

MINISTERIAL BRIEFING NOTE

Subject	Implications of recommended investment levels on maintaining levels of service on local roads, state highways, public transport services and infrastructure and road safety promotion
Date	27 May 2021
Briefing number	BRI-2181

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 st contact
Out of Scope	General Manager Corporate Support	Out of Scope		✓
Out of Scope	Chief Financial Officer	Out of Scope		

Action taken by Office of the Minister

- ☐ Noted
- ☐ Seen by Minister
- ☐ Agreed
- ☐ Feedback provided
- ☐ Forwarded to
- ☐ Needs change [please specify]
- ☐ Withdrawn
- ☐ Overtaken by events

27 May 2021

Minister of Transport

Implications of recommended investment levels on maintaining levels of service on local roads, state highways, public transport and road safety promotion

Purpose

1. This briefing provides you with an update on recent Waka Kotahi NZ Transport Agency Board recommendations on indicative funding allocations for the continuous programmes of Councils and Waka Kotahi, along with the downstream implications of these levels of funding. These recommendations were endorsed by the Waka Kotahi Board at its meeting on 27 May 2021. The indicative allocations for continuous programmes seek to maintain levels of service on local roads, state highways, public transport and road safety promotion.
2. Waka Kotahi anticipates significant sector and media interest as well as potential reputational and relationship risks from the communication of these indicative allocations. Waka Kotahi had previously committed to communicating the Board recommendations to the local government sector by 31 May 2021, and we are still aiming to meet that commitment.

Background and context

The process of developing the National Land Transport Programme

3. The release of indicative allocations for the continuous programmes is done ahead of the adoption of the National Land Transport Programme (NLTP). They are released earlier to allow Councils to continue planning and budgeting for their maintenance and public transport programmes, which they are required to complete by 30 June of each year.
4. Board endorsement of investment indicative levels signals a firm (but not yet binding) commitment to the funding allocations for the final NLTP. Further analysis may result in changes to these allocations, although given limited funding discretion, there is little scope for the allocations to change materially.
5. In addition to continuous programmes, final bids from Councils for improvement activities were received on 21 May 2021. These are now being assessed and prioritised. Waka Kotahi Board members will be asked to consider the remaining issues, the draft recommendations for final funding allocations across all activity classes, and the implications of these decisions on the Road to Zero, the Auckland Transport Alignment Programme (ATAP), the Rail Network Investment Plan and Let's Get Wellington Moving (LGWM), respectively, in July 2021. Waka Kotahi Board endorsement of the final NLTP will then take place at the scheduled August 2021 meeting.

Indicative investment levels

6. The following table provides an overview of the indicative allocations and the estimated level of funding required to maintain the existing levels of service (LoS).

Table 1 – indicative allocations and estimated funding required to maintain LoS

Funding category	Maintain LoS (\$million)	Recommended (\$million)	Current 2018-2021 (\$million)
Public Transport (PT) Services	\$1,313	\$1,313	\$936
PT Infrastructure (Maintenance, Ops and Renewals)	\$104	\$104	\$68
Local road maintenance	\$2,340	\$2,181	\$2,032
State highway maintenance	\$2,804	\$2,464	\$2,195
Road safety promotion	\$160	\$160	\$150

7. The recommended indicative investment levels balance the competing priorities given the constraints imposed by the Activity Class funding range settings in GPS 2021. The proposed allocations provide a balanced approach to meeting GPS objectives; are affordable from a short-term NLTF perspective and will ensure that Waka Kotahi is able to fund to the GPS lower ranges for the coming NLTP period. The level of investment required in both road maintenance activity classes to avoid an increase in DSIs is significantly higher than the remaining available funding.

Key implications

8. The proposed allocations to continuous programmes represent a 16 percent increase (\$6,222 million vs \$5,381 million) compared to the 2018-21 NLTP. They meet 100 percent of the funding required in Waka Kotahi's view to maintain Public Transport Services at current levels and approximately 93 percent and 88 percent, respectively, of estimated funding required to maintain levels of service for Local Road Maintenance and State Highway Maintenance.
9. The recommended allocations are significantly lower than the bids from a number of Councils see Attachments 1-4¹.
10. As a result of the indicative allocation of funding allocations for continuous programmes, the available funding for the improvement activity classes are expected to be set at the bottom of the respective activity class ranges.
11. The lack of remaining funding discretion for improvement activity classes also has the potential to significantly impact our ability to meet investment expectations and Government commitments in 2021-24 for Road to Zero, ATAP and Rail Network Investment Plan and LGWM.
12. We anticipate significant sector and media interest in the indicative allocations and their likely implications. The detailed implications of investing at the levels indicated for each activity class are provided in attachments 1-4.

¹ Final checking of allocations and communications to councils is in progress.

Engagement with the sector

13. Our communication with Councils since the release of the GPS 2021-31 has proactively highlighted the funding constraints. However, we expect there will be heightened Council and media attention with the release of the indicative allocations.
14. There is some urgency to communicating the indicative allocations, as Councils seek to finalise their Long-Term Plans by 30 June 2021. Failure to release the indicative allocations at the end of May could negatively impact Waka Kotahi's reputation and compound the challenges with NLTP and LTP alignment.
15. Relevant staff, including key senior managers, will be equipped with key messages and supporting material to mitigate any risk of misunderstanding or misinterpretation as well as to address any questions. Where allocations are significantly lower than may have been anticipated, or there are specific local/regional issues arising from the allocation that represent a high reputational risk, Waka Kotahi will contact council Chief Executives directly.
16. Indicative allocations and broader NLTP funding will continue to be a part of the ongoing conversation by our Chief Executive at our regular live calls with Councils. The next of these is on 15 June 2021. The Chief Financial Officer is also speaking at the Road Controlling Authorities forum on 4 June 2021.

It is recommended that you:

1. **Note** the implications of the indicative funding allocations.
2. **Note** sector and media interest and potential reputational and relationship risks arising from the communication of these indicative allocations.
3. **Provide feedback** to Waka Kotahi on the proposed allocation, by 31 May 2021 if possible.

Out of Scope



General Manager, Corporate Support

.....
Hon Michael Wood, Minister of Transport

Date: 2021

Attachment 1

Public Transport Services and Infrastructure

Component \$million	2021-24 investment to maintain LoS	2021-24 recommended	2018-2021 Current Allocation	2021-24 Bid sought by Councils	Allocation as % of total bids
Bus services	\$708	\$708	\$556	\$764	93%
Rail services	\$299	\$299	\$237	\$303	99%
Ferry services	\$32	\$32	\$26	\$35	94%
Total mobility	\$39	\$39	\$41	\$40	98%
PT service opex	\$87	\$87	\$77	\$87	100%
PT service improvements, contingency & commitments	\$148	\$148	N/A	\$148*	N/A
Total (PT Services)	\$1,313	\$1,313	\$936	\$1,377	N/A
Total PT infrastructure MOR	\$104	\$104	\$68	\$127	82%

*Based on initial PT service improvement bids & commitments excl. contingency

Recommended indicative allocations of \$1,313m and \$104m from PT Infrastructure are considered sufficient to maintain existing levels of service with provision for some service improvements (approx. \$70m, to be confirmed during the moderation of improvement activities).

Impacts of the investment in maintaining levels of service in PT

The right-sized investment level is \$86.5m lower than the total combined bids from Councils, for maintaining existing services. The majority (\$64m) comes following the moderation of Auckland Transport's final bid, which included a reduction in costs considered 'low impact' and/or that lacked sufficient evidence.

Waka Kotahi has advised councils that in planning for their 2021-24 public transport programmes, they need to prepare for a 'new normal' reflecting the ongoing impact of COVID-19 on fare revenue forecasts related costs (i.e. to plan and budget based on normal FARs from 1 July 2021). This means that any (continued) deficit in fare revenue during the 2021-24 NLTP period will impact both local share and the NLTF contribution for public transport services, with any increased subsidy costs (as a result of decreased fare revenue) being shared between the NLTF and local rates.

The SuperGold Card is excluded from the recommended indicative allocation as it is to be exclusively Crown funded during the 2021-24 NLTP.

Public transport services and maintenance of public transport infrastructure will be critical in meeting the GPS Climate Change and Better Travel Options strategic priorities. Where investment in public transport reduces the number of cars on the road, it also supports the Safety and Improving Freight Connections strategic priorities.

Allocations by Approved Organisation

Public Transport Services and Public Transport Infrastructure (MOR)	2021-24 Investment required to maintain LoS (\$000 NLTF)	2021-24 Recommended (\$000 NLTF)	2018-2021 Current Allocation (\$000 NLTF)	2021-24 Bid sought by Councils (\$000 NLTF)	Allocation as a % of bid
Auckland Transport	\$736,758	\$736,758	\$597,065	\$800,581	92%
Greater Wellington	\$278,631	\$278,631	\$214,981	\$289,524	96%
Environment Canterbury	\$108,143	\$108,143	\$80,811	\$117,603	92%
Bay of Plenty Regional Council	\$37,320	\$37,320	\$29,354	\$36,678	102%
Waikato Regional Council	\$39,026	\$39,026	\$29,451	\$38,712	101%
Otago Regional Council	\$29,069	\$29,069	\$20,841	\$29,069	100%
Horizons Manawatu	\$12,348	\$12,348	\$9,407	\$13,492	92%
Hawkes Bay Regional Council	\$7,375	\$7,375	\$6,108	\$7,375	100%
Taranaki Regional Council	\$6,164	\$6,164	\$4,594	\$6,164	100%
Northland Regional Council	\$4,424	\$4,424	\$3,461	\$5,493	81%
Nelson City Council	\$3,124	\$3,124	\$1,900	\$3,662	85%
Tasman District Council	\$516	\$516	\$299	\$727	71%
Invercargill City Council	\$3,564	\$3,564	\$3,577	\$3,564	100%
Gisborne District Council	\$1,810	\$1,810	\$963	\$1,810	100%
Marlborough District Council	\$635	\$635	\$548	\$925	69%
West Coast Regional Council	\$206	\$206	\$154	\$206	100%
Buller District Council	\$112	\$112	\$103	\$112	100%
Westland District Council	\$56	\$56	\$61	\$56	100%
PT continuous programme total (includes allocations for PT infrastructure MOR)	\$1,269,280	\$1,269,280	\$1,003,677	\$1,355,752	94%
PT services commitments & continuous programme contingency	\$78,000	\$78,000	N/A	\$28,000*	N/A
PT services improvements	\$70,000	\$70,000	N/A	\$120,000*	N/A
Total Indicative Allocation to PT	\$1,417,280	\$1,417,280	\$1,003,677	\$1,503,752	94%

Comprising:

PT Infrastructure MOR	\$104,375	\$104,375	\$67,611	\$127,085	82%
PT Services activity class	\$1,312,905	\$1,312,905	\$936,066	\$1,376,667*	N/A

*Based on initial PT service improvement bids & commitments excl. contingency

Attachment 2

Local Road Maintenance

Component \$million	2021-24 Investment required to maintain LoS	2021-24 Recommended	2018-2021 Current Allocation	2021-24 Bid sought by Councils	Allocation as % of total bids
Maintenance, operation and renewal	\$2,094	\$1,940	\$1,763	\$2,343	83%
Other commitments and provision	36	\$41	30	21	N/A
Emergency works provision	\$210	\$200	\$239	\$210	95%
Total	\$2,340	\$2,181	\$2,032	\$2,575	85%

The recommended indicative allocation is \$2,181m. This represents a \$159m total reduction from the investment level Waka Kotahi considers is needed to maintain levels of service and a \$394m total reduction from submitted bids.

The reduced funding level will likely result in an overall deterioration in network condition and an increased backlog in maintenance and renewal activities, with an associated need for higher investment levels in future NLTPs. There is an increased risk of asset failures with the potential for increased DSI's (e.g. due to reduced skid resistance), requiring greater reactionary works at the expense of programmed replacements. This risk is elevated as there is minimal contingency to support any cost scope adjustments that may arise during the NLTP 2021-24 period.

Impact of the Constrained Affordable Programme for Local Roads

The potential/ forecast consequences for this reduced investment include:

- a 15% reduction in road resurfacing and pavement renewals, with an associated increase in faults and repair work and a risk of significant future costs to restore network condition
- 20% reduction in footpath repairs and replacement, resulting in more cracked and uneven surfaces and a reduced level of service for pedestrians
- 20% reduction in bridge and structure renewals, with a potential reduction in network resilience and freight accessibility if more bridge closures or weight restrictions are needed
- 10% reduction in unsealed maintenance and metalling costs, reducing levels of service across the lower volume rural network, increased corrugations, and ongoing dust issues in some areas
- minimal funds to respond to minor events and larger emergency works beyond a base level, meaning less capacity for network resilience and increased disruption.

Local Road Maintenance is a key 'enabler' of all GPS strategic priorities including Safety, with road condition an important factor in reducing deaths and serious injuries. Road maintenance also plays a key role in ensuring efficient access to social and economic opportunities (for private and commercial vehicles, buses, pedestrians and cyclists), route security and resilience (including to the impacts of climate change). It therefore also contributes to the Better Travel Options, Improving Freight Connections and Climate Change strategic priorities. The allocation of funding below that required to maintain current levels of service will likely result in deteriorating road condition with associated safety, access and resilience risks.

Allocations by Approved Organisation

Local Road Maintenance	2021-24 Investment to maintain LoS (\$000 NLTF)	2021-24 Recommended (\$000 NLTF)	2018-2021 Current Allocation (\$000 NLTF)	2021-24 Bid sought by Councils (\$000 NLTF)	Allocation as a % of bid
Ashburton District Council	20,055	19,734	18,999	20,367	97%
Auckland Transport	479,452	441,789	402,056	562,397	79%
Buller District Council	10,469	9,601	7,498	10,469	92%
Buller District Council – SPR	4,251	4,251	2,352	4,251	100%
Carterton District Council	5,393	5,256	4,874	5,442	97%
Central Hawkes Bay District Council	20,268	20,268	20,368	20,268	100%
Central Otago District Council	14,216	13,502	12,435	16,019	84%
Chatham Islands Council	10,001	10,001	9,228	10,001	100%
Christchurch City Council	104,016	96,008	87,581	115,164	83%
Clutha District Council	28,905	27,757	22,212	31,347	89%
Clutha District Council – SPR	1,033	994	679	1,239	80%
DOC (Auckland)	39	22	31	39	56%
DOC (BoP)	95	95	177	95	100%
DOC (Canterbury)	1,382	1,238	722	1,382	90%
DOC (Hawkes Bay)	126	126	104	126	100%
DOC (Manawatu-Whanganui)	869	757	1,043	869	87%
DOC (Marlborough)	280	245	548	280	88%
DOC (Northland)	78	78	180	78	100%
DOC (Otago)	130	130	90	130	100%
DOC (Southland)	824	824	41	824	100%
DOC (Taranaki)	10	10	6	10	100%
DOC (Tasman)	351	209	274	351	60%
DOC (Waikato)	437	371	580	437	85%
DOC (Wellington)	789	789	317	789	100%
DOC (West Coast)	1,612	1,603	1,094	1,612	99%
Dunedin City Council	54,213	47,939	45,251	65,843	73%
Environment Southland	99	97	74	105	92%
Far North District Council	66,224	61,015	48,598	72,912	84%
Gisborne District Council	55,303	53,519	52,946	55,711	96%
Gore District Council	9,219	8,736	7,923	9,883	88%
Grey District Council	9,872	9,510	8,733	11,818	80%
Hamilton City Council	48,214	41,565	38,146	69,765	60%
Hastings District Council	36,147	33,216	32,221	47,562	70%
Hauraki District Council	16,079	14,474	11,839	17,044	85%
Horowhenua District Council	12,648	12,178	11,010	12,787	95%
Hurunui District Council	11,248	11,248	11,018	11,773	96%

Local Road Maintenance	2021-24 Investment to maintain LoS (\$000 NLTF)	2021-24 Recommended (\$000 NLTF)	2018-2021 Current Allocation (\$000 NLTF)	2021-24 Bid sought by Councils (\$000 NLTF)	Allocation as a % of bid
Hurunui District Council - SPR	607	607	64	607	100%
Hutt City Council	24,991	23,307	22,226	27,167	86%
Invercargill City Council	18,616	17,126	17,374	22,656	76%
Kaikoura District Council	2,700	2,413	2,296	3,591	67%
Kaipara District Council	32,880	30,723	28,511	34,587	89%
Kapiti Coast District Council	14,973	12,597	10,993	16,572	76%
Kawerau District Council	2,232	2,025	1,850	2,382	85%
Mackenzie District Council	5,567	5,249	4,821	7,115	74%
Manawatu District Council	17,555	16,666	16,188	18,202	92%
Marlborough District Council	26,363	22,236	19,908	27,379	81%
Masterton District Council	20,862	16,900	14,663	20,944	81%
Matamata-Piako District Council	17,502	17,340	16,484	18,012	96%
Napier City Council	11,230	10,583	10,046	12,084	88%
Nelson City Council	13,428	12,279	11,394	13,428	91%
New Plymouth District Council	24,348	22,938	21,039	35,361	65%
New Plymouth District Council - SPR	326	326	106	326	100%
Opotiki District Council	8,536	8,250	7,626	9,061	91%
Otago Regional Council	268	230	211	312	74%
Otorohanga District Council	13,783	13,420	11,704	14,884	90%
Palmerston North City Council	18,972	17,445	16,455	20,259	86%
Porirua City Council	12,465	10,474	10,114	20,246	52%
Queenstown-Lakes District Council	24,979	22,933	24,896	30,361	76%
Rangitikei District Council	21,544	19,800	19,043	22,993	86%
Rotorua Lakes Council	22,768	22,400	18,589	23,387	96%
Ruapehu District Council	35,951	34,818	28,060	37,551	93%
Ruapehu District Council - SPR	2,084	2,084	2,723	2,084	100%
Selwyn District Council	25,210	22,649	20,684	26,606	85%
South Taranaki District Council	26,289	25,915	23,659	26,733	97%
South Waikato District Council	13,102	12,800	10,728	14,489	88%
South Wairarapa District Council	6,313	6,182	5,276	6,791	91%
South Wairarapa District Council - SPR	1,666	1,529	1,414	1,666	92%
Southland District Council	47,975	44,395	36,963	51,852	86%
Southland District Council - SPR	458	425	315	557	76%
Stratford District Council	12,086	12,017	9,340	12,591	95%
Stratford District Council - SPR	711	711	542	711	100%
Tararua District Council	29,127	28,131	25,826	29,921	94%
Tasman District Council	26,713	23,154	19,084	27,859	83%

Local Road Maintenance	2021-24 Investment to maintain LoS (\$000 NLTF)	2021-24 Recommended (\$000 NLTF)	2018-2021 Current Allocation (\$000 NLTF)	2021-24 Bid sought by Councils (\$000 NLTF)	Allocation as a % of bid
Tasman District Council - SPR	404	404	398	404	100%
Taupo District Council	11,950	11,220	9,465	11,950	94%
Taupo District Council - SPR	31	31	18	31	100%
Tauranga City Council	33,238	26,520	22,645	37,842	70%
Thames-Coromandel DC	21,469	20,400	17,907	23,140	88%
Timaru District Council	23,203	21,497	19,744	30,432	71%
Upper Hutt City Council	10,326	9,231	8,511	10,326	89%
Waikato District Council	53,347	50,079	47,116	60,604	83%
Waikato Regional Council	306	306	138	337	91%
Waimakariri District Council	18,124	17,652	16,895	18,761	94%
Waimate District Council	9,971	9,853	8,932	10,781	91%
Waipa District Council	22,471	21,165	18,815	22,726	93%
Wairoa District Council	21,914	21,824	20,029	22,123	99%
Wairoa District Council - SPR	2,019	2,019	1,902	2,019	100%
Waitaki District Council	19,960	18,728	16,887	21,768	86%
Waitangi Trust	479	479	168	479	100%
Waitomo District Council	26,000	24,000	22,707	28,824	83%
Wellington City Council	75,404	68,391	65,485	79,745	86%
Western BoP District Council	21,857	20,910	19,241	23,176	90%
Westland District Council	8,523	7,898	6,705	9,061	87%
Westland District Council - SPR	3,000	3,000	2,487	3,000	100%
Whakatane District Council	21,602	20,893	18,516	23,851	88%
Whakatane District Council - SPR	8,406	5,129	4,653	8,406	61%
Whanganui District Council	23,739	22,091	20,975	24,535	90%
Whangarei District Council	47,145	43,560	40,056	48,565	90%

Attachment 3

State Highway Maintenance

Component \$million	2021-24 investment to maintain LoS	2021-24 Recommended	2018-2021 Current Allocation	2021-24 Bid sought by Councils	Allocation as % of total bids
Maintenance, operation and renewal	\$2,579	\$2,284	\$1,945	\$2,979	77%
Emergency works	\$225	\$180	\$250	\$237	76%
Total	\$2,804	\$2,464	\$2,195	\$3,216	77%

Impact of the Constrained Affordable Programme on State Highway Maintenance

The State Highway network is already under stress from deferred maintenance and growth in traffic using the network. Evidence suggests increased costs of between \$400m and \$1,052m are needed to recover the network back to a sustainable level. In seeking to manage a constrained affordable allocation, Waka Kotahi will likely maximise service delivery on the highest volume roads, restricting adverse impacts from underinvestment to the less critical routes.

Further risks/costs arising from the constrained programme allocation include:

- a 'run to failure' approach allowing for increased pavement failure, which in the short to medium term is likely to result in greater use of speed management and/or increased DSIs and higher routine maintenance
- there will likely be an increase of 30-40 DSI on the State Highway network by 2023/24 arising from the deterioration in road condition (e.g. reduced skid resistance and increased road roughness)
- bridge maintenance/renewal delays likely result in speed and or weight restrictions
- reduced funding for the upgrade of urban areas from chip seal to asphalt with a reduction in environmental benefits (e.g. from noise)
- additional investment of about \$1.5-2.0bn will be required in future NLTP periods, to recover service levels as a result of the need for more extensive treatment due to the deteriorated state of roads in 2021-24

Investment in State Highway Maintenance delivers a range of benefits contributing to the GPS strategic priorities of Better Travel Options, Improving Freight Connections and Climate Change. It strongly supports the Safety priority, through reduced DSIs. It supports economic activity (including tourism) and the movement of freight, as well as access to employment and social opportunities, along with route security and resilience. The allocation of funding below that required to maintain levels of service will likely impact the achievement of safety, access and resilience objectives.

Attachment 4

Road Safety Promotion

Component \$million	2021-24 Investment to maintain LoS	2021-24 Recommended	2018-2021 Current Allocation	2021-24 Bid sought by Councils	Allocation as % of total bids
National Road Safety Advertising & Education	\$109	\$109	\$102	\$124	88%
Council and Waka Kotahi Regional Road Safety Promotion programmes	\$48	\$48	\$44	\$54	89%
Alcohol Interlock and Vehicle Impoundment Schemes and contingency	\$3	\$3	\$4	\$5	60%
Total	\$160	\$160	\$150	\$183	87%

The recommended indicative investment to ensure appropriate investment in Road Safety Promotion activities is \$160m, which is 6% of the activity class' lower range

Impacts of a right-sized investment in Road Safety Promotion

The proposed investment buys delivery of the education and advertising programmes at an appropriate level. The benefits of appropriately scaled investment include:

- appropriate reach of advertising spend ensuring impact across target audiences
- leveraging local programmes to deliver Road to Zero messaging and support local safety issues
- Alcohol Interlock and Vehicle Impoundment schemes will continue as essential regulatory functions, noting demand is driven by court-imposed judgements and by the need to remove abandoned or damaged vehicles off State highways.

With Road to Zero, a transformative change is required with a greater focus on system change rather than addressing human error alone. Road Safety Promotion activities have a critical role in supporting the behavioural change through national and local/regional campaigns and initiatives to achieve the GPS safety outcomes.

Allocations by Approved Organisation

Road Safety Promotion	2021-24 Investment to maintain LoS (\$000 NLTF)	2021-24 Recommended (\$000 NLTF)	2018-2021 Current Allocation (\$000 NLTF)	2021-24 Bid sought by Councils (\$000 NLTF)	Allocation as a % of bid
Ashburton District Council	208	208	195	247	84%
Auckland Transport	13,384	13,384	12,567	14,776	91%
Bay of Plenty Regional Council	323	323	317	323	100%
Buller District Council	66	66	69	66	100%
Central Otago District Council	117	117	151	117	100%
Chatham Islands Council	18	18	6	18	100%
Christchurch City Council	2,553	2,553	2,397	2,736	93%
Clutha District Council	211	211	213	211	100%
Dunedin City Council	738	738	679	968	76%
Far North District Council	3,701	3,701	2,356	3,919	94%
Gisborne District Council	851	851	787	851	100%
Greater Wellington	815	815	765	1,003	81%
Grey District Council	58	58	68	58	100%
Hawkes Bay Regional Council	785	785	737	1,232	64%
Hamilton City Council	934	934	922	985	95%
Horizons Manawatu	1,952	1,952	2,143	1,952	100%
Hurunui District Council	123	123	94	123	100%
Hutt City Council	237	237	306	237	100%
Invercargill City Council	821	821	756	898	91%
Kaikoura District Council	15	15	17	15	100%
Kaipara District Council	307	307	288	636	48%
Kapiti Coast District Council	149	149	135	149	100%
Marlborough District Council	225	225	211	268	84%
Masterton District Council	394	394	354	394	100%
Napier City Council	46	46	-	46	100%
Nelson City Council	190	190	179	333	57%
New Plymouth District Council	1,122	1,122	-	1,422	79%
Northland Regional Council	278	278	259	278	100%
Otorohanga District Council	387	387	363	433	89%
Palmerston North City Council	122	122	-	122	100%
Porirua City Council	311	311	281	373	83%
Queenstown-Lakes District Council	240	240	225	409	59%
Rotorua Lakes Council	664	664	825	664	100%
Selwyn District Council	370	370	348	500	74%
South Taranaki District Council	1,058	1,058	1,332	1,058	100%
South Waikato District Council	190	190	168	190	100%
Southland District Council	-	-	-	-	N/A

Road Safety Promotion	2021-24 Investment to maintain LoS (\$000 NLTF)	2021-24 Recommended (\$000 NLTF)	2018-2021 Current Allocation (\$000 NLTF)	2021-24 Bid sought by Councils (\$000 NLTF)	Allocation as a % of bid
Tasman District Council	322	322	302	380	85%
Taupo District Council	315	315	295	347	91%
Tauranga City Council	1,261	1261	1,184	1,639	77%
Thames-Coromandel District Council	314	314	294	396	79%
Timaru District Council	503	503	472	887	57%
Upper Hutt City Council	203	203	190	244	83%
Waikato District Council	521	521	490	708	74%
Waikato Regional Council	1,836	1,836	1,823	1,836	100%
Waimakariri District Council	314	314	291	314	100%
Waipa District Council	244	244	228	272	90%
Waitaki District Council	306	306	291	306	100%
Waitomo District Council	173	173	146	173	100%
Wellington City Council	657	657	617	719	91%
Westland District Council	57	57	56	57	100%
Whakatane District Council	838	838	772	838	100%
Whangarei District Council	1,406	1 406	725	1,406	100%
Interlock and Vehicle Impoundment (Regulatory Functions)	2,850	2,850	4,427	5,440	52%
National Road Safety Advertising & Education Programmes	108,500	108,500	101,630	123,200	88%
Waka Kotahi Regional Programmes	4,500	4,500	4,328	6,000	75%