

# NORTHLAND

Northland's social and economic opportunities are dependent on its connections, both rail and road, south to Auckland and the rest of the country to support key industries, enable visitors and travel and allow communities to thrive. With about 70% of the region's population living in small rural communities outside the region's only major urban environment of Whangārei, the region has a high dependency on private vehicles as alternative travel options are limited.

Our investment priority in Northland will address the relatively poor safety record, by targeting investment towards high-risk roads and intersections and driver behaviour change. This includes driving too fast for the conditions, alcohol and drug impairment, people not wearing seatbelts and driver fatigue.

More widely, our activities in the region will include ensuring key tourism and freight routes are safe and resilient, and supporting our regional partners to provide and promote better transport options.

## IMPACT OF COVID-19

In the medium to long-term, we don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged. However, there is considerable uncertainty about the short to medium term impacts. Maintaining safe and reliable connections to Auckland and to domestic tourism centres will remain important to supporting recovery.

## CONTEXT TO OUR PROPOSED INVESTMENT

### Improving safety

The Northland region has a relatively poor safety record, with a disproportionately high number of deaths and serious injuries relative to vehicle kilometres travelled in the Kaipara and the Far North districts.

Improving safety on our roads has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. The Waka Kotahi contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

As a step towards Vision Zero for New Zealand, the Road to Zero strategy sets a target of a 40% reduction in deaths and serious injuries by 2030. Our infrastructure and speed management interventions will help to achieve this target.

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on Northland's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Northland region over the next three years, we are looking to invest \$96m to make 374km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by 10.5%.

We will be working with our safety partners in Northland to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use. We will also continue to improve the safety of road surfaces and roadsides, and the quality of delineation to reduce the likelihood and consequence of crashes.

A number of investments through the Road to Zero Infrastructure and Speed Management Programme will also address projects identified through other programmes such as the Twin Coast Discovery Route.

### **Better freight connections**

SH1 between Whangārei and Auckland and the North Auckland rail corridor are nationally significant routes for freight, connecting the Northland economy with markets and key destinations in Auckland, and providing a vital link to Marsden Point and Northport. A growing freight task, together with increasing population in Whangārei and surrounding coastal towns is impacting the safe and efficient movement of people and freight on this corridor.

Over the next three years, we'll continue to progress investigations into improvements on SH1 between Whangārei and Wellsford. This will complement New Zealand Upgrade Programme investment in SH1 from Whangārei to Port Marsden, together with the government's recently announced investment to upgrade the carrying capacity of the North Auckland rail corridor and progress the development of the rail spur to Marsden Point.

We will maintain SH1 to Auckland as a key freight route, improving its resilience by making it more robust and reliable.

Across the wider network, we will continue to operate and maintain the state highway network to agreed levels of service for key freight and tourism connections within the region. This includes continued investment in an ongoing programme of bridge upgrades to improve route reliability.

Live discussions about the future of Auckland's port and the role of Northport in upper North Island freight movements will be a significant determinant of the longer-term freight network in the region and on the region's overall economic growth and subsequent demands on the network. We will continue to be an active participant in this process.

## Better travel options and climate change

The availability of suitable safe alternatives to the private car is a key component of healthy thriving communities and businesses.

In addition to delivering walking and cycling infrastructure as part of the New Zealand Upgrade Programme and Stimulus Package, over the next three years we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our regional partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost. We will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 10 major and extreme risks within the Northland region. These relate predominantly to landslips and flooding. Of note is the section of SH1 from the Brynderwyn Hills to Whangārei, which is subject to both landslips and flooding, and is likely to be affected more frequently in the future due to the impacts of climate change.

## Working together

Maintaining strong alignment with our Northland partners is critical to continuing progress. We will continue to work closely with our key partners on transport and land use matters in Northland which will include:

- working with Northland councils to progress their transport investments such as the Far North Integrated Transport Strategy, and the Whangārei City Transportation Network Strategy
- ensuring the integrated planning of land use, networks and corridors through spatial planning and statutory planning mechanism including any future Northland to Auckland spatial planning initiative
- encouraging and supporting complementary projects to the New Zealand Upgrade Programme (Northland Package), Provincial Growth Fund activities and COVID-19 economic response initiatives which positively contribute to the outcomes sought by government from the programme by looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient
- working with partners to complete network optimisation plans that help to improve the utilisation of all transport networks, travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means.

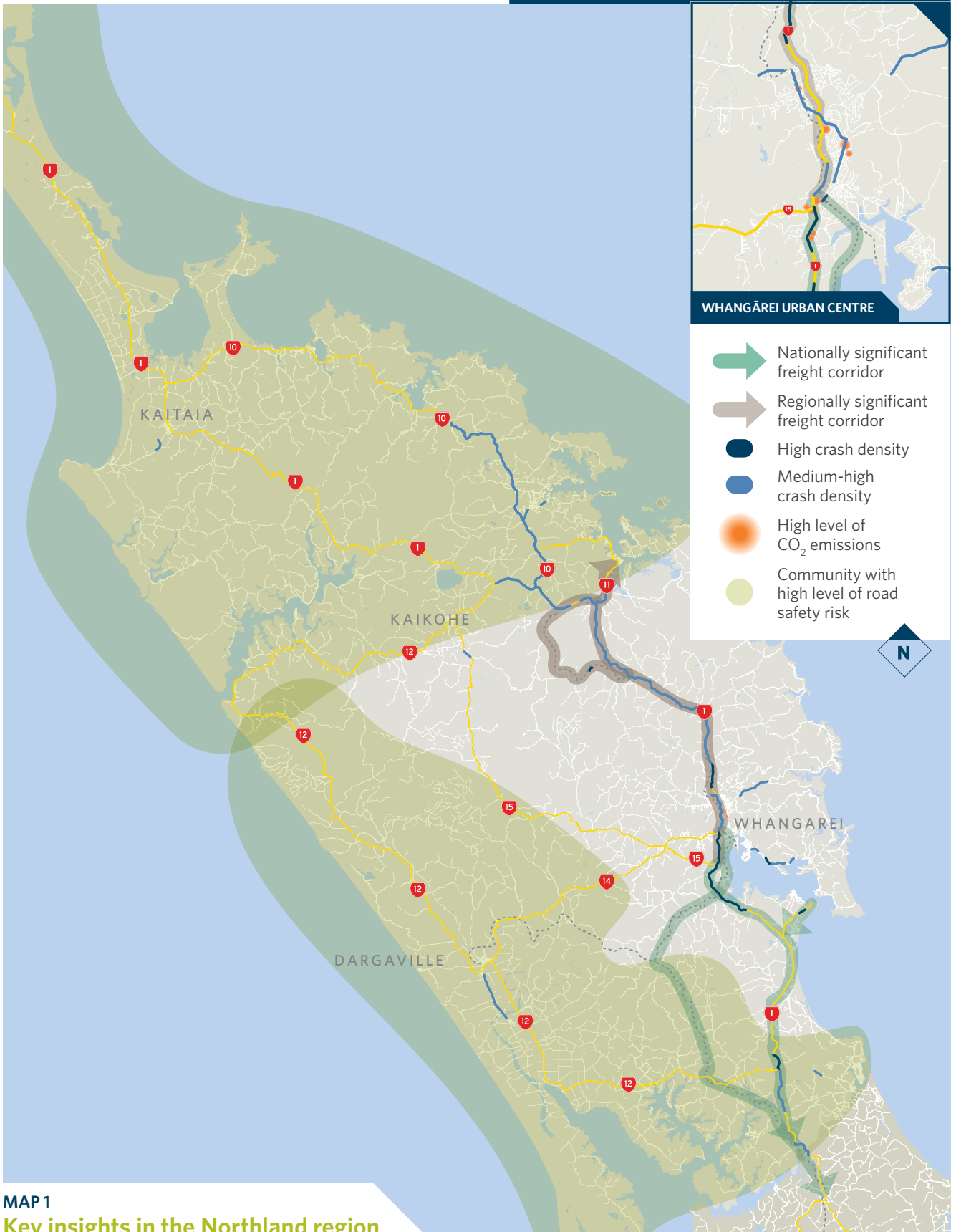
## WHANGĀREI

**50,805**  
Urban area  
population

**94%**  
Of journeys to  
work by private  
motorised  
vehicle

**53%**  
Jobs accessible  
within 45 mins by  
private motorised  
vehicle

**45%**  
Jobs accessible  
within 45 mins  
by the next best  
mode (cycling)



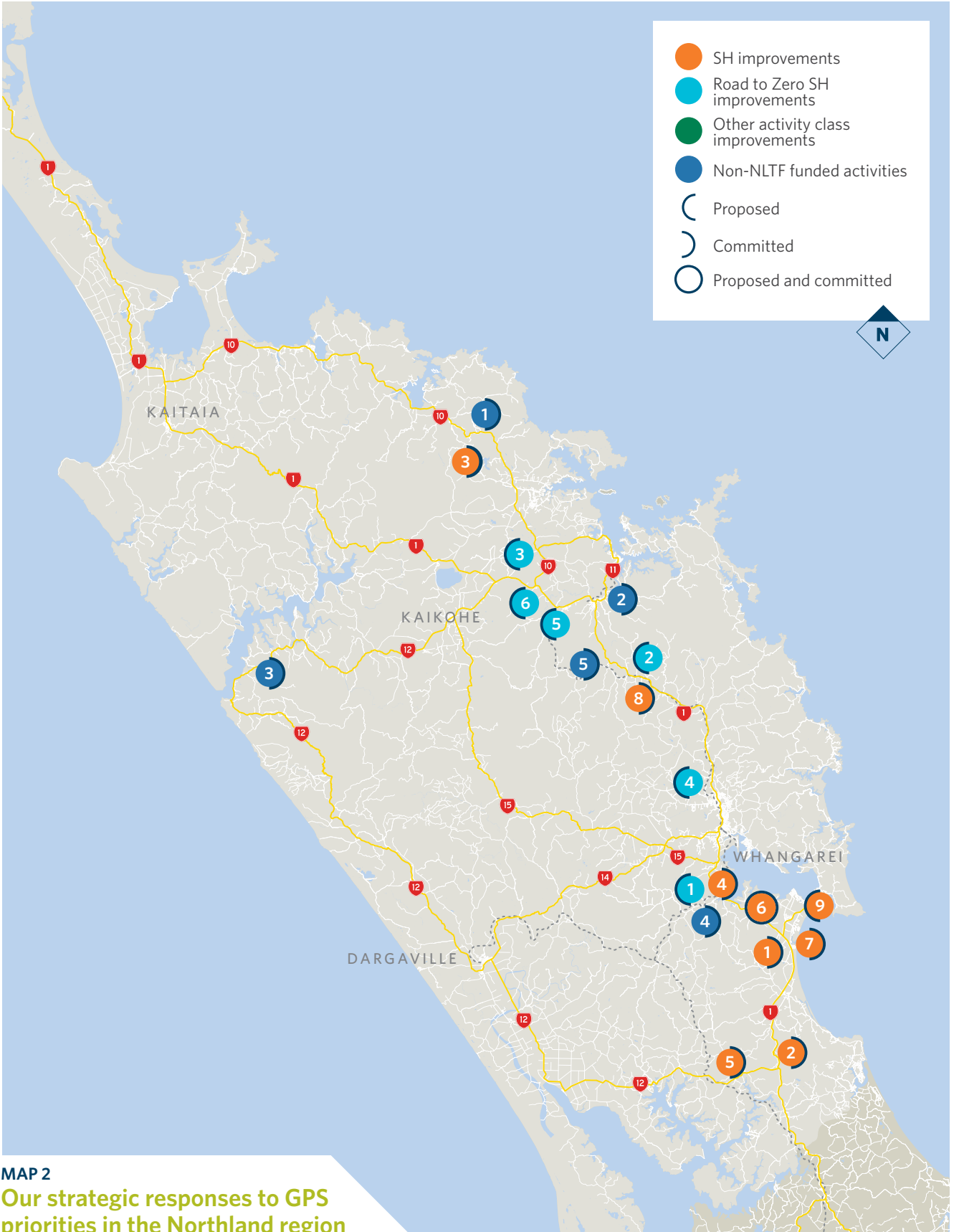
**MAP 1**  
Key insights in the Northland region

Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

**TABLE 1**

### Our strategic responses to GPS priorities in the Northland region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
NSR1	Continue to operate reliable state highway freight connections between Auckland and Northport and beyond to the Far North	IFC	Regional maintenance, operations and renewals
NSR2	Reduce drug/alcohol impairment, increase seat belt use and reduce speeding in the Kaipara and Far North districts through road policing and behaviour change activities	Safety	Assessed through NLTP process
NSR3	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
NSR4	Develop and implement mode shift activities around key activity centres in Whangārei, particularly better connected active mode networks and public transport (including on-demand) networks	BTO	Assessed through NLTP process
NSR5	Improve the efficiency and reliability of the North Auckland Rail Line and rail connections to Northport	IFC	Rail Network Investment Plan
	Government's support for regional economic development: <ul style="list-style-type: none"> <li>▪ SH1 Whangārei to Port Marsden</li> <li>▪ SH12 and Rawene Road intersection</li> <li>▪ SH1/11 Kawakawa roundabout</li> <li>▪ SH10 Puketona roundabout</li> <li>▪ Twin Coast Discovery programme</li> </ul>	All	New Zealand Upgrade Programme Regional investment opportunities



**MAP 2**  
**Our strategic responses to GPS priorities in the Northland region**

TABLE 2

## Proposed state highway programme for Northland region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
<b>Committed state highway improvement activities*</b>								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	SH1 Whangārei to Wellsford (Northern Section)	SHI	NLTF	BTO	IMP			\$
2	SH1 Whangārei to Wellsford (Southern Section)	SHI	NLTF	BTO	IMP			\$
3	SH10 Kaeo Bridge replacement	SHI	NLTF	BTO	IMP			\$\$
4	SH1 corridor improvements - Whangārei	SHI	NLTF	BTO	IMP			\$
5	SH1N Brynderwyn North safe system project	SHI	NLTF	Safety	IMP			\$
6	SH1 Port Marsden Highway to Wellsford	SHI	NLTF	IFC	DBC			\$
7	Weigh Right Marsden	SHI	NLTF	IFC	IMP, PTY			\$
8	SH1 Akerama Curves realignment	SHI	NLTF	BTO	IMP, PTY	IMP	IMP	\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$\$

\*Commitments made under the 2018 GPS, contribution as indicated.

**Proposed state highway improvement activities**

6	SH1 Port Marsden Highway to Wellsford	SHI	NLTF	IFC		PRE, PTY	IMP	\$\$\$
9	SH1/SH15 to Port (supporting NZUP)	SHI	NLTF	All	DBC			\$

**Proposed Road to Zero state highway safety activities (greater than \$5m per activity)**

-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH1 Loop Road North to Smeatons Hill	SHI	NLTF	BTO	IMP, PTY			\$\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
2	SH1 Richards Road to SH11	R2Z	NLTF	Safety			IMP	\$\$
3	SH10/SH1 to Cottle Hill Drive	R2Z	NLTF	Safety	IMP			\$\$
4	SH1 Richards Road to Great North Road	R2Z	NLTF	Safety	IMP			\$
5	SH1 Taumatamakuku Road to Rayner Street	R2Z	NLTF	Safety		IMP		\$
6	SH1N and SH10 intersection	R2Z	NLTF	Safety	IMP			\$
<b>Proposed investment management activities</b>								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$\$
<b>Proposed walking and cycling activities</b>								
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$\$
<b>Committed non-NLTF funded activities</b>								
1	SH10 Waipapa corridor improvements	-	PGF	BTO	IMP, PTY			\$\$
2	SH1N and SH11 Kawakawa Road	-	PGF	BTO	IMP			\$
3	SH12 and Rawene Road improvements	-	NZUP	BTO	PRE, IMP			\$
4	SH1 Whangārei to Port Marsden Highway	-	NZUP	All	PRE, IMP, PTY	IMP	IMP	\$\$\$
5	SH11 and SH10 Puketona Road	-	NZUP	BTO	IMP			\$\$