



# State Highway 15

PROJECT UPDATE

March 2016



The NZ Transport Agency (on behalf of the NZ Government) is planning to take over the management and operation of a route currently being managed by Far North and Whangarei district councils.

## WHERE IS SH15?

The proposed route covers two council areas – Whangarei District Council and Far North District Council.

The Far North District Council section of the proposed new SH15 route comprises:

- 7.4km of Te Pua Road, between SH1 south of Okaihau and Kaikohe
- 26.7km of Mangakahia Road, between Kaikohe and Twin Bridges.

The Whangarei District Council section of the proposed new SH15 route comprises:

- 44.7km of Mangakahia Road, between Twin Bridges and Maungatapere
- 10km of Otaika Valley Road, between Maungatapere and Otaika
- 0.6km of Loop Road (north), between Otaika Valley Road and SH1
- 20km of existing state highway from Loop Road (north), south to the Ruakaka roundabout (this section will be both SH1 and SH15)
- 8.4km of SH15A from the Ruakaka roundabout east to Marsden Point (this section will be renamed SH15)



## WHAT CHANGES TO EXPECT ON SH15

From the date we take over the road, the only change that will be visible will be red SH15 shields advising people that this length of road is now a state highway. Our Northland team is working to identify what needs to be done to bring the road up to a state highway standard from a maintenance perspective. We will then work through our funding process to focus on the safety, resilience and improvements we can achieve for our Northland network.



## MAINTAINING OUR STATE HIGHWAYS

The Transport Agency contracts out the maintenance and operation of 878.94 kilometres of state highway network in Northland.

All our Network Outcomes contracts for state highway maintenance work specify levels of service that must be achieved.

These are expressed as either:

- response times to unplanned events, such as flooding, or
- operational measures such as how easy it is to read or see signs and line marking, height of roadside grass, potholes and litter.

We work with our consultants and contractors to ensure that we invest at the right time and right place for the best outcome and to balance maintenance with renewals.

## FUTURE NETWORK IMPROVEMENTS

While there are no current plans to improve the route, the Transport Agency is committed to bringing the maintenance and operations of SH15 up to a standard consistent with the rest of our state highway network.

Once we have ownership of SH15, the route will become part of a broader Northland network of state highways and sit within our Connecting Northland strategy.

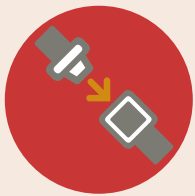
Connecting Northland includes transport improvements across the Northland network, with an initial focus on the corridor between Auckland and Whangarei.

Some of these transport improvements will provide direct benefits to SH15, such as the future upgrade of the Loop Road intersection near Otaika.

## Changing a road into a state highway

### THE PROCESS FOR SH15

- 1 Northland Mayoral Forum requests Northland Inland Freight Route (primarily Mangakahia Road), from Kaikohe to SH1, become part of the state highway network
- 2 The proposed Northland Inland Freight Route to commence at the northernmost end of Te Pua Road and terminate at the Northport facility at Marsden Point, and the entire route to be identified as SH15
- 3 The Land Transport Management Act requires that the Transport Agency consult with regional or territorial councils (Northland Regional, Far North District, Whangarei District and Kaipara District councils) and with every iwi or hapu that may be affected by the declaration of this route as a state highway
- 4 A due diligence exercise is also undertaken by NZ Transport Agency
- 5 Once complete, a report will be sent to the Transport Agency Board, with a request that they approve the declaration of this new state highway
- 6 The Transport Agency, with the consent of the Secretary for Transport, may, by Public Notice in the NZ Gazette, declare a road (or route) to be a state highway
- 7 The Transport Agency becomes responsible for 'ownership' and management of the new highway and must change the identifying traffic signs and markings accordingly to advise road users of the change in status of the road(s) and organisational responsibility for those roads



### ROAD SAFETY: THE SAFE SYSTEM APPROACH

Safer Journeys is about saving lives on our roads. The Safe System approach takes into account human error and vulnerability and designs the whole transport system to protect people from death and serious injury.

Road safety is the responsibility of everyone. Safer roads and roadsides, safer speeds, safer vehicles and safer behaviours all play an important part.

Over time we aim to improve the safety of all parts of the system: roads, roadsides, speeds, vehicles and people, so that if one part fails, the other parts will help protect the road user.

For SH15, the Safe System approach will take into account the existing road design, road user behaviours, safe speeds and the use of the route by the local communities living alongside the corridor.



If you have questions about this project, please contact Kelli Sullivan at [kelli.sullivan@nzta.govt.nz](mailto:kelli.sullivan@nzta.govt.nz) or phone **021 611 162**.

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