

Northland Te Tai Tokerau



Northland relies heavily on its rail and roading infrastructure for economic growth and to connect to key services. Many of the region's largely rural communities are accessed by one road or state highway.

Keeping the network connected to the rest of the country through Auckland is a challenge, with frequent severe weather events resulting in slips and landslides closing parts of the network. Low levels of shipping, rail and public transport means Northland relies heavily on the state highway network to move freight and support tourism.

About half of the region's population lives in the Whangārei district, with growth rates varying elsewhere. The region's overall population is expected to grow from 200,000 to 231,000 by 2048 - placing pressure on existing infrastructure.

Manufacturing is a large contributor to Northland's economy followed by agriculture, forestry, farming and fishing. Fragile roading infrastructure poses a challenge to these industries - and increased roading resilience is a high strategic priority. Efficient movement of freight is also critical for economic success. It's estimated about two million tonnes of freight moves between Northland and Auckland each year.

Economic growth and productivity

Roads of National Significance (RoNS)

The GPS identifies the construction of 2 Roads of National Significance for Northland and a third connecting Auckland with Northland. We intend to progress all 3 as a strategic corridor (the Northland Corridor). In 2024-27 we'll start project development and route protection for:

- **Alternative to Brynderwyn Hills.** Upgrading SH1 between Te Hana and Port Marsden Highway, including an alternative to the Brynderwyn Hills, is a top priority. The infrastructure is aimed at reducing travel times, boosting freight capacity and supporting economic development.
- **SH1 Port Marsden Highway to Whangārei** is a critical route for Northland, connecting the region with the rest of New Zealand. Up to 25,000 vehicles use the road each day, including up to 2550 freight vehicles. Four-laning this section of highway will get freight and people where they need to go quicker and more safely.

Once completed, this will provide a continuous 100km state highway upgrade between Auckland and Whangārei.

\$991 million

Forecast total investment

\$258 million

Forecast maintenance operations

\$458 million

Forecast pothole prevention

\$243 million

Forecast improvements

\$18 million

Forecast public transport



Increased maintenance and resilience

Maintenance

A well-maintained roading network contributes to economic growth and productivity by helping to provide reliable journey times and keep routes open. The focus in Northland in 2024-27 will be to improve the quality of the road surface and increase pavement renewals, building the scale of the programme to restore the condition of the network over a 10-year period.

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

- \$105 million will be invested this NLTP period to maintain state highway assets and respond to emergency call-outs.
- \$218 million is ringfenced for state highway pothole prevention.

This \$323 million investment includes 621 lane kilometres of works:

- 500kms of chipseal.
- 79kms of rehabilitation.
- 7kms of structural asphalt.
- 35kms of asphalt resurfacing.

Local roads

With road controlling authorities in Northland, we'll invest a total of \$392.9 million over this NLTP period:

- \$153.3 million will be invested in operations.
- \$239.6 million is ringfenced for local road pothole prevention.

Resilience

- In response to recent severe weather events, NZTA has identified several projects to be delivered through the Resilience Strategic Response Programme. A range of state highway and local road projects will be prioritised and work will get underway this NLTP period.
- We'll be completing the **Mangamuka Gorge** improvements that include stabilising slips, improving drainage, protecting against erosion and upgrading bridges and culverts.
- Working with local communities, we've identified the highest risk areas and will reinforce several locations on SH1 to address recent slips and ground movement, including:
 - **Long Hill**
 - **Saunders Road**
 - **Kaiwaka**.

We'll invest in the **Brynderwyn detour routes** reflecting the important role of these when we need to close the state highway.

Bridges

Working with the Far North District Council, we'll strengthen key bridges in the region to allow larger high productivity motor vehicles (HPMV) to use them.

Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist. The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed in this NLTP period.

Safety

In this NLTP we'll continue investment in road policing and road safety promotion with a focus on improving road safety through enforcement and behavioural change, mostly at a national level. Long-term, our primary safety investment in Northland will be through the development of the new RoNS and our maintenance programme.

In 2024-27, we'll increase safety through the installation and renewal of barriers, safety markings and digital safety devices. These are lower cost, value for money safety improvements and retrofits in high-risk corridors and intersections.

Commercial Vehicle Regional Safety Centre (CVSC)

Land purchase and consenting for the SH15 Marsden CVSC will be completed during the 2024-27 NLTP. CVSCs use the latest technology to check commercial vehicles for compliance with safety regulations. By targeting those in breach of vehicle weight restrictions, we'll be protecting the roading network, helping to minimise the risk to key freight routes where damage could disrupt freight supply chains. This helps with maintenance and resilience of the network.

Value for money

Value for money isn't always about seeking the lowest initial cost for a project – it must also take into consideration the whole of life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Northland, this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Key projects 2024-27

Key

-  Economic growth and productivity
-  Maintenance and resilience
-  Safety
-  Commercial Vehicle Safety Centre (CVSC)
-  Roads of National Significance
-  Port
-  Key routes

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