

Regional Transport Committee

Tuesday 10 February 2026 at 10:30 am - 12:30pm

AGENDA

Regional Transport Committee Agenda

Meeting to be held in the Council Chamber
36 Water Street, Whangārei
on Tuesday 10 February 2026, commencing at 10:30 am - 12:30pm

Recommendations contained in the agenda are NOT decisions of the meeting. Please refer to minutes for resolutions.

MEMBERSHIP OF THE REGIONAL TRANSPORT COMMITTEE

Chairperson, NRC Councillor Joe Carr

Deputy Chairperson – NRC Councillor, John Blackwell	FNDC Councillor, Ann Court	KDC Councillor, Rachael Williams
WDC Councillor, Brad Flower	NZTA Representative - Kathryn King, Regional Manager System Design	KiwiRail Programme Director Northland Eric Hennephof

KARAKIA / WHAKATAU

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2.0 NGĀ WHAKAPAHĀ/APOLOGIES	
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Opening Karakia

He hōnore, he korōria ki te Atua

He maungārongo ki te whenua

He whakaaro pai ki ngā tāngata katoa

Hangā e te Atua he ngākau hou

Ki roto, ki tēnā, ki tēnā o mātou

Whakatōngia to wairua tapu

Hei awhina, Hei manaki, hei tohutohu i a matou

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

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

Amine

Honour and glory to God

Peace on Earth

Goodwill to all people

Lord, develop a new heart

Inside all of us

Instil in us your sacred spirit

Help us, care for us, guide us

On our highways and roads across the region,

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

Amen

Closing Karakia

Unuhia, unuhia

Unuhia ki te uru tapu nui

Kia wātea, kia māmā, te ngākau, te tinana, te wairua i
te ara takatā

Koia rā e Rongo, whakairia ake ki runga

Kia tina! TINA! Hui e! TĀIKI E!



TITLE: Confirmation of Minutes - 9 December 2025



From: Haylee Labelle, Personal Assistant Community Resilience

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 12 January 2026
Group Manager/s:

Ngā mahi tūtohutia / Recommendation

That the minutes of the Regional Transport Committee meeting held on 9 December 2025, be confirmed as a true and correct record and that these be duly authenticated by the Chair.

Attachments/Ngā tapirihanga

Attachment 1: RTC Minutes - 9 December 2025  

Regional Transport Committee
9 December 2025

Regional Transport Committee Minutes

Meeting held in the Council Chamber
36 Water Street, Whangārei
on Tuesday 9 December 2025, commencing at 1:00 pm - 3:00pm

Tuhinga/Present:

Chairperson, NRC Councillor Joe Carr
Deputy Chairperson, Councillor John Blackwell
WDC Councillor, Brad Flower
FNDC Councillor, Ann Court
KDC Councillor, Rachael Williams
KiwiRail Programme Director Northland, Eric Hennephof
NZ Transport Agency, Director Regional Relationships, Steve Mutton
(online)

I Tae Mai/In Attendance:

Full Meeting

NRC Group Manager - Community Resilience, Louisa Gritt
NRC Secretariat, Haylee Labelle
NRC Governance Manager, Jane Hickmott
NRC Alternate Member, Pita Tipene
NRC Transport Manager, Chris Powell
NRC Policy Specialist, Michael Payne
WDC GM – Infrastructure, Jim Sephton
WDC Alternate Member, Crichton Christie
WDC CE, Simon Weston
WDC Programme Manager - Road Safety Promotion, Nicole Korach
FNDC Alternate Member, Rachel Baucke (online)
FNDC Transportation Business Manager, Andy Brown
KDC Roading Manager, Varunesh Sinha
NZ Police Inspector, John Fagan
Automobile Association, Tracey Risetto

Part Meeting

NRC Transport Project Officer, Anita Child (online)
NRC Transport Services Coordinator, Pooja Singh

The Chair declared the meeting open at 1pm.

Ngā Mahi Whakapai/Housekeeping (Item 1.0)

Ngā whakapahā/Apologies (Item 2.0)

Moved (Carr / Court)

That the apologies from Councillor Lambeth for non-attendance be received.

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Carried

Nga whakapuakanga/Declarations of Conflicts of Interest (Item 3.0)

It was advised that members should make declarations item-by-item as the meeting progressed.

Presentation of Minutes - 5 August 2025 (Item 4.1)

Report from Haylee Labelle, Personal Assistant Community Resilience

Moved (Blackwell / Williams)

1. That the minutes of the Regional Transport Committee meeting held on 5 August 2025, be noted.
2. Note that in accordance with Northland Regional Council Standing Orders, the last minutes of the triennium have been approved by the Chair and Chief Executive Officer.

Carried

Receipt of Action Sheet (Item 5.1)

Report from Haylee Labelle, Personal Assistant Community Resilience

Moved (Court / Carr)

That the action sheet be received.

Carried

Secretarial notes: Verbal update for Action 1 5/8/25 provided by NZTA and this action is now completed.

Teams are actively working on a permanent design solution to strengthen the bridge, and funding is being sought to enable construction as soon as possible.

Bridge inspections revealed concerns, so a temporary speed limit of 30 km/h and a reduction to one lane were implemented to distribute weight more safely. Subsequently, the bridge was kept as one lane as a semi-permanent solution while a long-term intervention was considered.

In October, new vehicle-triggered traffic lights and a pedestrian/cyclist crossing button were installed, along with CCTV cameras to monitor compliance and system operation. The speed limit was then raised to 60 km/h after these measures were in place.

A remaining issue involves a landowner's driveway affected by the new traffic light setup, which is still being resolved. NZTA clarified that the duration of the permanent works is not yet determined, as the design methodology is still under development.

In response to questions, NZTA confirmed that there have been no issues with slash (debris) affecting the bridge, and that observed cracking is attributed to the bridge's age rather than external factors.

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Regional Transport Committee Elected Representatives and Alternates (Item 6.1)

Report from Chris Powell, Transport Manager - Northland Regional Council

Moved (Carr / Blackwell)

1. That the report 'Regional Transport Committee Elected Representatives and Alternates' by Chris Powell, Transport Manager - Northland Transport Alliance and dated 28 October 2025, be received.
2. That the formally elected Regional Transport Committee Representatives and Alternate Representatives be duly noted.

Carried

Secretarial notes: Amendments to the report accepted to read Northland Regional Council in place of NTA and a change in dates to match the current triennium

KiwiRail Representation on the Regional Transport Committee (Item 6.2)

Report from Chris Powell, Transport Manager - Northland Regional Council

Moved (Blackwell / Williams)

1. That the report 'KiwiRail Representation on the Regional Transport Committee' by Chris Powell, Transport Manager - Northland Regional Council and dated 14 October 2025, be received.
2. That the Regional Transport Committee approve the appointment of a non-voting KiwiRail representative to the Regional Transport Committee.
3. That the Regional Transport Committee note that, in accordance with Section 105A of the Land Transport Management Act 2003, the KiwiRail Representative will have no voting rights.
4. That the appointed KiwiRail representative be invited to attend all Regional Transport Committee meetings for the period 2025-2028.

Carried

Regional Transport Committee Terms of Reference (Item 7.1)

Report from Chris Powell, Transport Manager - Northland Regional Council

Moved (Court / Williams)

That the report 'Regional Transport Committee Terms of Reference' by Chris Powell, Transport Manager - Northland Regional Council and dated 28 October 2025, be received.

Carried

Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report (Item 7.2)

Report from Chris Powell, Transport Manager - Northland Regional Council

Moved (Williams/ Blackwell)

That the report 'Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report' by Chris Powell, Transport Manager - Northland Regional Council and dated 24 November 2025, be received.

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Carried

Secretarial notes: Kaipara's network is improving, with 65% of pavement rehabilitation completed for the financial year, \$20 million in capital projects, and significant emergency works from Cyclone Gabrielle. Bridge repair contracts are in procurement, and a major seawall project is progressing toward completion by mid-March.

Whangarei District Council (WDC) has identified Springs Flat as its largest current project, awarded all contracts, and scheduled work to continue into the next construction season. A panel established is delivering slip repairs, with one area (Memorial Drive) flagged as problematic due to high costs. WDC noted that the funding uptake report was a quarterly report and did not reflect their most recent request for fund uptake of around \$7m, reflecting the large amount of work going on around the district.

NZTA provided a high-level update on state highway improvements, noting some projects are under budget and that reporting periods are mixed. The importance of monitoring run rates and delivering on funding commitments was emphasised, with the potential for additional funding if projects are delivered efficiently.

Committee members discussed the format and level of detail for infrastructure and financial reporting to the committee, balancing the need for high-level summaries with operational detail.

The committee agreed to task the NRC Transport Manager to work with roading managers from each council to develop a high-level report summary template, including links to more detailed information, to be presented at the next RTC meeting.

Actions

NRC Transport Manager to work with roading managers from each council to develop a high-level report summary with links to detailed information, and present the proposed format at the next RTC meeting..

NZTA Waka Kotahi Update for Te Tai Tokerau (Item 7.3)

Report from Steve Mutton, NZTA - Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau

Moved (Mutton/ Carr)

That the report 'NZTA Waka Kotahi Update for Te Tai Tokerau' by Steve Mutton, NZTA - Director Regional Relationships, Te Tai Tokerau me Tāmaki Makaurau and dated 14 October 2025, be received.

Carried

Secretarial notes: NZTA outlined the new, outcome-focused NZTA strategy and the development of evidence packs for Northland, intended to support the Regional Transport Plan (RTP) and Long-Term Plan (LTP) processes. Feedback on these packs is welcomed.

Key national initiatives include improvements to the One Network Framework, state highway investment proposals, and the rollout of the national ticketing solution, which will reach Northland by 2027.

Safety remains a national priority, with school speed limits, intersection upgrades, and community initiatives underway. In Northland, productivity improvements, resilience, and safety dominate investment, with major corridor projects progressing.

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Council members raised the importance of recognising hapū and iwi as partners in transport planning. NZTA confirmed ongoing engagement and the value of their partnership, noting they are not itemised in every report.

The evidence packs are designed as living documents, updated with new data and feedback, and are intended to provide consistent analysis for prioritizing regional transport interventions.

KiwiRail Update (Item 7.4)

Report from Eric Hennephof, KiwiRail - Programme Director Northland

Moved (Carr/ Blackwell)

That the report 'KiwiRail Update' by Eric Hennephof, KiwiRail - Programme Director Northland and dated 24 November 2025, be received.

Carried

Secretarial notes: The reference design for the rail project was made available to interested parties, with 57 responses received. An expression of interest is open for two non-binding options: build only, and design-build-finance, closing in February. The Interior Yard upgrade has been completed, with the system performing well during heavy rain and successfully preventing floodwaters from entering the town. Ecological surveys and cultural impact assessments are underway for the Marsden Point rail link, with the first change of designation approved by WDC and further designation processes ongoing. Major culvert repairs are scheduled during the Christmas block of line, with ongoing minor upgrades to improve the resilience of the North Auckland Line.

Regional Road Safety Report (Item 7.5)

Report from Nicole Cauty, Road Safety Project Manager and Chris Powell, Transport Manager - Northland Regional Council

Moved (Blackwell/ Flower)

That the report 'Regional Road Safety Report' by, Nicole Korach, Road Safety Project Manager, dated 24 November 2025, be received.

Carried

Secretarial notes: Inspector John Fagan provided a verbal update. Police are preparing for the introduction of random oral fluid testing for drugs, expected to commence in the district around March 2026 and reported that efforts are currently focussed on speed and intoxication, with secondary attention to seat belts and distractions

Northland Infrastructure Plan – Update (Item 7.6)

Report from Darryl Jones, Economist

Moved (Williams/ Blackwell)

That the report 'Northland Infrastructure Plan – Update' by Darryl Jones, Economist and dated 24 November 2025, be received.

Carried

Secretarial notes: The development of the Northland Infrastructure Plan, its objectives, integration with other strategies were presented.

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The regional infrastructure plan initiative arose from the Northland Forward Together workshop, aiming to integrate infrastructure planning across councils and align priorities for advocacy and funding.

Engagement with councils, NZTA, KiwiRail, and other sectors has confirmed the value of a regional plan to provide a consistent narrative for government and internal decision-making.

The plan focuses on enhancing regional prosperity, connectivity, resilience, and sustainable investment, with attention to freight, housing, and the role of hapū in economic development.

The governance framework for the plan is still being determined, with the current Joint Regional Economic Development Committee providing oversight. Integration with the Regional Transport Plan and other strategies is a priority to avoid duplication and ensure alignment.

The Chair reminded attendees about the statutory responsibilities of the RTC with regard to prioritisation of land transport. RTC members highlighted the need to connect various strategies and address gaps, particularly in housing, workforce, and multi-sector collaboration. The plan will undergo further engagement and consultation in the coming year.

Regional Transport Infrastructure Resilience Study - Update (Item 7.7)

Report from Chris Powell, Transport Manager - Northland Regional Council and Kayla Gunson, Regional Transport Coordinator

Moved (Court/ Carr)

That the report 'Regional Transport Infrastructure Resilience Study - Update' by Chris Powell, Transport Manager - Northland Regional Council and Kayla Gunson, Regional Transport Coordinator and dated 18 November 2025, be received.

Carried

Secretarial notes: The study compiles risk assessments for over 2,300 road sections, integrates hazard mapping, and aims to inform prioritization and funding decisions for resilience projects. The study consolidates previous resilience assessments from multiple agencies into a single regional overview, rating each road section and structure (bridges, culverts) by risk level and mapping vulnerabilities to hazards such as flooding and sea level rise. The resulting database and maps will support the RTC in making informed decisions and provide a robust business case for funding applications to NZTA.

Chairman noted the complexity and extensive scope of the study, the need to focus on critical routes, and the importance of coordinating with other regional infrastructure planning efforts to avoid duplication and ensure timely delivery.

Actions:

GM Community Resilience to forward the draft WSP Natural Hazards Resilience Assessment Phase 2 report to RTC Members and Alternates

Draft Regional Public Transport Plan (Item 7.8)

Report from Chris Powell, Transport Manager - Northland Regional Council and Kayla Gunson, Regional Transport Coordinator

Moved (Flower/ Williams)

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That the report 'Draft Regional Public Transport Plan' by Chris Powell, Transport Manager - Northland Regional Council and Kayla Gunson, Regional Transport Coordinator and dated 18 November 2025, be received.

Carried

Secretarial notes: Chairman raised concerns about low patronage on some bus routes and emphasized the need for data on usage and costs to inform decisions about continuing or modifying services (focused on Hokianga Link and Mid North) It was noted that the Hokianga Link operates 2-days per week, Mid North – 3 days per week and Far North – daily. It was noted that all decisions relating to changes to services lie with the Northern Regional Council.

Whakamutunga (Conclusion)

The meeting concluded at 3pm.

TITLE: **Receipt of Action Sheet**

From: Haylee Labelle, Personal Assistant Community Resilience

Authorised by Louisa Gritt, Group Manager - Community Resilience, on 12 January 2026
Group Manager/s:

Whakarāpopototanga / Executive summary

The purpose of this report is to enable the meeting to receive the current action sheet.

Nga mahi tutohutia / Recommendation

That the action sheet be received.

Attachments/Ngā tapirihanga

Attachment 1: Action Sheet [!\[\]\(e1c624d4757f08486e89482c18364c17_img.jpg\)](#) 

Regional Transport Committee Action Sheet						
Action	Meeting date	Agenda Item	Action	Person(s) responsible	Status	Notes
4	1/04/2025	7.4 Regional Road Safety Report	Check if any data is available to share with NZTA on an increase of road incidents following long periods of dry weather	WDC Road Safety Project Manager	In Progress	22/5/25 Email from Road Safety Manager to advise that it has turned into quite a big piece of work – but it is in progress. There is a project going on where we are looking at high-risk roads for some extra signage and this piece of work fits into that – so we won't be able to talk to it at the June RTC but possibly the next 7/4/25 NRC Transport Manager has forwarded this task to the WDC Road Safety Manager to undertake
1	5/08/2025	7.2 NZTA Waka Kotahi Update for Te Tai Tokerau	Provide either a written update or a verbal update to the RTC regarding the investigation and status of Mangakahia Bridge	NZTA Director of Regional Relationships	Complete	9/12/25 verbal update provided at the meeting and secretarial notes capture the information No slide in the RTC ppt for this one – Steve will provide a verbal update at RTC
1	9/12/2025	7.2 RLTP 2021/2027 Funding Uptake Report	Work with roading managers from each council to develop a high-level report summary with links to detailed information, and present the proposed format at the next RTC meeting.	NRC Transport Manager	Complete	22/12/25 Meeting held with RCAs
2	9/12/2025	7.7 Regional Transport Infrastructure Resilience Study	Forward the draft WSP Natural Hazards Resilience Assessment Phase 2 report to RTC Members and Alternates	GM Community Resilience	Complete	10/12/25 Documentation emailed

TITLE: **Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report**

From: Chris Powell, Transport Manager - Northland Regional Council

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 30 January 2026

Whakarāpopototanga / Executive summary

This report details the funding assistance uptake by each Approved Road Controlling Authority and the Regional Council through subsidy claims submitted to the New Zealand Transport Agency Waka Kotahi for the financial period 1 July 2025 to 31 December 2025.

The above period relates to the second financial year of the Regional Land Transport Plan Three Year Review that covers the 2024-2027 funding period.

Ngā mahi tūtohutia / Recommendation

That the report 'Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report' by Chris Powell, Transport Manager - Northland Regional Council and dated 22 January 2026, be received.

Background/Tuhinga

Section 106 of the Land Transport Management Act 2003 stipulates that: -

(1) The functions of each regional transport committee (other than the regional transport committee for Auckland) are—

(a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and

(b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.

In addition to the above, one of the functions of the Regional Transport Committee (RTC) is to monitor the progress of the relevant Regional Land Transport Plan Three Year Review 2024-2027 (RLTP).

This report provides the RTC with a quarterly update on the uplift of funding assistance by Far North District Council, Whangarei District Council, Kaipara District Council, New Zealand Transport Agency Waka Kotahi and the Northland Regional Council for transport related works and projects applied for through the RLTP and as approved in the National Land Transport Programme 2024-2027 (NLTP).

It is important to note that the information contained in the attached spreadsheets aligns with New Zealand Transport Agency Waka Kotahi (NZTA) financial year quarterly forecasting and the Minister of Transport financial year Quarterly Reports. As the above information invariably becomes available following RTC meetings, all Regional Land Transport Plan Funding Assistance Uptake Reports will reflect the previous quarter's information.

These reports and attached spreadsheets provide the RTC with information relating to how each Activity Class/Programme: -

- Is tracking regarding the uptake of the funding assistance approved through the 2024/2027 National Land Transport Programme for the 2025/2026 financial year.
- Supports the five Regional Strategic Objectives reflected in the Regional Land Transport Plan 2021-2027 – Three Year Review.
- Supports the seven Regional Priorities included in the Regional Land Transport Plan 2021-2027 – Three Year Review.

It further details: -

- The year-to-date funding assistance uplifted in the 2025/2026 financial period, and
- The reasons for any variations and action to be taken.

Please note that the spreadsheets attached to this paper reflect the funding uptake for each approved authority for the period 1 July 2025 to 31 December 2025. The actual expenditure contained in this spreadsheet has been sourced from the individual approved authorities December 2025 claim to NZTA.

It is important to note that the National Land Transport Plan 2024/2027 funding period is a three-year funding programme and allows for funding to be moved within the three-year period.

As this report updates the RTC on the national funding assistance (subsidies) uptake for those Activities/Programmes approved in the NLTP reflected, the **Attachments** do not include non-subsidised projects or work categories.

The base information contained in the attachments is sourced directly from the New Zealand Transport Agency's Waka Kotahi '2024-2027 National Land Transport Programme for Northland.

Any questions regarding the information reflected in the **spreadsheets** can be directed to the relevant approved Road Controlling Authority.

Road Controlling Authority Reports

At the December 2025 RTC meeting, the issue pertaining to the nature and size of the quarterly reports being received from the Road Controlling Authorities was discussed. It was resolved that the: -

"NRC Transport Manager to work with roading managers from each council to develop a high-level report summary with links to detailed information and present the proposed format at the next RTC meeting."

The transport managers and roading managers met on 22 December 2025 and agreed that the most appropriate way forward was to continue using the existing "Status Report" form with some minor amendments made.


It was agreed that whilst this document served to provide a high-level indication of progress regarding transport infrastructure and services, where applicable, links would be included in the Status Report directing the reader to the appropriate documentation that provides greater detail on the subject.

This process would serve to reduce the amount of paperwork presented to the RTC but would still afford each member of opportunity of sourcing additional information if required.

It was further agreed that these reports should be included in with the Regional Land Transport Plan 2021/2027 - National Funding Assistance Uptake Report as they directly relate and support each other.

Copies of the Far North, Whangarei and Kaipara District Councils are attached for consideration.

Attachments/Ngā tapirihanga

Attachment 1: Funding Uptake Reports [↓](#) 

Attachment 2: Whangarei District Council Status Report [↓](#) 

Attachment 3: Kaipara District Council Status Report [↓](#) 

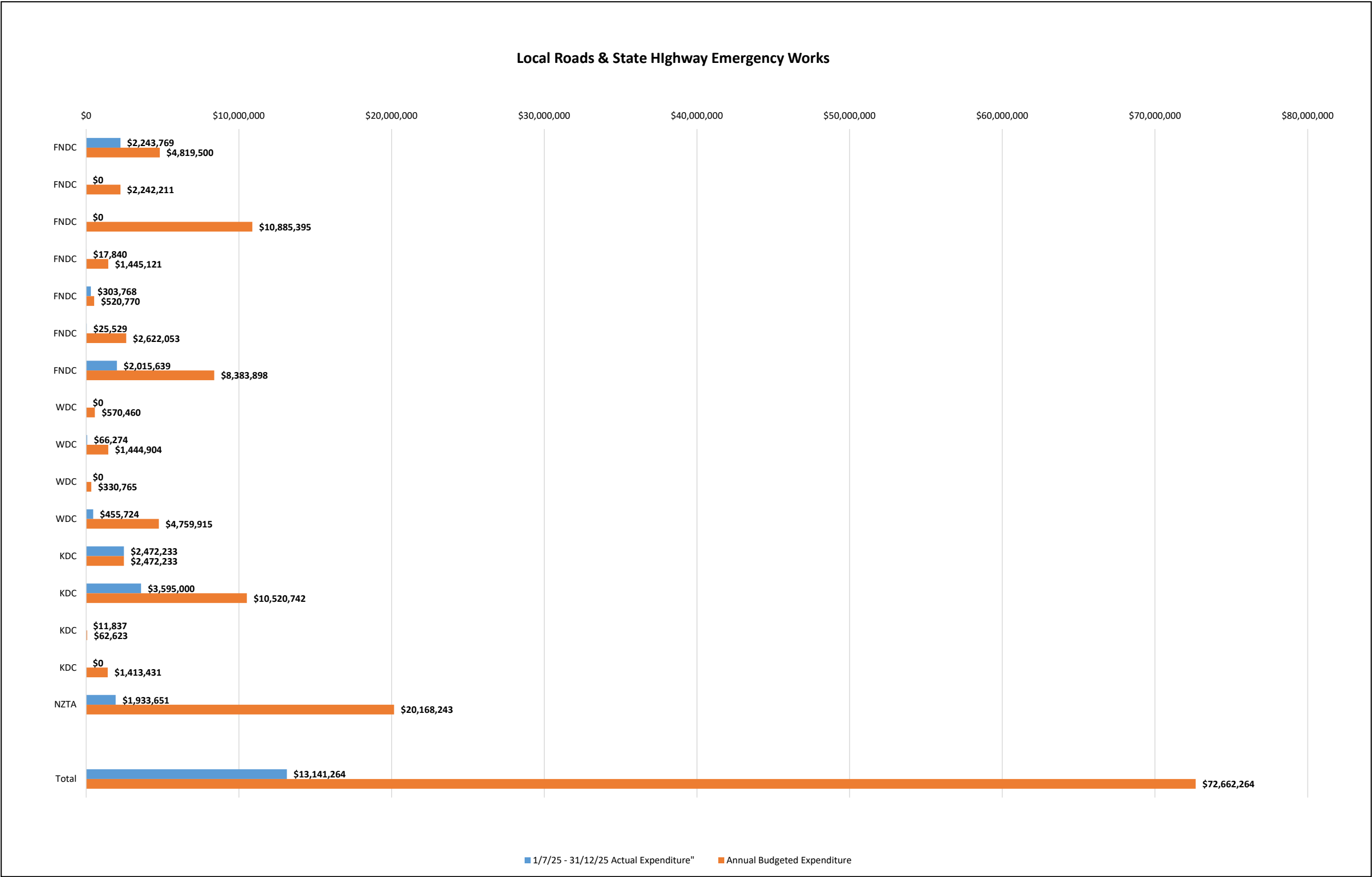
Attachment 4: Far North District Council Status Report [↓](#) 

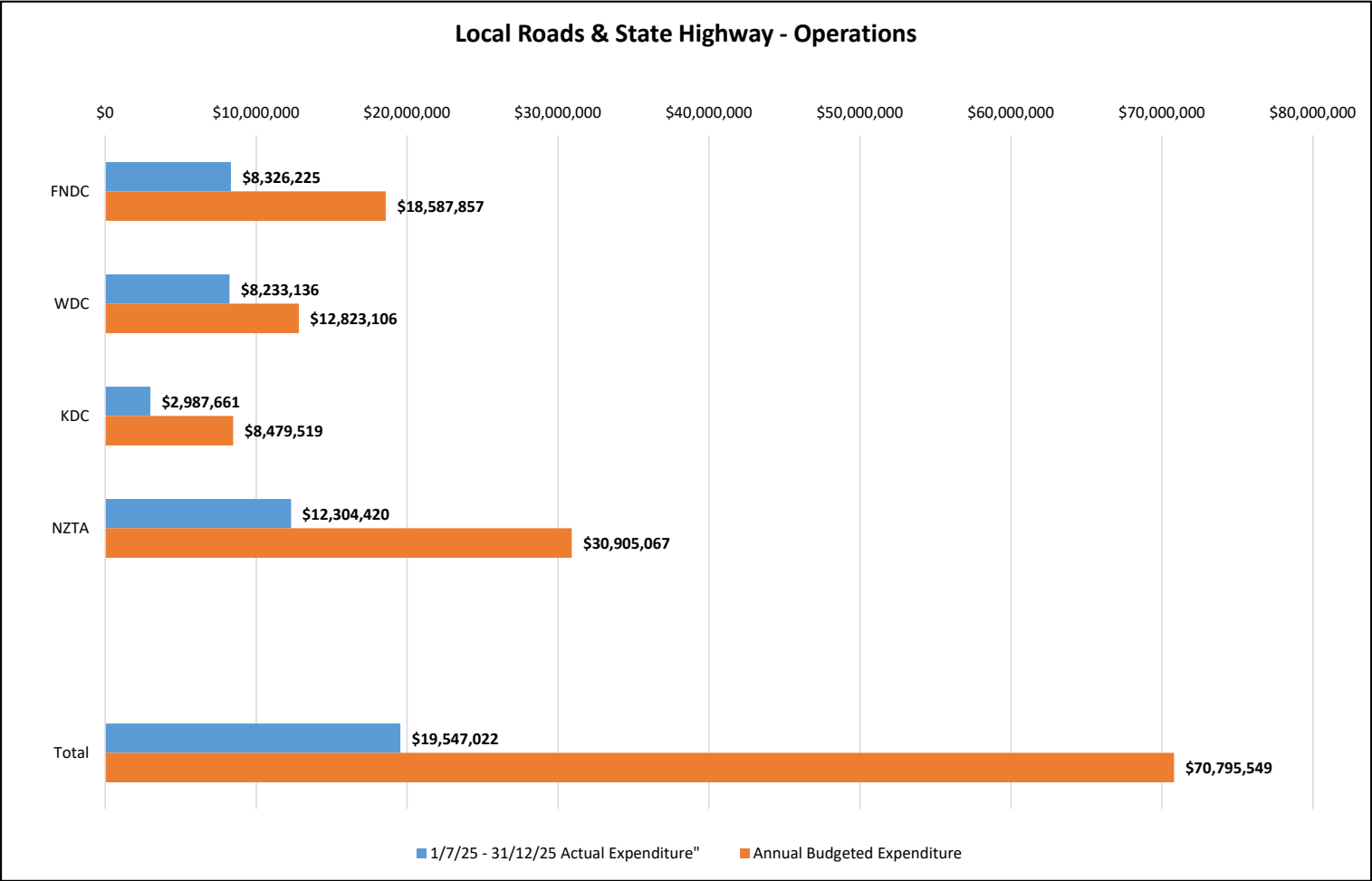
Regional Land Transport Plan 2021/2025 - Funding Uptake for 2025/2026 Financial Year

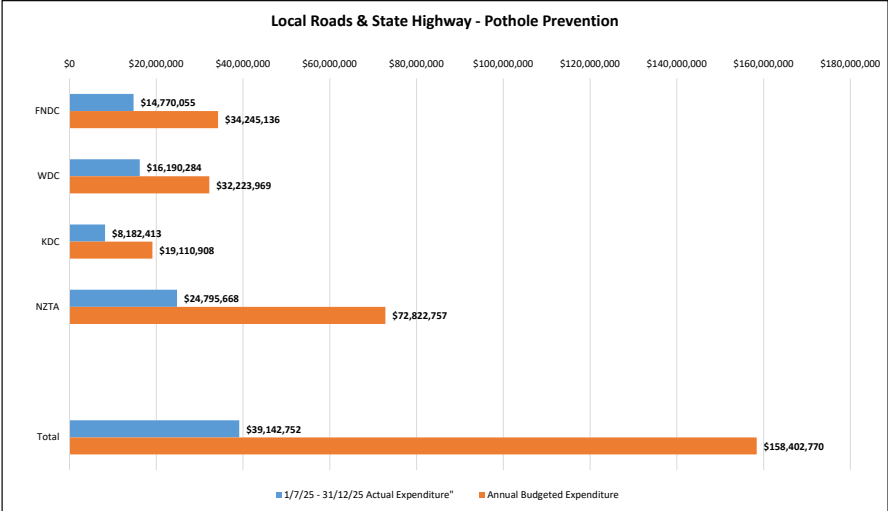
1 July 2025 - 31 December 2025

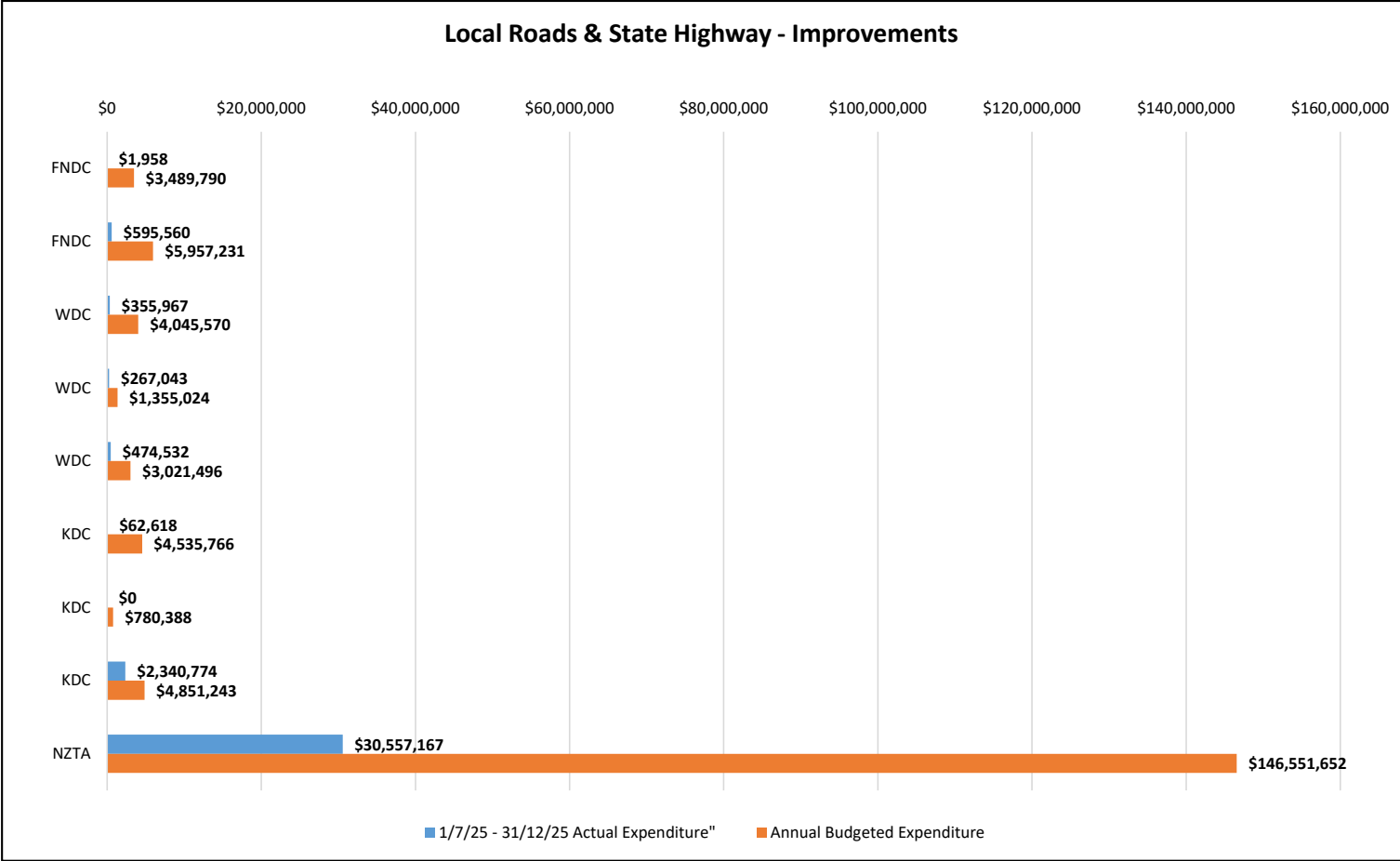
Activities/Programmes	W/C	App Auth	FAR	Status	2025/2026 Financial Year			Forecasted Remaining Expenditure 2025/2026	Cumulative 1/7/25 - 31/12/25			Probability of Full Funding Uptake in 2025/2026 Financial Year	Reasons for Variance and Remedial Action to be Taken
					Annual Budgeted Cost	Total Actual Expenditure to Date	% of Budget Spent		Forecast Expenditure to 31 December 2025	Actual Expenditure	Progress for Year to Date		
Emergency Works													
Ew - August 2022	141	FNDC	71%	App	\$4,819,500	\$2,243,769	47%	\$2,575,731	\$2,243,769	\$2,243,769	100%	High	All works on schedule and in play, full delivery is expected
Ew - August 2022	141	FNDC	91%	App	\$2,242,211	\$0	0%	\$2,242,211	\$0	\$0	0%	High	All works on schedule and in play, full delivery is expected
Ew - August 2022	141	FNDC	91%	App	\$10,885,395	\$0	0%	\$10,885,395	\$0	\$0	0%	High	All works on schedule and in play, full delivery is expected
Ew - Ann.Weekend & Cyclone Gabrielle 2023	141	FNDC	91%	App	\$1,445,121	\$17,840	1%	\$1,427,281	\$17,840	\$17,840	100%	High	All works on schedule and in play, full delivery is expected
EW - Cyclone Tam & Late April Event 2025	141	FNDC	91%	App	\$520,770	\$303,768	58%	\$217,002	\$303,768	\$303,768	100%	High	All works on schedule and in play, full delivery is expected
EW - June 2023	141	FNDC	91%	App	\$2,622,053	\$25,529	1%	\$2,596,524	\$25,529	\$25,529	100%	High	All works on schedule and in play, full delivery is expected
EW - June 2023	141	FNDC	91%	App	\$8,383,898	\$2,015,639	24%	\$6,368,259	\$2,015,639	\$2,015,639	100%	High	All works on schedule and in play, full delivery is expected
EW - November 2022 Storm Event	141	WDC	53%	App	\$570,460	\$0	0%	\$570,460	\$0	\$0	0%	Low	If no additional E/W repairs identified for this event, the claim will be closed.
EW - February 2023 Cyclone Gabrielle - Ext Funding	141	WDC	53%	App	\$1,444,904	\$66,274	5%	\$1,378,630	\$66,274	\$66,274	100%	Medium	Some of the work will be completed before end of 2025/26. Balance will be carried over
EW - February 2023 Cyclone Gabrielle - Ext Funding	141	WDC	53%	App	\$330,765	\$0	0%	\$330,765	\$0	\$0	0%	Medium	Some of the work will be completed before end of 2025/26. Balance will be carried over
EW - February 2023 Cyclone Gabrielle - Ext Funding	141	WDC	53%	App	\$4,759,915	\$455,724	10%	\$4,304,191	\$455,724	\$455,724	100%	Medium	Memorial Dr closed - Unlikely that any of the work will be completed before end of 2025/26.
EW - February 2023 Cyclone Gabrielle	141	KDC	62%	App	\$2,472,233	\$2,472,233	100%	\$0	\$2,472,233	\$2,472,233	100%	High	Work completed.
EW - February 2023 Cyclone Gabrielle	141	KDC	92%	App	\$10,520,742	\$3,595,000	34%	\$6,925,742	\$4,182,000	\$3,595,000	86%	High	Design and Tender work in progress. Funding will be fully uplifted by financial year end.
EW - January 2025 Mangawhai High Wind Event	141	KDC	82%	App	\$62,623	\$11,837	19%	\$50,786	\$0	\$11,837	0%	Unkown	No reason provided.
EW - 29 July 2025 Event	141	KDC	82%	App	\$1,413,431	\$0	0%	\$1,413,431	\$0	\$0	0%	Unkown	No reason provided.
State Highway Emergency Works	141	NZTA	100%	App	\$20,168,243	\$1,933,651	10%	\$18,234,592	\$8,748,949	\$1,933,651	22%	High	NZTA costs are expected to achieve Forecast Expenditure to end June 2026 but may not achieve the Annual Budgeted Cost in this financial year.
Total - Emergency Works		Total			\$72,662,264	\$13,141,264	18%	\$59,521,000	\$20,531,725	\$13,141,264	64%		
Local Roads & State Highways - Operations													
Far North District Council	114-222	FNDC	71%	App	\$18,587,857	\$8,326,225	45%	\$10,261,632	\$8,326,225	\$8,326,225	100%	High	All works on schedule and in play, full delivery is expected
Whangarei District Council	114-222	WDC	53%	App	\$12,823,106	\$8,233,136	64%	\$4,589,970	\$8,233,136	\$8,233,136	100%	High	Anticipated all of the budget forecast will be spent by the end of 2025/26 financial year.
Kaipara District Council	114-222	KDC	62%	App	\$8,479,519	\$2,987,661	35%	\$5,491,858	\$3,137,661	\$2,987,661	95%	High	Funding will be fully uplifted by financial year end.
NZ Transport Agency Waka Kotahi	114-222	NZTA	100%	App	\$30,905,067	\$12,304,420	40%	\$18,600,647	\$29,856,534	\$12,304,420	41%	High	NZTA costs are expected to achieve Forecast Expenditure to end June 2026 but may not achieve the Annual Budgeted Cost in this financial year.
Total Operations		Total			\$70,795,549	\$19,547,022	28%	\$20,343,460	\$19,697,022	\$19,547,022	99%		
Local Road & State Highways - Pothole Prevention													
Far North District Council	111-225	FNDC	71%	App	\$34,245,136	\$14,770,055	43%	\$19,475,081	\$14,770,055	\$14,770,055	100%	High	All works on schedule and in play, full delivery is expected
Whangarei District Council	111-225	WDC	53%	App	\$32,223,969	\$16,190,284	50%	\$16,033,685	\$12,889,588	\$16,190,284	126%	High	All of the budget forecast will be spent by the end of 2025/26 financial year.
Kaipara District Council	111-225	KDC	62%	App	\$19,110,908	\$8,182,413	43%	\$10,928,495	\$9,621,695	\$8,182,413	85%	High	Construction work in progress. Funding will be fully uplifted by financial year end.
NZ Transport Agency Waka Kotahi	111-225	NZTA	100%	App	\$72,822,757	\$24,795,668	34%	\$48,027,089	\$74,394,035	\$24,795,668	33%	High	NZTA costs are expected to achieve Forecast Expenditure to end June 2026 but may not achieve the Annual Budgeted Cost in this financial year.
Total Pothole Prevention		Total			\$158,402,770	\$39,142,752	136%	\$46,437,261	\$37,281,338	\$39,142,752	105%		
Local Road & State Highway - Improvements													
Bridge & Structure Renewals	216	FNDC	71%	App	\$5,236,019	\$153,339	3%	\$5,082,680	\$153,339	\$153,339	100%	High	All works on schedule and in play, full delivery is expected
LC/LR Improvements 2024/27 - Targeted Fund	341	FNDC	71%	App	\$3,489,790	\$1,958	0%	\$3,487,832	\$1,958	\$1,958	100%	High	All works on schedule and in play, full delivery is expected
LC/LR Improvements 2024/27 - Local Road Improvements	341	FNDC	71%	App	\$5,957,231	\$595,560	10%	\$5,361,671	\$595,560	\$595,560	100%	High	All works on schedule and in play, full delivery is expected
Bridge & Structure Renewals	216	WDC	53%	App	\$4,045,570	\$355,967	9%	\$3,689,603	\$355,967	\$355,967	100%	Medium	This will depend on whether most of this funding can be reallocated. To other bridge renewals.
LC/LR Improvements 2024/27 - Targeted Fund	341	WDC	53%	App	\$1,355,024	\$267,043	20%	\$1,087,981	\$267,043	\$267,043	100%	Medium	Some of the work will be completed before end of 2025/26. 3 yr projects - Balance will be carried over
LC/LR Improvements 2024/27 - Local Road Improvements	341	WDC	53%	App	\$3,021,496	\$474,532	16%	\$2,546,964	\$474,532	\$474,532	100%	Medium	Some of the work will be completed before end of 2025/26. 3 yr projects - Balance will be carried over
Bridge & Structure Renewals	216	KDC	62%	App	\$4,535,766	\$62,618	1%	\$4,473,148	\$162,618	\$62,618	39%	High	Design and Tender work in progress. Funding will be fully uplifted by financial year end.
LC/LR Improvements 2024/27 - Targeted Fund	341	KDC	62%	App	\$780,388	\$0	0%	\$780,388	\$0	\$0	0%	Unkown	No reason provided.
LC/LR Improvements 2024/27 - Local Road Improvements	341	KDC	62%	App	\$4,851,243	\$2,340,774	48%	\$2,510,469	\$2,562,486	\$2,340,774	91%	High	Construction work in progress. Funding will be fully uplifted by financial year end.
State Highway & Local Road Improvements		NZTA	100%	App	\$146,551,652	\$30,557,167	21%	\$115,994,485	\$96,560,393	\$30,557,167	32%	High	NZTA costs are expected to achieve Forecast Expenditure to end June 2026 but may not achieve the Annual Budgeted Cost in this financial year.
Total - State Highway and Local Road Improvements		Total			\$179,824,179	\$34,808,958	19%	\$145,015,221	\$101,133,896	\$34,808,958	34%		
Walking and Cycling Maintenance													
Far North District Council	124-225	FNDC	N/A	N/A	\$364,421	\$147,280	0%	\$217,141	\$147,280	\$147,280	100%	High	All works on schedule and in play, full delivery is expected
Whangarei District Council	124-225	WDC	53%	App	\$290,333	\$290,333	100%	\$0	\$290,333	\$290,333	100%	High	Funding fully utilised.
Kaipara District Council	124-225	KDC	62%	App	\$34,536	\$24,274	70%	\$10,262	\$0	\$24,274	24274%	Unkown	No reason provided.

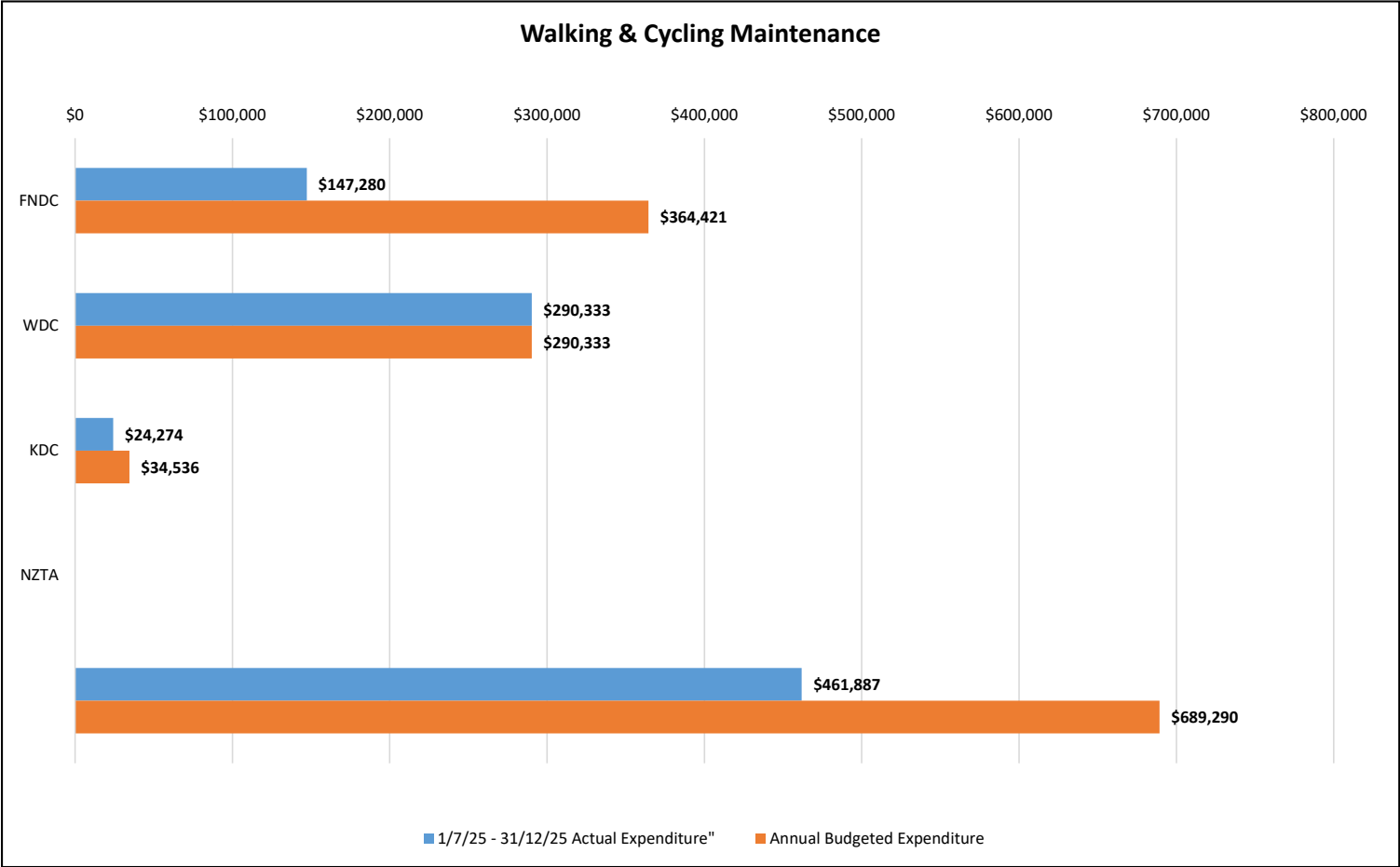
Total - Walking and Cycling Maintenance		Total			\$689,290	\$461,887	\$2	\$227,403	\$437,613	\$461,887	106%		
Walking & Cycling Improvements													
Far North District Council - No projects listed	N/A	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	N/A	No projects listed under this work category.
Whangarei District Council - No Projects Listed	N/A	WDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	N/A	No projects listed under this work category.
Kaipara District Council	452	KDC	62%	App	\$436,915	\$436,915	100%	\$0	\$436,915	\$436,915	100%	High	Work completed.
NZ Transport Agency Waka Kotahi		NZTA	100%	App	\$0	\$0	0%	\$0	\$0	\$0	0%	N/A	No projects listed under this work category.
Total - Walking and Cycling		Total			\$436,915	\$436,915	100%	\$0	\$436,915	\$436,915	100%		
External Funding													
Far North District Council													
CERF - Community Connect	512	FNDC	100%	App	\$27,557	\$13,788	50%	\$13,769	\$13,788	\$13,788	100%	High	All works on schedule and in play, full delivery is expected
CERF - Community Connect	525	FNDC	100%	App	\$2,626	\$0	0%	\$2,626	\$0	\$0	0%	High	All works on schedule and in play, full delivery is expected
LC/LR Improvements 2024/27	341	FNDC	86%	App	\$5,850,000	\$70,784	1%	\$5,779,216	\$70,784	\$70,784	100%	High	All works on schedule and in play, full delivery is expected
		Total			\$5,880,183	\$84,572	1%	\$5,795,611	\$84,572	\$84,572	100%		
Whangarei District Council													
LC/LR Improvements 2024/27 Crown Resilience Funding	341	WDC	77%	App	\$2,572,842	\$296,959	12%	\$2,275,883	\$296,959	\$296,959	100%	Medium	Some of the work will be completed before end of 2025/26. Balance will be carried over to year 3
		Total			\$2,572,842	\$296,959	12%	\$2,275,883	\$296,959	\$296,959	100%		
Kaipara District Council													
LC/LR Improvements 2024/27 Crown Resilience Funding	341	KDC	81%	App	\$224,205	\$224,205	0%	\$0	\$224,205	\$224,205	100%	High	Work completed.
		Total			\$224,205	\$224,205	0%	\$0	\$224,205	\$224,205	100%		
NZ Transport Agency Waka Kotahi													
Crown Funding		NZTA	100%	App	\$15,537,772	\$4,827,413	31%	\$10,710,359	\$13,340,145	\$4,827,413	36%	High	NZTA costs are expected to achieve Forecast Expenditure to end June 2026 but may not achieve the Annual Budgeted Cost in this financial year.
		Total			\$15,537,772	\$4,827,413	31%	\$10,710,359	\$13,340,145	\$4,827,413	36%		
NRC													
CERF - Community Connect - Driver Wages	511	NRC	54%	App	\$145,945	\$50,985	35%	\$94,960	\$72,747	\$50,985	70%	High	Funding will be fully utilised by financial year end.
CERF - Community Connect - Bus Concessions	511	NRC	100%	App	\$33,740	\$0	0%	\$33,740	\$0	\$0	0%	Low	This cost centre has closed. Unspent funds will be cashflowed back to NZTA.
CERF - Community Connect - Total Mobility	517	NRC	100%	App	\$282,511	\$122,782	43%	\$159,729	\$141,255	\$122,782	87%	High	Funding will be fully utilised by financial year end.
		Total			\$462,196	\$173,767	38%	\$288,429	\$214,002	\$173,767	81%		
Total - External Funding		Total			\$24,677,198	\$5,606,916	23%	\$19,070,282	\$14,467,045	\$5,954,313	41%		
Road Safety													
Safety Promotion, Education and Advertising 2024-2027	432	FNDC	71%	App	\$790,000	\$577,536	73%	\$212,464	\$577,536	\$577,536	100%	High	All works on schedule and in play, full delivery is expected
Safety Promotion, Education and Advertising 2024-2027	732	WDC	43%	App	\$390,667	\$290,801	74%	\$99,866	\$290,801	\$290,801	100%	High	Anticipated all of the budget forecast will be spent by the end of 2025/26 financial year.
Safety Promotion, Education and Advertising 2024-2027	432	KDC	62%	App	\$151,497	\$44,667	29%	\$106,830	\$94,667	\$44,667	47%	High	Funding will be fully uplifted by financial year end.
Safety Promotion, Education and Advertising 2024-2027	432	NRC	54%	App	\$92,732	\$55,176	60%	\$37,556	\$46,366	\$55,176	119%	High	Funding will be fully utilised by financial year end.
NZ Transport Agency Waka Kotahi		NZTA	100%	App	\$0	\$0	0%	\$0	\$0	\$0	0%	N/A	No projects listed under this work category.
Total - Road Safety		Total			\$1,424,896	\$968,180	68%	\$456,716	\$1,009,370	\$968,180	96%		
Passenger Transport													
Regional Land Transport Plan 2024/2027 - Imp.	1	NRC	54%	App	\$541,080	\$50,643	9%	\$490,437	\$270,540	\$50,643	19%	Low	The rewrite of the RLTP is in the early stages of development. Unspent funds will be cashflowed into 2026/2027.
Regional Road Safety Action Plan	3	NRC	54%	App	\$115,455	\$24,022	21%	\$91,433	\$57,728	\$24,022	42%	High	Funding will be fully utilised by financial year end.
Passenger Services	511	NRC	54%	App	\$3,334,683	\$908,141	27%	\$2,426,542	\$1,667,341	\$908,141	54%	Medium	Includes carry overs from previous financial year. Costs included in Transport Ops and Management to be included.
Public Transport Facilities - Ops & Maint	514	NRC	54%	App	\$153,841	\$120,106	78%	\$33,735	\$76,920	\$120,106	156%	High	Funding will be fully utilised by financial year end.
Total Mobility Operations	517	NRC	60%	App	\$786,437	\$193,256	25%	\$593,181	\$393,218	\$193,256	49%	High	Funding will be fully utilised by financial year end with increasing demand being experienced.
Total Mobility Wheelcahir Hoists & Ramps Inst.	519	NRC	60%	App	\$237,468	\$0	0%	\$237,468	\$0	\$0	0%	Low	No applications for the installation of wheelchair hoists have been received. Unspent funds will be cashflowed back to NZTA
Total Mobility Wheelchair Hoist Payments	521	NRC	100%	App	\$200,369	\$15,500	8%	\$184,869	\$100,184	\$15,500	15%	Low	Projected expenditure to remain at this level. Unspent funds will be cashflowed back to NZTA.
SuperGold Card	522	NRC	100%	App	\$176,868	\$37,985	21%	\$138,883	\$88,434	\$37,985	43%	High	Funding will be fully utilised by financial year end as service spreads across the region.
Public Transport Operations & Management	524	NRC	54%	App	\$293,713	\$125,189	43%	\$168,524	\$146,856	\$125,189	85%	High	Funding will be fully utilised by financial year end.
Regional Consortium Interim Ticketing Solution	524	NRC	65%	App	\$223,021	\$0	0%	\$223,021	\$0	\$0	0%	High	Annual payments at financial year end. All funding projected to be utilised.
Regional Consortium Interim Ticketing Solution	524	NRC	54%	App	\$63,346	\$0	0%	\$63,346	\$0	\$0	0%	High	Annual payments at financial year end. All funding projected to be utilised.
Ops & Maint of Real Time Ticketing System	525	NRC	54%	App	\$291,713	\$6,517	2%	\$285,196	\$0	\$6,517	6517%	High	Annual payments at financial year end. All funding projected to be utilised.
Public Transport Facilities & Inf- Renewals	534	NRC	54%	App	\$327,540	\$125,347	38%	\$202,193	\$163,770	\$125,347	77%	High	Funding will be fully utilised by financial year end.
National Ticketing Solution (NTS) - Implementation	554	NRC	54%	App	\$116,697	\$23,781	20%	\$92,916	\$58,348	\$23,781	41%	Medium	This is a nationally led project that has suffered numerous delays therefore expenditure to year end unknown.
		Total			\$5,856,831	\$1,630,487	28%	\$4,381,989	\$3,023,339	\$1,630,487	54%		
Grand Total Funding Uptake from NLTP					\$514,769,892	\$115,744,381	22%	\$295,453,332	\$198,018,263	\$116,091,778	59%		

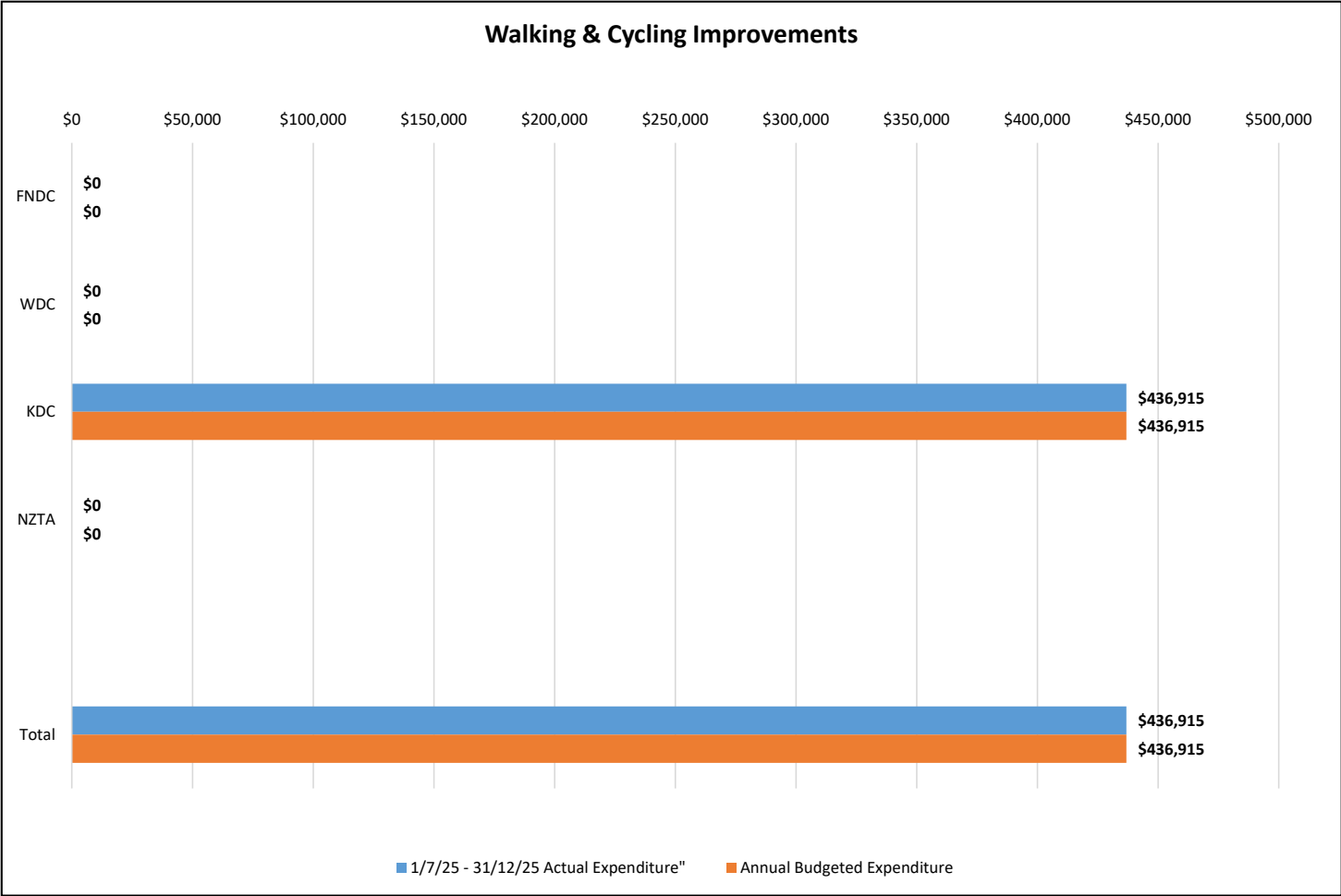


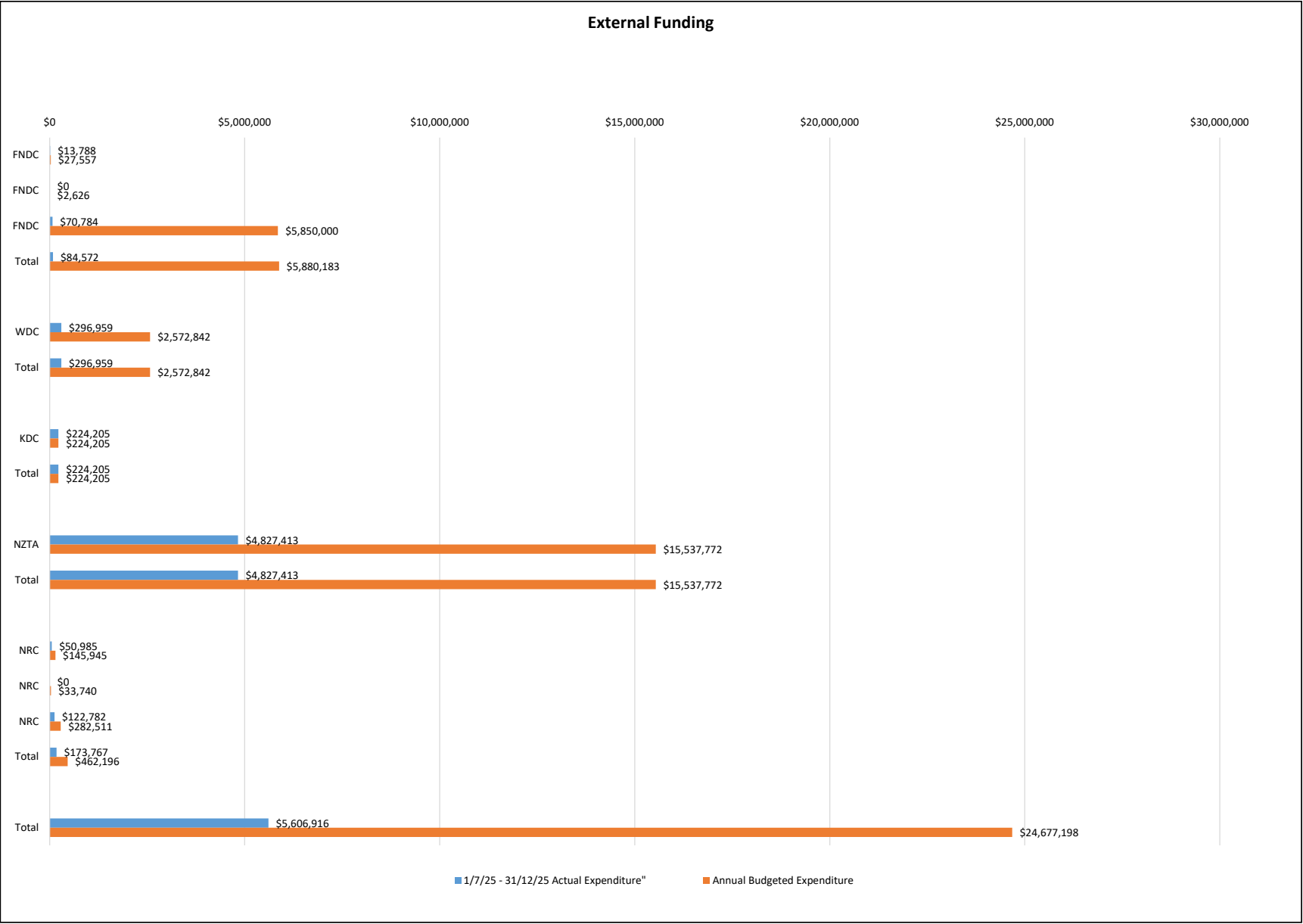


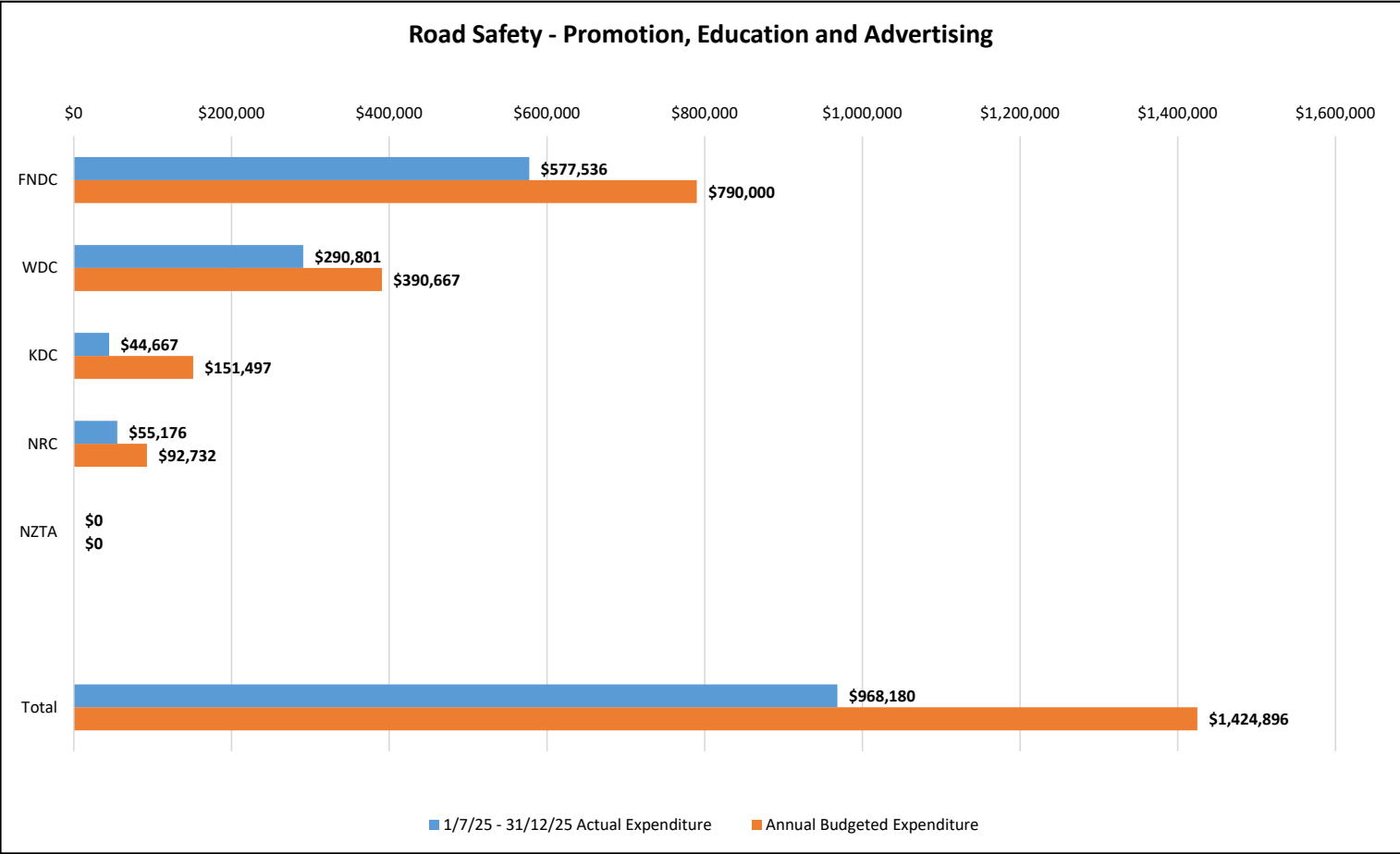


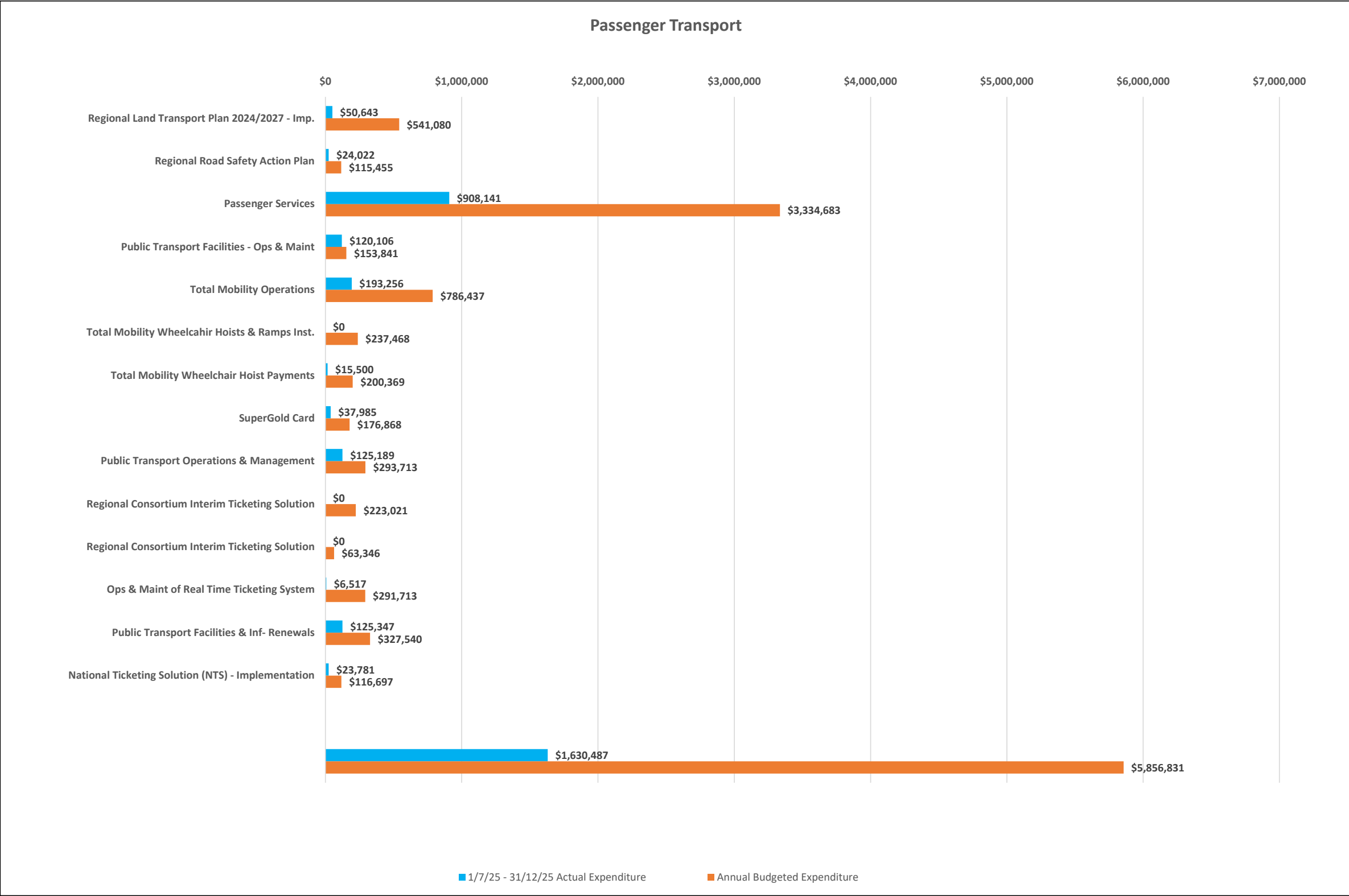












Status Report to Northland Regional Transport Committee	
Project Name	Whangarei District Council
Reporting Period	For the financial period ending 31 December 2025
Forecast End Date	31 December 2025

	Status	Trend
Overall Outcome – Executive Summary		
<ul style="list-style-type: none"> The new maintenance contracts are operating well, with both contracts meeting or exceeding expectations. Capital delivery of renewals is performing well, with these activities now outside the maintenance contracts. Council were unsuccessful in their funding application 100% FAR for Brynderwyn Hills detour improvements, this leaves the local road network vulnerable to unplanned closures of the Brynderwyn Hills for both Whangarei and Kaipara districts. The Springs Flat Project is progressing well. Phase 2 of Springs flat roundabout has been awarded and due to start January 2026. Gillingham Road Bridge replacement is nearing completion. 		

PROGRESS UPDATE

1. Financial	Green	Trend static
<ul style="list-style-type: none"> We are on track to deliver to budget. With a record \$7.4M spend in November followed by \$5.4M in December. Cove Road Detour Route – unable to secure 100% FAR, therefore, project will not proceed. 		
2. Customer experience	Green	Trending up
<ul style="list-style-type: none"> Lower than average number of requests received. 		
3. Road safety	Green	Trend static
<ul style="list-style-type: none"> Delivered more than planned, through reallocation of local share to additional road safety projects; Pīpiwai Road realignment, Glenbervie School and Millers Lane. 		
4. Maintenance & Operations	Green	Trending up
<ul style="list-style-type: none"> Delivering to programme. Large reseal and rehabilitation programme. 		
5. Capital Improvements	Green	Trend static
<ul style="list-style-type: none"> Most projects are under construction or out to tender. We are generally ahead of planned programme. 		

6. Contractor Performance	Green	Trending up
<ul style="list-style-type: none"> New maintenance contracts are performing well in both areas. The renewals delivery has been delivered by a number of suppliers, this works is now outside the maintenance contracts. The performance appears good, with value for money achieved. We will review our delivery process post construction of renewals. 		
7. Risks	Amber	Trend static
<ul style="list-style-type: none"> Transportation Manager of 27 years will be retiring at end of April, this will mean a loss of institutional knowledge. We are mitigating this risk by recruiting for replacement enabling a handover period. Given Brynderwyn Hills Detour (Cove Road) was not funded at 100%, this leaves a risk to the network if another unplanned closure of Brynderwyn Hills. Note that this report covers December, therefore, January storm event not reported on. 		

Status Report to Northland Regional Transport Committee	
Project Name	Kaipara District Council
Reporting Period	For the financial period ending 31 December 2025.
Forecast End Date	31 December 2025.

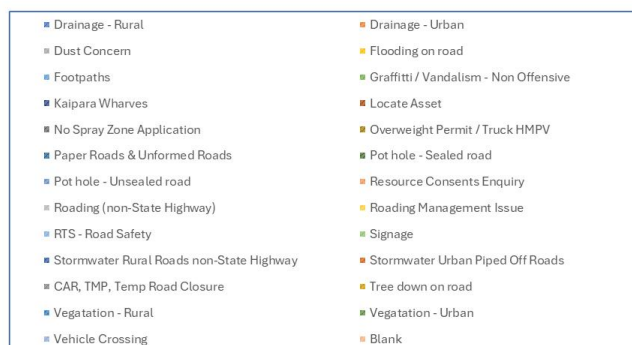
	Status	Trend
Overall Outcome – Executive Summary	Amber	Trend static
Kaipara District Council Roading Programme – Overall Outcome <ul style="list-style-type: none"> Contract Transition & Performance: Now in the second year of the integrated model with Downer, both teams are ahead of annual deliverables, completing 2 of 5 sealed rehab projects and a quarter of the reseal programme early. Performance measures are tracking well overall, despite a spike in complaints in July–August 2025 related to non-compliant aggregate, which Downer resolved at their own cost. Emergency Slip Remediation: 20 sites completed ,14 under monitoring and 7 sites under construction. 18 sites under tendering process Public Feedback & Service Engagement: Between 1 July 2025 and 29 January 2026, Council recorded 3 complaints, 3 compliments, and 1,040 service requests. Service requests are trending down compared to 1,347 in the same period last year. Resources We are actively recruiting for two vacant positions in the transport team 		

PROGRESS UPDATE

1. Financial	Amber	Trend static
Refer to the Appendix A		
2. Customer experience	Green	Trending up
For the period between 1/07/2025 and now, 29/01/2026 <ul style="list-style-type: none"> There were 3 standard complaints received to Council and added to the register. There were 3 official compliments received to Council and added to the register. Total of 1040 service requests raised to Roading Internal, or contractor as detailed below, this is trending better than last year, same period 1/07/2024 - 29/01/2025: 1347 Service Requests. 		

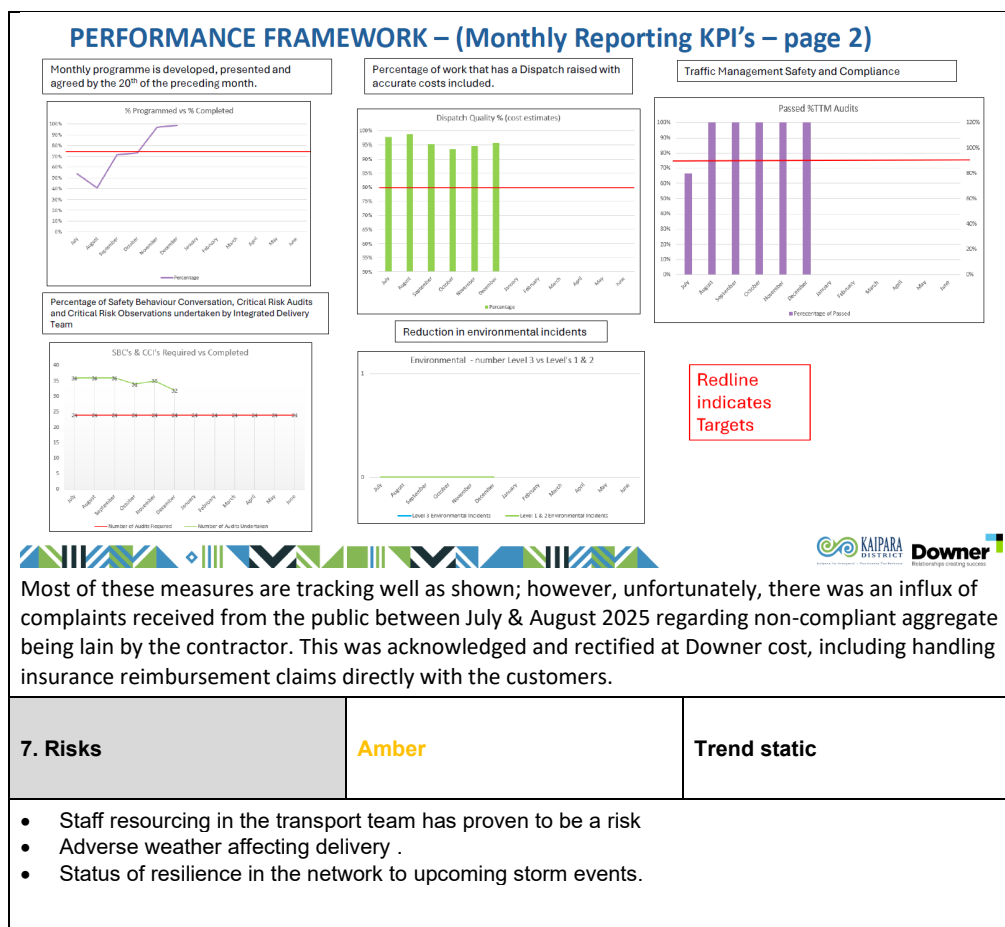
- The most common type of service request was Roothing (non-state highway) and Roothing Management Issues, followed by signage and potholes on unsealed roads.

SERVICE REQUESTS BY TYPE: 1/07/2025-29/01/2026



3. Road safety	Amber	Trend static
<ul style="list-style-type: none"> The fatal and serious crashes have reduced by 4 from the previous FY Minor changes to the network have been carried out based on customer requests 		
4. Maintenance & Operations	Amber	Trend static
<ul style="list-style-type: none"> Delivery of \$11,038,771.93 of Maintenance & Renewals work through Downer CON1033, 52% of the assigned budget to the contract for the FY. Full team of FTE's as of the end of September 2025 in the M&O KDC team – this is the first time since the NTA's disestablishment. 		

5. Capital Improvements	Green	Trending up
<ul style="list-style-type: none"> Completion of Pouto Rd sealed road rehabilitation consisting of 1.26 lane km. Completion of all major elements of Mangawhai Rd sealed road rehabilitation consisting of 2.6 lane km. Driveways & other non-invasive works scheduled for January 2026. Delivery of 36.361km of unsealed renewals, putting shape back into our unsealed roads to assist with drainage. Remainder of the programme to be delivered early 2026. Additional \$1,209,291.82 spent since July 1 on Minor Improvement capital work throughout the district on work such as associated improvements with rehab sites, intersection improvements, ect. Delivery of 11.011km of sealed resurfacing work accounting for 25% of the planned programme in square meters. 		
6. Contractor Performance	Green	Trending up
<ul style="list-style-type: none"> Now into the second year of new integrated model with new contractor Downer under CON1033. Downer team have established a yard in both eastern & western ends of the district. With the advantage of not being in the second year, Downer & KDC have collaboratively been able to get ahead on annual deliverables, as demonstrated in the completion of 2 out of the 5 planned sealed rehabilitation projects before Christmas & a quarter of the reseal programme. We have implemented an integrated model performance framework to track performance as demonstrated in the example below. <p>PERFORMANCE FRAMEWORK – (30 Nov 25 Reporting KPI's – page 1)</p> <p>The performance framework includes five charts:</p> <ul style="list-style-type: none"> RFS' Responded Within 2 Working Days: A bar chart showing response rates from July to June, with a redline target at 95%. Monthly Complaints and Compliments: A bar chart showing counts of complaints and compliments from July to June, with a redline target at 10. RFS's Closed On Time: A bar chart showing completion rates from July to June, with a redline target at 95%. Monthly Inspections Completed on Time: A bar chart showing completion rates from July to June, with a redline target at 95%. Local Suppliers FY25/26: A bar chart showing completion rates from July to June, with a redline target at 95%. <p>A redline indicates targets.</p>		



Status Report to Northland Regional Transport Committee	
Project Name	Far North District Council
Reporting Period	For the financial period ending 31 December 2025.
Forecast End Date	31 December 2025.

	Status	Trend
Overall Outcome – Executive Summary	Green	Trending up
<p>At the beginning of December operational responsibilities were handed over from Margriet Veenstra, the interim Transportation Business Manager, to Andy Brown, the newly appointed permanent Transportation Business Manager. Stellar Projects continued to support the business unit while a new hybrid model professional services contract is completed.</p> <p>As part of the hybrid model professional services approach, consultation was completed in December for the transfer of two dedicated administration staff from the infrastructure administration team. These staff will begin their new fulltime transportation team responsibilities in January. This change is designed to streamline administrative support, improve workflow efficiency, and better align resources within the Transportation team to support the needs of FNDC's communities.</p> <p>The Transportation team continued working collaboratively with Community Stakeholders, Elected Members, Council Departments, Contractors and Developers, ensuring ongoing progress towards Council's priority of delivering safe, efficient, and resilient transport infrastructure across the Far North District.</p>		

PROGRESS UPDATE

1. Financial	Green	Trending up
<ul style="list-style-type: none"> Year to date spend is down at present, this is due to the internal changes that occurred, and the team developing a proactive approach, and implementing trials around find and fix. The programme is now well in delivery and full uptake of funding will occur over the remainder of the LTP period. 		
2. Customer experience	Amber	Trend static
<ul style="list-style-type: none"> This financial year to date over 73% of all roading-RFS's were completed on time. With a total of 2,884 RFS's having been received to date, which is an increase of 25% from the previous year. From October 2025 to December 2025 FNDC: <ul style="list-style-type: none"> Received: 1,104 Completed: 1,010 As at 31st of December 2025 there are 454 open RFS's 149 RFS's on schedule for resolution, 304 RFS's overdue. 		
3. Road safety	Green	Trending up
<ul style="list-style-type: none"> Northland REAP continue to do great work across the Far North. Their report can be found on the council website. 		

4. Maintenance & Operations	Green	Trending up
<ul style="list-style-type: none"> • FNDC is delivering the largest maintenance and renewals program the network has had for more than 7 years. • The program includes: <ul style="list-style-type: none"> • 110 km of unsealed road rehabilitation – including upgrading forestry roads, • 82km of pre-seal repairs and sealed road resurfacing, • 230 km of water tabling, • 1800 culverts being cleared, • 7 km of sealed road rehabilitation. • Maintenance activities are on track and progressing well within the construction season window due to the earlier focus on having a clear workplan established through to the end of the year. • Both maintenance contractors are performing well against this programme due to the clear line of sight of the forward works programme, and all works are in program, resourced, budgeted for and on schedule to be completed this financial year. • This is all part of the bigger strategy to move the road network to a proactively managed one, getting away from the costly and inefficient reactive management of the past. <ul style="list-style-type: none"> In doing this, Council has implemented several enhancements to the existing maintenance contracts as a prelude to the new maintenance contracts that will commence in July 2026. <ol style="list-style-type: none"> 1. The sealed network has been moved away from an inspection led / program approach to find and fix. <p>This means Road Maintenance Patrols now cycle through the network in a planned program, finding and fixing faults as they see them. This has reduced the double handling of work by cutting out the standalone inspection activity and has improved the response times by over half, creating a more resilient sealed road network.</p> 2. Unsealed road grading has been moved to a programmed area, cyclical approach. <p>By moving away from a reactive, network wide grading approach, the unsealed road network has seen a significantly improved level of service. Note this does not affect or improve on the dust nuisance, and there is further work being done developing an Unsealed Road Strategy as part of the Asset Management Plan (AMP) development to address that nuisance.</p> A number of traction seal sites are scheduled for construction later this sealing season. This season ends at the end of March. Ota seal trial sites are continuing to be monitored with the performance of these sites being used to identify other suitable sites which will be constructed this year. 		
5. Capital Improvements	Green	Trending up
<ul style="list-style-type: none"> • After reviewing and reconciling the capital programme, Steller, our consultants tasked with delivering FNDC's capital works, have all projects in play. There are 156 in total, of which 23 are in practical completion, 31 are now complete, 10 in construction and 92 in investigation, design and tendering. The forecast now shows that all 100% NZTA funded, NIWE (North Island Weather Event) works will be completed before June 30, before that funding expires, and the rest of the programme is scheduled for completion by the end of this LTP. 		
6. Contractor Performance	Green	Trending up
<ul style="list-style-type: none"> • Both Maintenance Contractors and our subcontractors have responded well to a proactive programmed approach, and all are now performing well above the communicated expectations. 		
7. Risks	Amber	Trend static

- The biggest risk FNDC has is the likelihood of further weather events causing more resilience impacts due to the damages sustained over several years of significant storm event. If the team can complete all the slip repairs across the network this risk will diminish.

TITLE: NZTA Waka Kotahi Update for Te Tai Tokerau

From: Kathryn King, NZTA - Regional Manager Auckland & Northland System Design

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 27 January 2026

Whakarāpopototanga / Executive summary

The report will be taken as read. Kathryn King will provide a verbal update on the main points.

Ngā mahi tūtohutia / Recommendation

That the report 'NZTA Waka Kotahi Update for Te Tai Tokerau' by Kathryn King, NZTA - Regional Manager Auckland & Northland System Design and dated 17 December 2025, be received.

Background/Tuhinga

NZ Transport Agency will provide a report to the Regional Transport Committee on their Northland activities.

Attachments/Ngā tapirihanga

Attachment 1: NZTA Update [↓](#) 

Northland Regional Transport Committee

NZ Transport Agency Update

February 2026



Te Kāwanatanga o Aotearoa
New Zealand Government

National update



Te Kāwanatanga o Aotearoa
New Zealand Government

2027-30 NLTP development

Key dates 2026

- **March:** NZTA will share draft evidence to inform the development of continuous programme bids with the sector.
- **June:** NZTA will share draft evidence to inform the development of RLTP improvement programmes with the sector.
- **August:** Draft continuous programmes will be submitted in Transport Investment Online (TIO).
- **October:** Draft Investment Prioritisation Method will be released by NZTA for consultation.
- **December:** Final continuous programmes (including the State Highway Investment Proposal) are submitted in TIO.
- **December:** Draft improvement activities (including the State Highway Investment Proposal) are submitted in TIO.

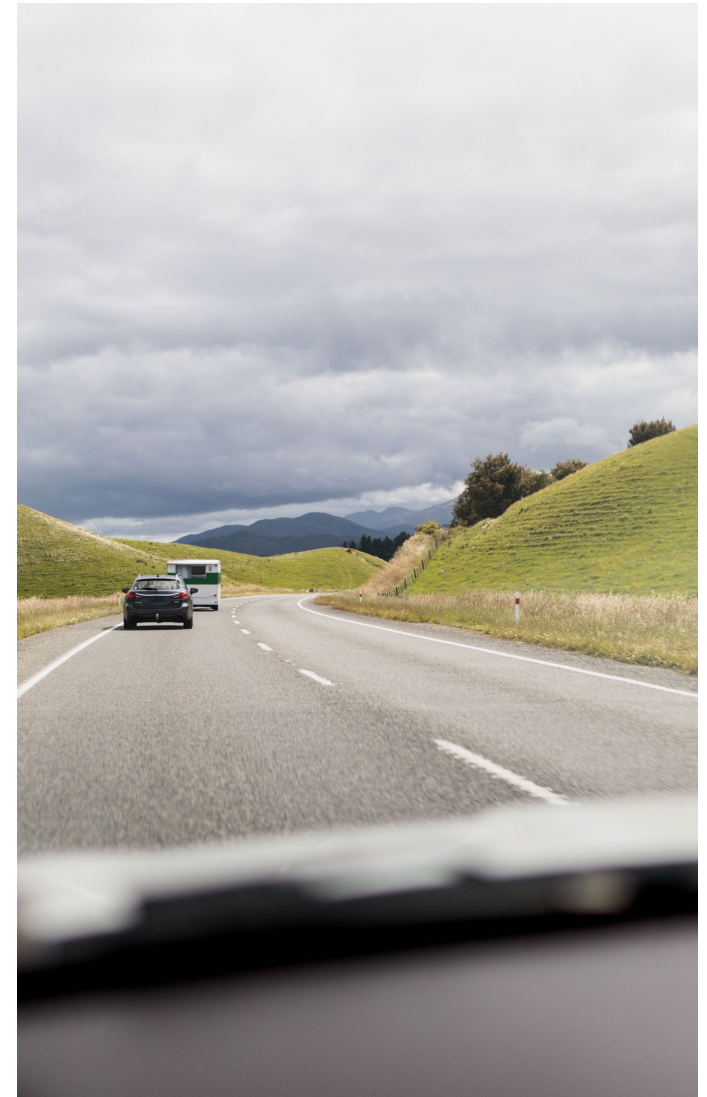


2027-30 NLTP development

Funding Assistance Rates (FAR)

- We're on track to set and release normal FARs by August 2026, enabling councils to plan for the required local share of transport activities for the 2027-30 NLTP.
- A steering group with sector representatives is guiding this process to ensure local government considerations are addressed.
- This is not a policy review, we're simply checking the appropriateness of various input factors.
- We'll use updated data to set normal FARs for approved organisations.
- We'll then confirm FARs for former Special Purpose Roads that have not yet transitioned to normal FAR.
- We'll also establish FARs for specific activities including emergency works, mobility services, SuperGold, and inter-regional rail services.

NZ Transport Agency



One Network Framework (ONF)

When to use ONF

- ONF is a national system for classifying roads and streets based on their function - it replaces the One Network Road Classification (ONRC).
- It improves planning, design, and investment in transport by acknowledging roads as both movement corridors and destinations for people.
- The ONF is a key input into Regional Land Transport Plans (RLTP) and the 2027-30 NLTP – and beyond.
- Your teams must be using the language in the ONF for all modes for the 2027-30 NLTP as a condition of funding.
- Road Controlling Authorities (RCAs) should ensure their General Traffic (GT) and Freight (FT) classifications are transitioned from the ONRC to ONF for use in their Activity Management Plans.

NZ Transport Agency



Roads of National Significance

January/February update

- NZTA is working with Government to develop a long-term pipeline of major transport projects using a variety of funding options, and in a logical sequence. This pipeline includes the Roads of National Significance and further information will be released by the Government in due course.
- The NZTA Board recently endorsed the remainder of the RoNS investment cases and committed \$1.2 billion to progress the next steps of consenting, design, site investigations and some projects commence early works in 2026.
- Completing the pre-implementation phase for these RoNS, supports Government's commitment to deliver a pipeline of high value infrastructure projects, extending into the future, and ready for when construction funding becomes available.
- Construction has now started on both the Ōtaki to north of Levin and Hawke's Bay expressways. Construction continues on the Ōmanawa Bridge replacement (phase 1 of SH29 Tauriko West) and Takitimu North Link Stage 1.

NZ Transport Agency



National Ticketing Solution

- Motu Move roll-out is underway in Greater Christchurch with the introduction of contactless payment options for customers paying adult non-concession fares.
- Regional rollout key dates:
 - Greater Christchurch** – 10 November 2025 ✓
 - Gradually rolling out travel concessions** – 2026
 - Introduction of prepaid Motu Move cards** – mid-2026
 - Greater Wellington** – early-2027
 - Auckland** – late-2027
- Smaller regions will be phased between 2026 and 2027.
- Regions will set their own transition timing, aligned with local transport changes.

NZ Transport Agency



Community Road Safety Fund

- The fund supports community groups to deliver community designed and delivered road safety initiatives.
- Applications closed on **2 December 2025**.
- The applications are currently being reviewed by an independent panel
- Decisions will be notified in **March 2026**.
- Funding starts **1 July 2026**.
- For more information see our [web page](#).



Maintenance

Integrated Delivery Contracts (IDC)

- Integrated Delivery Contracts are the new NZTA long-term contracts for maintaining, operating, and renewing state highways. They replace the old Network Outcomes Contracts (NOCs) and give NZTA greater control over asset management, quality, and day-to-day operational decisions.
- Preferred suppliers were nominated prior to Christmas
- We are currently working through final negotiations and contract signing processes
- We remain on track to start the new contracts on 1 May 2026
- Internal and supplier on-boarding starting, alongside other key activities such as Network Outcomes Contract (NOC) contract closeout.

NZ Transport Agency



Regional update

Northland



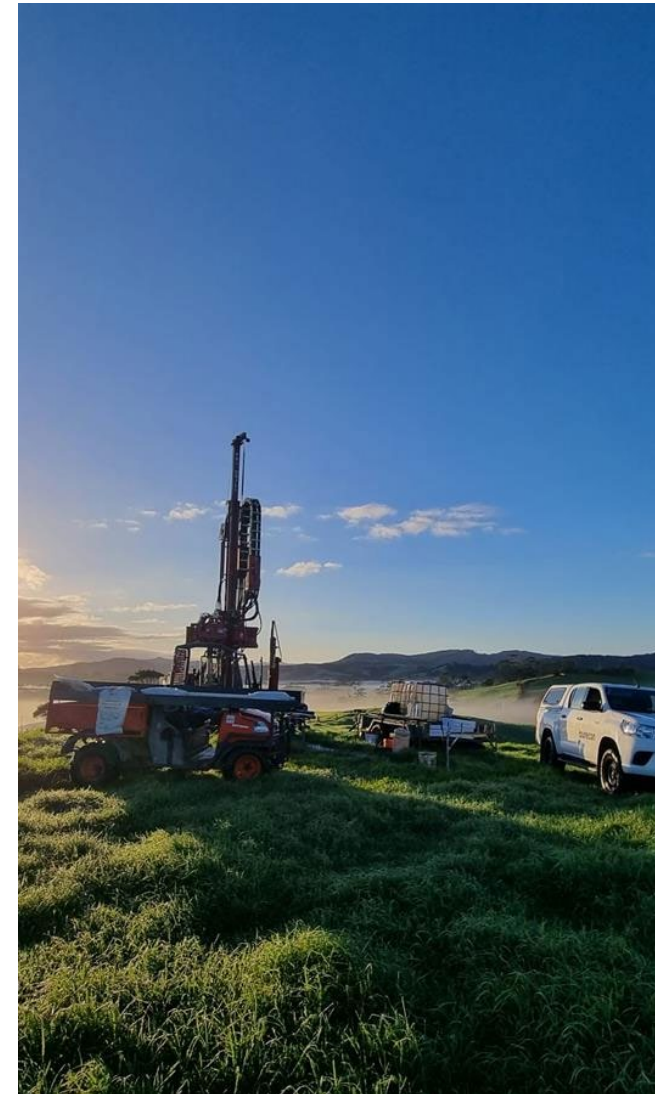
Te Kāwanatanga o Aotearoa
New Zealand Government

Northland Corridor

Roads of National Significance (RoNS)

- **Ara Tūhono- Warkworth to Te Hana**
 - Landowner negotiations are continuing for the remaining properties.
 - NZTA will be moving into the negotiation stage after the evaluation of proposals is complete at the end of March 2026, with the contract expected to be awarded by end of July 2026. The successful PPP consortia is expected to start detailed design and early construction works by the end of next year.
 - NZTA has assessed the Ara Tūhono - Warkworth to Te Hana RoNS suitability as a tolled road. The next step is for public consultation to take place early this year.
- **Te Hana to Port Marsden Highway and Port Marsden Highway to Whangārei**
 - Conversations with potentially affected landowners within the preferred route are underway. Due to the 75 km length of the corridor, individual landowner engagement is occurring in a staged approach, beginning with potentially affected landowners in the priority section, the Alternative to the Brynderwyn Hills, which commenced late in 2025 and runs until early 2026.
 - Landowners between Waipū and Whangārei will receive another letter early this year with information about booking their individual meetings.
 - Engagement continues with key stakeholders to prepare for FTAA referral and substantive consenting applications.
 - Geotechnical investigations to refine the preferred route further began last year in the Alternative to the Brynderwyn Hills section and will move further north this year.
 - Consents and designation for the Alternative to the Brynderwyn Hills section are due to be lodged by mid-2026. Designations for the full corridor between Te Hana and Whangārei are expected to be lodged using the Fast-track Approvals Act (FTAA) by late 2026.

NZ Transport Agency



SH1 Loop Road Safety Improvements

Funded from NLTP



- The final stage of laying 14,000m² of Stone Mastic Asphalt (SMA) was completed at the end of November 2025. Temporary traffic management was removed and the road is fully open for use, enabling people to move quickly, efficiently and safely in Northland.
- The project has progressed steadily from early ground improvements and preload works in 2023, through major bridge piling, retaining wall construction, and Super-T beam installation in 2024. By March 2025, the Otaika Bridge opened to single-lane traffic, with northbound vehicle rerouted and Oaks Road tied into its permanent alignment.

NZ Transport Agency

Maintenance & Operations

- The 2025/26 road renewal season (Sep 2025 – May 2026) is progressing well. By the end of December 2025, 82 lane km had been completed (41% of the total programme), with a significant amount to be delivered over the coming months.
- Drainage improvements are being carried out alongside several road rebuild sites to help extend pavement life and protect new surfaces.
- Major renewal sites coming up:
 - SH12 Kaikohe township – Asphalt resurfacing.
 - SH12 Paparoa township – Road rebuild.
 - SH1 Whakapara/Puhipuhi – Stage 2 road rebuild.
 - SH11 Paihia – Drainage improvements and asphalt repairs.
- A substantial pre-seal programme is also underway to prepare roads for resurfacing. This includes drainage and pavement repairs and is 40% complete (as at December 2025).

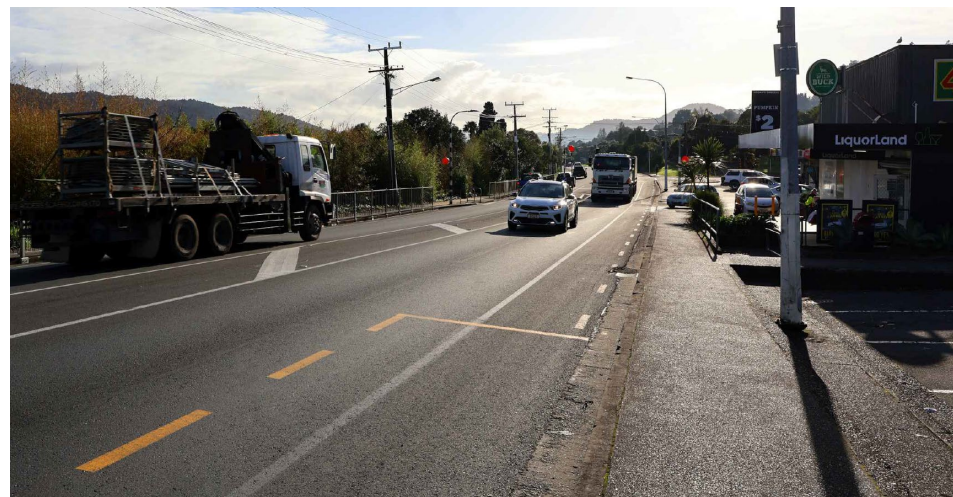


SH10 Oromahoe road rebuild in progress, pictured is the overlay being installed (January 2026)

Otaika Crossing

NLTP 2024-27 SH low-cost low-risk funding
for associated improvements

- Funding for an upgrade to a mid-block signalised crossing was approved in November 2025.
- The regional team are working on the design in consultation with the Northern Corridor team.
- When the design is finalised, we will have timelines for construction.



Speed management

Schools

- We are continuing to work towards completing delivery of variable speed limit signs (VSLs) to all state highway schools in New Zealand before 1 July 2026.
- In Northland all state highway schools now have electronic VSLs installed and are expected to be operational on day 1 of Term 1.

Speed reviews

- As part of our regular speed management programme we are investigating speed limit changes on the following corridors where there is strong community support for lower speed limits:
 - SH1 Moerewa to Kawakawa
 - SH10 Kaingaroa north and south
 - SH12 Ōmāpere to Opononi
- Pending internal approval, NZTA expects consultation on these proposed speed limit changes could begin in February.
- We also expect to undertake consultation in February on a project-related speed review of the new SH1 Loop Road.

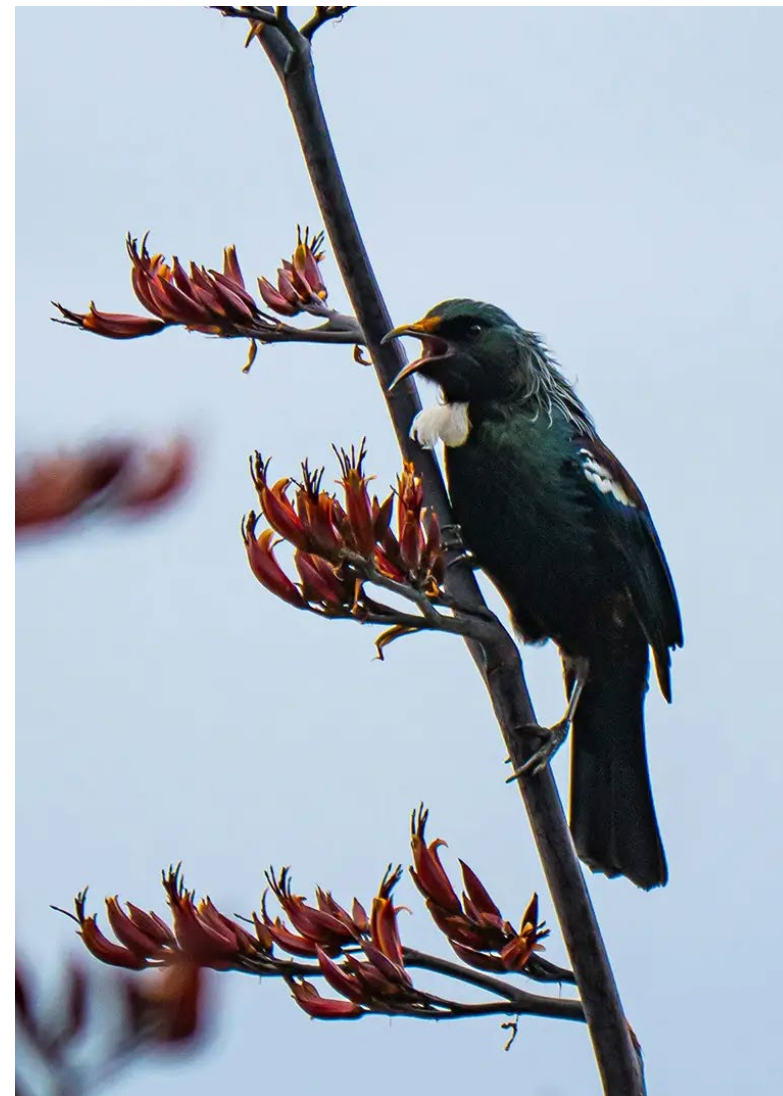
NZ Transport Agency



Working/partnering with Northland hapū

- We continue to work with hapū and iwi to understand their aspirations, cultural values, and environmental principles as they are essential to delivering successful transport outcomes in Northland
- We do this through early, ongoing, relationship-based engagement that shapes planning, procurement, design, delivery, and long-term operations - while creating tangible economic, cultural, and capability outcomes for hapū across Te Tai Tokerau.
- Our engagement is aligned to Te Ara Kotahi, not one-off consultation, creating a meaningful and enduring relationship.
- Engagement is occurring at the appropriate level - hapū/ iwi locally, and national Māori forums where decisions are national in scope.
- This approach supports better-aligned investments, reduces downstream risk, and improves long-term outcomes for Northland communities.

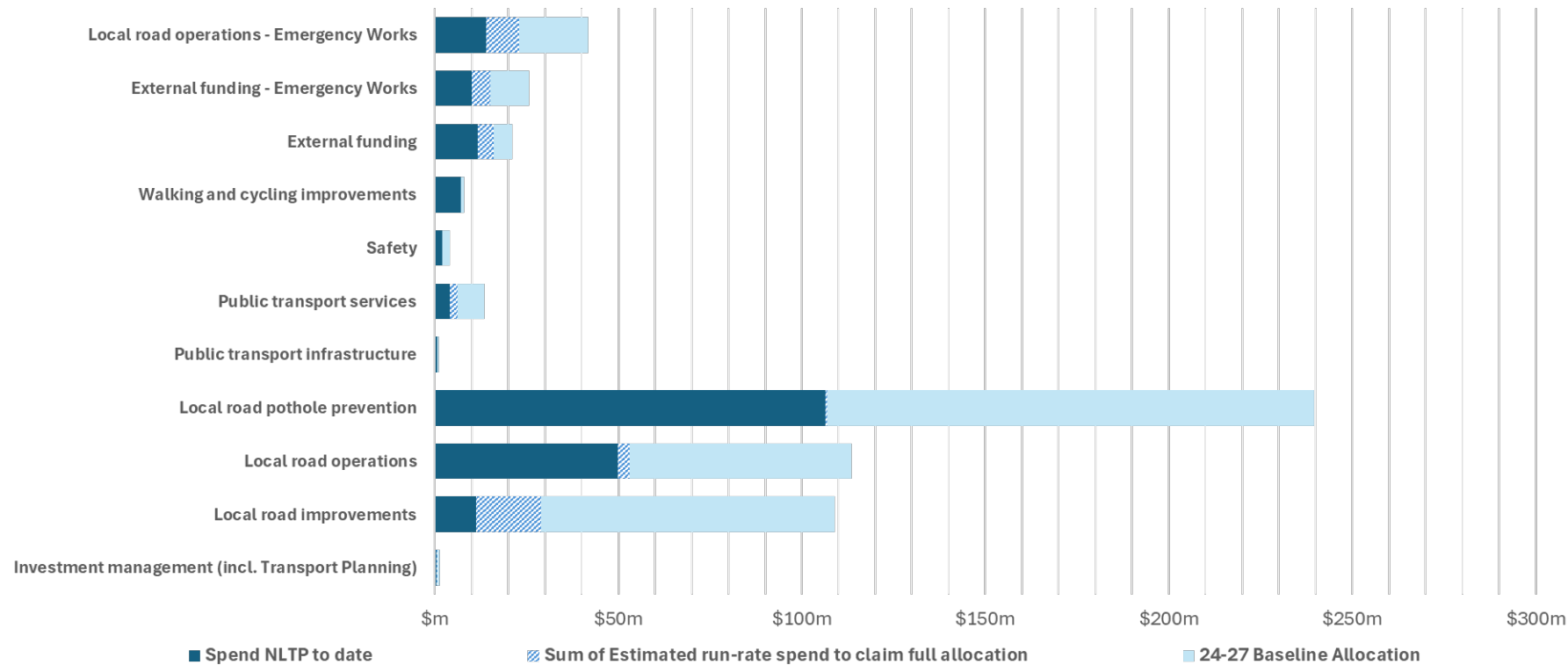
NZ Transport Agency

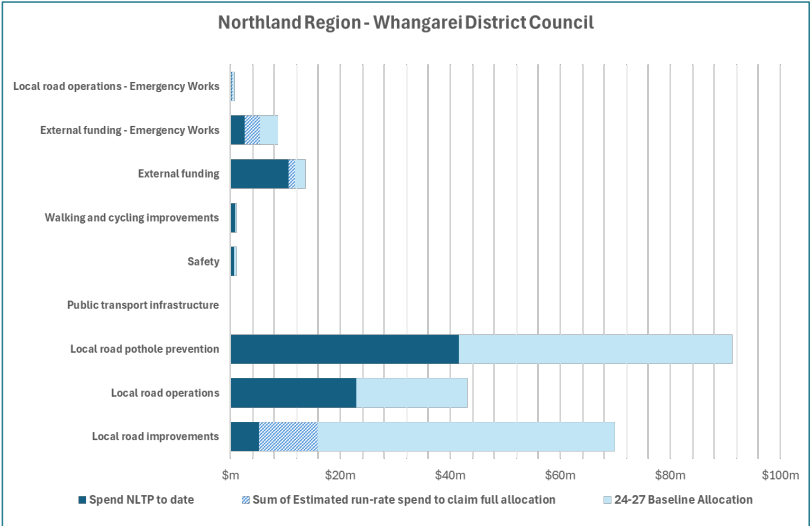
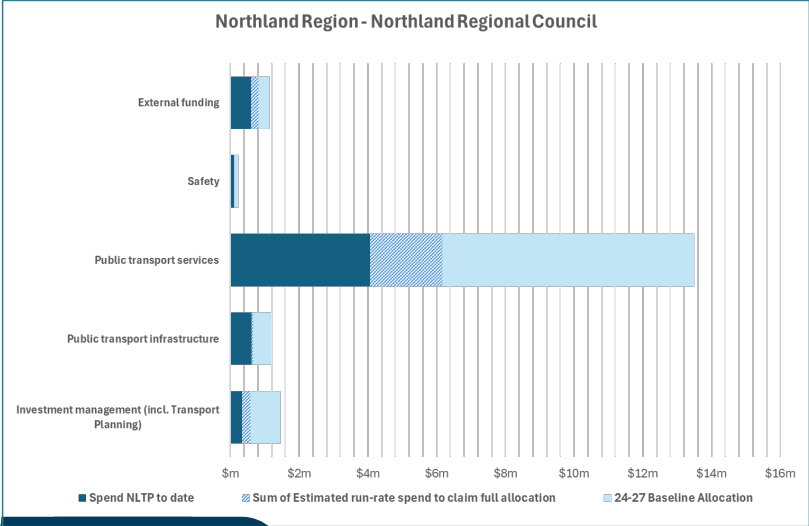
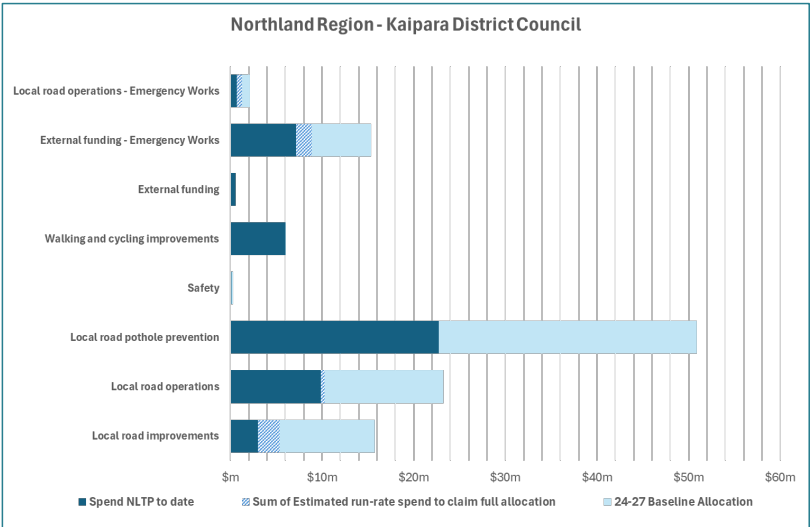
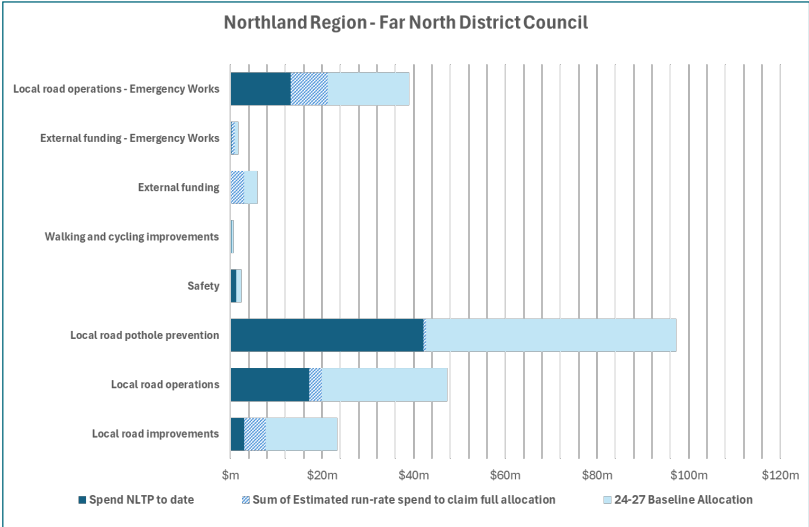


Draw down on funding - 12 January 2026

Funding position for Northland

Northland Region - (All)





Hei konā mai Thank you



Te Kāwanatanga o Aotearoa
New Zealand Government

TITLE: Regional Road Safety Report

From: Chris Powell, Transport Manager - Northland Regional Council and Nicole Korach, Project Manager - Road Safety Promotion

Authorised by Group Manager/s: Louisa Gritt, Group Manager - Community Resilience, on 23 January 2026

Whakarāpopototanga / Executive summary

This report updates the Regional Transport Committee on the progress made on the Northland Road to Zero program for local roads in Northland and an update from the New Zealand Police, Northland Road Policing section.

Nicole Korach, Programme Manager – Road Safety Promotion, Whangarei District Council and Inspector John Fagan, Northland Road Policing Manager, New Zealand Police will speak to this report.

Ngā mahi tūtohutia / Recommendation

That the report 'Regional Road Safety Report' by, Nicole Korach, Road Safety Project Manager, dated 22 January 2026, be received.

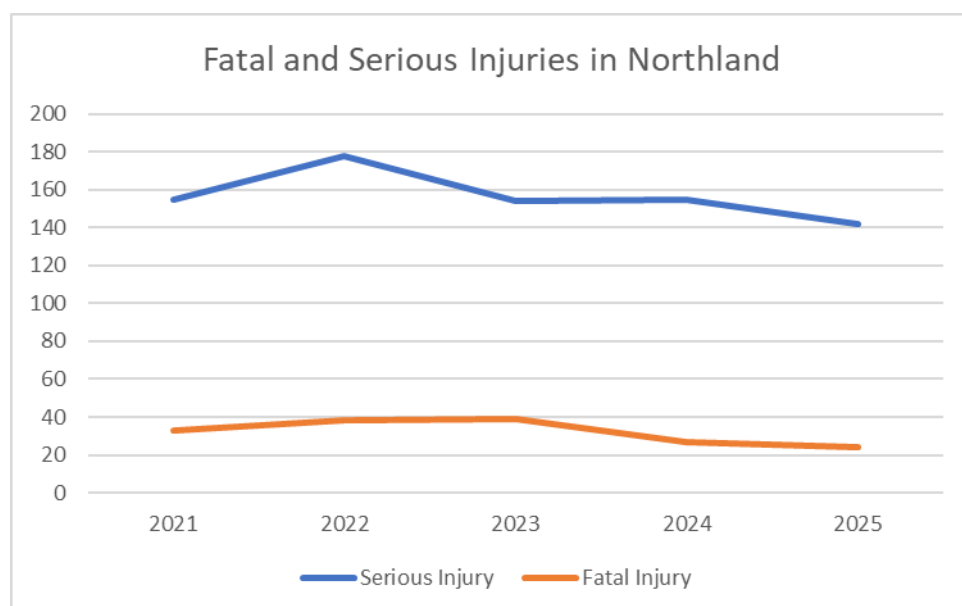
Background/Tuhinga

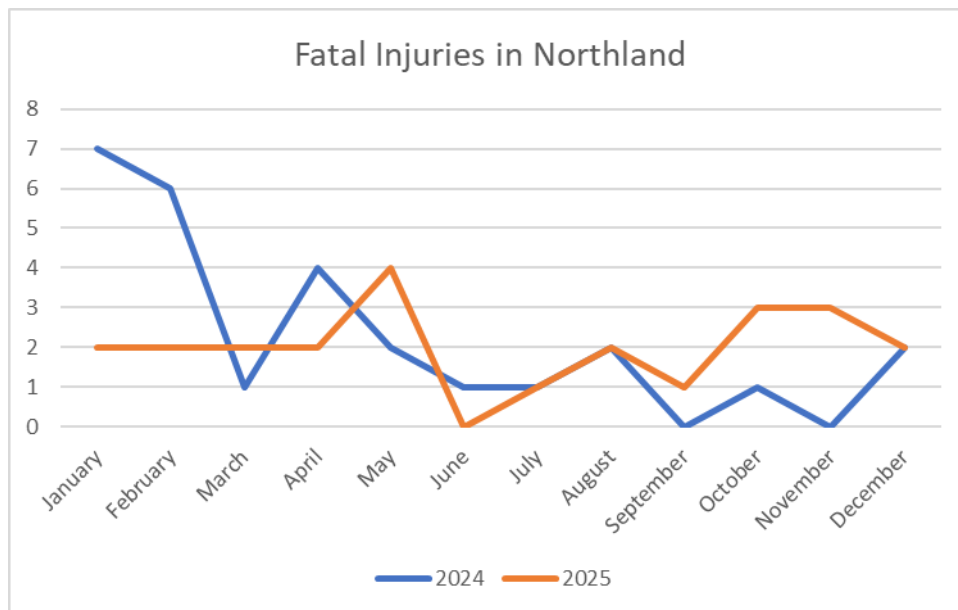
The three district councils with NZTA have developed a comprehensive education and promotion programme to support in conjunction with other road safety partners the reduction of deaths and serious injuries on Northland roads.

Road Trauma Update

The fatal injuries data are broken down in the tables below for 2025. Please note that these figures are provisional – especially the serious injuries as these can take time to enter the Crash Analysis System database.

See below graph which breaks down the fatal and serious injuries from 2021 to 2025 year to date.





Calendar Year 2025 - 1 January – 31 December, Provisional Road Fatalities Statistics

Fatalities Jan – Dec 2025	Far North	Whangārei	Kaipara	Northland	National
Local roads	4	6	0	10	150
State highways	7	4	3	14	123
TOTAL	11	10	3	24	273

Nationally, in 2024, there were 292 fatal injuries.

Breakdown of the 2025 Deaths year to date: 24 Deaths

Fatal injuries per month												
Month	Jan	Feb	Mar	April	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Fatal	2	2	2	2	4	0	1	2	1	3	3	2

Fatal injuries by gender	
Male	17
Female	7

Fatal injuries by role	
Driver	13
Passenger	5
Motorcyclist	1
Cyclist	3
Pedestrian	2

Fatal injuries by age group	
0 – 14 years	1
15 – 19 years	3
20 – 24 years	4
25 – 39 years	7
40 – 59 years	6
Over 60 years	3

Fatal injuries by speed corridors (Local Roads)		Fatal injuries by speed corridors (State Highways)	
100 km/h	2	100 km/h	6
80 km/h	1	80 km/h	2
70 km/h	0	70 km/h	1
60 km/h	0	60 km/h	2
50 km/h	6	50 km/h	3
30 km/h	1	30 km/h	0
Total	10	Total	14

Please note that: -

- There were no fatal injuries for Northland over the Christmas/New Year Break – the last time this happened was the 2019/2020 year.
- Nationally for this period – there were 7 fatal injuries, a reduction from 2024/25 (15) and 2023/24 (22).
- Provisionally we had 3 fewer fatal injuries and 13 fewer serious injuries on Northland roads for 2025 compared to 2024 but the number of crashes for serious injuries increased.
- Nationally overall there was a reduction in fatal injuries of 19 but there were 10 more crashes – so more crashes causing fatal injuries, but less people dying per crash.
- Although there have been some improvements in 2025, there is still a lot of work needed for a safer network.

Communities at Risk Register:

Each year NZTA Waka Kotahi release an updated version of the Communities at Risk Register. It uses death and serious injury data over a 5-year period. It is a tool created to help identify which areas in New Zealand have the highest road safety risks. It is basically a ranked list that shows where people are more likely to be hurt or killed on the road and what types or factors of crashes are most common.

The table below is the breakdown for Northland:

2025 Communities at Risk Register			2025 Fatal and Serious Injuries:	
Northland High Risks	Northland Medium Risks		Northland Fatafs	Northland SI
<ul style="list-style-type: none"> 1. All deaths and serious casualties 2. Young drivers (of light vehicles aged 16-24yrs) 3. Alcohol and/or drugs 4. Speed (too fast for conditions) 5. Restraints (seatbelts not worn) 	<ul style="list-style-type: none"> 1. Open road loss of control and/or head-on (speed zones >70km/hr) 2. Fatigue 		24 (decrease of 3 from 2024)	142 (decrease of 13 from 2024)
Kaipara High Risks	Kaipara Medium Risks		Kaipara Fatafs	Kaipara SI
<ul style="list-style-type: none"> 1. All deaths and serious casualties 2. Young drivers (of light vehicles aged 16-24yrs) 3. Alcohol and/or drugs 4. Open road loss of control and/or head-on (speed zones >70km/hr) 5. Restraints (seatbelts not worn) 	<ul style="list-style-type: none"> 1. Speed (too fast for conditions) 2. Open road intersections 3. Fatigue 		3 (increase of 1 from 2024)	28 (increase of 7 from 2024)
Whangarei High Risks	Whangarei Medium Risks		Whangarei Fatafs	Whangarei SI
	<ul style="list-style-type: none"> 1. Alcohol and/or drugs 2. Speed (too fast for conditions) 3. Older road users (those aged 75yrs and older) 		10 (decrease of 1 from 2024)	49 (decrease of 12 from 2024)
Far North High Risks	Far North Medium Risks		Far North Fatafs	Far North SI
<ul style="list-style-type: none"> 1. All deaths and serious casualties 2. Young drivers (of light vehicles aged 16-24yrs) 3. Alcohol and/or drugs 4. Speed (too fast for conditions) 5. Urban intersections 6. Open road loss of control and/or head-on (speed zones >70km/hr) 7. Fatigue 8. Restraints (seatbelts not worn) 	<ul style="list-style-type: none"> 1. Open road intersections 2. Motorcyclist involved 3. Distraction (crash factor: attention diverted) 		11 (decrease of 3 from 2024)	65 (decrease of 8 from 2024)

- There have been some changes to the register since 2024:
 - **Northland:**
 - Motorcyclist involved was a medium risk but is not showing as a risk for 2025.
 - Open road loss of control and/or head-on moved from high risk to medium risk.
 - **Kaipara District Council:**
 - Speed (too fast for conditions) moved from a high risk to a medium risk.
 - Open road intersections became a new medium risk.
 - Motorcyclist involved has been removed as risk.
 - **Whangarei District Council:**
 - Alcohol and/or drugs became a new medium risk.
 - Speed (too fast for conditions) became a new medium risk.
 - **Far North District Council:**
 - Open road intersections became a new medium risk.
 - Motorcyclist involved moved from a high risk to a medium risk.
 - Distraction moved from a high risk to a medium risk.

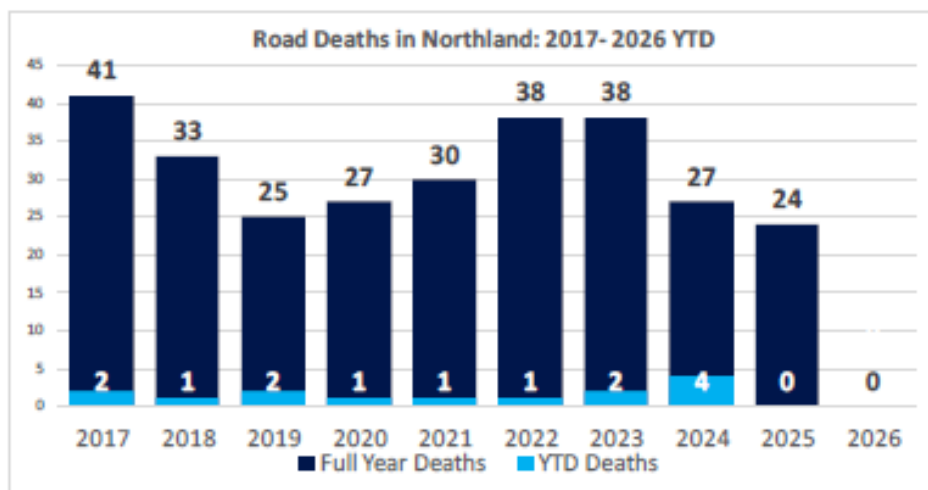
Northland is showing as having the highest personal risk in the country in the crash categories of all deaths and serious injuries, young drivers, alcohol and/or drugs, and restraints. These are our key focus areas for our education and promotion programmes and will continue to be when writing the next regional land transport plan.



Report for Regional Transport Committee – January 2026

Fatalities & Serious Injury Crashes

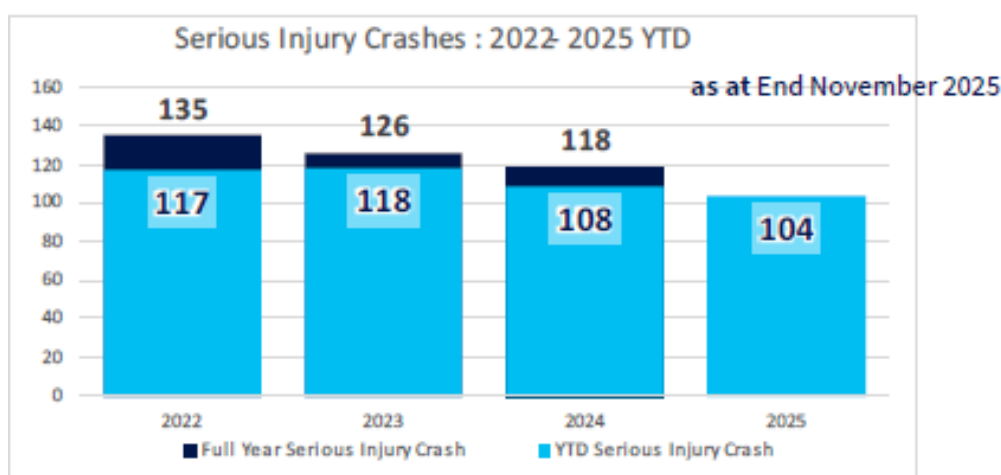
Northland finished the year on 24 road deaths for the year, and compared to previous years shown below, is the lowest. This is likely down to some network improvements, the excellent work by our emergency services partners with their life-saving treatments at crash sites and consistent enforcement influencing behaviours.



Note: one fatality has been recorded for 2026 since this information was collated.

There is also a downward trend in our serious injury crashes across the last four years which is an encouraging sign for the District. The largest change was in the Far North Area with a reduction of 16%.

	Northland			Far North			Whangarei		
	Calendar YTD	Previous YTD	Variance	Calendar YTD	Previous YTD	Variance	Calendar YTD	Previous YTD	Variance
Serious Injury Crashes <small>Data to: end of November 2025</small>	104	108	-4%	47	56	-16%	57	52	10%



Challenges

Police continue to recognise that speed is the number one contributor to the severity of harm caused on our roads and have been particularly targeting our higher speed roads (80km/hr plus) roads over the start of the summer period.

We are concerned with the attitude to speed from visitors to our region (both NZ visitor and overseas tourists), especially on some of our higher risk roads like SH1 Brynderwyns and SH1 Akarama. The

roads are seen as recently constructed, safe and wide, providing drivers the comfort to be able to travel at higher speeds.

These visitors lack the knowledge of our road network and how quickly the conditions of our roads change.

Thinking ahead a summer safety campaign targeting visitors to our region may be something that the committee could consider.

And of course, another challenge recently, weather... but enough said about that.

Enforcement Activities

Northland Police are just over the halfway point delivering the 2025/26 Road Policing Investment Program (RPIP) in the district In the 28 weeks since 1 July, we have:

- **Speed Enforcement:** Issued 12107 speed notices, achieving 5% above target.
- **Alcohol Impairment Prevention:** Conducted 110,068 breath tests, exceeding target by 24%.
- **Seatbelt Compliance:** Issued 1588 seat restraint notices, -1% below target.
- **Mobile Phone Enforcement:** Issued approximately 805 notices, under target by -12%.

Attachments/Ngā tapirihanga

Nil

TITLE: **Regional Land Transport Plan - Process**

From: Chris Powell, Transport Manager - Northland Regional Council

**Authorised by
Group Manager/s:** Louisa Gritt, Group Manager - Community Resilience, on 27 January 2026

Whakarāpopototanga / Executive summary

This paper serves to introduce a presentation on the requirements for the compilation and implementation of Regional Land Transport Plans which are a statutory requirement under the Land Transport Management Act 2003 when applying for national funding assistance through the National Land Transport Programme.

The presentation will be given by Chris Powell, Transport Manager, Northland Regional Council.

Ngā mahi tūtohutia / Recommendation

That the report 'Regional Land Transport Plan - Process' by Chris Powell, Transport Manager - Northland Regional Council and dated 17 December 2025, be received.

Background/Tuhinga

To be eligible to apply for national funding assistance through the National Land Transport Programme, road controlling authorities and regional councils must include the relevant work category and/or projects in a RLTP.

Every 6 financial years, each regional council, in the case of every region except Auckland, must ensure that the relevant regional transport committee prepares, on the regional council's behalf, a regional land transport plan (RLTP).

Sections 13 to 18m of the Land Transport Management Act 2003 directs Regional Councils through their Regional Transport Committees on the process to be followed in the compilation and implementation of a Regional Land Transport Plan.

Attachments/Ngā tapirihanga

Attachment 1: Presentation [↓](#) 

Regional Land Transport Plan Compilation Process

Regional Land Transport Plan
2027/2033





What is a Regional Land Transport Plan (RLTP)

- The RLTP is a statutory requirement of the Land Transport Management Act 2003 (LTMA).
- An **APPLICATION** for national funding assistance – **NOT A GUARANTEE OF FUNDING.**
- Projects (along with proof of local share) must be listed in a RLTP to be included in a National Land Transport Programme (NLTP) to be eligible for funding assistance.
- Only projects approved in a NLTP may be eligible for funding assistance from the National Land Transport Fund (NLTF)



Regional Transport Committee (RTC)

LTMA Sections 11 – 18m

Section 13

- Responsibility for preparing and approving regional land transport plans
 - (1) Every 6 financial years, each regional council, in the case of every region except Auckland, must—
 - (a) ensure that the relevant regional transport committee prepares, on the regional council's behalf, a regional land transport plan; and
 - (b) approve the regional land transport plan by a date appointed by the Agency.

Section 18

Review of regional land transport plans -

- (1) A regional transport committee must complete a review of the regional land transport plan during the 6-month period immediately before the expiry of the third year of the plan



Government Policy Statement on Land Transport (GPS).

The GPS sets out the Government's land transport strategy for three year period. This includes, among other things:

- what the Government expects to be achieved from its investment in land transport through the NLTF.
- what the Government expects to be achieved from its direct investment in land transport.
- how much funding will be provided and how the funding will be raised.
- how it will achieve its outcomes and priorities through investment in certain areas, known as “activity classes”.

Important: - Section 14 of the Land Transport Management Act 2003 stipulates that: -

Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must—

- (a) be satisfied that the regional land transport plan—*
- (ii) is consistent with the GPS on land transport.*



Investment Logic Mapping

What is an ILM: -

Regional Transport Committee reaches agreement at a high level on: -

- What are the regions Transport related Objectives
- Identify Problems in addressing these Objectives
- Prioritise Problems
- Identify Benefits of addressing the Problems
- Prioritise Problems to be addressed

GPS

And please don't forget - How does the above align with the GPS??

RLTP Content cont.

RTC Prioritised and Non-Prioritised Funding Requests

RTC Prioritised Projects/Works

- ❑ All projects in excess of \$2m to be prioritised by the RTC: –
 - ❖ Improvement Projects

Non Prioritised Projects/Works

- ❑ All projects/works less than \$2m are negotiated directly between the approved authority and NZTA: -
 - ❖ Operations
 - ❖ Pothole Prevention
 - ❖ Walking and Cycling
 - ❖ Road Safety
 - ❖ Passenger Transport



National Land Transport Programme (NLTP).

Funding Priority Categories

NLTP has 4 funding approval categories: -

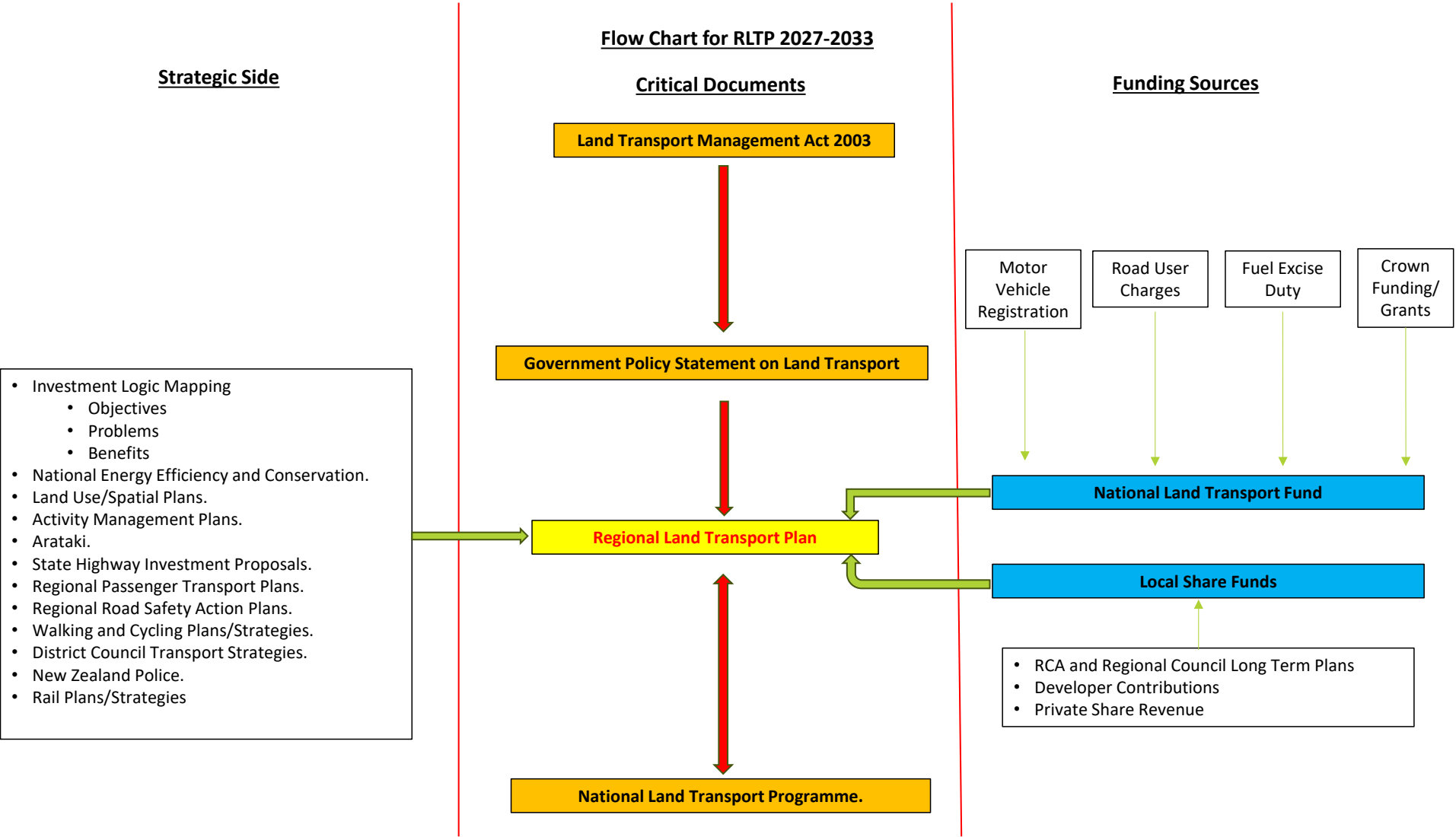
Committed – Projects approved in a previous NLTP.

Approved – Projects approved in current NLTP.

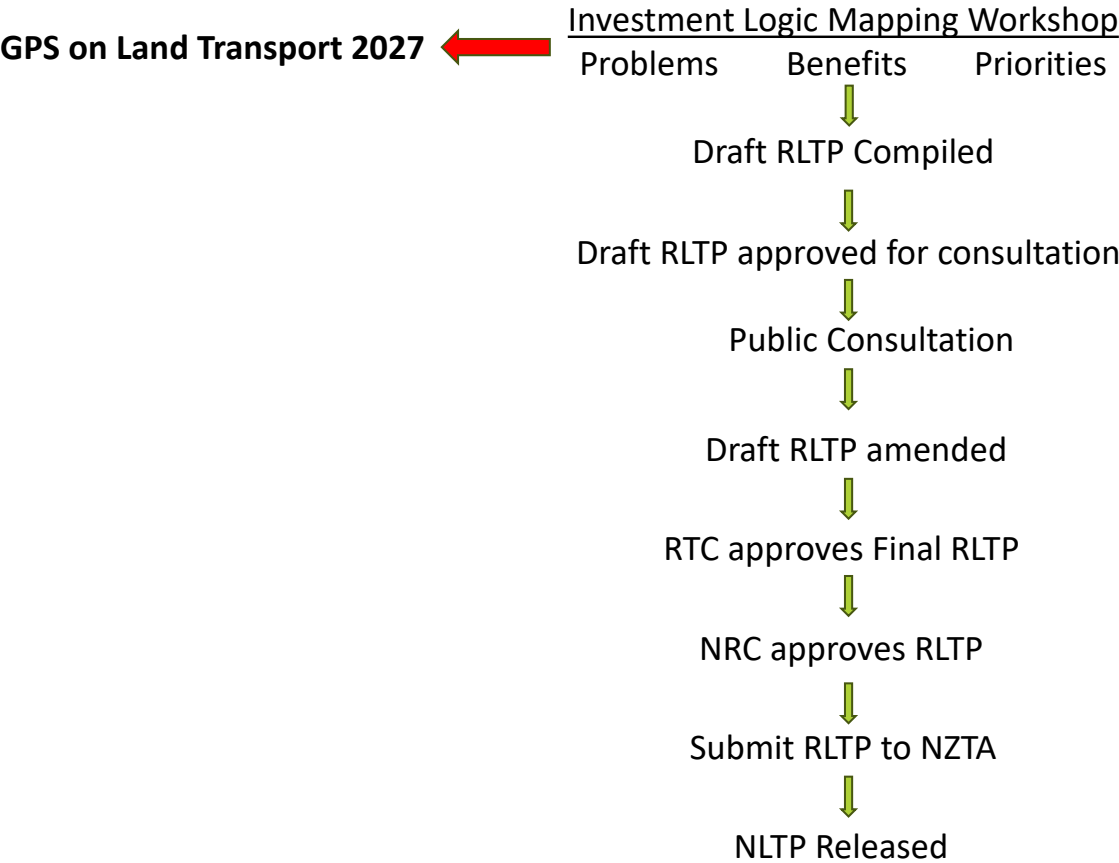
Probable – Funding not yet approved. May be if sufficient funds become available.

Proposed – Funding not yet approved. May be if additional evidence allows and funding is available.

Not included – Excluded from NLTP



NZTA Guidelines for RLTP's





Regional Land Transport Plan Timetable.

Final Timetable yet to be confirmed. Will be dependant on: -

- Outcome of national elections.
- Release of Government Policy Statement.
- Release of NZTA Guidelines.

Questions ?

