From: Official Correspondence
To: Paul Hawkes
Subject: FW: MINO-464 Northland fund ng
Date: Tuesday, 6 September 2022 10:35:00 AM
Attachments: image001 png
Northland NLTP 2021-22 Summary.docx
image003 png

Hi Paul,

Thank you for your query on Friday around the increase in funding for Northland in the current NLTP period We apologise for the delay in getting back to you We understand you have already received some information from Andy Knackstedt

The figure you have cited below has changed since the NLTP was launched in 2021, as do all investment figures over the course of an NLTP period Please see the attached Regional Summary for Northland for July 2022, which provides a most recent figure of $658 million The rescoping of the Whangarei to Marsden Point project (meaning around $70m less) will have accounted for a large portion of this drop The current rate of inflation will also have had an impact on the levels of investment that will be achieved

The table below outlines the percentage of funding each Council received compared with what was requested for this NLTP period Northland received 89 percent of the funding it requested This equates to 4 percent of funding which is in line with Northland s percentage of the population

Support for RTC bids in the 2021-24 NLTP[14]

All FIGURES ARE NLTF "RAW", i.e. not risk adjusted
ALL FIGURES ARE IN NLTF $millions

Region	Popolulation by AO (June 2020 Stats NZ)	Total 2018-21 programme (across programmes & improvements)	2021-24 RLTP bid	2021-24 Continuous Programmes - allocation	Improvements included in 2021-24 NLTP (commitments & probable)	LCLR - approved funding	Total 2021-24 programme	% of RLTP included in NLTP	Proportion 2021-24 programme vs 2018-21 programme	RTC - What goes to the region	% of population in the region	Difference of population % to regional %
Northland	194600	357.3	553.7	262.8	168.9	58.4	490.1	89%	137%	4%	4%	0%
Auckland	1717500	4888.5	4737.6	1714.6	2629.0	246.1	4589.6	97%	94%	35%	34%	2%
Bay of Plenty	337300	619.5	894.5	335.9	363.3	77.2	776.4	87%	125%	6%	7%	-1%
Waikato	496700	1320.2	1366.3	620.4	482.5	99.1	1202.1	88%	91%	9%	10%	0%
Manawatu/Whanganui	254300	507.1	1019.6	255.0	525.2	60.5	840.7	82%	166%	6%	5%	1%
Gisborne	50700	159.8	168.9	119.1	13.2	10.7	143.0	85%	90%	1%	1%	0%
Hawkes Bay	178600	246.9	314.1	160.2	65.7	40.7	266.6	85%	108%	2%	4%	-1%
Taranaki	124600	174.5	398.2	127.7	217.3	31.2	376.2	94%	216%	3%	2%	0%
Wellington	542000	1446.2	2507.0	616.6	1612.9	84.6	2314.1	92%	160%	18%	11%	7%
Tasman	56400	70.3	72.1	49.5	0.7	10.2	60.4	84%	86%	0%	1%	-1%
Marlborough	50200	89.0	102.1	62.2	23.7	5.3	91.2	89%	102%	1%	1%	0%
Nelson	54600	50.2	78.6	41.5	6.9	15.2	63.6	81%	127%	0%	1%	-1%
Canterbury	645900	1208.8	933.1	511.4	257.6	49.7	818.6	88%	68%	6%	13%	-6%
West Coast	32400	152.6	187.2	126.4	30.8	11.2	168.3	90%	110%	1%	1%	1%
Otago	245300	513.2	586.2	302.2	172.5	47.7	522.3	89%	102%	4%	5%	-1%
Southland	102600	182.9	235.8	183.5	24.2	8.1	215.8	91%	118%	2%	2%	0%
Chatham Islands	760	12.2	12.5	10.0	0.0	1.8	11.8	94%	97%	0%	0%	0%
National	0	3437.6	3220.8	2733.7	750.5	0.0	3484.2	108%	101%	n/a	n/a	n/a
Total	**5084460**	**15436.5**	**17388.4**	**8232.6**	**7345.0**	**857.4**	**16435.0**			**100%**	**100%**	

Continuous programmes in the table above include the Road Safety Partnership Programme (RSPP) and Rail Network Investment Plan (RNIP) that have been approved previously. As a result, the total continuous programme allocation differs from the continuous programme approvals sought as part of NLTP adoption.

If you have any further questions on this, please let us know

Ngā mihi

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From: Felix Marwick <Felix Marwick@nzta govt nz>
Sent: Friday, 2 September 2022 2:13 PM
To: Paul Hawkes <Paul Hawkes@parliament govt nz>; Andy Knackstedt <Andrew Knackstedt@nzta govt nz>
Cc: Leisa Coley <Leisa Coley@nzta govt nz>; Cody Davidson <Cody Davidson@nzta govt nz>; Official Correspondence <Official Correspondence@nzta govt nz>; Elizabeth Mitchell <Elizabeth Mitchell@parliament govt nz>
Subject: RE: Media questions about Northland funding

Hi Paul,
I look after Wellington/Wairarapa and the top of the South Island, so don t have immediate access to the material you are after My boss, Andy Knackstedt, is looking after Northland/Auckland at the moment will be better placed to help you than me

I ve copied him in on this email so that he s aware of your request

Felix Marwick / Media Manager
Te Waka Kōtuia Engagement and Partnerships
M s 9(2)
E Felix.Marwick@nzta.govt.nz / w nzta.govt.nz

From: Paul Hawkes <Paul Hawkes@parliament govt nz>
Sent: Friday, 2 September 2022 2:09 pm
To: Felix Marwick <Felix Marwick@nzta govt nz>
Cc: Leisa Coley <Leisa Coley@nzta govt nz>; Cody Davidson <Cody Davidson@nzta govt nz>; Official Correspondence <Official Correspondence@nzta govt nz>; Elizabeth Mitchell <Elizabeth Mitchell@parliament govt nz>
Subject: Media questions about Northland funding

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Hi Felix, Leisa and Cody,

We re getting quite a lot of questioning here about Northland – an example of which is attached (ref mangamuka) – which is following on from emails we ve received from the Far North District council (other email refers – you ll see it was sent to various members of the media)

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We have answers in mind for this line of questioning, but can I please get a steer **this afternoon** on the below? Or, if easier, what data can you give us for central government spending in northland by year between 2016 and now?

I see that the funding for Northland in the 2015-2018 NTLP was 460 million
2018-21 NLTP was also 460 million
NLTP 21-24 is 751 million

At face value, this is a 63% increase in spending in the Northland region between NLTP 2015 and NLTP 2021.

Before I go back to the office with these figures, am I missing something here? Was there additional funding in the 2015 NLTP that went to Northland that isn t encapsulated in that 460 million?

We don t need a written briefing on this, just confirmation of some numberse if that is easier

Thanks,

Paul

Paul Hawkes (he/his/Mr) | Hekeretari Motuhake | Private Secretary (Transport)
Paul Hawkes@parliament govt nz s 9(2)(a)

Office of Hon Kieran McAnulty
Minister of Emergency Management | Minister of Racing | Associate Minister of Local Government | Associate Minister of Transport | Deputy Leader of the House
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Te Tai Tokerau Northland regional update – July 2022

Overview

A safe, well-connected, and resilient land transport system that gets goods to market and supports economic growth in Northland is a major investment focus of the 2021–24 NLTP.

A major goal is creating a safe roading system that reduces harm to both people and the environment and doing so in such a way that, in tough financial times, provides better value for money invested.

This NLTP focuses on investing in developing a safer and more resilient land transport system that also supports regional growth in Northland and supports the journeys a resurgent tourism sector will bring.

Prioritised investments in Whangarei target better options for people who walk and cycle and take account of the functions of urban streets.

As well as the emphasis on improving the safety and resilience of Northland's roading network to help drive economic growth, this NLTP strives to maintain key road connections and ensure the right levels of service for all transport users, regardless of mode.

We will be working with our transport partners to ensure the region's roads are safer, more resilient, and well-maintained to provide the access local communities need, and that are critical to the farming, forestry and tourism sectors that are the foundations of the Northland economy.

During the 2021–24 NLTP period, $124 million was invested in road maintenance and renewals in Northland.

COVID and the economy

Transport has a major role to play in supporting the economic recovery of the tourism sector in Northland as the country moves into a different phase of the COVID pandemic.

Transport services improving access to employment and essential services for vulnerable communities contribute to the economic wellbeing of Northland. A focus of this NLTP is on maintaining safe and reliable road and rail freight connections to ensure economic recovery is supported.

Improving road safety outcomes with Māori

Waka Kotahi wants to achieve better road safety outcomes with Māori. To enable the change, we have started the Improving Road Safety with Māori project under Road to Zero Te Ara Ki te Ora. The He Pūrongo Whakahaumaru Huarahi Mō Ngā Iwi Māori | Māori road safety outcomes report has been produced to help people understand where we are starting from and the data limitations that currently exist.

The Improving Road Safety with Māori project team will work with Māori to hear more from them about the key challenges facing their people. We will do this initially in two regions, including Te Tai Tokerau, by taking a listen first approach before we partner to develop a

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way forward. The next steps in this journey may take time but we are committed to doing better for Māori, making sure people are getting home safe to their whānau, hapū, iwi and hapori community.

Key highlights

In the last 12 months

- A new roundabout and pedestrian connections at the intersection of **SH1 and SH11, in Kawakawa,** has improved access and provided better connections for locals, visitors and regional freight.
- Good progress was made on safety improvements on **SH1 in the Dome Valley** with the installation of median and flexible safety barriers, widening of the shoulder, installing right-turn bays and improving signage. Work continues.
- Improvements to the resilience and efficiency of **Kaeo Bridge** got underway with a new two-lane bridge and roundabout on SH10.
- **State Highway 1 from Whangārei to Wellsford** was made safer with new wider centrelines, flexible median and side safety barriers and rumble strips. Work continues.
- Safety was improved on **SH1 Loop Road** with the completion of a single-lane roundabout at a previously unsafe and inefficient intersection. Phase two to follow.

Underway or about to start

- The **SH15 and SH1 to Port Marsden** co-project with KiwiRail is approaching the end of its redesign and re-scoping phase.
- Phase one of the **SH1 Loop Road safety improvements** project has been completed with a functioning single-lane roundabout at a previously unsafe and inefficient intersection. The second phase, adding a lane to the roundabout and a bridge for the extra lane, will begin in the construction season of Spring 2022.
- Funding for early wins work on the **SH1 Whangarei to Wellsford Central** safety improvements project has been secured. Extensive community engagement with landowners and key stakeholders around Waipu has resulted in an alternative design for the four SH1 intersections near the township.
- Investigations and landowners' discussion for the **SH1 Whangarei to Wellsford Southern safety improvements** project have begun.
- Preliminary work on **SH1 Whangarei to Wellsford Northern** is proceeding and the project is in the process of confirming funding.
- The **SH10 Kaeo Bridge** safety improvements project is underway and will see a new two-lane bridge and roundabout at the intersection of SH10 and Whangaroa Road improve safety and traffic flow.

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Funding Overview

NLTP	Investment in 2021/22	Forecast investment for 2021-24
Total	$188 million	$658 million
Maintenance and operations	$124 million	$386 million
Public transport investment	$3 million	$15 million
Walking and cycling	$6.5 million	$38 million
Road to Zero (safety)	$9.4 million	$52 million
Network improvements	$20 million	$109 million

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Overview map

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