

## Regional Land Transport Plan 2015-2021

# Northland Regional Land Transport Plan 2015—2021



Northland's Regional Transport Committee offers you the opportunity to give feedback on the draft Regional Land Transport Plan 2015-2021 (RLTP).

The draft plan sets out the strategic direction for land transport in Northland, plus a proposed programme of works over the next three years.

Importantly, this plan is used to bid for government funds so we can carry out land transport activities in the region.

This is your chance to make a submission on our transport priorities and proposed activities for Northland.

Submissions close at 5pm on Friday 30th of January 2015.

Have your say at [www.nrc.govt.nz/haveyoursay](http://www.nrc.govt.nz/haveyoursay)

Foreword: To be added after adoption of plan by the regional council

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## Introduction

The Regional Land Transport Plan 2015-2021 (the 'plan' or the 'RLTP') combines two existing documents:

- The Regional Land Transport Strategy; and
- The Regional Land Transport Programme (a three yearly programme of works through which the NZTA and Approved Organisations in Northland bid for funding assistance from the National Land Transport Fund).

This document therefore contains the strategic elements of the Regional Land Transport Strategy (**Part One**) along with the proposed programme of works and financial forecasting previously contained in the Regional Land Transport Programme (**Part Two**). It is prepared under the requirements of the Regional Land Transport Amendment Act 2013. It remains current until 30 June 2018 when a review will take place although its foreword looking to a point of 10 years.

# Part One: Regional Land Transport Strategy

## 1. Strategic context and statement of priorities

### 1.1 Regional profile

Figure 1: Northland region



Northland is approximately 300km long from Kaiwaka to Cape Reinga. The region has approximately 6,626km of state highways and local roads (see **Appendix VII**), including 749km of state highway. Northland's main artery, State Highway 1, is

around 340km long. The state highway network is now completely sealed (the final 19km of State Highway 1 from Waitiki Landing to Cape Reinga was sealed in 2010). There is also 5,877km of local road, of which only 2,397km (40%) is sealed<sup>1</sup>.

Northland presently has a rail link to Auckland with lines that terminate at Otiria and Dargaville. The existing Dargaville line is scheduled to be closed due to track condition and lower than anticipated freight carriage.

Northland also has; a major marine port at Marsden Point and a number of smaller coastal ports.

The region's three airports – Kaitiāia, Kerikeri and Whāngārei – all presently have flights to Auckland, and Whāngārei's airport also has flights to Wellington. Air New Zealand have recently announced the withdrawal of services from Kaitiāia to Auckland and Whangarei to Wellington.

A contracted bus service (CityLink) in urban Whāngārei started in July 2000 and has grown substantially since its introduction. A bus service (BusAbout Kaitiāia) is also contracted to run in the Far North. A total mobility scheme operates in Whāngārei for people with disabilities. The region also has a developing section of the New Zealand Cycle Trail in the Far North, which will eventually connect the east and west coastlines.

Local government administration within Northland is carried out by Northland Regional Council and three territorial authorities: Kaipara, Whāngārei, and Far North district councils. These organisations are often also referred to as 'approved organisations' for the purposes of being able to access national land transport funding.

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<sup>1</sup> Data from NZTA, Network Statistics – 2011/12.

## 1.2 Northland's transport challenges and opportunities

### Key challenges

Northland's key transport challenges can be broadly divided into physical and socio-economic challenges.

Physical challenges – Northland has:

- A difficult topography comprised of steep sided hill country along with 15 major harbours and numerous estuaries, inlets and peninsulas.
- A challenging geology with considerable variation around the region including an abundance of 'Onerahi Chaos', a type of soggy clay. This clay can add considerable cost to road construction and maintenance in Northland compared with other regions.
- High impact seasonal rainfall events that test resilience, safety and route security.
- A lack of viable alternative routes into and around the region, leading to long detours and significant additional travel times when major routes are compromised.
- A largely unsealed local road network outside of main centres.

Socio-economic challenges – Northland has:

- Diverse levels of population growth. There is high growth in the south (largely as a result of Auckland's growth) compared to the north, which is relatively remote and sparsely settled. The east coast is characterised by high recreational use and coastal subdivision, with growth in coastal development in areas such as Mangawhai, Marsden Point/ Ruakaka, Paihia, Kerikeri, and the Doubtless Bay area. This has an impact on traffic congestion at weekends and holiday periods. The west coast has few settlements and slower (and in some areas, negative) population growth.
- In general, a low and geographically dispersed population base and therefore high private vehicle dependency for inter and intra regional trips (although passenger transport usage has increased in Whāngārei).
- Economically deprived rural communities (particularly in the Far North), with some of the lowest average income levels in New Zealand.
- A high ratio of road length kilometres per head of population (42.7m/person compared to 22.3m/person nationally), without the resources to support it.

| These challenges are considered in greater detail through the discussion in Section 2

### Key opportunities

It is important to note that Northland has a number of strengths that could be built upon with improvements to the transport network:

- A strong rural-based and manufacturing economy comprising pastoral farming, forestry and fishing. These industries are reliant on good transport (particularly roading) connections for access to Auckland, New Zealand and international markets (such as Northport). The transport system needs to be responsive to changing patterns in these areas of economic activity; for example, the acceleration of farm dairy conversions and fluctuations in the forestry harvesting cycle.



- A deep water port (Northport) that is connected to the national highway network, with land available for bulk goods. The economic potential of the port could be enhanced with direct rail access.
- A rail link to Auckland; however, it has limitations due to poor track condition and height and speed restrictions.
- Strong tourism potential with well regarded beaches, historic heritage, a warm climate and safe harbours.
- A developing regional cycle network that could link to the national cycle network over time.

These opportunities are also considered in greater detail through the discussion in Section 2.

### 1.3 Priorities for Northland

#### National Priorities

The Government Policy Statement on Land Transport Funding 2014/15 – 2024/25 outlines the government's priorities for expenditure from the National Land Transport Fund. This policy statement determines how funding is allocated between activities such as road policing, road safety promotion, state highways, local roads and public transport. It is important that Northland's priorities for transport are aligned with priorities in the government policy statement.

The government has three strategic areas that are the priorities for its Government Policy Statement on Land Transport Funding:

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

The discussion in Section 2 is framed around the first two of these strategic areas in a Northland context. Generating increased economic growth and productivity are key goals for Northland to help address the challenges and realise the opportunities that are listed in Section 1.2. Road safety has always been an important priority for the region and Northland has had some success in recent years in reducing the annual road toll.

Value for money will be demonstrated through the objectives and policies listed in Section 2 as well as the prioritisation of projects in the programme (see Part Two of this plan) in line with the NZTA's project assessment and prioritisation process as well as alignment of council procurement policies with the NZTA procurement manual. It will therefore not be discussed separately in Section 2.

#### Regional Priorities

From a regional perspective, Northland has identified the following priorities as important:

- Resilience of the roading network
- Integrated network planning
- Alignment with High Productivity Motor Vehicles (HPMV), 50 Max and One Network Road Classification (ONRC).
- Need for strong arterial routes

- Mangakahia Road to be designated a State Highway

An additional strategic ~~area of importance~~priority for Northland is to increase travel choice through public transport, walking and cycling.

This plan retains the eight strategic outcomes that were contained in the former Regional Land Transport Strategy, as they remain relevant. These are:

1. A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.
2. All road users are safe on Northland's roads.
3. Northland is well connected to Auckland and to the rest of New Zealand.
4. Northland's roading network is developed and maintained so that it is fit for purpose.
5. Efficient and integrated multi-modal movement of freight with less impact on the roading network and the environment.
6. Our people have transport choices to access jobs, recreation and community facilities.
7. The transport system enhances the environmental and cultural values of Northland.
8. Effective ports servicing Northland and New Zealand.

The relevant outcomes are listed alongside the relevant strategic discussion areas in Sections 2.1 to 2.3.

## 2. Strategic transport framework

This section looks in more detail at the national and regional priorities ~~three strategic areas~~ briefly described in Section 1.3. This includes:

- Economic growth and productivity;
- Route resilience [CP1]
- Road safety;
- Travel choice

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

### 2.1 Securing increased economic growth and productivity

#### Connecting Northland to New Zealand and International Markets

The Auckland isthmus effectively separates the Northland region from the rest of New Zealand. As a result, Auckland is a key lifeline for Northland.

Secure and reliable transport connections to Auckland and beyond are critical for economic success. Access difficulties (through Auckland, through Northland or both) may deter some visitors and have significant implications for freight movements, particularly with the trend towards 'just in time deliveries' rather than businesses stockpiling supplies.

The key artery to Northland is State Highway 1, particularly between Auckland and Whāngārei. In Northland, this route can carry over 14,000 vehicles per day<sup>2</sup>

Improvements have been made at certain points along the route but overall the highway is characterised as a single carriageway road shared by all types of traffic. This leads to issues around safety, route security and reliability.

Although planning and development of the Puhoi to Wellsford Road of National Significance has been identified in the Government Policy Statement on Land Transport Funding, as being a Road of National Significance (RoNS), improvements must be made to secure this entire stretch of the state highway, particularly at 'hotspots' such as the Brynderwyn Hills and Te Hana.

The focus on State Highway 1 from Puhoi to Whāngārei [CP2] (see Figure 2) remains a strategic priority, as with the last Regional Land Transport Strategy.

<sup>2</sup> The Annual Average Daily Traffic (AADT) Report at Wellsford Telemetry Station 2013 (data by NZTA) recorded an average of 8849 vehicle movements per day; almost 1000 (11%) were heavy vehicles. The number is even greater further north at Puwera south of Whāngārei (a Dual Loop Site), with 14,319 vehicle movements, of which 1730 (12%) were heavy vehicles.

**Figure 2: State Highway 1, Puhoi to Whāngārei** [CP3]

Northland's connections south to Auckland and beyond depend not only on road linkages but also rail. The North Auckland Line is 281km long, originating in West Auckland and terminating at Otiria, west of Kawakawa.

There is additional capacity within the rail network to accommodate increased freight movement and this is the focus of the future of rail. Efficiency of the rail network is, however, hampered by inadequate infrastructure (such as low clearance and single tracking), a lack of waggons and locomotives, and a relatively long route (at least compared to road alternatives) with speed restrictions in Auckland.

Investing in rail will help ensure that Northland has a multi-modal approach to freight movement and provide flexibility and choice of freight movement options. Improvements to the North Auckland Line could help expand the movement of bulk freight by rail to alleviate the freight demands on the roading network. The construction of the Marsden Point Rail Link (see Figure 3) would provide strategic options for the long-term development of Marsden Point and Northport.

**Figure 3: Railway lines and stations in Northland****Wider upper North Island context**

In a wider context, improvements to State Highway 1 between Auckland and Whāngārei and investment in the North Auckland Rail Line will contribute to improving movement in the upper North Island. This is a key goal of the Upper North Island Strategic Alliance (UNISA).

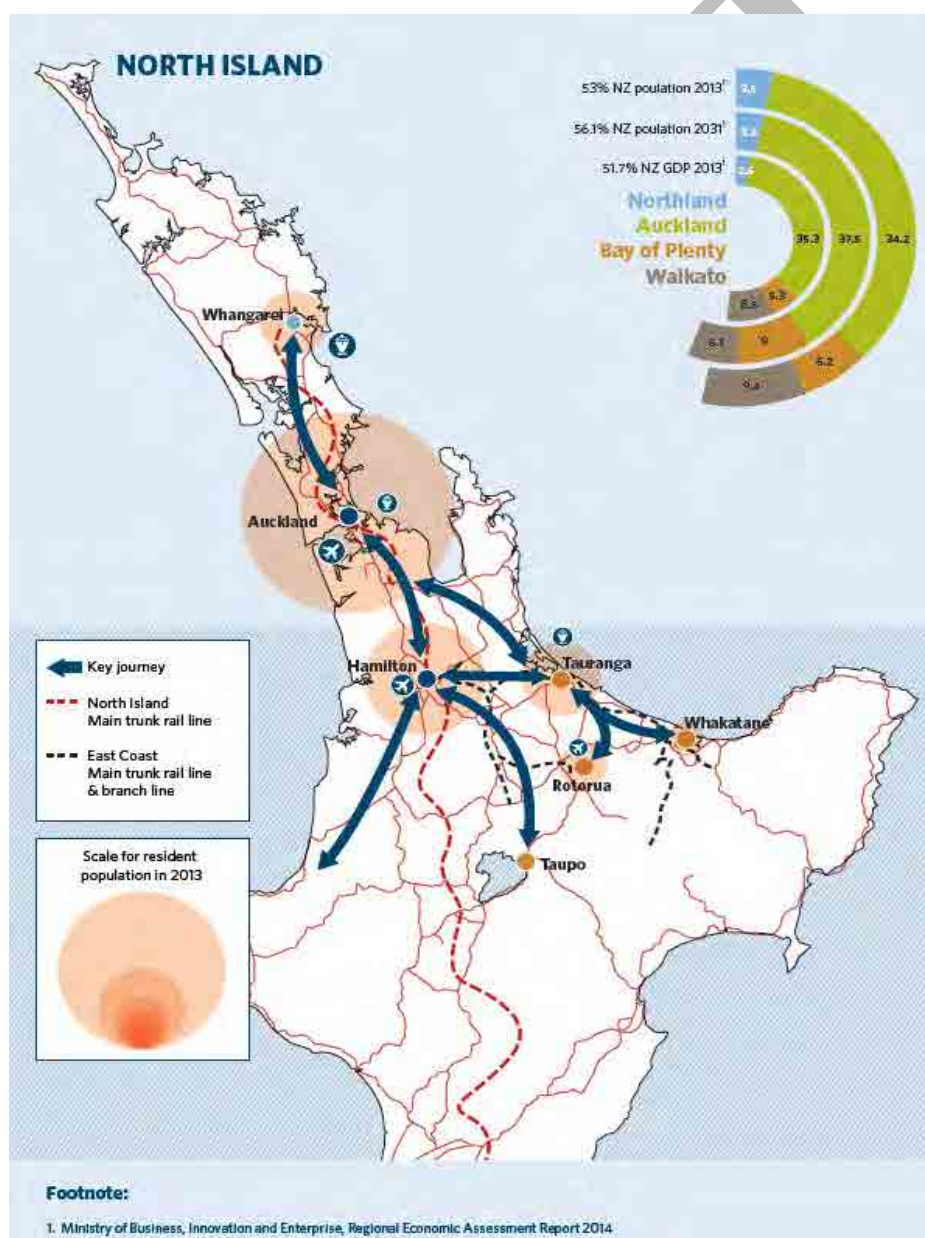
The purpose of UNISA was to establish a long-term collaboration between the Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangarei District Council for responding to and managing a range of inter-regional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

The 'first order' priorities for inter-regional collaboration are:



- Economic development linkages
- Transport, including rail, roads, freight
- Ports, including inland ports
- Tourism
- Emergency preparedness
- Waste
- Water
- Population and settlement patterns, liveability
- Commercial and industrial land development
- International connectivity and competitiveness – air, sea, broadband
- Energy security
- Climate change, including greenhouse gas emission reductions.

To develop the transport prioritisation, UNISA has been working with key strategic partners (KiwiRail, Auckland Transport, and NZTA) to develop a 'freight story'. The purpose of the freight story is to take a collective partnership approach within the upper North Island to determine issues or areas that are limiting the ability to 'reduce the cost to do business in New Zealand'. UNISA has also developed a picture of the strategic fit of Northland in a North Island context (see Figure 3).



**Figure 3:**  
Northland  
in the  
Upper  
North  
Island<sup>[CP4]</sup>

**Appendix VI** includes a shared statement on transport by all partner authorities in UNISA on the theme of transport.

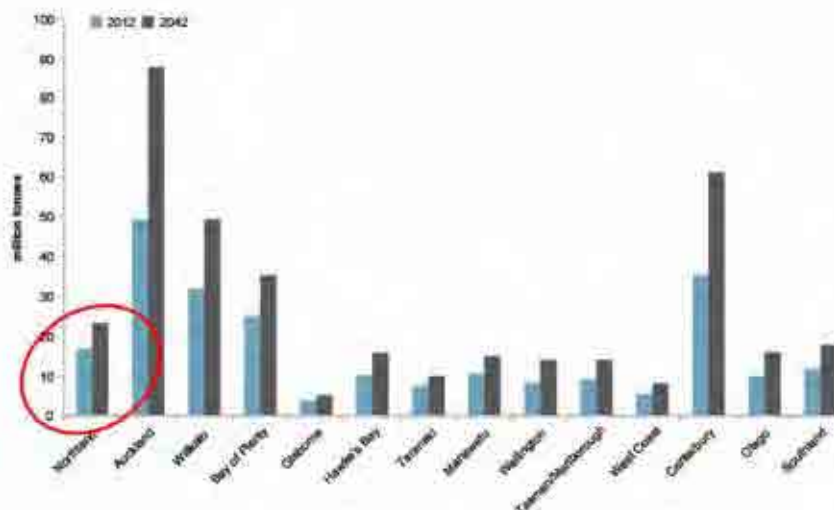
### Northland's roading network resilience

In general, the region has a distinct lack of suitable alternative routes so a natural event or road crash can cause major delays to traffic movement. The region has numerous local roads which experience closures and damage resulting from flooding and storm events and road crashes. Northland is particularly susceptible to landslips due to relatively frequent heavy rainfall events and the region's short, steep and unstable geology.

Recent extreme weather events affecting Northland have seriously compromised the resilience of the region. The July 2014 event lasted for four days and, at one stage, saw the Far North severed from the rest of the country for heavy vehicles. Heavy rain events and flooding also occurred in September 2013, March 2012, January 2011 and April 2008. A further three heavy rain events in February, March and July 2007 caused flooding and slips, blocking local roads and state highways.

This problem is exacerbated by the increasing size, capacity, and frequency of heavy vehicles using Northland's roads. While these vehicles contribute to Northland's economic growth and productivity, they do have a major impact on road safety, pavement life, bridge life and resilience. Like many regions in New Zealand, Northland's freight task is set to increase. Long term estimates (to 2042) suggest that annual freight movements will increase to 23 million tonnes a year (see Figure 4).

**Figure 4: Regional freight task (current and projected)**



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

The increase in the freight task and trend towards using heavier 626 tonne vehicles will require extra resources to ensure levels of service on key freight routes are maintained and that Northland benefits from these larger vehicle classes. This will be a challenge as it already costs more than the national average to maintain Northland's sealed local roads.

Figure 5 shows how Northland's districts compare to the national median for expenditure on a kilometre of sealed local road. As can be seen, the three districts of Northland (Kaipara, Far North and Whāngārei) spend substantially more than the national median level of spend. By contrast spending on state highway maintenance in the region is below the national median level of spend.

**Figure 5: Average annual expenditure for sealed roads 2007/08 – 2011/12 per sealed lane km<sup>3</sup>**



Starting during the RLTP 2015-2021 planning cycle, all road controlling authorities will be using the One Network Road Classification (ONRC) to plan, invest in, maintain and operate the road network (across state highways and local roads) in a more strategic, integrated, consistent and affordable way throughout the country.

The ONRC it is expected, will assist local government and NZTA to give effect to the Government Policy Statement on Land Transport Funding, with its focus on economic growth and productivity, road safety outcomes and delivering value for money. It will also meet the purpose of the Local Government Act to provide good-quality local infrastructure that is efficient, effective and appropriate to present and future circumstances.

The ONRC essentially requires road controlling authorities to adopt a nationally consistent roading hierarchy using defined levels of service (resilience being one of these defined levels of service). The use of ONRC will be an important tool to ensure there are consistent levels of service to maintain the resilience of key routes (including cross-boundary routes) across Northland.

<sup>3</sup> Data from [the Ministry of Transport](#) NZTA interpreted by [New Zealand Institute of Economic Research](#)



### Major risk areas

Work was previously undertaken in the last Regional Land Transport Strategy to identify major risk points for route security. The map produced in that strategy is reproduced here in an updated form (see Figure 6).

**Figure 6: Major risk areas**



The map mainly identifies areas on the state highway network (an exception is made for the Paparoa-Oakleigh route as this is often used as a diversion corridor when State Highway 1 through the Brynderwyns is closed).

Changes to the map since the previous strategy include the removal of Bulls Gorge on State Highway 10 south of Kerikeri. The \$7.5 million Bulls Gorge alignment scheme on State Highway 10 at Kerikeri was opened in 2013, improving resilience in this area.

Notable areas where disruptions are frequent include:

- SH1 – North Cape Road at Mitimiti Stream Bridge, Mangamuka, Waihou River (Rangiahua) Bridge, North Larmers Rd, Otiria Stream and Turntable Hill (Moerewa), Whakapara, Otonga Flats, Waipu to Whāngārei, Kawakawa (flooding and landslip risk)
- SH10 – Kaeo
- SH11 – Tirohanga Stream Bridge, Lemons Hill, Kawakawa (flooding risk)-
- SH12 – through Dargaville, Mangatoa (flooding and landslips risk)
- SH14 – Kirikopuni River Bridge (flooding risk)-
- Paparoa-Oakleigh route (landslip risk).

Resources need to be targeted at these known risk areas during this plan's life and beyond.

#### Strategic freight route alternative

In addition to targeting known risk areas on state highways, there is also a strong need to provide viable route alternatives in Northland. The last Regional Land Transport Strategy identified a 'Strategic Freight Route Alternative' concept utilising a central route (Mangakahia Road, Otaika Valley Road) from the south to north of the region (see /). This route is already utilised by a number of heavy vehicles – an average of 200 trucks per day<sup>4</sup>. The route has the potential to take further heavy vehicles as an alternative to using State Highway 1 and other local roads; however, it currently has the level of service of a local road, constraining this potential.

<sup>4</sup> Draft Forestry Roads Management Strategy, Stage 1, Background and Data Collection, Whangarei District Council, 2012

### Figure 7: Strategic freight routes in Northland



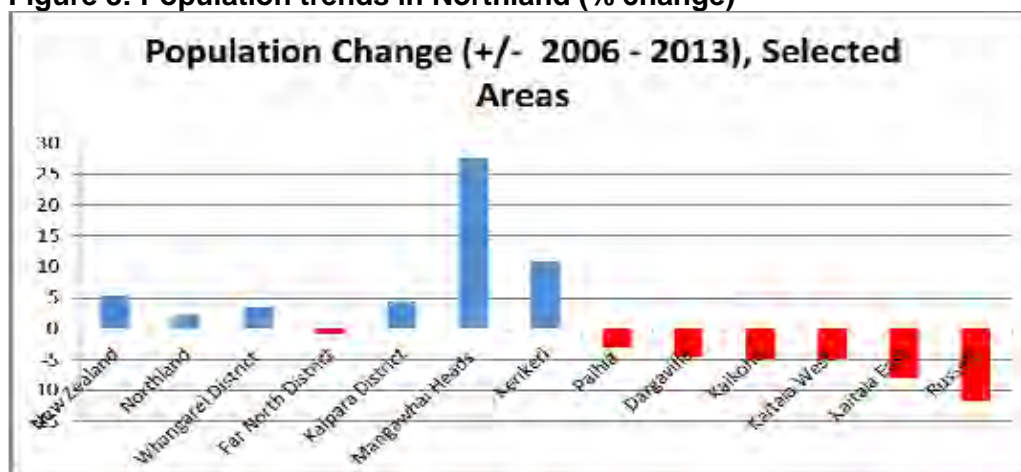
Regionally, this alternative route is seen as extremely important both as an alternative freight route and a strategic lifeline in the event of closures to State Highways brought about by extreme weather conditions. It is therefore important that every effort be made to upgrade this route to the status of a State Highway. The development of this central route beyond that of a local road (it could have the potential to develop as a state highway) is something that should be explored over the next 10 years (the forecasting period of this plan).

### Integrated transport planning

A key challenge over the next 10 years will be to balance the need to invest in maintaining and developing infrastructure against the reality of changing population patterns, employment and income across Northland.

Figure 8 shows the most recent statistics for population change for some of Northland's main communities.

**Figure 8: Population trends in Northland (% change)**



Some of Northland's towns are clearly experiencing a notable decline in population. This is typical of small towns in rural areas of New Zealand where there are fewer employment opportunities and reduced levels of service.

By contrast, populations in growth areas such as Kerikeri and Mangawhai Heads have increased markedly in recent years. Kerikeri is now Northland's second largest town and growth is expected to continue in the Kerikeri-Waipapa- Haruru Falls area. Interestingly, towns such as Paihia and Russell, on the east coast, have shown a population decline since 2006. This may reflect an increase of the property stock being acquired as second homes (absentee owners).

Growth, where it is occurring, is being understood and managed by district councils through the development of structure plans and growth studies. The intent is to integrate infrastructure planning with growth projections. Several roading priorities have emerged, including:

- The 'T in the South' – the link between Maungaturoto and Mangawhai, including SH1 and the road via Kaiwaka. These have been identified as priority growth areas by Kaipara District Council, and as such these roads need to be upgraded to a satisfactory level to allow the efficient flow of traffic to and from these locations, and the state highway.
- The 'Triangle in the North' – the road system linking Waipapa, Kerikeri and Paihia. These areas have been identified as priority growth areas by Far North District Council, and as such there is significant value in upgrading this link to allow efficient traffic flow, particularly in regard to tourism. The Kerikeri-Waipapa Structure Plan identifies a potential future link between Kerikeri and Paihia.

Maps of these two roading priority areas are included in the **Appendix VIII**.

Whangarei District Council has also been proactive in planning for growth around the city, improving and extending arterial routes around the city. Many important projects, such as the Lower Hatea crossing, have now been realised. In addition long term growth planning has been undertaken (the Whāngārei 30/50 Growth Strategy) which predicts substantial growth in the Ruakaka-Marsden Point area. The strategy discusses infrastructure and transport improvements needed to accommodate the levels of growth anticipated. Forward-thinking transport planning that is responsive to growth will be important over the life of this plan.

For areas where there are declining levels of growth, there may be opportunities where the provision of infrastructure can help act as a catalyst to help generate growth. Nevertheless, being able to demonstrate value for money is a core component of the 'strategic fit' of the Government Policy Statement for Land Transport Funding along with NZTA requirements for the procurement of public transport services, infrastructure and professional advice. More discussion on this is in Section 2.3.

#### *Developing Northland's regional touring routes*

Northland has a dedicated, sign-posted regional touring route – the Twin Coast Discovery Route. Running over 800km from Auckland around our two coastlines, this route takes in the best the region has to offer. Tourism accounts for 3% of Northland's regional GDP and 6% of Northland's employment and is an important economic driver. The route also acts as part of the 'branding' for our region and encourages tourists to travel to more remote areas – such as the Hokianga Harbour. There is the potential to develop more local touring routes that complement this regional route. A good example is the recent development of the Whāngārei Heads touring route by Whangarei District Council.

**Figure 9: Strategic tourist route****Dust on unsealed roads**

In Northland there are 5,877km of local roads of which only 2,397km (40%) is sealed<sup>5</sup>. As the movement of vehicles (particularly heavy vehicles) using unsealed roads continues to grow, so do the number of dust related problems. Dust from unsealed roads can adversely affect personal health and wellbeing and impact on crops, native vegetation, animal health and water quality. These problems can be exacerbated by prolonged periods of little rain and an increase in heavy vehicle use. This has resulted in affected communities approaching the relevant approved road controlling authorities with a request to remedy the situation where feasible.

To understand the scale of the problem, Northland Regional Council undertook monitoring of PM10 (particulate matter below 10 microns in diameter) at five roadside sites during the summer months of 2012/13. Results found that on occasion, results were high enough to breach standards prescribed in the National Environmental Standards Air Quality.

<sup>5</sup> Data from NZTA, Network Statistics – 2011/12.



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

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

The framework intends to provide a consistent means to identify:

- Priority sites for dust mitigation measures;
- A toolbox of options; and
- The most cost-effective treatment options at priority sites.

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

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

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

Regional Transport Committee;  
Far North District Council;  
Whangarei District Council;  
Kaipara District Council;  
NZTA; and  
Northland District Health Board.

### **Relevant strategic outcomes for the theme of ‘securing increased economic growth and productivity’**

1. *A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.*
3. *Northland is well connected to Auckland and to the rest of New Zealand.*
4. *Northland’s roading network is developed and maintained so that it is fit for purpose (this includes route security and resilience).*
5. *Efficient and integrated multi-modal movement of freight with less impact on the roading network and the environment.*
7. *The transport system enhances the environmental and cultural values of Northland.*
8. *Effective ports servicing Northland and New Zealand.*

### **Policies**

1. *Increase economic productivity and route resilience by progressively upgrading SH1 from Puhoi to Whāngārei.*
2. *Target resources at alleviating Northland's major risk areas on state highways and local roads.*
3. *Develop and upgrade strategic roading connections, where appropriate, to accommodate new growth and development.*
4. *Ensure levels of service on state highways and local roads are maintained based on their classification in the One Network Road Classification.*
5. *Develop alternative routes for freight, including through the strategic freight route concept (Figure 5).*
6. *Develop regional routes that are suitable to accommodate high productivity motor vehicles.*
7. *Promote the Northland rail network and the potential of a Marsden Point/Northport rail link as an alternative to road based freight movement.*
8. *Maintain and develop regional touring routes.*
9. *Apply the Regional Dust from Unsealed Roads Mitigation Framework.*



## 2.2 Road safety

### Strategic approach

The challenges around road safety in Northland include: loss of control on bends, speed, alcohol, road factors, and roadside hazards. These factors are consistent with the types of factors identified in the Northland Regional Road Safety Plan and nationally produced Safer Journeys – 2020 Road Safety Strategy (further details on these two documents are available in **Appendix V**)

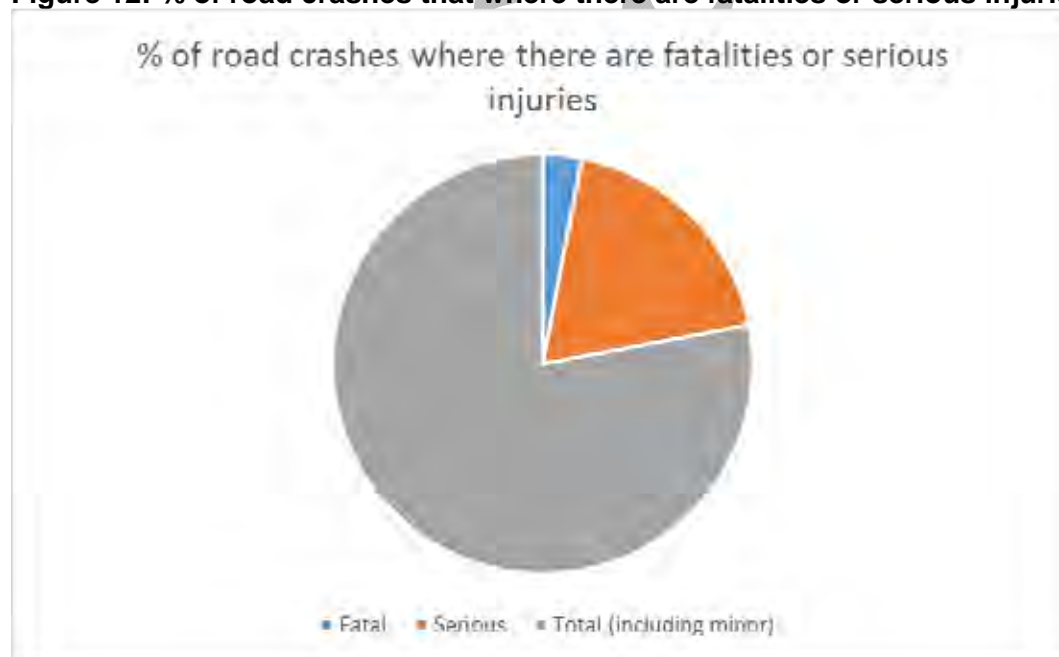
Figure 10 summarises the overall approach to road safety in Northland.

**Figure 10: Safe road system - Safer Journeys – 2020 Road Safety Strategy**



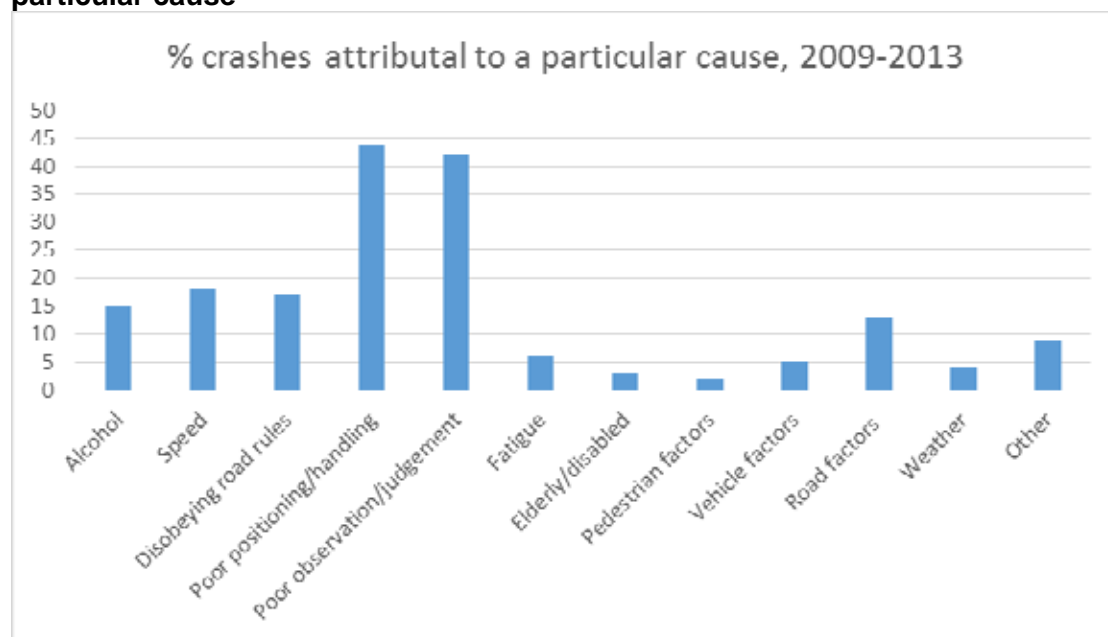
### Northland's Road Toll

Northland has had some success in reducing fatal road accidents between 2009-2011 (a low of seven fatalities were recorded in 2011 against 34 in 2009) however fatalities have shown an upward trajectory in 2012 and 2013. Serious road accidents remain at similar levels over the 2009-2013 five year period (refer to Figure 11). The majority of road crashes are however minor injury accidents (78% - refer to Figure 12).

**Figure 11: 5 year road crash casualty rates (fatal and seriously injured)****Figure 12: % of road crashes that where there are fatalities or serious injuries**

The top causes of road crashes in Northland are driver-led factors such as poor judgement or observation of road hazards and poor positioning, overtaking or handling. Often there are a number of different causes behind each road crash. Figure 13 highlights the causes behind crashes (both injury causing and non-injury causing) recorded in Northland between 2009-2013.

**Figure 13: Road crashes (non-injury and injury causing) attributable to a particular cause**



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

#### *Loss of control on bends*

Generally drivers are travelling too fast for the conditions on bends. Further analysis indicates that Learner, Restricted, Disqualified, and un-licensed drivers are over represented (as well as the 15-24 year age group) in crash statistics. Crashes on bends often mean the driver runs off the road hitting a roadside hazard or another vehicle. Alcohol and drug impairment may also be factors.

#### *Speed*

NZTA statistics show that the most highly represented driver groups in Northland's speed-related crashes are male drivers under 29 (a higher proportion than the national average) and people that aren't fully licensed.

#### *Alcohol*

Driver alcohol is involved in more casualty crashes in Northland than in any other region in New Zealand. There is also a high proportion of males as drivers in alcohol-related crashes and a high number of disqualified drivers (i.e. a repeat drink driver problem).

#### *Road factors*

Road factors – such as engineering issues and roadside obstacles – are involved in around 20% of the total crashes throughout the region and are identified as a predominantly rural issue.

#### *Age*

Northland's population is ageing at a rate greater than the national average (refer to **Appendix VII** for more detail on this). Older drivers may not be able to react as quickly as younger drivers however caution is required here in over-generalising the issue. Statistics suggest that most road crashes involve those under-60 where the driver is identified as being at fault or part-fault.

*Roadside hazards*

NZTA road safety data indicates that half of all crashes in Northland (52%) involve a roadside object such as a power pole. Run-off road crashes are caused mainly by excessive speed, alcohol, failing to drive to the conditions, fatigue, and distraction. Engineering methods such as road markings can help reduce run-off road crashes by signalling to drivers the appropriate speed to travel. Other treatments include skid-resistant surfaces, widening, or sealing the road shoulder, rumble strips, and guard rails. If crashes do occur, their impact can be minimised by protecting or removing roadside objects. Consideration should be given to undertaking studies that identify whether particular groups of society are more vulnerable to road accidents.

*Role of the Police*

The police have a key role (in partnership with councils and the NZTA) to reduce incidents of road crashes in the region. There are four strategic documents produced by the police that have an important role to play in fulfilling this role:

- Road Policing Strategy 2011-2015 – the national police response to the Safer Journeys – 2020 Road Safety Strategy.
- Prevention First National Operating Strategy 2011-2015 – a national overarching strategy to prevent offending and road crashes before they occur.
- The Turning of the Tide – A Whanau Ora Crime and Crash Prevention Strategy 2012-2017 – a national strategy to reduce offending and road crashes in Maori.
- Northland District Road Policing Plan (2015-2021) – the Northland based approach to implementing the above three strategic documents.

Section 7 of the RLTP contains a fuller outline of police activities and initiatives as they relate to road safety.

*Priority routes and locations*

The KiwiRAP<sup>6</sup> website provides an assessment of the safety standard of New Zealand's roading network. Northland is typical of many rural regions in New Zealand in having a large proportion of 2 star and 3 star routes (5 star being the safest standard of road - typically motorways and expressway routes).

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<sup>6</sup> KiwiRAP is the New Zealand Road Assessment Programme – it is part of the International Road Assessment Programme, a not for profit organisation working to investigate road networks in partnership with governments and non-governmental bodies.

**Figure 14: KiwiRAP ranking of roading network (by region)**

Region	Length (km)	Proportion in each Star Rating				
		1-star	2-stars	3-stars	4-stars	5-stars
Northland	656	0%	36%	64%	0%	0%
Auckland	399	0%	28%	8%	64%	0%
Waikato	1,560	0%	39%	58%	3%	0%
Bay of Plenty	663	0%	42%	56%	2%	0%
Gisborne	311	0%	54%	46%	0%	0%
Hawkes Bay	452	0%	43%	57%	0%	0%
Taranaki	749	0%	59%	40%	1%	0%
Manawatu-Wanganui	445	0%	49%	51%	0%	0%
Wellington	239	0%	26%	38%	36%	0%
Nelson/Tasman	353	0%	43%	54%	3%	0%
Marlborough	241	0%	47%	53%	0%	0%
Canterbury	1,186	0%	26%	71%	3%	0%
West Coast	818	0%	50%	51%	0%	0%
Otago	1,217	0%	30%	69%	1%	0%
Southland	713	0%	37%	63%	0%	0%
New Zealand	10,002	0%	39%	56%	5%	0%

Percentages may not add up to 100% due to rounding.

KiwiRAP have also produced regional profiles highlighting the risk on specific routes of suffering a road crash causing death or serious injury. On this basis State Highways 1 ranks as the riskiest (Medium-High risk) followed by State Highways 12 and 14 (Medium risk).

**Figure 15: KiwiRAP regional risk profile**



Northland has a number of locations where there is an elevated risk of injury and even death due to physical factors with the design of the road. Sites or routes which warrant particular attention over the plan period include:



- SH 12 – Matakohu Bridges
- SH 1 – Loop Road
- SH 1 – Akarama Curves
- Others.....

### Relevant strategic outcomes

2. *All road users are safe on Northland's roads.*
4. *Northland's roading network is developed and maintained so that it is fit for purpose.*
6. *Our people have transport choices to access jobs, recreation and community facilities.*

### Policies

1. *Develop and implement a Regional Road Safety Plan for Northland.*
2. *Undertake road crash reduction studies at accident black-spots to determine the best methods to reduce incidents of deaths and serious injuries.*
3. *Undertake physical works at Northland's accident black-spots to reduce incidents of deaths and serious injuries.*
4. *Promote road safety education and advocacy initiatives to proactively reduce the potential for incidents of deaths and serious injuries.*
5. *Promote the development and continued use of fatigue and rest stops for tourist and freight users of our roads.*
6. *Promote walking and cycling as an alternative mode of travel, including through providing safer facilities.*

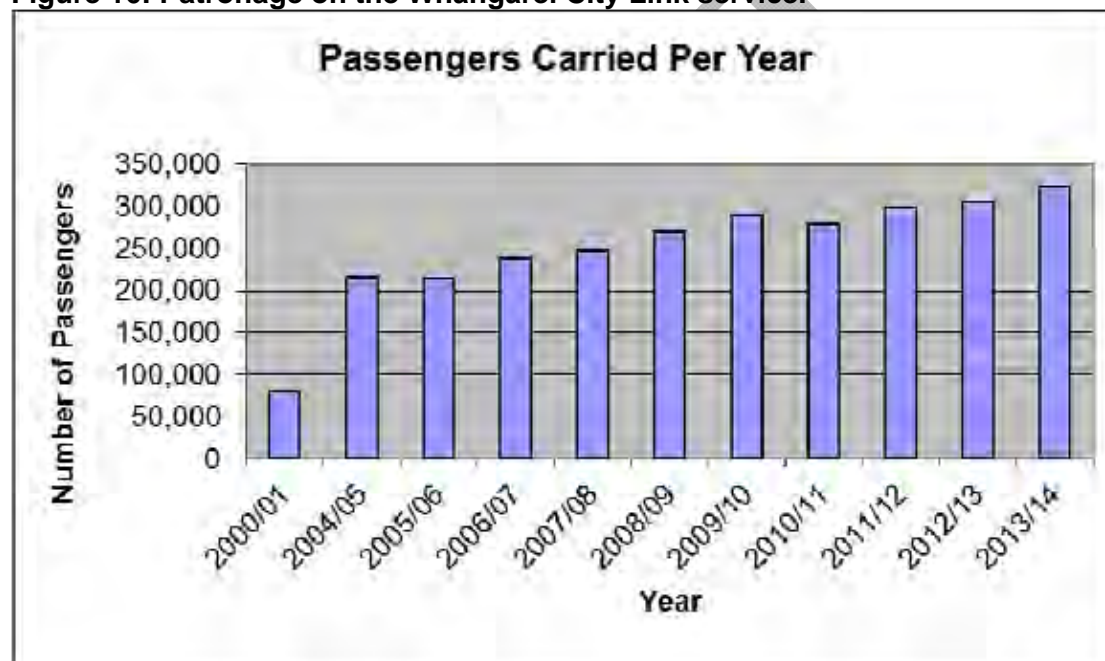
## 2.3 Increasing travel choice

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

### Public transport

Within Whāngārei, the contracted CityLink service has seen year on year increases from its inception in 2000. As of 2013/14 the service has recorded over 315,000 passenger journeys.

**Figure 16: Patronage on the Whāngārei City-Link service.**



Growth can be attributed to higher fuel prices, use of more flexible payment options (for example, Snapper cards), network optimisation and the availability of concessions through the SuperGold Card for those over the age of 65.

Outside of Whāngārei, the potential for public transport services are more limited due to a dispersed population. Recently the regional council has begun to part-subsidise a rural based bus service – the BusAbout Kaitāia service – and has developed a ‘rural farebox recovery policy’ to support the future development of rural services. In addition the potential for new services is being investigated in the mid-north. **The Regional Public Transport Plan** discusses in more detail the way forward for the next 10 years for community public transport. This includes consideration of the future of the City Link service and how the new Public Transport Operating Model (PTOM) will work in the region.



### Walking and cycling

Specific reasons to encourage these activities include:

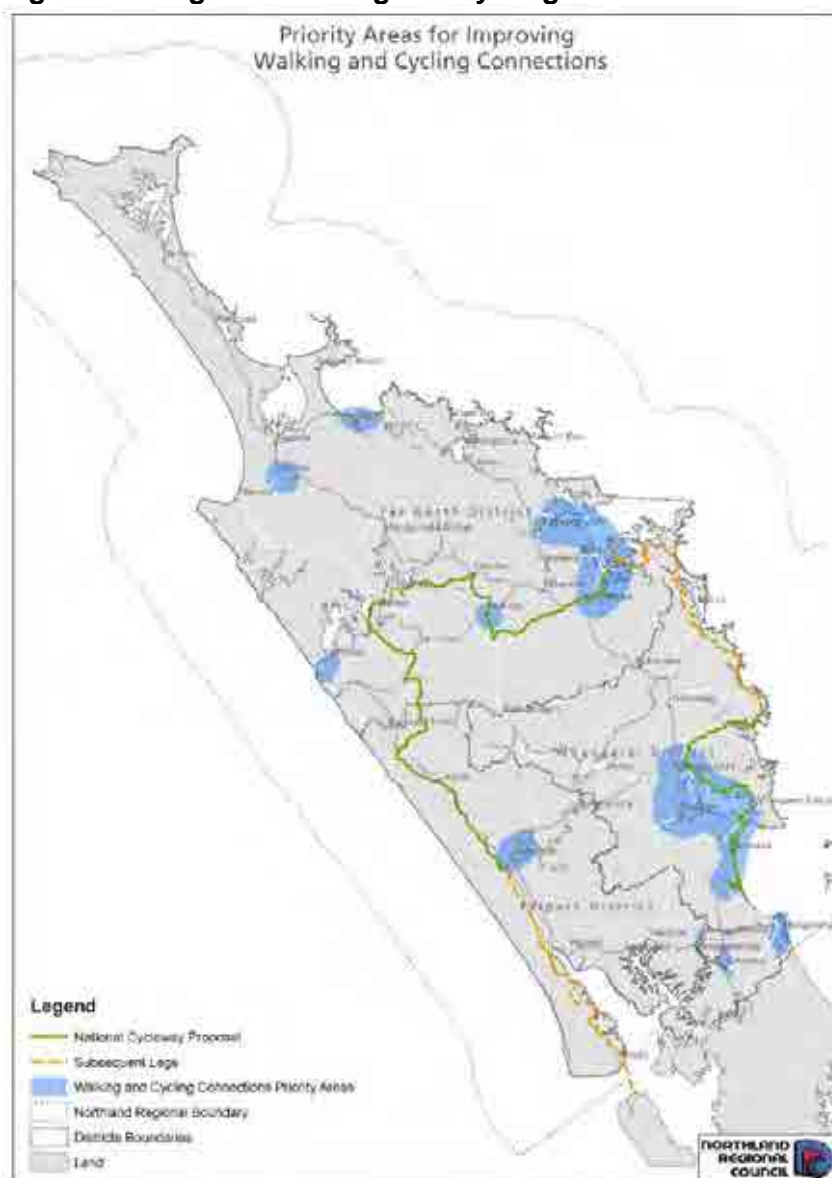
- Not all people have cars – such as the young and elderly
- There are substantial health benefits
- They are the most environmentally friendly forms of travel
- Economic benefits – less wear and tear on roading.
- Public transport is not always available
- Walking is already a component of most trips.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

Relevant matters to consider include:

- Lack of walking and cycling facilities, particularly in urban areas but also between towns.
- Lack of national and local funding – presently 2% of the national fund is allocated to walking and cycling, with most of this funding being directed to the larger urban areas.
- The need to source alternative funding (for instance from the New Zealand Cycle Trail Fund)
- Safety concerns, particularly for the young
- The importance of promoting walking and cycling (for work, school and recreational purposes) for environmental, health and economic reasons
- The need for the education of pedestrians, cyclists and motorists in appropriate and considerate road use; and
- The value of a region-wide walking and cycling network for tourists.

Far North District Council has also been proactive in developing cycling opportunities, including the opening of a section of the proposed Coast to Coast Cycleway (linking the Pacific Ocean and Tasman Sea). This will form part of the National Cycleway concept with the long term aspiration of developing a long-distance, region-wide cycle route into parts of Whangarei and Kaipara Districts.

The map below has been carried over from the Regional Land Transport Strategy as it illustrates at a strategic level, potential areas where walking and cycling opportunities can be developed.

**Figure 17: Regional walking and cycling in Northland**

Although individual district councils have developed walking and cycling strategies, there is not currently a regional walking and cycling strategy. Developing one in the future is likely to be beneficial to walking and cycling in the region.

#### Transport disadvantage

‘Approved organisations’ have a specific duty under Section 35 of the LTMA 2003 to consider the needs of the transport disadvantaged when developing transport plans. A legal definition of transport disadvantage from the LTMA is “people whom the regional council has reasonable grounds to believe are the least able to get to basic

*community activities and services (for example, work, education, health care, welfare and food shopping)”.*

In Northland this can include a wide scope of the population, for instance:

- The elderly
- Youth
- Those with a disability
- Those remote from employment and services
- Those with a low household income
- Those without access to a private motor vehicle.

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

Results from the 2013 census have shown the following trends to be apparent in Northland:

- Northland’s population is ageing (mirroring national and international trends for most developed economies). A look at regional, district and selected communities shows that this trend is greater in Northland than the national average. As the population ages, demand for public transport and total mobility services is likely to increase – this will have issues for the planning and prioritising of public transport investment in the region.
- Income has generally risen across Northland however still falls below the national average. In this regard the future ability of the community to pay the local share for infrastructure is a significant issue.
- Unemployment is typically higher in Northland than the national average. Although national unemployment has increased since 2006, Northland has seen a more rapid increase.
- Although, by necessity, Northland has a lower proportion of households without access to a motor vehicle than the national average, some parts of the region do have some areas where there is a lower rate of access.

Further information is available in **Appendix VIII**

As stated in Section 2.1, prioritised projects in this plan have to demonstrate that they are compatible with the ‘strategic fit’ of the Government Policy Statement for Land Transport Funding and are prioritised according to NZTA’s project assessment and prioritisation process. As such prioritised projects in the programme in Part Two will primarily be focussed on areas where the greatest value can be demonstrated. Nevertheless better transport links and service can certainly play their part in reducing inequality (by reducing barriers to accessing employment and services for example). As such, road controlling authorities in the region should look to develop these opportunities where possible.

Transport disadvantage will specifically be considered in the development of the Regional Public Transport Plan.

### **Relevant strategic outcomes**

1. *A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.*
2. *All road users are safe on Northland's roads.*
8. *Our people have transport choices to access jobs, recreation and community facilities.*
9. *The transport system enhances the environmental and cultural values of Northland.*

## **Policies**

1. *Undertake further studies to refine our understanding of transport disadvantage in the region to inform the planning and investment of infrastructure and public transport services.*
2. *Develop and update structure plans to integrate growth and transport planning.*
3. *Develop and maintain a Regional Public Transport Plan that conforms to Public Transport Operating Model (PTOM) requirements that includes an urban and a rural component.*
4. *Undertake regular service reviews for the City-Link service.*
5. *Promote walking and cycling as an alternative mode of travel, including through providing safer facilities.*
6. *Investigate opportunities presented by the central government cycle-way programme, including the extension of the Coast to Coast Cycleway in the Far North and the progressive completion of a regional route.*
7. *Develop a region-wide walking and cycling strategy.*

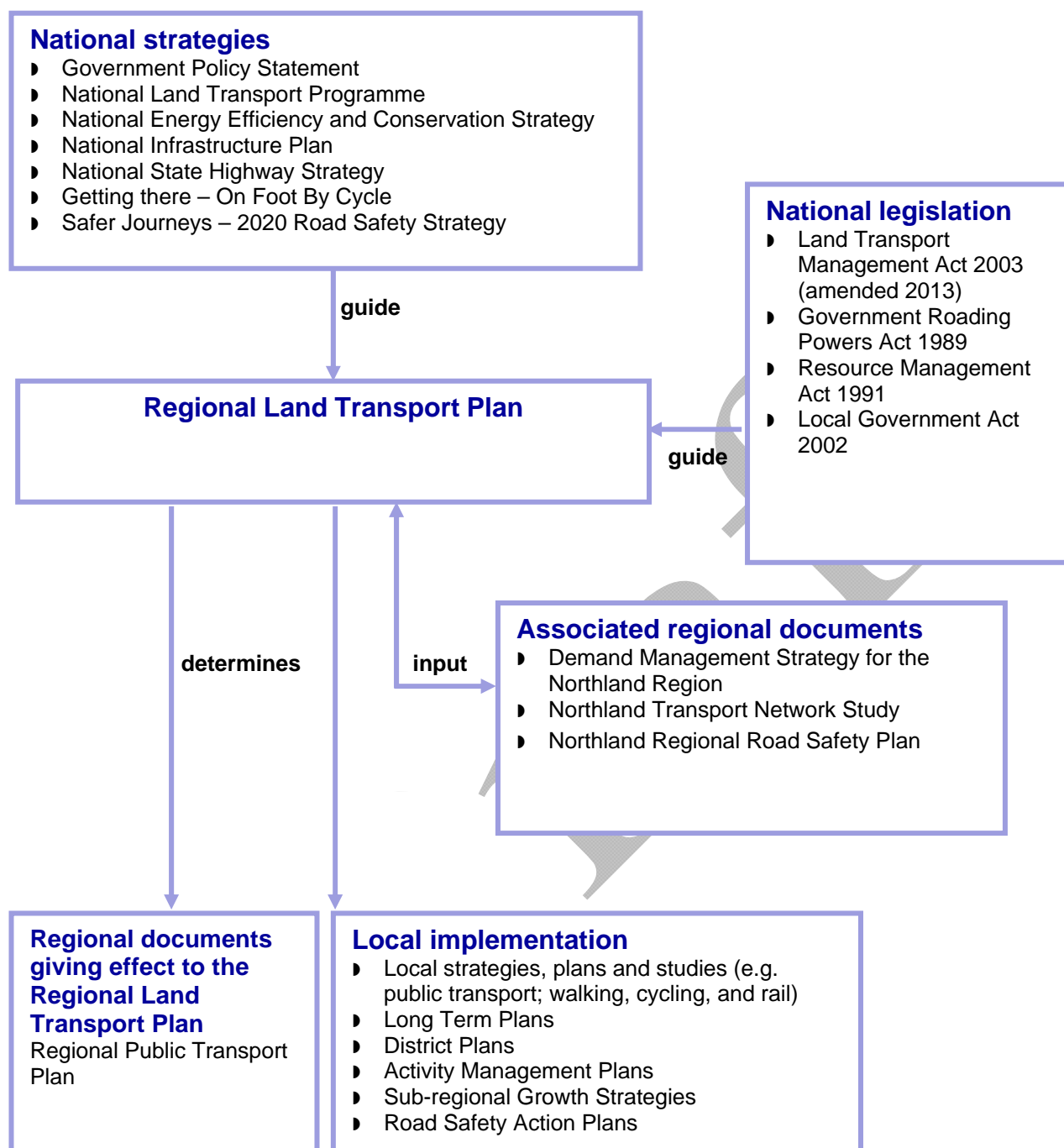
### **3. Legislative requirements**

#### **3.1. An overview of Regional Land Transport Plans (RLTPs)**

Under the terms of the Land Transport Management Amendment Act 2013, the requirement to produce a separate Regional Land Transport Strategy and Regional Land Transport Programme have been combined into a requirement to produce only one planning document, the RLTP. The document must contain both the strategic elements of the former Regional Land Transport Strategy along with the proposed programme of works and financial forecasting of the former Regional Land Transport Programme.

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

| As with predecessor plans, RLTP<sup>2</sup>s are prepared by regional transport committees. A notable shift is that the plan must now include financial forecasting for six and ten year horizons with the six-year horizon detailing the proposed programme of works for that period. This is a change from previous requirements for the Regional Land Transport Programme where only a three-year proposed programme of works was required (with the information on the following three years limited to only an indication of significant activities).

**Figure 18: Regional Land Transport Plans in the legislative context**

### 3.2. Core requirements of RLTPs

Before a regional transport committee submits a RLTP to a regional council for approval, the committee, under the terms of the Land Transport Management Amendment Act 2013, must:

- (a) be satisfied that the plan—
  - (i) contributes to the purpose of this Act; and
  - (ii) is consistent with the Government Policy Statement on Land Transport Funding; and
- (b) have considered—
  - (i) alternative regional land transport objectives that would contribute to the purpose of the Act; and
  - (ii) the feasibility and affordability of those alternative objectives; and
- (c) have taken into account any—
  - (i) national energy efficiency and conservation strategy; and
  - (ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and
  - (iii) likely funding from any source.”

An RLTP must include both strategic planning and programme components.

**Appendix IV** considers how the RLTP aligns with the strategic fit and objectives of the Government Policy Statement on Land Transport Funding.

### 3.3. Strategic planning components of an RLTP

Under the Land Transport Management Amendment Act 2013, an RLTP is required to contain a statement of transport priorities for the region for the next 10 years. An RLTP must also contain a region's land transport objectives, policies, and measures for this period. This requirement is met through Part One of this plan.

### 3.4. Programme components of an RLTP

Under the Land Transport Management Amendment Act 2013, an RLTPs must contain financial forecasting for six and 10 year periods.

The 10-year horizon must contain details of anticipated revenue and expenditure on activities.

The six-year horizon must:

- Detail all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund and identify those activities that have inter-regional significance;
- Detail activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and
- Detail other activities that the Regional Transport Committee decides to include in the plan by approved organisations in the region (including

works by the NZTA on state highways and on matters other than state highways).

The plan must detail the order of priority for these activities over the next six years and include an assessment for each activity that includes:

- The objective or policy to which the activity will contribute; and
- An estimate of the total cost and the cost for each year; and
- The expected duration of the activity; and
- Any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and
- Any other relevant information.

Monitoring performance measures must also be included.

The plan must also include:

- An assessment of how the plan complies with the 'core requirements; listed in 3.2 above; and
- An assessment of the relationship of Police activities to the plan; and
- A list of activities that have been approved under section 20 but are not yet completed; and
- An explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and
- A description of how monitoring will be undertaken to assess implementation of the plan; and
- A summary of the consultation carried out in the preparation of the plan; and
- A summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and
- Any other relevant matters.

The above requirements are met in Part Two of this plan.

### **3.5. Preparing, approving and reviewing an RLTP**

A regional transport committee must complete its review of the RLTP during the six-month period immediately before the expiry of the third year of the plan. In carrying out the review, the committee must have regard to the views of representative groups of land transport users and providers.

### **3.6. Regional transport committees**

The Land Transport Management Amendment Act 2013 requires every regional council to establish a regional transport committee for its region.

Each regional council must appoint to its regional transport committee:

- Two representatives of the regional council;
- One representative of each district council in this region; and
- One representative of the NZ Transport Agency.



## 4. National funding context

New Zealand's road users primarily fund the country's land transport system through fuel excise duty (petrol tax), charges on diesel and heavy vehicles (road user charges) and vehicle registration and licensing fees. These funds are paid into the National Land Transport Fund for investment in maintaining and improving land transport networks and services. Other funding comes directly from the Crown (central government), from local authorities and other sources such as financial contributions for development.

The National Land Transport Fund is used to fund:

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

The National Land Transport Fund is the government's contribution to funding the land transport activities approved in the National Land Transport Programme. Different types of funds within the National Land Transport Fund are used to fund particular activities. These funds are allocated to activities using an allocation process.

There are now two types of National Land Transport Fund funds ('R' Funds have been discontinued and now form an activity class under the Government Policy Statement on Land Transport Funding):

- N Funds – nationally distributed funds: the main funding stream, for investment in national priorities guided by Land Transport Management Act 2003 objectives and the Government Policy Statement on Land Transport Funding ;
- C Funds – special funding for specific regions: Crown investment in specific transport needs, in line with Land Transport Management Act 2003, regional and Crown objectives.

The NZ Transport Agency's role is to invest the National Land Transport Fund in land transport infrastructure and services that deliver on the government's desired outcomes and priorities. The NZ Transport Agency does this by establishing an Investment and Revenue Strategy (IRS) which provides the framework and direction for this investment. This strategy uses the tests of 'strategic fit' (alignment with government objectives), 'effectiveness', and using 'benefit and cost appraisal' (i.e. economic efficiency) to assess proposals and projects for inclusion in the National Land Transport Programme.

Investment is prioritised where it promotes economic growth and productivity improvement, reflects the government's road safety priorities, and increases the

emphasis on achieving value for money in investments. The strategic fit criteria prioritise economically significant projects that have national benefits.

The Government Policy Statement on Land Transport Funding outlines the government's priorities for expenditure from the National Land Transport Fund and determines how funding is allocated between activities such as road policing, road safety promotion, state highways, local roads and public transport. The policy statement has three focus areas that are the priorities:

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

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

- A land transport system that addresses current and future demand:
  - Support economic growth and productivity through provision of better access to markets, employment and business areas
  - Improved returns from investment in road maintenance
  - Improved returns on investment in public transport
  - Support economic growth of regional New Zealand through providing better access to markets
- A land transport system that provides appropriate transport choices
  - Enable access to social and economic opportunities, particularly for people with limited access to a private vehicle
  - Increased safe cycling through improvement of the cycle lane network
- A land transport system that is reliable and resilient
  - Improved network resilience and reliability at the most critical points
- A land transport system that is a safe system, increasingly free of death and serious injury
  - Reduction in deaths and serious injuries at reasonable cost
- A land transport system that appropriately mitigates the effects of land transport on the environment
  - Understand the costs associated with environmental mitigation

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

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

- The (non-prioritised) routine maintenance and minor capital improvement activities of local councils (and other agencies) and continuing passenger transport services, which are automatically included in this programme; and

- Other activities, including state highway maintenance and development projects and large local council projects, which are individually identified and prioritised within this programme. These priorities are used to influence what activities can be implemented with the funding available and when they are implemented.

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## Part Two: Regional Land Transport Programme

This section has three parts:

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

### 5. Projects included in this programme

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

**Figure 19** below outlines the groups of activities that have been submitted to the NZ Transport Agency for funding approval from the National Land Transport Fund for the period 2015/16 – 2024/25 along with anticipated expenditure. A detailed list of projects is included in **Appendix I**. A 10-year forecast of expenditure by each approved authority can be found in Section 6. **Appendix II** breaks this down further into three-year increments.

**Figure 19: Forecast expenditure by activity class – 10 year period. (To be completed post RTC workshop on 19 Nov)**

Activity class	Forecast expenditure 2015/2018	Forecast expenditure 2018/2021	Forecast expenditure 2021/2025	Forecast expenditure Total 10-year
State highway improvements	\$0	\$0	\$0	\$0
State highway maintenance	\$0	\$0	\$0	\$0
Local road improvements	\$0	\$0	\$0	\$0
Local road maintenance	\$0	\$0	\$0	\$0
Public transport	\$0	\$0	\$0	\$0
Walking and cycling	\$0	\$0	\$0	\$0
Regional improvements	\$0	\$0	\$0	\$0
Road safety promotion	\$0	\$0	\$0	\$0
Investment management	\$0	\$0	\$0	\$0
Rail and sea Freight	\$0	\$0	\$0	\$0
Domestic sea freight	\$0	\$0	\$0	\$0

development				
<b>Total of activities</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### 5.1. Reader's guide: prioritising projects or activities

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

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

- Local road maintenance – defined as activities incorporated under road maintenance and operations including local road renewals;
- Local road minor capital works (suggested as any improvement activity associated with local roads) – new and improved roading infrastructure of less than \$7 million estimated construction cost (including property cost); and
- Existing public transport services.

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

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

### 5.2. Initial project assessment

Prioritised projects were individually assessed in accordance with the NZTA's project assessment and prioritisation process. This involved the consideration of three factors:

- The **strategic fit** assessment: this considers how an identified problem, issue, or opportunity aligns with the NZTA's strategic investment direction, which derives from the Government Policy Statement on Land Transport Funding. Strategic fit ensures that activities the NZTA invests in demonstrate the potential contribution to outcomes that are significant from a national perspective.

Strategic fit focuses on the problem, issue or opportunity being addressed and is considered without regard to the possible solution.

- The **effectiveness** assessment factor: this considers the contribution that the proposed solution makes to achieving the potential identified in the strategic fit assessment, and to the purpose and objectives of the Land Transport Management Act 2003.

Higher ratings are provided for those proposals that provide long-term, integrated, and enduring solutions.

- The **benefit and cost** assessment: this considers how well the proposed solution maximises the value of what is produced from the resources used.

The benefit-cost ratio is the primary tool to rate the economic efficiency of improvement packages and projects.

### 5.3. Project ranking

Prioritised projects were rated High (H); Medium (M) or Low (L) for each of the three factors above (strategic fit, effectiveness and benefit and cost) resulting in a 'profile' for the project.

The following table shows the priority order of assessment profiles for improvements to local roads, state highways, public transport, and walking and cycling.

Strategic fit	Effectiveness	Strategic fit and Effectiveness	Numeric benefit and cost appraisal			
			1 to 3	3 to 5	5+	
H	H	HH	Priority 3	Priority 2	Priority 1	Activities with these profiles progress to activity business cases.
H	M	HM	Priority 4	Priority 3	Priority 2	
M	H	MH	Priority 6	Priority 5	Priority 4	
M	M	MM	Priority 7	Priority 6	Priority 5	
H	L	HL	Low strategic fit does not progress beyond strategic business case. Low effectiveness does not progress beyond programme business case.			A decision gate that integrates with the business case approach.
M	L	ML				
L	H	LH				
L	M	LM				
L	L	LL				

The following table shows the priority order of assessment profiles for programmes of work for public transport, maintenance, and road safety promotion.

Strategic fit	Effectiveness	Strategic fit and Effectiveness	Comparative benefit and cost appraisal			
			Low	Medium	High	
H	H	HH	Priority 3	Priority 2	Priority 1	Activities with these profiles progress to programme development.
H	M	HM	Priority 4	Priority 3	Priority 2	
M	H	MH	Priority 6	Priority 5	Priority 4	
M	M	MM	Priority 7	Priority 6	Priority 5	
H	L	HL	Low strategic fit does not progress beyond strategic business case. Low effectiveness does not progress beyond programme business case.			A decision gate that integrates with the business case approach.
M	L	ML				
L	H	LH				
L	M	LM				
L	L	LL				

### 5.4. List of prioritised projects or activities

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



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

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

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## 6. Funding plan

This section sets out a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from 1 June 2015. The purpose of this process is to ensure activities listed in the 2015/16 – 2018/19 programme (see **Appendix I**) contribute to an affordable, integrated, responsive, safe and sustainable land transport system for Northland.

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

### 6.1. Proposed funding sources

It generally takes many years for transport projects to be implemented. Before any work on the ground can begin, land has to be acquired and various studies, consultation, feasibility reports, scheme assessments, and detailed designs completed. It can also take a considerable period of time to accumulate local funding and/or obtain national funding.

The prioritisation process outlined in section 5.2 is therefore used as a mechanism by the NZ Transport Agency for allocating available funds to those projects which best contribute to the achievement of Government Policy Statement targets.

Funds are allocated to the highest priority activities first.

**Crown (C)** funds are allocated to the highest priority activities pertinent to the purpose for which they were appropriated.

Remaining activities are allocated **Nationally Distributed (N)** funds in each activity class until the total allocation of funds to that activity class is fully provided. The NZTA will make allocations to each activity class within the range defined by the Government Policy Statement on Land Transport Funding.

The threshold priority order for funding in each activity class (and region) depends on the funds available in each activity class and the priority of the candidate activities. The threshold in each activity class defines the lowest priority of activity likely to be funded.

**Local (L)** funds are funds sourced by the regional and district councils, e.g. rates or non-project specific developer contributions. These organisations are required to part fund all their activities, with the proportion of **L** funding required for each activity class based on a Financial Assistance Rate (FAR). The FAR varies depending on the organisation applying for funding and the type of activity being proposed. Local funds sourced through rates are included in councils' Long Term Plans and are therefore consulted on separately under the Local Government Act.

**Other Funding Sources:** Funding may become available from sources other than the national land transport fund and the local share for certain activity classes during the plan period. For example, funding may be sourced from the government's New Zealand Cycle Trail Fund to maintain and enhance the Coast to Coast cycleway in the Far North.

## 6.2. Ten-year forecast of expenditure

The forecasted expenditure for the first six years of the programme has been used to provide a 10-year forecast of anticipated expenditure for Northland.

Figure 20 shows total estimates for each organisation in Northland in relation to each activity class, as well as Northland as a whole. **Appendix II** breaks this down into three year increments for the programme period.

**Figure 20: Total anticipated expenditure for Northland's road controlling authorities for the 10 year period 2015/16 – 2024/25**

### **Total Anticipated Expenditure for Northland for the 10-Year Period 2015/16 – 2024/25 (To be completed post RTC workshop on 19 Nov)**

Activity Class	Total Anticipated Expenditure						
	Far North	Kaipara	Whangarei	Northland	NZ Transport Agency	Waitangi	Northland
	District Council	District Council	District Council	Regional Council			Region
State Highway Improvements	N/A	N/A	N/A	N/A	\$0	N/A	\$0
State Highway Maintenance	N/A	N/A	N/A	N/A	\$0	N/A	\$0
Local Road Improvements	\$0	\$0	\$0	N/A	N/A	\$0	\$0
Local Road Maintenance	\$0	\$0	\$0	N/A	N/A	\$0	\$0
Public Transport	\$0	\$0	\$0	\$0	N/A	\$0	\$0
Walking and Cycling	\$0	\$0	\$0	N/A	\$0	\$0	\$0
Regional Improvements	\$0	\$0	\$0	\$0	#VALUE!	\$0	#VALUE!

Road sSafety pPromotion	\$0	\$0	\$0	\$0	\$0	#VALUE!	#VALUE!
Investment mManagement	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rail and sSea fFreight	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic sSea fFreight							
dDevelopment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total of aActivities</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>#VALUE!</b>	<b>#VALUE!</b>	<b>#VALUE!</b>



## 7. Assessment of relationship with police activities for road safety

As required under section 16(2) (b) of the Land Transport Management Act 2003, the Regional Transport Committee has assessed the relationship of Police activities to this programme.

### 7.1 New Zealand Police activities for road safety

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

#### *Road Policing Strategy 2011- 2015*

A combination of prevention, deterrence and enforcement, along with education and information will be used to reduce death and trauma on Northland's roads. Prevention is an important part of the Road Policing Strategy to 2015. The causes of crashes are well known and the police will focus on those causes. The police will play their part in preventing crashes and road trauma by targeting high risk drivers, such as repeat drink drivers and illegal street racers, because these road users present significant risk to other road users. Reductions in offending by these groups will then enable the police to further invest in prevention.

The police will contribute to the safe system approach by:

- Encouraging New Zealanders to observe and abide by the road rules because they want to;
- Working with individuals and groups in our community so they take responsibility for themselves and others on our roads;
- Listening to our community to further understand the risks;
- Working with local authorities, for example to reduce speed; and
- Considering road safety through environmental design.

Districts will continue to use an intelligence-led approach through risk identification and the tasking and coordination model to improve road safety outcomes, developing local action plans that identify how they will achieve against each of the priorities. Focusing on the things that matter and make the most difference will enable the police to on strategic outcomes of confident, safe and secure communities, with less actual crime and road trauma.

#### *Prevention First – National Operating Strategy 2011-2015*

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

Specific actions in this strategy relevant to road safety include:

- Working with neighbourhoods to deliver locally led prevention programmes on road safety matters.

- Working with partner agencies to deliver road safety education, improve environmental design and the safety of vehicles; and
- Implementing measures, as appropriate adopted under the Safer Journeys Strategy

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

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

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

*Northland District Road Policing Plan 2015 - 2018*

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

The strategic aim of Northland Police for road policing is:

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

This is supported by the following desired outcomes:

- To ensure safe roads and roadsides through targeting high-risk rural roads and intersections.
- To encourage road users to comply with speed limits and drive to the conditions and investigate alternative methods of promoting speed compliance.
- Understand and target unsafe vehicles, promote safe vehicle ownership and operation.
- Understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety culture in Northland.

Figure 21 provides the full list of activities and measures to support the outcomes above.



**Figure 21: Northland District Road Policing Plan 2015-2021**

Owner: Road Policing Manager

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

Desired Outcomes		Owner	Activity	Measures	Date
<p><u><i>"A Safe Road System"</i></u></p> <ul style="list-style-type: none"> <li><i>To ensure safe roads and roadsides through targeting high-risk rural roads and intersections.</i></li> <li><i>To encourage road users to comply with speed limits and drive to the conditions and investigate alternative methods of promoting speed compliance.</i></li> <li><i>Understand and target unsafe vehicles, promote</i></li> </ul>	High-risk drivers	Area Commander(s) Road Policing Manager	<p>Northland Police will reduce opportunities of disqualified driving by:</p> <ol style="list-style-type: none"> <li>Profiling high risk drivers, locations and times through monthly tactical assessments.</li> <li>Identifying disqualified drivers through total 3Ts, including licence checks, to deny high risk drivers to use the roads.</li> <li>Enforcing legislation relating to driver licence suspensions i.e. speed/alcohol.</li> </ol>	<ol style="list-style-type: none"> <li>High risk drivers are identified in monthly tactical assessments.</li> <li>The number of suspended, disqualified and unlicensed drivers detected on Northland's roads.</li> <li>The number of speed and drink driving suspensions that are issued.</li> </ol>	
	Young drivers	Area Commander(s) Road Policing Manager	<p>Reduce offending in Northland by young drivers by enforcing graduated driver licence (GDL) provisions.</p> <ol style="list-style-type: none"> <li>When carrying out Total 3Ts include checks on young persons driver licences, 'L' plate compliance and drug/drink driving offences.</li> <li>Carry out dedicated driver licence checkpoints and focus on vehicles driven with 'L' plates.</li> <li>Through the modified vehicle programme educate students about Graduated Driver Licencing (GDL) conditions and risks surrounding modified vehicles.</li> </ol>	<ol style="list-style-type: none"> <li>The number of GDL and 'L' plate breaches identified.</li> <li>Number of drug/drink driving offences detected involving young drivers (under 20).</li> <li>Number of education activities undertaken at schools, including modified vehicle programmes.</li> </ol>	

Desired Outcomes		Owner	Activity	Measures	Date
<p><i>safe vehicle ownership and operation.</i></p> <ul style="list-style-type: none"> <li><i>Understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety culture in</i></li> </ul>	Motorcycling	<p>Area Commander(s)</p> <p>Road Policing Manager</p>	<p>Reduce motorcycle offending by targeting unlawful motorcycling behaviour in Northland.</p> <ol style="list-style-type: none"> <li>Enforce speed related offences by motorcyclists.</li> <li>Enforce centreline crossing through 'failing to keep left' operations.</li> <li>When carrying out checkpoints include motorcycle licence checks, ensure GDL compliance for motorcyclists and pay attention to high- risk age groups.</li> </ol>	<ol style="list-style-type: none"> <li>Focus on speed related offences for motorcycles included in the weekly Tactical Plan activities process.</li> <li>The number of riders identified through "failing to keep left" operations.</li> <li>The number of motorcycle licence breaches identified.</li> </ol>	
<p><u>"A Safe Road System"</u></p> <ul style="list-style-type: none"> <li><i>To ensure safe roads and roadsides through targeting high-risk rural roads and intersections.</i></li> <li><i>To encourage road</i></li> </ul>	Alcohol/drug impaired driving	<p>Area Commander(s)</p> <p>Road Policing Manager</p>	<p>Deter alcohol and drug driving in Northland by:</p> <ol style="list-style-type: none"> <li>Compulsory Breath Test (CBT) and Mobile Breath Testing (MBT) activities on Northland roads.</li> <li>Carry out compulsory drug impairment testing activities on Northland roads.</li> <li>Referring those that have alcohol or drugs as a component of their offending to the Alcohol and Drug helpline.</li> <li>Referring those that have recidivist alcohol or drugs offending to undertake whānau hapū intervention plans</li> </ol>	<ol style="list-style-type: none"> <li>The number CBT and MBT tests undertaken in Northland District.</li> <li>The number of drug impairment tests carried out.</li> <li>Number of referrals to the Alcohol and Drug helpline.</li> <li>Number of whanau / hapū intervention plan meetings commenced.</li> </ol>	

Desired Outcomes		Owner	Activity	Measures	Date
<p><i>users to comply with speed limits and drive to the conditions and investigate alternative methods of promoting speed compliance.</i></p> <ul style="list-style-type: none"> <li><i>Understand and target unsafe vehicles, promote safe vehicle ownership and operation.</i></li> <li><i>Understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety culture in</i></li> </ul>	Speed	Area Commander(s) Road Policing Manager	<p>Reduce speed on Northland roads by targeting high-risk drivers and locations.</p> <ol style="list-style-type: none"> <li>Road Safety Assessment developed and used to deploy staff to risk.</li> <li>Deploy Road Policing staff and Speed Camera Operators to high risk sites through the weekly Tactical Plan activities.</li> <li>Educate drivers on the dangers of speed through road safety messages in all forms of media.</li> </ol>	<ol style="list-style-type: none"> <li>Road Safety Assessment developed and used to deploy staff to risk.</li> <li>Weekly Tactical Plan activities are put in place for Road Policing Group, Area staff and Speed Camera Operators.</li> <li>Road safety messages are regularly disseminated via the media.</li> </ol>	
	Restraints	Area Commander(s) Road Policing Manager	<p>Improve restraint usage in Northland Police District:</p> <ol style="list-style-type: none"> <li>Ensure all staff patrolling the roads enforce restraint usage in Northland District.</li> <li>Ensure staff compliance with National and Local restraint operations.</li> <li>Work with Plunket checkpoints to support restraint use for young children</li> </ol>	<ol style="list-style-type: none"> <li>Number of Infringement Notices issued as a result of not wearing restraints.</li> <li>Year on year improvement in restraint wearing surveys.</li> <li>Number of Plunket checkpoints undertaken by Police and partners.</li> </ol>	

Desired Outcomes		Owner	Activity	Measures	Date
<p><u>"A Safe Road System"</u></p> <ul style="list-style-type: none"> <li>To ensure safe roads and roadsides through targeting high-risk rural roads and intersections.</li> <li>To encourage road users to comply with speed limits and drive to the conditions and investigate alternative methods of promoting speed compliance.</li> <li>Understand and target unsafe vehicles, promote safe vehicle ownership and</li> </ul>	Heavy vehicle fleet	Area Commander(s) Road Policing Manager	<p>Reduce the risk of heavy motor vehicle (HMF) crashes in Northland by stopping and inspecting commercial vehicles.</p> <ol style="list-style-type: none"> <li>Enforce the speed tolerance for HMFs (5 km/hr tolerance).</li> <li>Carry out licence, road user charges and logbook checks, and drink/drug impairment tests undertaken.</li> <li>Enforce HMF centreline crossing through failing to keep left operations.</li> </ol>	<ol style="list-style-type: none"> <li>Focus on HMF speed related offences through the weekly Tactical Plan process.</li> <li>Number of HMF regulatory offences detected.</li> <li>The number of HMF failing to keep left offences identified.</li> </ol>	
	Roads and roadsides	Area Commander(s) Road Policing Manager	<p>Support road safety initiatives in Northland, including roads and roadsides.</p> <ol style="list-style-type: none"> <li>Contribute to Road Safety Action Planning Groups (RSAPs) in Whangarei/Kaipara and the Far North.</li> <li>Enforce temporary speed limits at road work sites.</li> <li>Report unsafe roads and roadsides to appropriate authorities.</li> </ol>	<ol style="list-style-type: none"> <li>RSAP meetings attended by A/Cs and Road Policing Manager</li> <li>Number of offences detected for breach of temporary speed limits at roadwork sites</li> <li>Reports to roading authorities re: unsafe roads and roadsides</li> </ol>	

Desired Outcomes		Owner	Activity	Measures	Date
<p>operation.</p> <ul style="list-style-type: none"> <li>Understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety culture in Northland.</li> </ul>	Crash attendance and reporting	<p>Area Commander(s)</p> <p>Road Policing Manager</p>	<p>Respond rapidly to incidents and emergencies.</p> <ol style="list-style-type: none"> <li>Non-Commissioned Officer (NCO) and Serious Crash attendance at all fatal and serious injury crashes.</li> <li>Fatal Notification reports completed within 24 hours. Injury and non-injury Traffic Crash reports (TCRs) submitted within 72 hours or at the end of an inquiry (no later than 10 weeks after the crash).</li> <li>To reduce traffic congestion, ensure effective traffic management is carried out during all traffic crashes.</li> </ol>	<ol style="list-style-type: none"> <li>NCO and Serious Crash attendance at all Fatal and Serious Injury crash scenes.</li> <li>Fatal Crash Notifications are completed within 24 hours. TRCs are submitted within 10 weeks.</li> <li>No complaints upheld regarding traffic crash management.</li> </ol>	
<p><u>"A Safe Road System"</u></p> <ul style="list-style-type: none"> <li>To ensure safe roads and roadsides through targeting high-risk rural roads and intersections.</li> </ul>	Light vehicle fleet	<p>Area Commander(s)</p> <p>Road Policing Manager</p>	<p>Improve the safety of light vehicles on Northland roads.</p> <ol style="list-style-type: none"> <li>Carry out WoF/CoF checks during 3Ts and checkpoints, with a focus on high risk drivers and vehicles.</li> <li>Carry out modified vehicle checks in partnership with NZ Transport Agency (NZTA).</li> <li>Carry out modified vehicle demonstrations with partner agencies.</li> </ol>	<ol style="list-style-type: none"> <li>Number of WoF/CoF breaches identified.</li> <li>Number of modified vehicle operations undertaken with NZTA.</li> <li>Number of modified vehicle demonstrations undertaken in conjunction with partners.</li> </ol>	

Desired Outcomes		Owner	Activity	Measures	Date
<ul style="list-style-type: none"> <li>To encourage road users to comply with speed limits and drive to the conditions and investigate alternative methods of promoting speed compliance.</li> <li>Understand and target unsafe vehicles, promote safe vehicle ownership and operation.</li> <li>Understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety</li> </ul>	Walking and cycling	Area Commander(s) Road Policing Manager	Ensure pedestrian and cyclist safety in Northland. <ol style="list-style-type: none"> <li>Enforce low speed zones around schools.</li> <li>Deliver Road Safety Education in schools through Police Youth Education activities.</li> <li>Enforce cycle helmet wearing rates around Northland.</li> </ol>	<ol style="list-style-type: none"> <li>Number of infringements identified in school low speed zones.</li> <li>Number of education activities delivered in schools re: pedestrian and cycle safety.</li> <li>Improvement in cycle helmet wearing rates.</li> </ol>	
	Fatigue and distraction	Area Commander(s) Road Policing Manager	Discourage fatigues and distracted driving by patrolling high risk times and routes. <ol style="list-style-type: none"> <li>Enforcement of cell phone offences.</li> <li>Enforcement of GDL breaches re. carrying passengers.</li> <li>Support partner agencies response to fatigue related activities such as fatigue stops.</li> </ol>	<ol style="list-style-type: none"> <li>Number of cell phone offences detected.</li> <li>Number of GDL breaches identified (carrying passengers).</li> <li>Attendance at fatigue stops to support fatigue interventions.</li> </ol>	

Desired Outcomes		Owner	Activity	Measures	Date
<p><u>"A Safe Road System"</u></p> <ul style="list-style-type: none"> <li>To ensure safe roads and roadsides through targeting high-risk rural roads and intersections.</li> <li>To encourage road users to comply with speed limits and drive to the conditions and investigate alternative methods of promoting speed compliance.</li> <li>Understand and target unsafe vehicles, promote safe vehicle</li> </ul>	Older road users	<p>Area Commander(s)</p> <p>Road Policing Manager</p>	<p>Protect older road users by engaging with communities.</p> <ol style="list-style-type: none"> <li>Observation and intervention to ensure the safety of older road users and our communities.</li> <li>Work with key stakeholders to ensure the safety of older road users is considered in Road Safety Action Plan (RSAP) processes.</li> <li>Identify educational opportunities to support older road users and educate other road users.</li> </ol>	<ol style="list-style-type: none"> <li>Focus on older road users included in Risk Targeted Patrol Plan (RTPP) process.</li> <li>RSAP action planning processes undertaken with regard to older road users.</li> <li>Education activities undertaken with regard to older road users.</li> </ol>	



Desired Outcomes		Owner	Activity	Measures	Date
<p>ownership and operation.</p> <ul style="list-style-type: none"> <li>Understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety culture in Northland.</li> </ul>					

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## 7.2 Ongoing liaison, advocacy and coordination with Police

Northland has had some success in reducing the level of fatalities and hospitalisations from road trauma in recent years, but this will only continue if agencies work collaboratively with communities to build awareness and gain momentum in changing behaviours on Northland's roads.

The Northland Regional Transport Committee and the New Zealand Police believe the issues, objectives and policies identified in the RLTP and the Road Policing Plan for Northland are strongly aligned.

Road engineering, crash reduction studies and road safety promotion and advocacy initiatives identified in the programme in **Appendix I** will contribute to police road safety targets.

Due to legislative changes, the New Zealand Police are no longer formally represented on regional transport committees. The Police do, however, participate in the committee on relevant matters and have contributed to the development of this plan.

Through the Northland Regional Transport Committee, New Zealand Police and other partners will regularly meet and liaise on road safety and traffic management issues. Together with committee members, Police will investigate opportunities to promote and integrate common road safety and traffic management objectives via this plan and other planning processes.

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



## **8. Monitoring, reviews and variations**

### **8.1 Monitoring implementation of this plan**

The Northland Regional Transport Committee will monitor the implementation of this plan. Monitoring of this plan will include:

- Gathering and reviewing information from organisations responsible for the delivery of plan activities.
- Annually measuring the delivery of activities and projects listed in Appendix I of this plan.
- Bi-monthly updating progress towards completion of activities and projects listed in Appendix I of this plan, including expenditure.
- Maintaining an overview of regional trends and statistics that measure progress against the objectives, priorities, and targets in this plan.
- Review annual reports from approved organisations that details how all funded activities are being delivered.

### **8.2 Review of this plan**

A full review of this plan will be started by the Regional Transport Committee in the following circumstances:

- Prior to the completion of the plan's three-yearly cycle (which ends on 30 June 2018).
- Following a request by an approved organisation or the NZ Transport Agency seeking 'significant' changes to the plan that vary, suspend, or abandon activities in this plan (refer sections 8.3 and 8.4 below).

### **8.3 Variations to this plan**

This plan will remain in force until 30 June 2018 unless a variation is required under section 18D of the Land Transport Management Act 2003.

Over the duration of this plan, activities or projects could change, be abandoned or be added. Variation requests could occur due to variations in the time, scope, or cost of proposed activities (especially given that a funding application can be made three years before an activity is to be undertaken). Approved organisations or the NZ Transport Agency, can therefore request that the Regional Transport Committee prepare a programme variation. The Regional Transport Committee can also prepare variations of its own initiative.

The Regional Transport Committee will consider requests for variations promptly and forward the amended plan to the Northland Regional Council for its consideration.

When variations are 'significant' in terms of the Northland Regional Transport Committee's significance policy (set out in section 8.4), the Regional Transport Committee must consult on the variation before adopting it and forwarding it to the Northland Regional Council and ultimately the NZ Transport Agency.

Public consultation is **not** required for any variation that is not significant in terms of the significance policy adopted in section 8.4 of this plan or from a variation arising from the declaration or revocation of a state highway. It is probable that the majority of variations will not be significant.

## 8.4 Significance Policy for Northland

Section 106(2) of the LTMAA 2013 requires each Regional Transport Committee to adopt a policy that determines significance in respect to variations made to its Regional Land Transport Plan. The significance policy will apply to two scenarios described in the Act:

**18B Process for approving regional land transport plans prepared by regional transport committees:** an amendment following initial public consultation, but prior to approval of the Regional Land Transport Plan may be made without further consultation providing the amendment is deemed to be not significant according to the significance policy.

**18D Variation of regional land transport plans:** a variation of the Regional Land Transport Plan in the three years to which it applies does not require public consultation providing the variation is not significant or arises from the declaration or revocation of a state highway.

In other words, the significance policy determines the threshold for the size of activities and the extent of changes to the priority, scope, or funding arrangements for these activities at which the region decides to revisit public consultation.

### Significance Policy

The following amendments or variations to this plan are considered to be significant for the purposes of consultation:

- Addition or removal of a prioritised activity with an approved allocation of more than \$7 million, irrespective of the source of funding;
- A scope change to a prioritised activity costing more than 10 percent of the approved allocation but not less than \$7 million, irrespective of the source of funding;
- A change in the priority of an activity with an approved allocation of more than \$7 million, irrespective of the source of funding; or
- A change in the proportion of nationally distributed funding (N funding) allocated to a prioritised activity with an approved allocation of more than ~~\$75~~ million.

The following variations to this plan are considered to be **not significant** for the purposes of consultation:

- Activities that are in the urgent interests of public safety.
- New preventative maintenance and emergency reinstatement activities.

- Addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18A of the Land Transport Management Act 2003 and which the Regional Transport Committee considers complies with the provisions for funding approval in accordance with section 20 of that Act.
- A scope change that does not significantly alter the original objectives of the project (to be determined by the Regional Transport Committee).
- Addition of the Investigation Phase of a new activity, one which has not been previously consulted on in accordance with section 18 of the Land Transport Management Act 2003.
- Minor variations to the timing, cash flow or total cost, for the following:
  - improvement projects
  - demand management activities
  - community-focused activities.
- Replacement of a project within a group of generic projects by another project of the same type.

### **8.5 Consultation procedure to follow**

The decision on whether or not a requested variation is significant and the resultant variation to this plan will be decided by the Regional Transport Committee.

Where possible, any consultation required will be carried out in conjunction with any other consultation undertaken by the Northland Regional Council, for example the Long Term Plan consultation, to minimise costs.





## Glossary of terms and acronyms

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

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

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

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

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

Approved organisations in Northland are the:

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

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

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

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

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

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

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

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

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

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

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

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

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

(a) Means:

- (i) transport on land by any means
- (ii) the infrastructure, goods and services facilitating that transport

(b) Includes:

- (i) coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure
- (ii) the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to the kinds of transport described in paragraph (a) (i).

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

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

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

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

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

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

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

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

**Minor improvements** is a work category that provides for the construction/implementation of low-cost/low-risk improvements to the transport system to a maximum total cost for approval per project of \$250,000 for the 2012-15 NLTP. Note that for the 2015-18 NLTP the maximum total cost for approval per project will be \$300,000.

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

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

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

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

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

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

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

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

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

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

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

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

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

**Regional Land Transport Programme** means a regional land transport programme, prepared under Part 2 of the Land Transport Management Act 2003, as from time to

time amended or varied. This programme prioritised state highway, regional council and territorial authority proposals (excluding minor local roading projects, local road maintenance and existing public transport services) for transport activities in a region. This document has now been superseded by the Regional Land Transport Plan.

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

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

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

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

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

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

## Appendix I – detailed six-year programme

Prioritised and non-prioritised tables to be added here

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## Appendix II – detailed 10-year programme

**Total anticipated expenditure for Northland for the 10-Year period  
2015/16 – 2024/25 (Tables to be completed post RTC meeting on 19  
Nov)**

Activity cClass	Total aAnticipated eExpenditure						
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZ Transport Agency	Waitangi	Northland rRegion
State hHighway iImprovements	N/A	N/A	N/A	N/A	\$0	N/A	\$0
State hHighway mMaintenance	N/A	N/A	N/A	N/A	\$0	N/A	\$0
Local rRoad iImprovements	\$0	\$0	\$0	N/A	N/A	\$0	\$0
Local rRoad mMaintenance	\$0	\$0	\$0	N/A	N/A	\$0	\$0
Public tTransport	\$0	\$0	\$0	\$0	N/A	\$0	\$0
Walking and cCycling	\$0	\$0	\$0	N/A	\$0	\$0	\$0
Regional iImprovements	\$0	\$0	\$0	\$0	#VALUE!	\$0	#VALUE!
Road sSafety pPromotion	\$0	\$0	\$0	\$0	\$0	#VALUE!	#VALUE!
Investment mManagement	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rail and sSea fFreight	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic sSea fFreight dDevelopment	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Total of Activities	\$0	\$0	\$0	\$0	#VALUE!	#VALUE!	#VALUE!
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### **Total Anticipated Expenditure for Northland for the Period 2015-2018**

Activity Class	Total Anticipated Expenditure						
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZ Transport Agency	Waitangi	Northland Region
State Highway Improvements	N/A	N/A	N/A	N/A	\$0	N/A	\$0
State Highway Maintenance	N/A	N/A	N/A	N/A	\$0	N/A	\$0
Local Road Improvements	\$0	\$0	\$0	N/A	N/A	\$0	\$0
Local Road Maintenance	\$0	\$0	\$0	N/A	N/A	\$0	\$0
Public Transport	\$0	\$0	\$0	\$0	N/A	\$0	\$0
Walking and Cycling	\$0	\$0	\$0	N/A	\$0	\$0	\$0
Regional Improvements	\$0	\$0	\$0	\$0	N/A	\$0	\$0
Road Safety Promotion	\$0	\$0	\$0	\$0	\$0	N/A	\$0
Investment Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rail and Sea Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Domestic Sea Freight Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total of Activities</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Total Anticipated Expenditure for Northland for the Period 2018-2021**

Activity Class	Total Anticipated Expenditure						
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZ Transport Agency	Waitangi	Northland Region
State Highway Improvements	N/A	N/A	N/A	N/A		N/A	\$0
State Highway Maintenance	N/A	N/A	N/A	N/A		N/A	\$0
Local Road Improvements				N/A	N/A		\$0
Local Road Maintenance				N/A	N/A		\$0
Public Transport					N/A		\$0
Walking and Cycling				N/A			\$0
Regional Improvements							\$0
Road Safety Promotion							\$0
Investment Management							\$0
Rail and Sea Freight							\$0
Domestic Sea Freight Development							\$0
<b>Total of Activities</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Total Anticipated Expenditure for Northland for the Period 2021-2025**

Activity Class	Total Anticipated Expenditure						
	Far North District Council	Kaipara District Council	Whangarei District Council	Northland Regional Council	NZ Transport Agency	Waitangi	Northland Region
State Highway Improvements	N/A	N/A	N/A	N/A		N/A	\$0
State Highway Maintenance	N/A	N/A	N/A	N/A		N/A	\$0
Local Road Improvements				N/A	N/A		\$0
Local Road Maintenance				N/A	N/A		\$0
Public Transport					N/A		\$0
Walking and Cycling				N/A			\$0
Regional Improvements							\$0
Road Safety Promotion							\$0
Investment Management							\$0
Rail and Sea Freight							\$0
Domestic Sea Freight Development							\$0
<b>Total of Activities</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



## **Appendix III – consultation undertaken in preparing this plan**

| To be completed before council approval to adopt.

raft

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## Appendix IV – compatibility of RLTP with GPS

The strategic framework of this Regional Land Transport Plan aligns closely with that of the Government Policy Statement (GPS) on Land Transport Funding.

<b>GPS Land Transport Funding strategic fit</b>	<b>Northland RLTP strategic fit</b>
Economic growth and productivity	<p>Securing increased economic growth and productivity.</p> <p><i>These are key issues for Northland. For Northland to improve its economic profile it needs reliable, resilient, fit for purpose roading and rail connections within the region and southwards to Auckland and beyond.</i></p>
Road safety	<p>Road safety</p> <p><i>Road safety is an important issue for Northland as it is nationally.</i></p>
Value for money	<p><i>Is implicitly recognised through Regional Land Transport Programme prioritisation and alignment with NZTA procurement policy.</i></p>
	<p>Travel choice</p> <p><i>This is an issue of importance to Northland and includes consideration of public transport and walking and cycling.</i></p>

<b>GPS Land Transport Funding objectives/results</b>	<b>Northland RLTP objectives/results</b>
<p>A land transport system that addresses current and future demand:</p> <ul style="list-style-type: none"> <li>• Support economic growth and productivity through provision of better access to markets, employment and business areas</li> <li>• Improved returns from investment in road maintenance</li> <li>• Improved returns on</li> </ul>	<p>A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.</p> <p>Northland is well connected to Auckland and to the rest of New Zealand.</p> <p>Northland's roading network is developed and maintained so that it is fit for purpose.</p> <p>Efficient and integrated multi-modal</p>

<p>investment in public transport</p> <ul style="list-style-type: none"> <li>• Support economic growth of regional New Zealand through providing better access to markets</li> </ul>	<p>movement of freight with less impact on the roading network and the environment.</p> <p>Effective ports servicing Northland and New Zealand.</p>
<p>A land transport system that provides appropriate transport choices</p> <ul style="list-style-type: none"> <li>• Enable access to social and economic opportunities, particularly for people with limited access to a private vehicle</li> <li>• Increased safe cycling through improvement of the cycle lane network</li> </ul>	<p>Our people have transport choices to access jobs, recreation and community facilities.</p>
<p>A land transport system that is reliable and resilient</p> <ul style="list-style-type: none"> <li>• Improved network resilience and reliability at the most critical points</li> </ul>	<p>Northland's roading network is developed and maintained so that it is fit for purpose.</p>
<p>A land transport system that is a safe system, increasingly free of death and serious injury</p> <ul style="list-style-type: none"> <li>• Reduction in deaths and serious injuries at reasonable cost</li> </ul>	<p>All road users are safe on Northland's roads.</p>
<p>A land transport system that appropriately mitigates the effects of land transport on the environment</p> <ul style="list-style-type: none"> <li>• Understand the costs associated with environmental mitigation</li> </ul>	<p>A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.</p> <p>The transport system enhances the environmental and cultural values of Northland.</p>

## Appendix V – other plans and strategies

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

### Safer Journeys – NZ Road Safety Strategy

In New Zealand, hundreds of people are killed every year and thousands more are injured in road crashes. While we have made improvements over the last 30 years, we still lag behind many developed nations when it comes to the number of people killed in crashes per population.

The Decade of Action for Road Safety calls for a Safe System approach to road safety. This means working across the whole road system with actions for safe roads and roadsides, safe speeds, safe vehicles and safe road use. This is the approach New Zealand is taking through the Safer Journeys Road Safety Strategy 2010–2020 ([www.transport.govt.nz/saferjourneys](http://www.transport.govt.nz/saferjourneys)).

Safer Journeys is a strategy to guide improvements in road safety over the period 2010-2020. The long-term goal for road safety in New Zealand is set out in its vision:

“A safe road system increasingly free of death and serious injury.”

This vision recognises that while we could never prevent all road crashes from happening, we could ultimately stop many of them resulting in death and serious injury. It also broadens our focus beyond preventing deaths to also preventing serious injuries.

To support the vision, Safer Journeys takes a Safe System approach to road safety. This approach means working across all elements of the road system (roads, speeds, vehicles, and road use) and recognises that everybody has responsibility for road safety. We have also identified the issues that are of most concern. These are the priorities for road safety in New Zealand. Safer Journeys describes the actions we will take to address these issues, using a Safe System approach that works across all elements of the road system.

The first actions will focus on introducing a package of initiatives that will have the greatest impact on the road crash problem. This package will address four areas of high concern: increasing the safety of young drivers; reducing alcohol/drug impaired driving; safer roads and roadsides; and increasing the safety of motorcycling. It will also focus on the new medium area of concern – high risk drivers – through the young drivers’ and alcohol/drug impaired driving actions.

### Northland Regional Road Safety Plan

Northland has a unique physical and road transportation environment which demands road safety solutions to be delivered differently from other regions. The Northland Regional Road Safety Plan seeks to systematically coordinate the application of the Safe System approach of the government’s Safer Journeys Strategy to Road Safety in Northland. This means working across all elements of the road system to move towards the following:

- Safe roads and roadsides;



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

The vision of the Regional Road Safety Plan is:

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

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

This is underpinned by three strategic operating policies as follows:

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

### **Regional Public Transport Plan**

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

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

This means we have to prepare an Regional Public Transport Plan because we both administer – and rate for – Whāngārei’s public bus service CityLink and we also administer the Total Mobility Scheme, which gives the disabled and elderly access to discounted taxi trips.

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

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

Adoption of the Regional Public Transport Plan will enable the council to procure services required to deliver an integrated public transport network.

| Legally, a Regional Public Transport Plan must:-

- (i) identify the public transport services that are integral to the public transport network that the regional council proposes to provide;
- (ii) provide an outline of the routes, frequency, and hours of operation of the services identified under subparagraph;
- (iii) arrange all of the public transport services identified in this way into units;
- (iv) indicate the date by which a unit is expected to start operating;
- (v) indicate the date by which any exempt service that is to be replaced by a unit is to be deregistered;
- (vi) identify any units for which the regional council intends to provide financial assistance;
- (vii) identify any taxi services or shuttle services for which the regional council intends to provide financial assistance;
- (viii) describe how the network of public transport services and the taxi/shuttles services will assist the transport-disadvantaged.

The document must also specify any objectives and policies that are to apply to any units; and taxi/shuttle services. It may describe what are termed 'exempt services' but they cannot be subject to policies and objectives.

In relation to identified units, a regional council must include policies on:

- (i) accessibility, quality, and performance;
- (ii) fares and the method or formula or other basis for setting and reviewing those fares;
- (iii) the process for establishing units;
- (iv) the approach that will be taken to procuring the delivery of the service or services in a unit;
- (v) how the procurement of units will be phased in over time;
- (vi) managing, monitoring, and evaluating the performance of units.

The plan must also contain a policy on significance. Other actions can also be included in the plan (for example actions to be taken by the Regional Transport Committee or a particular agency).

The Regional Public Transport Plan must be current for a minimum of three years and a maximum of 10. It must be reviewed and, if necessary, renewed or varied at the same time as (or as soon as possible after) the public transport components of the Regional Land Transport Plan are adopted or varied.

| In preparing a Regional Public Transport Plan, we also have to take into account any national and regional strategies, plans, legislation and guidelines and the need to obtain best value for money in fair and open competition for tender. We also have to consider the views of public transport operators, the NZ Transport Agency, the transport disadvantaged and the general public.

## Appendix VI – UNISA shared statement

The upper North Island of New Zealand is vital to New Zealand's social and economic success. The area is home to over half of New Zealand's population, employment and GDP and accounts for around 50% of the total freight volume and movement – and is forecast to keep growing<sup>7</sup>. An efficient, effective and safe transport system will be needed to support this forecast increase in the movement of people and goods.

There are opportunities to work together at an upper North Island scale to better plan and manage the impacts of future change of upper North Island significance and to communicate shared views with a united voice on these matters. This will help enable upper North Island performance by improving certainty for communities and investors, decision making and the quality of life for local communities.

The current high level land transport investment priorities from central and local governments include measures to reduce urban congestion, reduce costs for business, manage population change, improve connectivity (intra and inter-regionally), improve efficiency and road safety outcomes.

The UNI is currently benefiting from significant transport system investment to achieve these central and local government priorities. Examples of this include the investment in improving the upper North Island inter-regional corridors and on reducing congestion in the main urban centres, particularly Auckland. This investment will have benefits at a local, regional and national level as often transport system improvements deliver benefits to people beyond the location of a project or local government boundary. Going forward, an improved understanding of those upper North Island scale issues and responses to deliver desired transport and wider economic and social outcomes is necessary.

At this stage, at an upper North Island scale, inter-regional road and rail strategic corridor network improvements are critical to enabling improved productivity outcomes through improving connectivity and the efficient and safe movement of people and goods. System improvements to how upper North Island urban centres function, particularly in Auckland, are also critical. A resilient transport network that maintains links between communities remains important.

It is essential to continue to develop and commit to collaborative stakeholder approaches at an upper North Island level to enable issues and opportunities to be identified and solutions agreed to resolve multi-faceted problems. The collaborative work undertaken to date has delivered significant benefits and as it develops further can continue to enable a broader understanding of the upper North Island I inter-relationships and priorities.

*UNISA (the Upper North Island Strategic Alliance) is a collaboration between Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangarei District Council.*

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<sup>7</sup> Ministry of Business, Innovation & Employment, Regional Economic Activity Report 2014; Ministry of Transport, National Freight Demand Study 2014

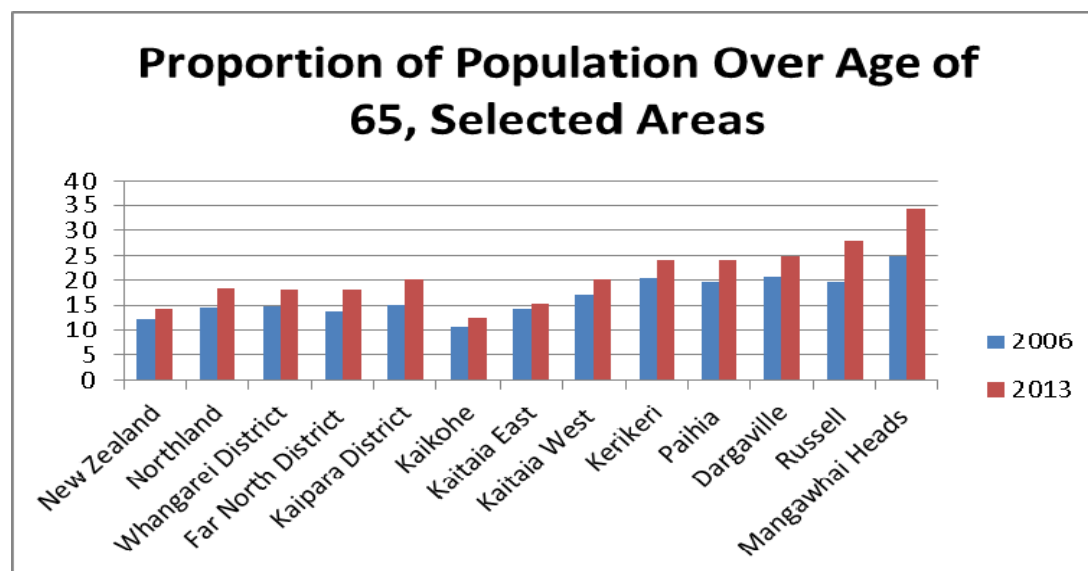
## Appendix VII – Other relevant information

### Northland road network

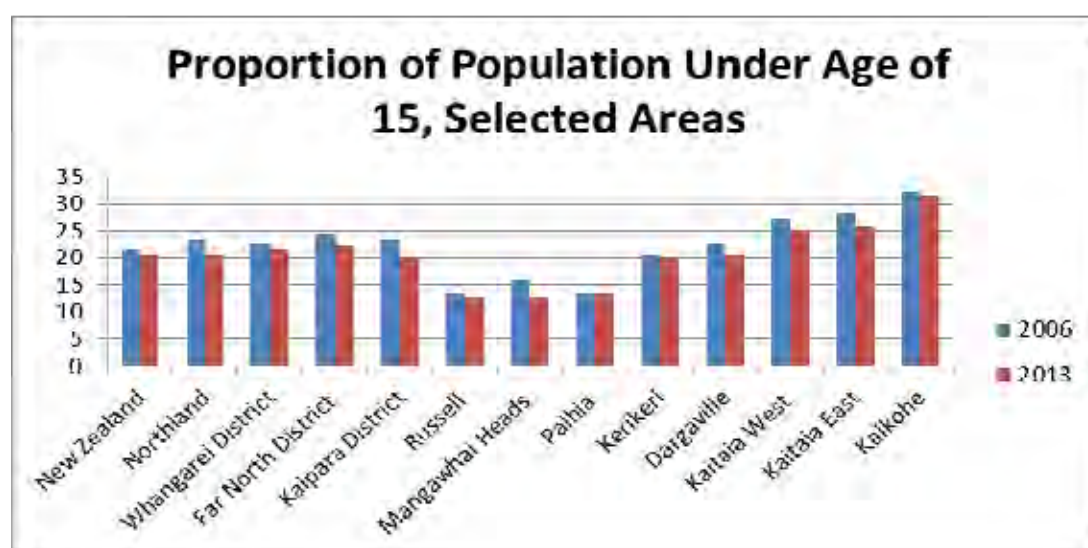
	Road type	Total length (km)	% Sealed	Population (June 2010, Stats NZ)	Land area (km <sup>2</sup> )	Population density (p/km <sup>2</sup> )	Roading density (m/p)	Roading density (km/km <sup>2</sup> )
Far North District Council	Local road urban	201.1	95.5					
	Local road rural	2,340.3	29.1					
	Total	2,541.4		58,400	7,505.0	7.78	51.41	0.40
Kaipara District Council	Local road urban	108.3	90.9					
	Local road rural	1,447.6	23.0					
	Total	1,555.9		18,950	3,122.0	6.07	94.61	0.57
Whangarei District Council	Local road urban	270.8	99.0					
	Local road rural	1,493.1	53.3					
	Total	1,763.9		80,000	3,314.0	24.14	22.70	0.55
State highway network		749.3	100.0					
Northland total		6,610.5	47.2	157,350	13,941.0	11.29	42.01	0.47
New Zealand	Local road urban	17,835.3	98.0					
	Local road rural	65,349.3	51.9					
	State highway	10,909.4	99.7					
Total		94,094.0	66.1	4,370,000	275,446.0	15.90	21.53	0.34
Rail	Helensville to Whāngārei	147						
	Waiotira to Dargaville	47						
	Otiria to Whāngārei	68						
Northland total		262						
New Zealand		4,000						

## Key demographic drivers

The following graphs illustrate further the relative challenges of providing for community travel needs. Specific localities have been selected on the basis that they are some of the largest settlements in the region (excluding Whāngārei which is a special case due to its size). These settlements are 'benchmarked' through each of the subsequent graphs<sup>8</sup>.



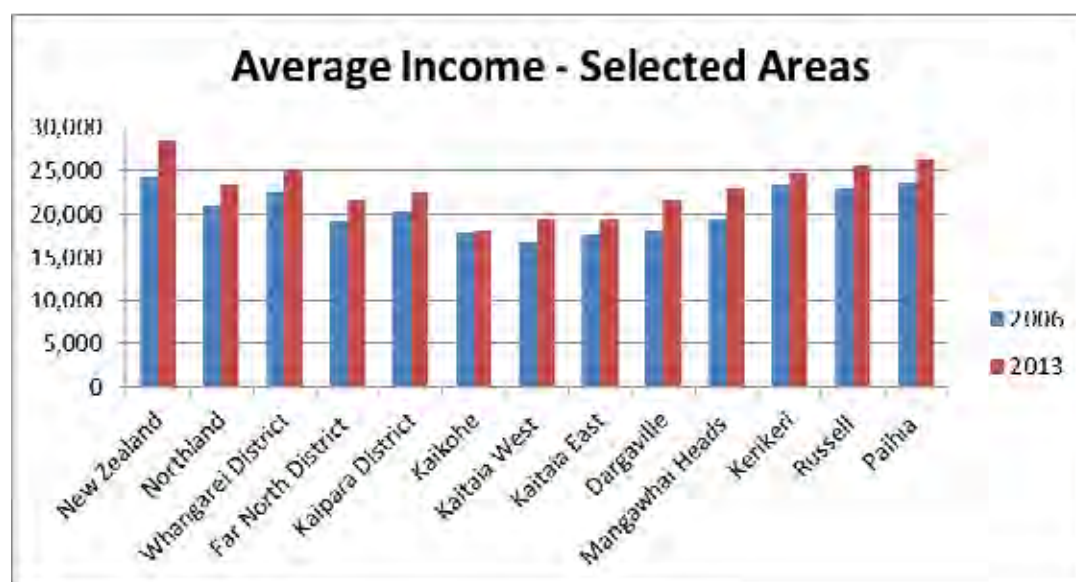
The most up-to-date census data suggests that Northland's population is ageing (mirroring national and international trends for most developed economies). A look at regional, district and selected communities show that this trend is greater in Northland than the national average. In areas where there has been a trend towards retirement living, for instance the Mangawhai Heads area, 35% of the population is now over 65. In contrast, other settlements in Northland, for example Kaikohe, have a higher proportion of younger people although even here, there is a general trend towards an ageing of the population.



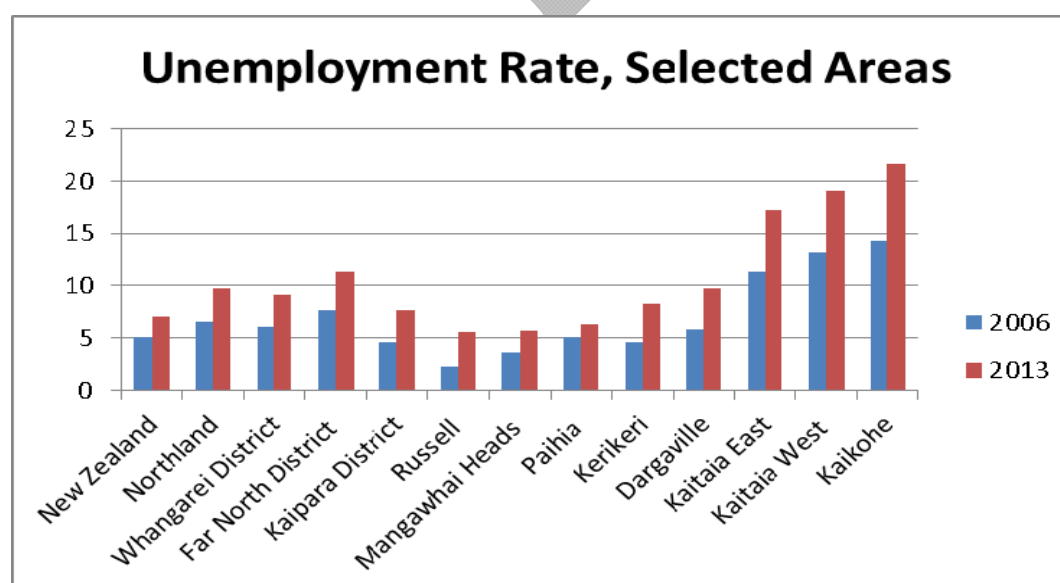
<sup>8</sup> Kaitiāia is represented as Kaitiāia East and West due to census boundaries.

As the population ages, demand for public transport and total mobility services is likely to increase – this will have issues for the planning and prioritising of public transport investment in the region.

Other key socio-economic indicators reveal significant disparities in the region that will be ongoing considerations for the next 10 years. Income has generally risen across Northland (Kaikohe being the exception in the graph below) however still falls below the national average. The ability of the community to pay the local share for infrastructure is a significant and growing issue.

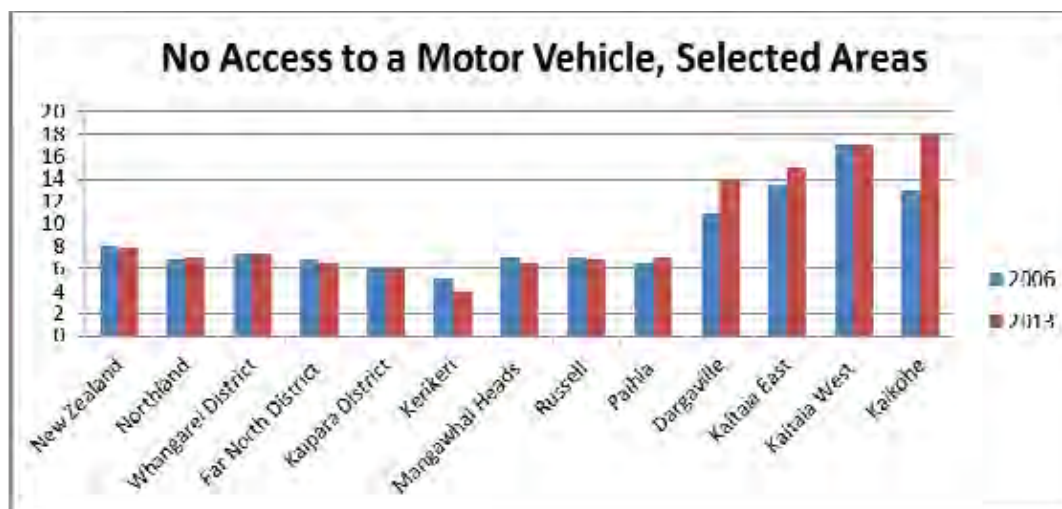


In addition to a low average income, unemployment is typically higher in Northland. Areas that are particularly high and have increased markedly in recent years include Kaikohe and Kaitiā.



A relevant statistic for assessing public transport need is household access to a motor vehicle. Although Northland has a lower proportion of people without access to a motor vehicle, some parts of the region do have significant higher levels, for

instance Kaikohe (almost 1 in 5 households) and Kaitiāia. A household can equate to roughly between 2.5 to 3 people.





## Appendix VIII – Roading priorities in growth areas

