



STRATEGIC PRIORITIES FOR THE 30-YEAR TRANSPORT PLAN AND THE EQUITABLE ALLOCATION OF REGIONAL ROADING RESOURCES

Promoting fairness and equity for
rural New Zealand

SUBMISSION TO THE AUCKLAND COUNCIL GOVERNING BODY MAY 2026

1

RODNEY'S NETWORK

VITAL. EXTENSIVE. DIFFERENT.

A network that carries more than its share



Roads don't serve people.
They serve the economy & regional connectivity.



Rodney's roads are lifelines for people, business & freight.



Fair funding must reflect infrastructure burden – not just population.

**23%**

OF AUCKLAND'S
NAMED ROADS

**19%**

OF AUCKLAND'S
ROADING KM

**41%**

UNSEALED BY KM
80% OF AUCKLAND'S
UNSEALED ROADS

**5%**

OF AUCKLAND'S
POPULATION



A vital backbone for
**Auckland & the
North Island.**



Moves nearly one-fifth of
Auckland's heavy freight.



High wear, high stress,
high renewal demand.



It's time funding
matched the load.

2

RODNEY: THE RESILIENCE MULTIPLIER WHEN THE SPINES FAIL, WE CARRY THE LOAD.

Rodney's network is the relief valve for the entire North Island.

“ Our roads keep Auckland moving. Our resilience protects the North Island economy. ”



DISPROPORTIONATE STATE HIGHWAY BURDEN

Rodney carries an estimated

25%–30%

of Auckland's 328 km of State Highways



SINGLE-POINT-OF-FAILURE CORRIDORS

Limited redundancy.
Disruption means loss of access,
freight diversion and
community isolation.



A REGIONAL SERVICE. A LOCAL BURDEN.

Managing diverted national traffic and providing a free alternative to tolled routes is a service Rodney provides for the whole region and country – but it is not funded as such.



WHEN SH1 IS BLOCKED

Local roads like the Hibiscus Coast Highway absorb thousands of heavy vehicles.



WHEN FREE ROUTES ARE BLOCKED

Government foregoes tolls on SH1.

UNCOMPENSATED. UNSUSTAINABLE.



LOCAL RATEPAYERS

subsidise national network failures and lost toll revenue opportunities.



MILLIONS IN DOWNTIME

and freight delays are avoided because our roads keep the economy moving.



NOT REFLECTED

in our maintenance allocation or any Government deals for Auckland.

RODNEY: THE RELIEF VALVE

When SH1 or SH16 are disrupted, our local network is the only option.

Critical links.
No alternatives.
National impact.



RODNEY'S RESILIENCE IS A REGIONAL ASSET.

IT MUST BE RECOGNISED AND COMPENSATED IN FUNDING ALLOCATIONS.



3

RODNEY IS NOT URBAN

ONE SIZE DOES NOT FIT ALL



Rural users travel further, faster and rely on secondary connectors. Our roads are lifelines for people, business and the economy.



Urban policies like traffic calming create friction, not safety, on rural lifelines.



Safety by Design in the city. Resilience by Design in the country.



STE data from RAMM shows deteriorating condition trends on rural roads. Updated rural condition results from AT are not yet available.



**DIFFERENT FUNCTIONS.
DIFFERENT OUTCOMES.**

Different policy and investment required.



**RODNEY'S
ROADS**
CARRY THE LOAD.

Managed rural for resilience, not just for traffic counts.



41%

UNSEALED BY KM

80% of Auckland's unsealed roads



15-18%

**HEAVY COMMERCIAL
VEHICLE TRAFFIC**

Nearly one-fifth of Auckland's heavy freight movements



**SINGLE POINTS
OF FAILURE**

Limited redundancy. Disruption means delay, diversion and isolation.



**RODNEY IS NOT URBAN.
ONE SIZE DOES NOT FIT ALL.**

Our network underpins regional resilience and the North Island economy.



4

THE FUNDING GAP IS REAL

AND IT KEEPS GROWING



~\$2.8B
AT BUDGET



~\$1B
URBAN PT



~\$1.8B
FOR ROADING

RODNEY'S CURRENT
ROADING SPEND

LIKELY < \$60M

(estimates only – rural spend
not transparently reported)

WHAT IS JUSTIFIED?

10% SHARE = \$180M

20% SHARE = \$360M

(Based on 19% road km and
18% heavy traffic share)

GROWTH IS OUTPACING FUNDING



DCs

~\$20k
PER DWELLING



AT: TRANSPORT
REQUIREMENTS

~\$120k
PER DWELLING



WATERCARE
CONNECTION

~\$20k
PER DWELLING

TOTAL INFRASTRUCTURE
COST ESTIMATE

~\$200k
PER DWELLING

~50% transport
~10% water



THE GAP KEEPS WIDENING



Infrastructure costs
are rising.



Demand from growth
keeps increasing.



Current funding
tools are inadequate.

**RATE PRESSURE
IS CONSTRAINING –**
the gap keeps widening.



Existing funding tools are inadequate.

Rate pressure is constraining – the gap keeps widening.



Rodney needs a fair share
to match its contribution and burden.

5

PRIORITIES FOR A FAIRER, MORE EFFICIENT FUTURE

*Fair investment in Rodney
benefits the whole region*



1. INVEST WHERE IT MATTERS MOST



Prioritise renewals on high heavy vehicle (HCV) and freight routes.



Build resilience on our single-point-of-failure corridors.



Invest in safety and efficiency on rural connectors that keep the region moving.



Plan for long-term, climate resilient infrastructure that protects communities and the economy.



2. IMPROVE PUBLIC TRANSPORT MANAGEMENT



AT now manages PT. Focus on efficiency and value for money.



Measure performance. Improve utilisation. Reduce cost per trip.



Put customers first and align PT investment with real demand and growth patterns.



3. STRENGTHEN FUNDING AND TRANSPARENCY



To improve transparency and accountability, require AC, ARTC & AT to publicly report Rodney transport expenditure, condition trends, maintenance outcomes and PT financials as distinct categories.



Ensure growth contributions from Rodney are reinvested in Rodney to meet the infrastructure this growth creates.



**FAIR FUNDING.
STRONGER RODNEY.
STRONGER AUCKLAND.**



Rodney does the heavy lifting for Auckland.



Fair funding today builds a **resilient tomorrow.**



RODNEY IS CRITICAL. THE NEED IS REAL. *THE TIME TO ACT IS NOW.*
Invest fairly. Manage well. Build resilience. Deliver for Auckland.





We would be happy to
answer questions.

Thank You!!