

Hītori o te kaupapa

Project history

2016

In October 2016 the Connecting Northland – Auckland to Whangārei Programme Business Case (PBC) was endorsed by the Waka Kotahi NZ Transport Agency Board, which set out a long-term plan to guide investment in the State Highway 1 corridor between Auckland and Whangārei over the next 30 years. The PBC recommended investigation of the corridor in two sections:

- Ara Tūhono – Pūhoi to Wellsford
- Whangārei to Te Hana

2017

A detailed business case commenced for Whangārei and Te Hana, which involved the identification and assessment of options to address poor safety outcomes, poor resilience and costly journeys along the existing state highway corridor. Four short listed options for the Whangārei to Port Marsden Highway (SH15) section were presented for public feedback in August.

2018

Due to the change in government and transport investment priorities, the Whangārei to Te Hana business case was placed on hold in early 2018. The Whangārei to Te Hana programme was independently reviewed and re-evaluated by Waka Kotahi which confirmed that there was a case for investment; however, there was no funding committed to progressing the project at the time.

2020

In January 2020 it was announced that an upgrade of State Highway 1 between Whangārei and Port Marsden Highway (SH15) was to be progressed as part of the NZ Upgrade Programme (NZUP). The NZUP commits funding towards delivering an upgraded four-lane highway on a good alignment and a shared path for walking and cycling extending from the Tarewa Road intersection to the Port Marsden Highway roundabout.

The Whangārei to Port Marsden Highway business case is due to be completed mid-2021 and builds on the Whangārei to Auckland PBC (2016) as well as the work done to date as part of the 2017 Whangārei to Te Hana business case.

