for the region.

From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Formsite Submissions](#)
Subject: RLTP REVIEW - feedback from: Kara Rosemeier
Date: Wednesday, 6 March 2024 12:43:06 pm

Feedback on the RLTP Review has been received from Kara Rosemeier:

Reference #	15855044
First name/s:	Kara
Last name:	Rosemeier
Phone:	0221312610
Mailing address:	PO Box 141 Mangonui 0442
Email:	kara@rosemeier.co
What do you think about the regional priorities:	Disagree
Regional priorities comments:	Cycling and walking (outside of Whangarei) are only address as recreational or tourist activities; using cycling and walking as a mode of transport needs to be addressed proper.
Any other comments:	While I appreciate that transport by private motor vehicle is currently the only option for many people in Northland, more thought should be given to alternative modes of transport to offer choice. Cycling, walking, trains, coastal shipping should also be considered as ways to increase resilience of the current, singular modal, transport system.
How you found out about this consultation:	Social media
Last Update	2024-03-06 12:42:52
Start Time	2024-03-06 12:30:35
Finish Time	2024-03-06 12:42:52

This email was sent as a result of a form being completed.
[Report unwanted email.](#)

Draft Regional Land Transport Plan 2021-27 Three Year Review

12 MAR 2024

Submission Form

How to send your submission:			
By mail:	RLTP Submission, Northland Regional Council, Private Bag 9021, Te Mai, Whangārei 0148		
In person:	Northland Regional Council, 36 Water Street, Whangārei or any of our regional offices		
Email:	submissions@nrc.govt.nz	Online:	www.nrc.govt.nz/transportplan

We need to receive your submission no later than 4.00pm, Friday 15 March 2024

Your name and contact details:	
Full Name:	CHRISTOPHER TAPLIN
Mailing Address:	24 Churchill St Kensington Whangaree.
Email Address:	christaplin@xtra.co.nz
Phone / Mobile:	027 436 3011
Address for service of submitter (if different from above):	
Full Name:	
Mailing Address:	
Email Address:	
Phone / Mobile:	

Privacy Statement:

Please be aware when providing personal information that all submissions are part of a public consultation process. As such, information provided will be made publicly available, including submitters' names and addresses.

'Have Your Say' Events:

Instead of traditional public hearings, we will be holding a series of 'Have Your Say' events in early 2024 as follows:

- Whangārei Monday 19 February 9.00am - 11.00am Northland Regional Council, Tutukākā Room
- Dargaville Monday 19 February 3.00pm - 5.00pm SEED Community Hub
- Mangawhai Tuesday 20 February 11.30am - 1.30pm Domain Hall
- Opononi Monday 11 March 10.00am - 12.00pm War Memorial Hall
- Kaikohe Monday 11 March 3.00pm - 5.00pm Senior Citizens' Hall
- Kaitiāia Tuesday 12 March 10.00am - 12.00pm Far North RSA Bowling Club
- Kerikeri Tuesday 12 March 3.00pm - 5.00pm Bay of Islands Golf Club

This will be your opportunity to speak to Regional Transport Committee elected representatives about the options being consulted on.

There is no need to register for these events, just turn up on the day and time at the venue nearest to you.

Regional Priorities

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

- Agree
- Disagree
- Neutral

Please comment:

Reliable Access + Community Cohesion
= Productivity & Wealth Creation.

Transport Projects and Rankings

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

- Agree
- Disagree
- Neutral

Please comment:

Are there any other comments you would like to make about the draft plan?

Please comment: I would like to take this opportunity to introduce the concept of a passenger / Commuter Rail Service between Whangarei's CBO out to Marsden Wharf - One Tree Point and Ruakaka. Also to the North of the CBO to Te Kamo - Mikurangi and onto Kawakawa. Essentially a closed loop - figure of (8) eight. With a new station to be built in lower Bank Street opposite the bus terminal. Thank you

Signature of submitter

You don't need to sign submission if sent electronically.

Signature:



Date:

12.3.2024

I believe this concept would meet all of your
TRANSPORT ¹⁷⁸ PRIORITIES

Draft Regional Land Transport Plan 2021-27 Three Year Review

Submission Form

How to send your submission:			
By mail:	RLTP Submission, Northland Regional Council, Private Bag 9021, Te Mai, Whangārei 0148		
In person:	Northland Regional Council, 36 Water Street, Whangārei or any of our regional offices		
Email:	submissions@nrc.govt.nz	Online:	www.nrc.govt.nz/transportplan

We need to receive your submission no later than 4.00pm, Friday 15 March 2024

Your name and contact details:	
Full Name:	Te Araroa Northland Trust
Mailing Address:	c/- 100 Whangaumu St, RD3, Whangarei 0173
Email Address:	northland@teararoa.org.nz
Phone / Mobile:	0274967827
Address for service of submitter (if different from above):	
Full Name:	
Mailing Address:	
Email Address:	
Phone / Mobile:	

Privacy Statement:

Please be aware when providing personal information that all submissions are part of a public consultation process. As such, information provided will be made publicly available, including submitters' names and addresses.

'Have Your Say' Events:

Instead of traditional public hearings, we will be holding a series of 'Have Your Say' events in early 2024 as follows:

- Whangārei Monday 19 February 9.00am - 11.00am Northland Regional Council, Tutukākā Room
- Dargaville Monday 19 February 3.00pm - 5.00pm SEED Community Hub
- Mangawhai Tuesday 20 February 11.30am - 1.30pm Domain Hall
- Opononi Monday 11 March 10.00am - 12.00pm War Memorial Hall
- Kaikohe Monday 11 March 3.00pm - 5.00pm Senior Citizens' Hall
- Kaitāia Tuesday 12 March 10.00am - 12.00pm Far North RSA Bowling Club
- Kerikeri Tuesday 12 March 3.00pm - 5.00pm Bay of Islands Golf Club

This will be your opportunity to speak to Regional Transport Committee elected representatives about the options being consulted on.

There is no need to register for these events, just turn up on the day and time at the venue nearest to you.

Regional Priorities

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

- Agree
- Disagree
- Neutral

Please comment:

We recognise the emphasis in the planning process will be on motorised transport (rather than walking and cycling). However walking is an incredibly important activity that is enjoyed by almost everyone residing in the community or visiting Northland.

Northland's unique landscape and scenery is an enormous asset which could be better leveraged to improve the lifestyle of residents and attract more visitors and tourism spend.

Walking (including tramping, hiking etc) has a low environmental impact, has virtually no emissions, improves the health and wellbeing of people, can be participated in by almost everyone, brings tourism spend, and requires hugely less infrastructure investment than motorised transport activities. In fact walking meets all five of the Outcomes set out in the Strategic Framework in the RLTP 2021-2027.

We would like to see more focus on walking in all transportation planning activities in Northland.

Transport Projects and Rankings

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

- Agree
- Disagree
- Neutral

Please comment:

Are there any other comments you would like to make about the draft plan?

Please comment:

Northland Regional Council is a supporter of Te Araroa, and Te Araroa has benefited in many areas from NRC activities - notably in regard to Kauri Dieback Mitigation and biodiversity efforts and we thank NRC for this.

While the Te Araroa trail is small subset of the overall walking portfolio, it is by far the longest contiguous walking path in Northland. It connects many culturally and historically important locations and areas. It allows walkers to experience and see many different parts of Northland that would otherwise be isolated. It provides a purpose for (especially) overseas tourists to visit Northland.

We believe that Te Araroa should be given more recognition and support in all transportation planning activities in Northland.

Signature of submitter

You don't need to sign submission if sent electronically.

Signature:

Te Araroa Northland Trust

Date:

15 March 2024

From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Formsite Submissions](#)
Subject: RLTP REVIEW - feedback from: Sheryl Bainbridge
Date: Friday, 15 March 2024 7:16:25 am

Feedback on the RLTP Review has been received from Sheryl Bainbridge:

Reference #	15872216
First name/s:	Sheryl
Last name:	Bainbridge
Organisation:	Te Hiku Community Board
Phone:	021849548
Mailing address:	8 Rangikapiti Road Coopers Beach 0420
Email:	sheryl.bainbridgeDB@fndc.govt.nz
What do you think about the regional priorities:	Neutral
Regional priorities comments:	<p>The Board supports the regional priorities with amendments below with the reasons stated in priorities 5 and 7.</p> <ol style="list-style-type: none">1. Being resilient2. Being secure3. Being fit for purpose that leads to reduced deaths and serious injuries4. Improving freight and passenger connections5. Lowering emissions should be priority 7 in view of the government's direction regarding economic realism6. Increasing transport choice7. Improving integration of land use and transport planning – the proposed freshwater plan that suggests a 10m or 5m setback to keep stock out of waterways is a retrograde step that will adversely affect farmers and the communities they support. It does not support the economic wellbeing of the district and is contrary to the direction of the RLTP to prioritise economic development and tourism.
What do you think about the transport projects and rankings:	Agree

Transport projects and rankings comments:	Road maintenance and renewals to remain top priority projects. Contracts to include roadside drains spraying and clearing and clearing culverts. Amend major project map to delete Kaeo Bridge (done) and replace Twin Coast Cycle trail development with Rangiahua Bridge twin lane, while the Mangamukas are closed. RLTP to support the GPS for transport Roads of National Significance priority 1 being alternative to the Brynderwyns for reasons of resilience.
Did the information meet your needs:	Yes, the information provided met my needs
How you found out about this consultation:	Newspaper
Last Update	2024-03-15 07:16:12
Start Time	2024-03-15 07:07:41
Finish Time	2024-03-15 07:16:12

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



From: [Alyx Pivac](#)
To: [Submissions](#)
Cc: [Raniera Kaio](#); eljon.fitzgerald@gmail.com; [Stephen Rush](#)
Subject: SUBMISSION - REGIONAL LAND TRANSPORT PLAN FOR NORTHLAND 2021-2027
Date: Friday, 15 March 2024 2:57:10 pm
Attachments: [image001.png](#)
[Submission_Regional_Land_Transport_Plan.pdf](#)

RE: REGIONAL LAND TRANSPORT PLAN FOR NORTHLAND 2021-2027

Kia ora,

Please see attached for the submission on the Regional Land Transport Plan for Northland 2021-2027 on behalf of Te Runanga o Whaingaroa.

Should the opportunity to be heard on this submission arise, Te Runanga would accept the invitation to korero further on our points discussed.

If you have any further enquiries please contact Raniera at raniera.kaio@whaingaroa.iwi.nz or myself.

Nga mihi

KAITIAKI
collective

Alyx Pivac (she/her/ia) | Kaiwhakahaere
BSc, PGDipSci, MSc, MBA
Ngati Whatua, Te Rarawa, Ngati Pukenga
Iwaea +64 21 1744 519

TO The Northland Regional Council

RE: REGIONAL LAND TRANSPORT PLAN FOR NORTHLAND 2021-2027

INTRODUCTION

1. This submission is made by Te Runanga ō Whaingaroa (Te Runanga) on behalf of the iwi and hapū of Whangaroa.
2. Te Runanga was incorporated on 7 September 2005 as a charitable trust under the Charitable Trusts Act 1957 with the purpose to establish, support, administer, advance or promote such schemes, projects or trusts as may be or have been established for purposes beneficial to the community or purposes beneficial to Te Runanga ō Whaingaroa.
3. Te Runanga maintains the perspective that Māori have the exclusive and undisturbed possession and rights protected under Article 2 of Te Tiriti ō Waitangi.
4. Te Runanga accepts the current roading infrastructure is insufficient and as such it continues to be problematic for our whanau and wider communities.
5. Te Runanga asserts its rangatiratanga as mana whenua of te rohe o Whaingaroa in Te Taitokerau.

DETAILS

On behalf of Te Rūnanga o Whaingaroa, we submit our feedback and recommendations on the Regional Land Transport Plan for Northland 2021-2027. We commend the council for its efforts in planning for the region's transport infrastructure and connectivity, acknowledging the importance of sustainable development and community engagement in this process.

Firstly, we appreciate the emphasis on improving road safety throughout Northland. As an organisation deeply invested in the well-being of our people, we recognise the critical need for safer, more reliable and more resilient road networks. We encourage the Council to continue prioritising initiatives aimed at reducing road accidents and enhancing road user safety, particularly in areas with historically high rates of incidents.

Secondly, we support the focus on sustainable and resilient transport solutions. Given the increasing challenges posed by climate change, it is imperative to prioritise initiatives that reduce carbon emissions and promote environmentally friendly modes of transportation. We encourage the council to further explore opportunities for investing in public transportation, cycling infrastructure, and other alternative modes of travel to mitigate the region's carbon footprint. We would like to highlight the importance of addressing transport inequalities, particularly in rural and underserved communities within Northland. Access to reliable transportation is essential for ensuring equitable access to employment, education, healthcare, and other essential services. We urge the Council to prioritise initiatives that improve transport accessibility for all residents, regardless of their geographic location or socioeconomic status.



Whaingaroa
Fisheries
Company Limited
TE RŪNANGA O WHAINGAROA



In relation to the Whangaroa district, however, we would like to raise a number of concerns:

1. The residents and visitors to Whangaroa will continue to suffer from having to travel on poorly maintained roads, unsealed roads, roads prone to flooding in severe weather events, roads with verges that are troubled by overhanging trees and bush - that often fall onto the road or disturb power lines and cause outages to homes throughout the district.
2. The statistics utilised in the plan are directed at population counts and where roading priorities can easily be justified e.g. Whangarei - however the absence of any multivariate analyses linked to economic data and statistics where domestic and international travel in the Far North and Whangaroa can be valued against roading is misleading. The focus is on the transport of freight to and from the Far North and the impacts this has on roading and little else. The use of roads by tourists and visitors to the Far North District is lost, despite the huge injection of revenue they bring to the entire region. If revenue generation is a factor in the equation to justify spending on roads in a district then this plan is flawed.
3. The closure of SH1 through the Mangamuka gorge and re-routing through Kaeo-Whangaroa as the only alternative would suggest greater attention to road resilience and security for the area. There is nothing in this plan to that effect.
4. The re-routing of SH1 through Kaeo township resulted in huge increases in the volumes of traffic each day, but little was done to slow down traffic in the small rural town. Crossing the road remains risky and dangerous for the many elderly residents of Whangaroa. Measures to slow traffic and assist people to cross the road are urgently needed.

Furthermore, we believe that meaningful engagement with Māori communities is essential in the development and implementation of transport projects within Northland. As the kaitiaki of te taiao, Te Rūnanga o Whaingaroa emphasises the importance of incorporating the principles of Te Tiriti o Waitangi, tikanga Māori and respecting traditional knowledge in transport planning processes. A large proportion of our people live in rural communities and are disproportionately negatively affected by poor roading infrastructure, lack of public transport or safe, affordable low carbon modes of transportation. It is in the interest of the Runanga that these realities are taken into consideration and our rural roads are not ignored. We encourage the Council to continue fostering partnerships with local iwi and hapū and to engage with us and our hapū throughout the process to ensure that their perspectives are fully integrated into decision-making processes.



RECOMMENDATIONS

1. Meaningful consultation is required through any process of land acquisition
2. Respecting wāhi tapu and sites of cultural significance and considering these when selecting land or potential transport pathways
3. The inclusion of the principles of Te Tiriti o Waitangi within this strategy
4. Consideration of future low carbon transportation options including sites for electric vehicle charging, car sharing and bus options.
5. More consideration and funding is required to the Whangaroa district to support better road maintenance and management of risks in relation to weather related events.
6. Include more robust statistics that reflect the true population of Northland, including the far north.
7. Greater attention and consideration is given to road resilience and security of safe and reliable alternative passageways in the far north in relation to the Mangamuka gorge.
8. Measures to slow traffic down through Kaeo (and other small Northland towns where traffic flow has and will continue to increase)

CONCLUSION

In conclusion, we appreciate the opportunity to provide input on the Regional Land Transport Plan for Northland 2021-2027. We believe that by prioritizing road safety, sustainability, equity, and meaningful engagement with communities, the Council can create a transport network that serves the needs of all Northland residents while preserving the region's natural and cultural heritage.

There are flaws in the proposed plan that will continue to see the far north roads decimated and ignored, putting further pressure on residents, communities and visitors to our region. We look forward to further consultation where we can continue to advocate for more equitable outcomes for our Northland residents.

Thank you for considering our feedback. If you require further consultation please contact raniera.kaio@whaingaroa.iwi.nz

Nāku noa, nā
Te Ūkaipo
Te Rūnanga o Whaingaroa



Submission Form

How to send your submission:			
By mail:	RLTP Submission, Northland Regional Council, Private Bag 9021, Te Mai, Whangārei 0148		
In person:	Northland Regional Council, 36 Water Street, Whangārei or any of our regional offices		
Email:	submissions@nrc.govt.nz	Online:	www.nrc.govt.nz/transportplan

We need to receive your submission no later than 4.00pm, Friday 15 March 2024

Your name and contact details:	
Full Name:	Tiaho Trust – Jonny Wilkinson CEO
Mailing Address:	PO Box 374, Whangarei 0140
Email Address:	jonny@tiaho.org.nz
Phone / Mobile:	027 277 9333
Address for service of submitter (if different from above):	
Full Name:	
Mailing Address:	
Email Address:	
Phone / Mobile:	

Privacy Statement:

Please be aware when providing personal information that all submissions are part of a public consultation process. As such, information provided will be made publicly available, including submitters' names and addresses.

'Have Your Say' Events:

Instead of traditional public hearings, we will be holding a series of 'Have Your Say' events in early 2024 as follows:

- Whangārei Monday 19 February 9.00am - 11.00am Northland Regional Council, Tutukākā Room
- Dargaville Monday 19 February 3.00pm - 5.00pm SEED Community Hub
- Mangawhai Tuesday 20 February 11.30am - 1.30pm Domain Hall
- Opononi Monday 11 March 10.00am - 12.00pm War Memorial Hall
- Kaikohe Monday 11 March 3.00pm - 5.00pm Senior Citizens' Hall
- Kaitāia Tuesday 12 March 10.00am - 12.00pm Far North RSA Bowling Club
- Kerikeri Tuesday 12 March 3.00pm - 5.00pm Bay of Islands Golf Club

This will be your opportunity to speak to Regional Transport Committee elected representatives about the options being consulted on.

There is no need to register for these events, just turn up on the day and time at the venue nearest to you.

Regional Priorities

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

- Agree
- Disagree
- Neutral

Please comment:

Transport Projects and Rankings

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

- Agree
- Disagree
- Neutral

Please comment:

Are there any other comments you would like to make about the draft plan?

Please comment: We feel it is imperative that the funding for Total Mobility in the mid and Far North continues. This district has a significant shortfall in transport that is available for disabled people who face severe isolation due to the rurality and socioeconomic deprivation. While Total Mobility has only in its infancy as a trial in Far North it is already having a positive impact with the disabled community in this area. Any cuts to this funding would equate to further marginalization to the vulnerable cohort in the community.

Signature of submitter

You don't need to sign submission if sent electronically.

Signature:



Date: 14 March 2024

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *Lynette Stewart*

Date: *29/2/2024*

Signature: *[Handwritten Signature]*

Contact: *021539060*

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *JENSEN
WEBER*

Date: *12/03/24*

Signature: *[Handwritten Signature]*

Contact: *027 246 0768*

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name:

Date:

Signature:

Contact:

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *Carolyn Wells*

Date: *28/3/2024*

Signature: *[Handwritten Signature]*

Contact: *02 74322865*

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *Yvonne Hildreth*

Date: *28/02/24*

Signature: *[Handwritten Signature]*

Contact: *021 071 2920*

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *Rod Smith*

Date: *29/2/24*

Signature: *[Handwritten Signature]*

Contact: *021 02442215*

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Jasmine Lydford

Date: 11/03/24

Signature: 

Contact:

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name:

Date:

Signature:

Contact:

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name:

Date:

Signature:

Contact:

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: ANN TRUSCOTT

Date: 4/3/2024

Signature: 

Contact: 021 024 02168.


To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Hilda Mulder

Date: 5/3/2024

Signature: 

Contact: 09-401 7168.

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: JUDY BELL

Date: 5/3/2024

Signature: 

Contact: 09 4079888


To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Rhonda Booth

Date: 4/3/24

Signature: 

Contact: 0211008152

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: J. Donnellan

Date: 4.3.24

Signature: 

Contact: 0211170757

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Jurisich, J

Date: 05.03.24

Signature: 

Contact: 0211172516

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: JOHN OLSON

Date: 6/3/24

Signature: 

Contact: 021 855 0318

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: MICHAEL BOYD

Date: 6. MARCH 2024

Signature: 

Contact: 021 732 556

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Linda Manns

Date: 7 MAR 24

Signature: 

Contact: 09 407 1128

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *Gay Ansley*

Date: *7-3-24*

Signature: *GAnsley*

Contact: *09-407-5401*

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *Karen Campbell*

Date: *8-3-24*

Signature: *KCampbell*

Contact: *0212967466*

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *Sharee Boyd*

Date: *12/03/24*

Signature: *SBoyd*

Contact: *022-508-4601*

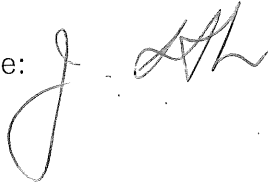
To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Jill Smith

Date: 08.03.2024

Signature: 

Contact: 022-437-1442

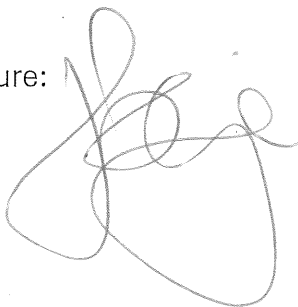
To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: JOHN LOGIE

Date: 12 3 2024

Signature: 

Contact: 0274070029

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name:

Date:

Signature:

Contact:

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: S.M. Dawn

Date: 12 March 2024

Signature: 

Contact: 12 09 4074790

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Jenny Jurisich

Date: 12-03-2024

Signature: 

Contact: 021172516

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name:

Date:

Signature:

Contact:

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Melody Wikaiva

Date: 1/3/24

Signature: 

Contact: 0212457115

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Natassia Moke

Date: 1/3/24

Signature: 

Contact: 0273286874

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Kueni Tangina

Date: 1/3/24

Signature: 

Contact: 021985440

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *Carrie Carr-Smith*

Date: *11/3/24*

Signature: *Carrie Carr-Smith*

Contact: *027 206 2599*

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *Ara Tahere*

Date: *1/3/24*

Signature: *Ara Tahere*

Contact: *027 349 9189*

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *Rehupo Kara*

Date: *1/3/24*

Signature: *R. Kara*

Contact: *021 0334438*

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *Tiona Bond.*

Date: *2/3/24.*

Signature: *Tiona Bond.*

Contact: *027 697 5962.*

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: *Janelle Reynish*

Date: *2/3/24*

Signature: *Janelle Reynish*

Contact: *0211 44132*

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name:

Date:

Signature:

Contact:

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Gabi Zundorf

Date: 1/3/24

Signature: 
Stoke Foundation NZ

Contact: northland@stoke.org.nz

To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Caley McGillvary

Date: 1/3/24

Signature: 

Contact: ~~###~~ caley.mcgillvary@nta.govt.nz


To whom it may concern

This is a submission to support the continuation and growth of Total Mobility in the Mid-North.

Total Mobility is a much needed service in the mid-north area that supports the wellbeing of disabled people and enables their participation in their community.

Name: Sharon Bauer

Date: 02/03/24

Signature: 

Contact: Bauer73@hotmail.com.

14.03.2024

Submission on Regional Land Transport Plan Review for Northland 2024-27

The Regional Land Transport Plan (RLTP) correctly points out Northland's heavy dependency on road transport both for goods and for light traffic and notes that "the network has evolved to be vehicle-centric and with little consideration of alternative modes of transport". The Northland Regional transport committee assesses that there is an infrastructure deficit in parts of the network. The improvements to maintenance and resilience of the Northland Road network in the RLTP review for the next 3 years are generally supported and improvements such as the new Kaeo bridge but the plan is weakest at:

- Promoting alternative goods transport.
- Promoting safe walking and cycling options in urban or peri-urban environments and multi modal transport.
- Sustainability

While these are marginal to the present Northland transport situation, more emphasis in this plan is needed in preparation for a different future.

State Highway 10 SH 10 potential flooding risk to connectivity in a climate change scenario

SH10 is the primary Mangamuka detour route and is part of the twin coast discovery route. However, SH 10 has flooding risk to connectivity in a climate change scenario.

SH 10, at the head of the Whangaroa Harbour, is low lying and at risk from sea-level rise or storm surges but is not shown on the map (P 30) as a major risk area. The map on page 52 shows a traffic volume of 5117. This locality is not mentioned in the discussion of primary collectors (P35) but would cause significant economic and social disruption to the Far North in a storm, if SH1 were closed by slips on the Mangamuka range (as at present) and SH10 was flooded at the same time by a storm surge and high tide.

We propose that SH 10 at the head of Whangaroa Harbour, in Cable Bay and any further flood prone sections (see NRC flood map) requires future proofing as it is a risk to regional connectivity from sea level change/storm surge, particularly since SH 1 via Mangamuka is subject to slip hazards, as demonstrated by Cyclone Gabrielle.

P37: Transport priority 2: reducing transport related road deaths and serious injuries.

The draft report states that many of Northland's roads and roadsides are not designed, built, or maintained to take account of drivers making mistakes, resulting in a high number of crashes resulting in death or serious injury.

It also discusses and programmes engineering and education solutions for vehicular traffic. However, removing heavy traffic from the roads would contribute greatly to improved safety by upgrading rail to Oratia and connecting rail to North Port for freight transport (see comments about rail in Priority 3 below).

Cycling

Wider shoulders without camber should be provided when our roads are being reconstructed so that cyclists can ride more safely. There is at present little cycle traffic and our often-hilly roads without shoulders are unsafe which discourages cycling. The advent of battery assisted cycling needs consideration in road design and should be part of future proofing, long-term planning for safety.

We seek:

- 1. That the Northland Regional Transport Alliance lobby government for a strengthening of, and the timely commitment to rail, specifically connecting North Port to the rail line and reinstating the line to Oratia for freight as soon as possible, as an essential and integral part of the effectiveness of the Northland Land Transport Strategy.**
- 2. Wider shoulders on main roads, without taper, for safer cycling be embodied in future road design as part of build back better.**
- 3. Where possible separate vehicle and cycle (and pedestrian) lanes reflecting the advent of electric bikes. While this will increase road construction cost it will be a saving to the Health and ACC budgets.**

Priority 3: Regional and national connectivity

Rail & the strategic context

The draft report correctly identifies a strong strategic case for the Marsden link to Northport to the main trunk line and identifies a potential freight demand of 1.8 and 2.5M tonnes of freight between Auckland (p54) and the north.

Rail carries only 2% of Northlands freight (p53). 13 tunnels have been lowered and 5 bridges replaced between Swanson and Whangarei but only one train weekly to Auckland takes place. It is critical that the planned Northport to Oakleigh "to unlock the potential of rail in Northland and

encourage a modal shift of freight from road to rail” by linking Northport to rail at Oakleigh. This would avoid:

- up to 75000 **heavy** truck trips annually.
- crash risk.
- greenhouse gas emissions.
- road maintenance (p54).

Comment

*The RLTP supports the new rail link to Northport as a priority and we strongly agree but it is vulnerable to the successful completion of the Oakleigh rail connection to Northport, which would remove 75,000 annual heavy truck movements off the road south to Auckland. It is critical that **BOTH** Rail and Road Transport strategies proceed in tandem. If rail falters, for example **from a change of government**, the outcomes of this Land Transport Plan will be adversely affected.*

If, for whatever reason, Northport is not connected to Oakleigh by rail then 75,000 heavy transport trips would not be removed from the roads with the consequential substantial safety and crash risk reduction.

Action required:

We advocate that the government is lobbied for expediting rail connections to Northport and Oratia which will provide safety, economic, greenhouse emissions and maintenance benefits.

Transport Priority 3: Route Resilience and route security

Increasing road freight is predicted. The trend toward using heavier 50 tonne and 62 tonne trucks on our generally poorly constructed roads and with difficult geology, is questioned. While this may result in more efficient transport per tonne/mile there would be an economic transfer cost from trucking firms onto the road transport budget and an opportunity cost for more expensive road construction and road maintenance.

Action required: We consider that 50 and 62 tonne trucks on parts of our road system needs to be limited or possibly banned.

The NRTP and its effect on Kerikeri

The NRTP (p71) promotes “walking and cycling (for work, school and recreation) for environmental, health and economic reasons”. However, most cycle trails in the Northland integrated cycling strategy are for tourism and do not contribute to safe urban or peri-urban cycling which would enable children, for example, to travel safely to school.

Kerikeri is unusual among Northlands townships as it is not situated on a State Highway and has difficulty in attracting NZTA funding. It attracts little mention in the NRTP, but it does state that growth has been particularly strong in Kerikeri.

We agree with the NRTP that *“Transport is a key enabler of sustainable urban and regional development. By improving access, affordability, community connectedness and environmental outcomes. Integration of land use planning and transport planning is critical”*.

Greater Kerikeri has a population of about 16,500 and is growing. This far exceeds the figure often quoted for Kerikeri of about 7,500 which only comprises just the town ship and township surrounds. This population is about 26% of the entire Far North districts population.

- FNDC has failed to plan for Kerikeri/Waipapa over an extended period, but Spatial Planning is now underway and is expected to be completed within a year.
- Although we are encouraged however that there is a project listed in the NRTP Appendix 5 namely “Kerikeri Area Transport Network Plan”, it is at priority 20 and is not funded in this 3-year plan.
- Kerikeri has extended week day congestion at morning, evening peaks and mid-afternoon at school closure and at weekends at the market This is exacerbated by lack of connectivity with numerous “dead end” roads and cul de sacs that feed Kerikeri and Waipapa roads.
- For historical reasons Kerikeri does not have a grid road system. Development has been linear spreading along Kerikeri Road, which now has 11,000 traffic movements daily. Much of Kerikeri has evolved in an ad hoc, unplanned way and much subdivision under our permissive District Plan has taken place without necessary infrastructure.
- There is considerable building and population increase, including along Kerikeri Road, and now is the time to invest in improving traffic circulation as well as a necessary precondition to planning our vehicle dominated town centre and making it safer for pedestrians.
- It is critical that a second main street parallel to the existing one be built from Butler Road to Clark Road and eventually beyond to the Heritage Bypass to enable development of the CBD as outlined in the Kerikeri/Waipapa Structure Plan 2007. This is a local road, but it is welcomed that the RLTP does at least include KK Area Network planning in the programme.

Action required.

That funding for the Kerikeri Area Network Plan be provided in this 3-year RLTP programme since KK spatial planning is expected to only take about another year.

Safe urban cycling and walking.

Our main concern is urban and peri-urban traffic congestion and safety. Kerikeri and its environs has poor connectivity and is not a safe environment for cyclists. **The draft Plan does not recognise the**

contribution, at the margin, that E-bikes can make to reducing urban-or peri-urban traffic volumes in Kerikeri if there were a safer environment. The walking and cycling budget for 2021 to 2024 is only **\$1.46M out of planned expenditure of \$2.1206 billion or 0.07%** and this is exclusively for the Twin Coast Cycle trail.

We request:

- 1. An expansion of safe walking and cycling options for local commuting. This will contribute to reducing carbon emissions, public health, road safety, traffic congestion and waste of parents' time.**
- 2. A more realistic budget allocation for cycling and safe walking in urban and peri-urban environments.**

The Kerikeri Active Mode Network Connections project.

This project is programmed in Appendix 5 p111 for implementation.

The Transport Minister Simeon Brown wrote to councils around the country before Christmas informing them any Transport Choices plans put on hold by the new government in October would not receive any more funding and would therefore not proceed.

The Transport Choices plan included a roundabout and pedestrian crossing at a busy intersection near Kerikeri's primary and high schools, as well as widened footpaths, bike paths and raised crossing platforms to slow traffic.

Since more than 2,000 students attend two schools on Hone Heke Rd, and it also has a kindergarten, two early childhood centres and a kohanga reo. As the various works are intended to improve safety this is a very short sighted and backward step.

Action required.

We urgently request that Kerikeri Active Mode Network Connections be restored to the programme, as a minimum, in the vicinity of the Kerikeri schools.

Transitioning to net zero carbon emissions

RLTP states (p98) this as a goal, but is not well supported. It states (p66):

Walking and cycling: "we will continue to invest in walking and cycling infrastructure and promote walking and cycling to increase its mode share".

Comment: there is little evidence of this in the RLTP. The walking and cycling budget (P118) is only \$146M out of a total of \$2.12 billion or 0.07% and this amount is wholly for the twin coast cycle trail.

Action required.

A more meaningful increase in the walking and cycling budget is required.

Public transport: "we will increase investment in public transport infrastructure and services, particularly in Whangārei city, to increase public transport mode share and reduce the number of private vehicle trips".

Comment: an improved City Link service and electric buses for our biggest city are welcomed.

Encourage the uptake of electric vehicle use.

Comment: It is not shown how this will be done. The removal by the government of the subsidy for electric vehicles, currently only about 2% of the light vehicle fleet will not expedite their adoption and acts against climate change policies.

Electric vehicle charging network:

In 2020 there were about 15 fast public charging stations throughout the region; the RLTP supports an increase.

Comment: More charging stations are welcomed and necessary, but this is apparently being left to commercial interests.

Author: Rod Brown

14.03.2024

From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Pauline Evans
Date: Friday, 15 March 2024 3:59:08 pm
Attachments: [f-98-52-15873187 LbA8rOUM Vision Kohukohu Submission to NRC Regional Transport Plan 2021-2027 Three Year Review.pdf](#)

Feedback on the RLTP Review has been received from Pauline Evans:

Reference #	15873187
First name/s:	Pauline
Last name:	Evans
Organisation:	Members of Vision Kohukohu email group and Kohukohu Community
Phone:	022 034 8809
Mailing address:	168 West Coast Road, RD1 Kohukohu, Hokianga
Email:	pauline@treehouse.co.nz
Any other comments:	Please see the attached document that addresses four topics 1. Safety and visibility at roundabouts and SH1 at Kerikeri, 2. Potholes in North Hokianga, 3. Hokianga ferry fares and the ferry's future and 4. Public transport for North Hokianga.
Attachments:	Vision Kohukohu Submission to NRC Regional Transport Plan 2021-2027 Three Year Review.pdf (66 KB)
Did the information meet your needs:	Yes, the information provided met my needs
How you found out about this consultation:	Email invite from us
Last Update	2024-03-15 15:58:38
Start Time	2024-03-15 15:45:31
Finish Time	2024-03-15 15:58:38

This email was sent as a result of a form being completed.

[Report unwanted email.](#)



Vision Kohukohu¹

Submission to NRC Regional Transport Plan 2021-2027 Three Year Review
15th March 2024

A summary of issues raised by some members of the Vision Kohukohu email forum

Traffic Safety/ Roundabouts and Entrances and Exits

Drivers from Kohukohu who go to Kerikeri and Waipapa for errands and appointments have noticed that planting and signage at roundabouts (e.g. Kerikeri Road/ SH10) can obscure visibility of approaching traffic. Note the big sign at ground level at the Kerikeri/SH10 roundabout. Also inappropriate planting can be a problem at car park exits/entrances at Waipapa.

Ensure that there is appropriate planting and signage at roundabouts and exits/entrances so that visibility is enhanced rather than restricted.

Potholes

Heavy trucks are a big contributor to deteriorating local roads in North Hokianga and the big costs of patching the roads will never change when logging trucks are regular road users. Cyclists and cycle tourers that bring tourism dollars to our region use the same roads but don't contribute at all towards the damage done by heavy vehicles. Effective long term solutions are needed to integrate these conflicting road uses

The Hokianga Ferry

The North Hokianga community still wants to keep the ferry affordable. That hasn't changed, The ferry will always be an essential transport service. Consider expanding the timetable to half hour trips and longer hours in summer. Keep the community updated on the future of the ferry service. Is the ferry due for replacement? Could a new efficient ferry reduce carbon emissions?

Public Bus Transport for North Hokianga residents

The Hokianga and Mid-North Link bus services are not as easy to access for North Hokianga people. There is a bus stop at Rāwene near the ferry, which helps North Hokianga people to access the bus stop from the ferry terminal, however the ferry ramp is not always safe for older foot passengers carrying shopping bags. Also the northern ferry terminal is quite a long walk from Kohukohu or Motukaraka settlements and a long drive from other areas of North Hokianga.

A more popular service could be a bus/minibus that serves the main Hokianga settlements, including Kohukohu, Motukaraka, Broadwood and Mangamuka, and connects North Hokianga to shopping and services and to Intercity buses and Kerikeri Airport. The service could be

¹ Vision Kohukohu is an email forum that was established after the first Kohukohu Community Plan discussions in 2006. Currently there are about 130 to 140 members email addresses. The forum is still active today.

regular subsidised fortnightly, weekly or bi-weekly service that alternates between Kaikohe, Far North and Bay of Islands or stays on one single route.

Another idea is a specific mini bus service, alternating between the destinations of Kaitaia and Kerikeri, which is driven by volunteers that don't need a full bus or passenger service licence.

The reasons for bus travel might include health appointments, click and collect shopping, library, hardware and gardening supplies, cinema and cafes - with the view to reducing isolation and increasing accessibility and enjoyment of what Northland has to offer. Shared bus transport would reduce carbon emissions, especially if electric buses are introduced.

Linda Kaye of Kohukohu spoke to the NRC Transport Committee on the Friday 15th March and what I understand from her feedback is that the NRC will review public transport with a view to integrating North Hokianga into the present bus links. We would be interested in engaging with NRC about this topic, with the aim of providing the most useful and sustainable bus services for North Hokianga. Linda was told that Chris Powell is the staff member to stay in contact with. Please contact us in Kohukohu for further engagement.

Sally Hollis-McLeod of Kohukohu is interested in more discussion and research about bus transport, including about what schemes or subsidies are available.

Sally is interested in planning for a future ageing population. People may be driving their cars long distances now - but will need more transport assistance in the future.

Please contact Sally - 021 292 0622

Thanks for the opportunity to submit to the Three Year Review of NRC's Transport Plan.

Ngā mihi, Pauline Evans
Member and administrator - Vision Kohukohu

022 034 8809

|

Draft Regional Land Transport Plan 2021-27 Three Year Review

Submission Form

How to send your submission:			
By mail:	RLTP Submission, Northland Regional Council, Private Bag 9021, Te Mai, Whangārei 0148		
In person:	Northland Regional Council, 36 Water Street, Whangārei or any of our regional offices		
Email:	submissions@nrc.govt.nz	Online:	www.nrc.govt.nz/transportplan

We need to receive your submission no later than 4.00pm, Friday 15 March 2024

Your name and contact details:	
Full Name:	Robert Willoughby
Mailing Address:	717a Rawhiti Rd RD4 Hikurangi 0184
Email Address:	huri.rewha@gmail.com
Phone / Mobile:	0212714807
Address for service of submitter (if different from above):	
Full Name:	
Mailing Address:	
Email Address:	
Phone / Mobile:	

Privacy Statement:

Please be aware when providing personal information that all submissions are part of a public consultation process. As such, information provided will be made publicly available, including submitters' names and addresses.

'Have Your Say' Events:

Instead of traditional public hearings, we will be holding a series of 'Have Your Say' events in early 2024 as follows:

- Whangārei Monday 19 February 9.00am - 11.00am Northland Regional Council, Tutukākā Room
- Dargaville Monday 19 February 3.00pm - 5.00pm SEED Community Hub
- Mangawhai Tuesday 20 February 11.30am - 1.30pm Domain Hall
- Opononi Monday 11 March 10.00am - 12.00pm War Memorial Hall
- Kaikohe Monday 11 March 3.00pm - 5.00pm Senior Citizens' Hall
- Kaitāia Tuesday 12 March 10.00am - 12.00pm Far North RSA Bowling Club
- Kerikeri Tuesday 12 March 3.00pm - 5.00pm Bay of Islands Golf Club

This will be your opportunity to speak to Regional Transport Committee elected representatives about the options being consulted on.

There is no need to register for these events, just turn up on the day and time at the venue nearest to you.

Rawhiti Rd Sealing Completion Proposal

The map shows the following hazards and features:

- Blind spots / corners (Red square)
- Dangerous sharp corners (Yellow square)
- Driveway hazards / blindspots (Green square)
- Roadside erosion / damage (Purple square)
- Loose / heavy metal (Orange square)
- Hazards (Blue square)

Inset photos show: 1. A truck on a dusty road. 2. A scenic view of the coastline. 3. A blocked drain.

Text on the map:

Road was built in the 1970's and is still unfinished
 Ecological damage continues
 Dust nuisance an ongoing health issue
 Road Safety is being compromised

Visitor numbers are increasing and safe road access and visitor facilities are fundamental baselines
 Elliotts Farm purchase by the Ipiiri Conservancy Trust offers economic and employment opportunities for the wider Rawhiti communities
 Sealing the Rawhiti Road is spade ready

Commentary for Rawhiti Rd.

The only service we get is a grader 4-5 times per year. This has been going on since 1976. It's been more than 48 years we have suffered from the dust nuisance, the pollution in our springs from which we draw water, the sedimentation that has invaded our coastline evidenced by mangrove encroachment and now an increasing traffic count as resident and public visitors come to explore our pristine beaches and nature is at odds with maintaining an dusty gravel road.

Much has been said funds once destined to the Rawhiti Rd were diverted to new subdivisions in Kerikeri. Undertaking a stock-take of the rating income from the eastern Bay of Islands and Russell should more than contribute to the sealing of Rawhiti Rd to improve safety features.

NRC has recently installed walking boardwalks to Whangamumu and the Kauri groves on Cape Brett. This has attracted more freedom walkers which is good. But visitors to come that far on a dusty road is a bit disappointing. And even worst young ones snake hooning in their cars and bikes on the corrugated dusty road. Already 1 person has died on the Tangatapu stretch and 2 others with broken backs after sliding off the road on the blind bends, and there is more. My family are asthmatics and they also suffer from the dust.

This has been an ongoing battle. We were ranked priority 12 in 2020 and we seemed to have not moved up the priority ladder at all. Regardless and we understand priority ranks but 48 years in waiting, safety, health, social and environmental effects must also have a ranking priority.

Regional Priorities

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

- Agree
- Disagree
- Neutral

Please comment:

I agree with fixing the main highway priorities as the lifeblood of transportation to service Northland. That is a given, but those movements are also increasing vehicle movements into our rural towns and areas where tourists come to visit.

Transport Projects and Rankings

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

- Agree
- Disagree
- Neutral

Please comment:

Again highway priorities for industry and trade movements. Rail also can play a crucial role to move goods and services should not be understated.

Rural road improvements needs to be a ranked priority as our rural landscape is where we find our tourists but also growing rural settlements hosting transit families.

Our rural landscapes host our nature tourism, particularly in the BOI and surrounding settlements. Govt and private investment going into improving tourism facilities, capital infrastructure also needs to keep pace.

Our waterways and coastal areas are infected by sedimentation flows from forestry and land developments has to be considered.

Are there any other comments you would like to make about the draft plan?

Rural dusty roads like the Rawhiti community has to endure. This submission whilst we see the big picture of our main highways, we can only seek help to fix our Rawhiti Rd.

Signature of submitter

You don't need to sign submission if sent electronically.

Signature: Robert Willoughby

Date: 3/4/2024

From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Heemi Witehira
Date: Wednesday, 13 March 2024 2:02:14 pm

Feedback on the RLTP Review has been received from Heemi Witehira:

Reference #	15868260
First name/s:	Heemi
Last name:	Witehira
Phone:	021322177
Mailing address:	251L Rawhiti Road R.D 4 Hikurangi 0184
Email:	hwitehira@hotmail.com
What do you think about the regional priorities:	Disagree
Regional priorities comments:	I submit that funding should be applied to road sealing ahead of upgrading bike trails. Rural roads in the north, particularly the Bay of Islands, which is supposed to be one of New Zealand's top tourist destinations, are abominable. Tourism in rural areas would increase if the roads were properly maintained, thereby providing employment opportunities for locals.
What do you think about the transport projects and rankings:	Disagree
Transport projects and rankings comments:	There are two x1km sections of Te Rawhiti Road that need to be sealed. Te Rawhiti Road, Bay of islands, was sealed in the early 2000, however funding allocated for the project was not fully applied and two sections of the road remain unsealed. One section is particularly steep with no road barriers. It's a dangerous road. Cars are regularly retrieved by the local volunteer fire brigade after running off the road. Residents suffer from dust and vehicles are regularly damaged due to the potholes. In winter, parts of the road are undriveable. This cuts Te Rawhiti residents off from being able to leave. This causes significant distress.
Any other comments:	The draft plan does not take into consideration the wider impacts of roading decisions. For years, Te Rawhiti residents have waited

for the two remaining sections to be sealed. Wealthy residents fly in and out on their helicopters, or sail in and out to their holiday homes. Local residents, however, many of whom are elderly and on pensions, are affected by the dust and the damage to their vehicles.

This community has lobbied the local government on many occasions to fix their road. An online petition was circulated in 2021 with over 1100 signatures and Kelly Stratford came to Rawhiti. However, nothing happened. It's been over 20years since funds were allocated to the full sealing of Rawhiti Road. The funding was not spent on the road. It is time for Council to finish the job and seal Rawhiti road.

Did the information meet your needs:	Yes, the information provided met my needs
How you found out about this consultation:	Word of mouth
Last Update	2024-03-13 14:02:02
Start Time	2024-03-13 13:58:58
Finish Time	2024-03-13 14:02:02

This email was sent as a result of a form being completed.
[Report unwanted email.](#)



From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Liz & Peter Witehira
Date: Sunday, 3 March 2024 5:31:04 pm

Feedback on the RLTP Review has been received from Liz & Peter Witehira:

Reference #	15849609
First name/s:	Liz & Peter
Last name:	Witehira
Phone:	0272058899
Mailing address:	251E Rawhiti Road, RD4, Hikurangi, Northland 0184
Email:	lizwitehira@gmail.com
What do you think about the regional priorities:	Disagree
Regional priorities comments:	Roads should be sealed before bike trails are even considered Routes in significant historical areas, tourist sites and where a predominance of elderly reside should be prioritised for sealing Roads where sediment from unsealed sections runs into pristine bays should be prioritised
What do you think about the transport projects and rankings:	Disagree
Transport projects and rankings comments:	We submit that the two small sections of Rawhiti Road in the Bay of Islands should be prioritised for sealing for the following reasons: There are 3,481km of unsealed roads in the North - Rawhiti is asking for only 2km to finish being sealed We understand a number of vehicles run off Rawhiti Road monthly, particularly on the steep unsealed sections The unsealed sections include dangerous corners and gradients First Responders' response times are delayed because of the unsealed portions - this is an emergency route for the Fire Brigade located at the northern end of Rawhiti Road out to the rest of the Bay of Islands 3 school buses drive this dangerous road twice each day, 5 days per week, 40 weeks per year Rawhiti Road was formed in the 1970's, seal commenced in the

late 90s but has never been finished - Finish the job started over 20 years ago
 The unsealed sections result in high sediment run-off into pristine bays damaging the ecosystem
 In a 2022 Hutchinson Consultants assessment to FNDC Rawhiti Road is listed 2nd highest in the dust matrix prioritization schedule
 In winter, gouging of the road surface means some residents cannot drive over the unsealed sections of the road
 Rawhiti residents' vehicles are often damaged by the unsealed sections of the road
 Because Te Rawhiti is an isolated community its demographics include a large number of elderly and beneficiaries, as well as some of New Zealand's wealthiest people. The wealthy fly in and out on their helicopters or sail in on their yachts, leaving the locals to navigate the dangerous road in vehicles that are regularly damaged
 A former MP advised the community that funding has previously been allocated to the sealing of the remainder of Rawhiti Road, however it has not been allocated to that task but instead returned to central government
 We submit that the remaining 2 kilometers of Rawhiti Road should be sealed forthwith

Did the information meet your needs:	Yes, the information provided met my needs
How you found out about this consultation:	Social media
Last Update	2024-03-03 17:30:52
Start Time	2024-03-03 17:17:30
Finish Time	2024-03-03 17:30:52

This email was sent as a result of a form being completed.
[Report unwanted email.](#)



From: noreply@fs17.formsite.com on behalf of [Formsite](#)
To: [Submissions](#)
Subject: RLTP REVIEW - feedback from: Marino Witehira
Date: Wednesday, 13 March 2024 1:59:02 pm

Feedback on the RLTP Review has been received from Marino Witehira:

Reference #	15868255
First name/s:	Marino
Last name:	Witehira
Phone:	+64212830226
Mailing address:	251L Rawhiti Road R.D 4 Hikurangi 0184
Email:	marinomoana@gmail.com
What do you think about the regional priorities:	Disagree
Regional priorities comments:	I submit that funding should be applied to road sealing ahead of upgrading bike trails. Rural roads in the north, particularly the Bay of Islands, which is supposed to be one of New Zealand's top tourist destinations, are abominable. Tourism in rural areas would increase if the roads were properly maintained, thereby providing employment opportunities for locals.
What do you think about the transport projects and rankings:	Disagree
Transport projects and rankings comments:	There are two x1km sections of Te Rawhiti Road that need to be sealed. Te Rawhiti Road, Bay of islands, was sealed in the early 2000, however funding allocated for the project was not fully applied and two sections of the road remain unsealed. One section is particularly steep with no road barriers. It's a dangerous road. Cars are regularly retrieved by the local volunteer fire brigade after running off the road. Residents suffer from dust and vehicles are regularly damaged due to the potholes. In winter, parts of the road are undriveable. This cuts Te Rawhiti residents off from being able to leave. This causes significant distress.
Any other comments:	The draft plan does not take into consideration the wider impacts of roading decisions. For years, Te Rawhiti residents have waited

for the two remaining sections to be sealed. Wealthy residents fly in and out on their helicopters, or sail in and out to their holiday homes. Local residents, however, many of whom are elderly and on pensions, are affected by the dust and the damage to their vehicles.

This community has lobbied the local government on many occasions to fix their road. An online petition was circulated in 2021 with over 1100 signatures and Kelly Stratford came to Rawhiti. However, nothing happened. It's been over 20years since funds were allocated to the full sealing of Rawhiti Road. The funding was not spent on the road. It is time for Council to finish the job and seal Rawhiti road.

Did the information meet your needs:	Yes, the information provided met my needs
How you found out about this consultation:	Word of mouth
Last Update	2024-03-13 13:58:50
Start Time	2024-03-13 13:37:35
Finish Time	2024-03-13 13:58:50

This email was sent as a result of a form being completed.
[Report unwanted email.](#)



From: noreply@fs17.formsite.com on behalf of [Formsite Submissions](#)
To: [Formsite Submissions](#)
Subject: RLTP REVIEW - feedback from: Priscilla Witehira
Date: Wednesday, 13 March 2024 2:04:34 pm

Feedback on the RLTP Review has been received from Priscilla Witehira:

Reference #	15868262
First name/s:	Priscilla
Last name:	Witehira
Phone:	021322177
Mailing address:	251L Rawhiti Road R.D 4 Hikurangi 0184
Email:	pwitehira@hotmail.com
What do you think about the regional priorities:	Disagree
Regional priorities comments:	I submit that funding should be applied to road sealing ahead of upgrading bike trails. Rural roads in the north, particularly the Bay of Islands, which is supposed to be one of New Zealand's top tourist destinations, are abominable. Tourism in rural areas would increase if the roads were properly maintained, thereby providing employment opportunities for locals.
What do you think about the transport projects and rankings:	Disagree
Transport projects and rankings comments:	There are two x1km sections of Te Rawhiti Road that need to be sealed. Te Rawhiti Road, Bay of islands, was sealed in the early 2000, however funding allocated for the project was not fully applied and two sections of the road remain unsealed. One section is particularly steep with no road barriers. It's a dangerous road. Cars are regularly retrieved by the local volunteer fire brigade after running off the road. Residents suffer from dust and vehicles are regularly damaged due to the potholes. In winter, parts of the road are undriveable. This cuts Te Rawhiti residents off from being able to leave. This causes significant distress.
Any other comments:	The draft plan does not take into consideration the wider impacts of roading decisions. For years, Te Rawhiti residents have waited

for the two remaining sections to be sealed. Wealthy residents fly in and out on their helicopters, or sail in and out to their holiday homes. Local residents, however, many of whom are elderly and on pensions, are affected by the dust and the damage to their vehicles.

This community has lobbied the local government on many occasions to fix their road. An online petition was circulated in 2021 with over 1100 signatures and Kelly Stratford came to Rawhiti. However, nothing happened. It's been over 20years since funds were allocated to the full sealing of Rawhiti Road. The funding was not spent on the road. It is time for Council to finish the job and seal Rawhiti road.

Did the information meet your needs:	Yes, the information provided met my needs
How you found out about this consultation:	Word of mouth
Last Update	2024-03-13 14:04:22
Start Time	2024-03-13 14:02:19
Finish Time	2024-03-13 14:04:22

This email was sent as a result of a form being completed.
[Report unwanted email.](#)

