

Funding assistance rates (FAR) review

Special Purpose Roads History



WHAT ARE SPECIAL PURPOSE ROADS?

“Special purpose roads” are a group of local roads and other carriageways that for a number of years received very high funding assistance rates.

Some special purpose roads are local roads that currently receive a higher funding assistance rate than the other local roads managed by the same territorial authority. Other special purpose roads are not public highways at all but carriageways within either the Department of Conservation estate or Waitangi National Trust land that are available for use by the public and eligible to receive funding from the National Land Transport Fund.

Maps of the current special purpose roads are attached at the back of this document.

THE HISTORY OF SPECIAL PURPOSE ROADS

1956 TO 1981 - SUBSIDISED HIGHWAYS

The First Subsidised Highways

In October 1956¹, the then National Roads Board was given a power to declare certain “carriageways” to be “subsidised highways”. Once a carriageway was declared a subsidised highway the National Roads Board could legally contribute towards the costs of the construction, maintenance or control of the carriageway if it chose to do so. The Board had complete discretion as to what contribution it decided to make to any of those costs.

In order for the Board to declare a carriageway to be a subsidised highway:

- The carriageway had to be under the control of a local authority or public body; and
- The Board had to form the opinion that the carriageway would be, “regularly or continuously for any period”, available for public use.

Therefore, a carriageway could be declared a subsidised highway even if, legally, it was not a road.

If a carriageway was declared a subsidised highway, the local authority or other public body who had control of it became the road controlling authority for that carriageway.

It appears that only two carriageways were declared to be subsidised highways prior to 1960 – the northern approach to the Auckland Harbour Bridge and the Shelly Beach Flyover (i.e. the southern approach to the Bridge). Both of these sections of carriageway are now State highways.

1960 - CHANGES TO SUBSIDISED HIGHWAYS

In April 1960, the power to declare subsidised highways was amended so that²:

- Subsidised highways could also include any carriageway that was under the control of the Crown.
- The National Roads Board could only contribute towards maintenance or construction costs.
- The Board could contribute towards such costs as if the carriageway were a normal local road
- The body in control of the carriageway was deemed to have all the same powers that local authorities had in relation to local roads.

A handful of subsidised highways were declared between 1960 and 1981 – most of these are now State highways. In 1966 (i.e. prior to the Tongariro Power Scheme being commissioned in 1973), two Tongariro Power Scheme Access Roads were declared subsidised highways.

The only carriageway made a subsidised highway prior to 1981 that is still a special purpose road is part of the main carriageway running through the Waitangi National Trust land. This carriageway appears to have previously been part of a Government road. Part of that Government road was made into a local road and part of it (located within Trust lands) was retained as private carriageway.

The reason for this was that it was considered appropriate for the Waitangi National Trust to retain control of this section of the existing carriageway (rather than have it made into a local road). It was considered to be in the national interest for the Waitangi National Trust to be eligible for grants from the National Roads Board for maintenance of the carriageway.³ A section of the carriageway providing access to and through the Waitangi National Trust land was declared a subsidised highway on 17 February 1969.⁴ Part of that carriageway is local road and part of it is private carriageway owned by the Trust Board.

Mid 1960s – National Roads Board funding for access roads within the Urewera National Park

In the mid 1960s the Urewera National Park was managed by the Urewera National Park Board. In 1966 the National Roads Board agreed to provide financial assistance to bring five access roads within the Park up to suitable standards and provide for their future maintenance. Financial assistance was provided because the roads were used by thousands of visitors every year and it was considered to be beyond the normal functions of a National Park Board to maintain them to the necessary standard.⁵ Further, as at that time the access roads branched off a State highway, and the relevant County Council did not have any other roads in the vicinity, it was considered to be impracticable for the Council to maintain them.⁶

In the 1966/7 financial year £4,000 of National Roads Board funding was made available for improvements to the access roads. By 1974 the National Roads Board had been providing \$1500 a year towards the cost of maintenance of the access roads for a number of years.⁷

1981 TO 2003 – SPECIAL PURPOSE ROADS

In January 1981, the name “subsidised highway” was replaced with the term “special purpose road”.⁸ The reason for this was that over time the National Roads Board had made decisions giving higher funding assistance rates to a variety of roads that were not subsidised roads – mainly roads within National Parks. At the February 1980 Board meeting, the National Roads Board resolved that:⁹

- It would be best to group these roads together with subsidised highways in one group called “special purpose roads” on the basis that any works on those roads were all considered to involve factors of national significance/be related to the national interest.
- It would request an appropriate statutory amendment to achieve this.

1981 to 1989 - The National Roads Board Special Purpose Road Era

Between 1981 and 1989, the National Roads Board created around 20 special purpose roads.

A Submission (i.e. Board Paper) written for the National Roads Board in 1988 explained:¹⁰

“In effect the special purpose road category is used to provide funding for roads that are significant in the national interest but for which State highway status is not appropriate and for which there is no local authority rating base.”

The Submission contrasted this with roads within National Parks that were State highways and noted that these State highways either:

- Provided access to what were at the time Government owned hotels – e.g. SH48 to the Chateau at Mt Ruapehu, or
- Had a primary purpose as a through route rather than park access.

The Submission also noted that, previously, the National Roads Board had given special assistance to roads in similar situations that were regionally significant – the main examples being the Waitakere Scenic Drive in Auckland and the Summit Road in Christchurch – but that that had been discontinued. The form of this special assistance rate had been by means of an increased subsidy rate within the local authority subsidised work programme.

The majority of the special purpose roads created in this period were access roads within a National Park or reserve. The road controlling authorities for these special purpose roads were either the Department of Lands and Survey (and later the Department of Conservation) where the carriageway was legally included within a National Park, or the territorial authority where the carriageway was not legally included within a National Park.

Exceptions to this were¹¹:

- Totaranui Road (located in what is now Tasman District) which leads to the Abel Tasman National Park and (at the time it was made a special purpose road) ran through an undeveloped area of land.
- The Haast-Jackson Bay road in Westland,

1984 to 1985 - The Waitangi National Trust Board

In May 1984, due to there being some confusion about which carriageways within the Waitangi National Trust land were special purpose roads, the National Roads Board sent an investigating team up to the Trust land (accompanied by representatives of the then Bay of Islands County Council and the District Commissioner of Works). On 20 February 1985, the National Roads Board resolved to:

- Re-Gazette (as a special purpose road) the existing subsidised highway from the southern abutment of the Waitangi River Bridge to the junction of the carriageway with the legalised public road at Hobson Hill,
- Declare the carriageway of the loop road providing access to the Treaty House and the visitors carpark (but not the central carparking area) a special purpose road,
- Declare the spur road to the west of the main through road providing access to the boat ramp, riverbank frontage, golf club and staff hostel and workshop a special purpose road as far as the near boundary of the staff hostel.

Driveways leading to the hotel on the Trust land, the paved area surrounding the hotel, bars and motels, and the short section of carriageway joining that area to the wharf were excluded from the decision, as were minor paths or driveways serving the bowling club or other buildings or areas.

The criteria that were applied in making this decision were that the Board declared carriageways within Trust land special purpose roads if they were available for the use and convenience of the public and excluded carriageways that were primarily there to facilitate the Trust’s operations.

The main carriageway (including the section containing the Waitangi River Bridge that was local road), the access road to the staff hostel, the carpark loop road and the Hobson Memorial Loop Road, were all declared special purpose roads in late 1985.¹²

1989 to 2003 - the Transit New Zealand Era

From 1 October 1989, the National Roads Board was disestablished and Transit New Zealand (Transit) was created. Transit had the same power to declare carriageways to be special purpose roads as the National Roads Board previously had.¹³

In 1990 and 1991, Transit undertook a State highway and special purpose roads review. In 1991, Transit adopted criteria that at that time it considered a road should meet to qualify for consideration as a special purpose road.¹⁴ These were that a road should:

- (a) cater for a high proportion of tourist traffic
- (b) be of a standard below that currently deemed as being adequate for consideration of State highway status
- (c) pass through an area where the rating potential of the surrounding land was significantly lower than the maintenance cost of the road.

In June 1992, 11 more special purpose roads were created:

- Some of these were former State highways in remote areas, such as the Urewera National Park, which had had their State highway status revoked, and
- Others provided access to or within the Huka Falls, the Urewera National Park, the Heaphy Track, the Routeburn or the Waikoropupu (Pupu) Springs (now in Tasman District).

In 1997, four more special purpose roads were made:

- The Rainbow Valley Road (now in Marlborough District)
- The Inland Kaikoura Road,
- What was formerly part of Waikaremoana Road in Whakatane District near the Urewera National Park, and
- Cape Palliser Road.

2003 - REPEAL OF THE POWER TO CREATE SPECIAL PURPOSE ROADS

In November 2003, the power to create special purpose roads was repealed.¹⁵ The reason for this was that the Land Transport Management Act established a more flexible regime for the assessment of land transport activities, permitting different methods of allocation between activity classes. This flexibility was seen as making it unnecessary to have a separate statutory "special purpose roads" class.¹⁶

This flexibility was reflected in the fact that when the State highway status of the section of the former SH38 between the Minginui intersection and the eastern abutment of the bridge over the Rangitaiki River at Murupara was revoked in 1994 it was given the same funding assistance rate as the adjoining special purpose road.



WHEN SUBSIDISED HIGHWAYS/SPECIAL PURPOSE ROADS WERE CREATED AND WHY

(Hatching indicates that the carriageway is no longer a special purpose road)

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
NZTA - AUCKLAND/NORTHLAND REGION							
Far North District							
Waitangi National Trust main carriageway	The carriageway of all that portion of the formed road through the Waitangi National Trust between SO 44898 and SO 45007	Waitangi National Trust Board (Far North District)	Not recorded	17 February 1969 and 21 July 1969	7 August 1969, page 1478	It was considered appropriate for the Trust to have control of most of the carriageway but also to be eligible for National Roads Board contributions towards maintenance costs.	SPR
Waitangi National Trust internal roads	From the south abutment of the Waitangi River Bridge across that bridge and through the Waitangi National Trust to the junction with Onewhero Road Those portions of side roads being: <ul style="list-style-type: none">• The access road to the staff hostel• The car park loop road• The Hobson Memorial Loop Road as shown on plan 1/1035/5/3114/1	Waitangi National Trust Board and Far North District Council	2.2 km 267 m 326 m 71 m (Total 2.864)	No date given	3 October 1985, page 4328	The roads are available for the use and convenience of the public at a nationally important site	SPR

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Far North Road	From 360m along its junction with Hapua Road at Waitiki Landing, through Te Kao, Pukenui, Waiharara, Paparore and Waipapakauri to the junction of Spains Road with SH1 at Ref. Station O at Awanui	HNO - Far North District	Not stated	(15 June 1992) Effective date 30 June 1992	18 June 1992, page 2066	Tourist route and rural development assistance. Declared to be a subsidised highway for the purpose of assisting the County with the sealing of the route.	State highway
Auckland City							
The northern approach to the Auckland Harbour Bridge	From the northern end of the Auckland Harbour Bridge structure to the commencement of the Northcote Albany motorway	HNO (Auckland City)	70 chains	16 May 1957	13 June 1957, page 1172	Unknown	SH 1
Shelly Beach Flyover	From a point in the middle of Shelly Beach Road opposite the westernmost corner of Lot 1 DP 30716 to the junction of Shelly Beach Road with the Fanshawe Street approach	HNO (Auckland City)	22 chains	11 December 1958	5 February 1959, page 112	Unknown	SH 1
Auckland Harbour Bridge		HNO (Auckland City)		Unknown	Unknown	State highway through component and urban development assistance.	SH 1

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
NZTA - WAIKATO/BAY OF PLENTY REGION							
Taupo District							
Huka Falls Road and Loop Road	From the junction of the northern access road to Huka Falls and SH1 at Route Position 606/2.93 through the northern access road to Huka Falls and the Huka Falls loop view road No SO Plan	Taupo District Council (Taupo District)	1.5km	(15 June 1992) Effective date 30 June 1992	18 June 1992, page 2066 plus Corrigendum 30 July 1992, page 2615	Provides access to Huka Falls	SPR
West Taupo Road (now Western Bay Road)	From the junction with SH41 Taumaranui-Turangi at Kuratau to Tihoi	Largely HNO (Taupo District)	Not recorded	22 February 1961	2 March 1961, page 367	Unknown	Mostly SH 32
Tongariro Power Scheme Access Roads No.s 5 and 7	Between SH41 and SH47	Unknown (Taupo District)	Not recorded	16 March 1966	6 April 1966, page 609	Unknown	Unknown
Taupo District and Waipa District							
West Taupo Road extension	From Tihoi to the south end of Taupaki Road	Largely HNO (Taupo District and Waipa District)	Not recorded	19 May 1965	7 October 1965, page 1735	Unknown	Mostly SH32 and SH30
Kihikihi to Waipapa (now Arapuni Road, Parawera Wharepapa Road, Owairaka Valley Road, Aotearoa Road, Waipapa Road)		Part Taupo District Council and part Waipa District Council (part Taupo District and part Waipa District)		1965 and 1980	Not known	Alternative arterial route and rural development assistance. When construction work was completed, the SPR status was revoked.	Local roads
Waitomo District							
Hangatiki Waitomo (now Waitomo Caves Road)		HNO (Waitomo District)		Not known. Was a subsidised highway by August 1979	Not known	Tourist route and rural development assistance. Removed from the special purpose category when construction works were completed in 1981/2	SH 37

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Whakatane District							
Matahi Valley Road	From Matahi Valley School south into the Urewera National Park to the end of the road. No SO Plan.	(Whakatane District)	15 km	(15 June 1992) Effective date 30 June 1992	18 June 1992, page 2066	Provides access to Te Urewera National Park	SPR
Waikaremoana Road	From the intersection with Minginui Road to Huiarau School No SO Plan.	Whakatane District Council (Whakatane District)	29 km	(20 June 1997) Effective date 30 June 1997	26 June 1997, page 1513	Unknown	SPR
The former SH 38	Between Minginui intersection and the eastern abutment of the bridge over the Rangitaiki River at Murupara	Whakatane District Council (Whakatane District)		The State highway status of the relevant section of SH38 was revoked from midnight 30 June 2004 (3 June 2004)	SH revocation - 17 June 2004, page 1762	Former State highway adjoining existing SPR	Not an SPR as SH revocation post dated the LTMA coming into force but given the same funding assistance rate as the adjoining SPR
NZTA - WAIKATO AND CENTRAL REGIONS							
Whakatane District and Wairoa District							
The former SH38	From the junction of Huiarau School and Mission Road with SH38 at Ref. Station 86 at Ruatahuna through the Urewera National Park to the Aniwaniwa Station Bridge adjoining Lake Waikaremoana at Ref. Station 131 on SH38 No SO Plan	Whakatane District Council and Wairoa District Council (Partly in Whakatane District and partly in Wairoa District)	45 km	(15 June 1992) Effective date 30 June 1992	18 June 1992, page 2066	Unknown	SPR

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Taupo District and Ruapehu District							
The former SH47A - Papakai to Rangipo (now SH 46 - Lake Rotoaira Road)	From its junction with SH47 at Route Position 0/0.02 near Papakai to its junction with SH1 at Route Position 7/12.63 at Rangipo	HNO (Waikato) (Taupo District and Ruapehu District)	18 km	(15 June 1992) Effective date 30 June 1992	18 June 1992, page 2066	Was declared an SPR when the State highway status of SH47A was revoked.	SH 46
NZTA - CENTRAL REGION							
Wairoa District							
Sandy Bay and Stockade Access Road	From a point on SH38 at Onepoto 1.53km north of the Kaitawa Hydro Station turnoff to Lake Waikaremoana at Sandy Bay (approx. 1.6 km) and beyond to the site of the Constabulary Redoubt - Urewera National Park No SO Plan	DoC and Wairoa District Council	Total length not recorded	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR
Home Bay Access Road	From a point on SH38 1.49 km south of Aniwaniwa to Home Bay - Urewera National Park No SO Plan	DoC (Wairoa District)	0.45km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR
Hopuruahine Landing Access Road	From a point on SH38 0.57 km south of Waiotukupuna Bridge and 1.19 km south of the Cascade Falls to Lake Waikaremoana at the Hopuruahine Stream - Urewera National Park No SO Plan	DoC (Wairoa District). Legally this may be a local road.	2.4 km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Mokau Landing Access Road	From a point on SH38 1.05 km north of the Mokau Falls and Bridge to Lake Waikaremoana at the Mokau Stream No SO Plan	DoC (Wairoa District)	1.28 km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR
Papakorito Falls Access Road	From a point on SH38 60m south of the Aniwaniwa Stream to the Papakorito Falls - Urewera National Park No SO Plan	DoC (Wairoa District). Legally this may be a local road.	1.6 km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR
Rosie Bay Access Road	From a point on SH38 2.18 km north of Onepoto to Lake Waikaremoana at Rosie Bay - Urewera National Park No SO Plan	DoC (Wairoa District)	0.48 km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR
New Plymouth District							
Radius Line Hostel Road	From the western limit of Egmont Road as fixed by the position of Radius Line to the entrance to the North Egmont Hostel - Egmont National Park SO Plan 9740 Taranaki Land District	New Plymouth District Council (New Plymouth District)	10 km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park and gives access to the Turoa ski field	SPR

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Stratford District							
Dawson Falls Road (now part of Manaia Road)	From the northern limit of Manaia Road as fixed by the position of Radius Line to Dawson Falls Hostel – Egmont National Park SO Plan 9740 Taranaki Land District	Stratford District Council (Stratford District)	6 km	(25 July 1983)	28 July 1983, page 2410	Unknown	SPR
East Egmont Road	From the western limit of Pembroke Road as fixed by the position of Radius Line to Jacksons Lookout – Egmont National Park SO Plan 9740 Taranaki Land District	Stratford District Council (Stratford District)	8.3 km	(25 July 1983)	28 July 1983, page 2410	Unknown	SPR
Ruapehu District							
The Bruce Road	From the southern terminus of SH48 for 5.6km to the junction of the formal loop road at Iwikau Village and then along the left hand branch of the loop road for 0.75 km to a point known as The Terminus – Tongariro National Park No SO Plan	DoC – Manawatu Wanganui (Ruapehu District)	5.6 km + 0.75 km = 6.35 km	February 1982 (25 July 1983)	28 July 1983, page 2410	Was part of SH48 – the State highway status of the relevant section of road was revoked in 1982. Access road within a National Park	SPR

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Ohakune Mountain Road	From the intersection with Thames Street in Ohakune then north east for approx. 16.5 km - Tongariro National Park Wellington Land District Survey Office Plans No. 25632, 25633, 25634 and 28594	Ruapehu District Council (Ruapehu District)	16.5 km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR
South Wairarapa District							
Cape Palliser Road	From the intersection with Lake Ferry Road to its terminus at Cape Palliser. No SO Plan	South Wairarapa District Council (South Wairarapa District)	37.7 km	(15 September 1997)	18 September 1997, page 3101	SH Review recommendation. Due to high tourism value and high maintenance costs with minimal local rate income.	SPR
Wellington City							
The section of the Wellington Urban Motorway incorporating the proposed Mt Victoria Tunnel duplication (to date only pilot tunnel constructed)		Wellington City Council (Wellington City) - the pilot tunnel was not included in the 1997 notice declaring the current Mt Victoria Tunnel a State highway.		Unknown - was a subsidised highway by August 1979, was not a special purpose road by 1988.	Unknown	Arterial assistance and airport access	Not yet built. There is only a pilot tunnel
Marlborough District Council							
Rainbow Valley Road	From the intersection with SH63 to Six Mile Creek No SO Plan	Marlborough District Council (Marlborough District)	16.5 km	(20 June 1997) Effective date 30 June 1997	26 June 1997, page 1513	Ski field access road. Tourist road with no/minimal rate income.	SPR

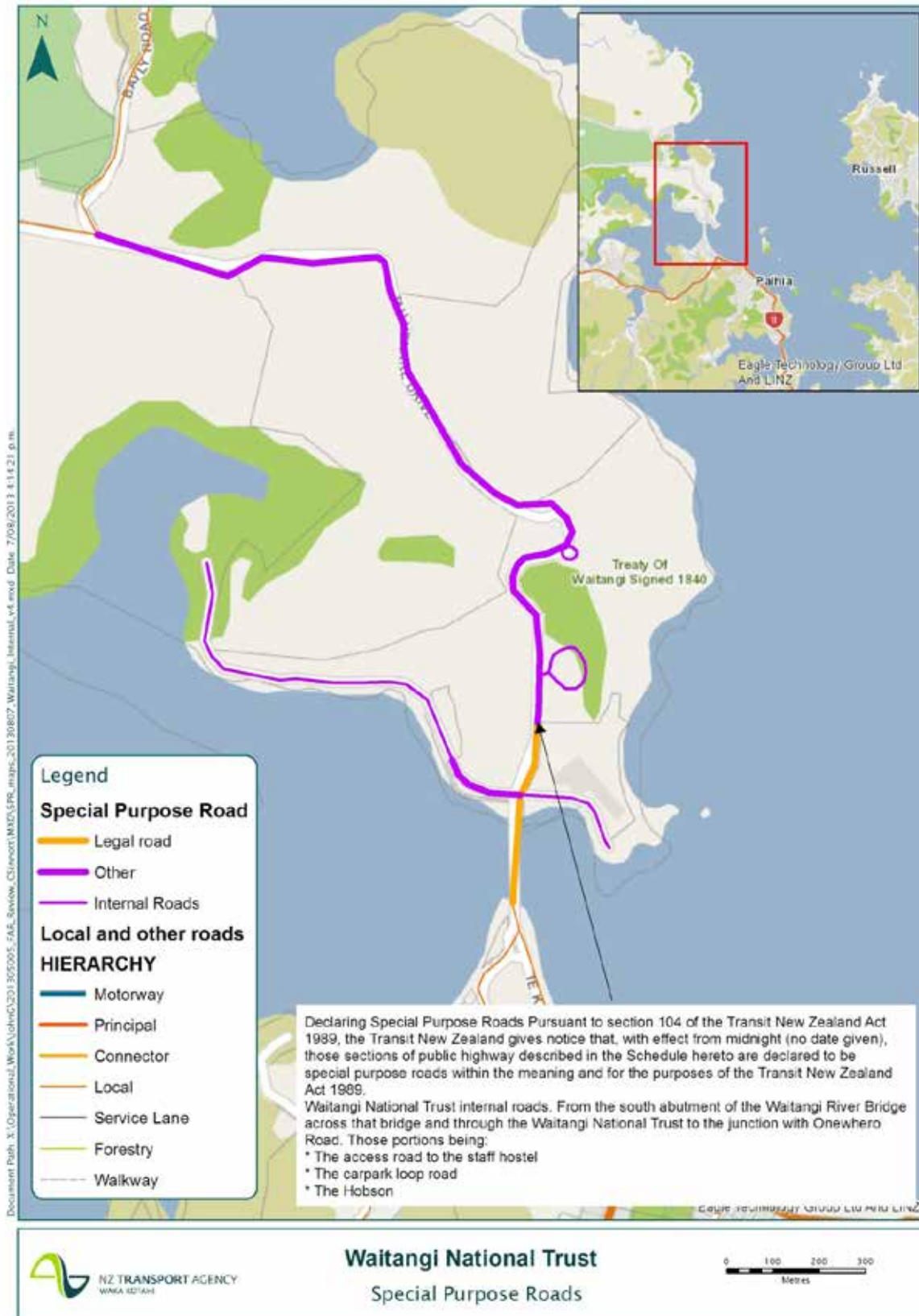
Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Tasman District							
Totaranui Road	From the intersection with McShanes Road to the south of Wainui Inlet to the boundary of the controlled camping area at Totaranui Beach No SO Plan	Tasman District Council (Tasman District)	11 km	(1 March 1984)	15 March 1984, page 734	Leads to the Abel Tasman National Park headquarters and camping ground. Visitor surveys identified low percentage use by locals. At the time it was made a special purpose road, it ran through an undeveloped area. Also took into account the general demands on the then Golden Bay County to upgrade its roading system and the limited financial base available to it.	SPR
Pupu Valley Road	From its junction with SH60 at Route Position 89/7.304 near Waitapu Bridge to the start of Waikoropupu Springs Road at the Waikoropupu River Bridge. No SO Plan	Tasman District Council (Tasman District)	2 km	(23 June 1992) Effective date 30 June 1992	25 June 1992, page 2185	Provides access to Pupu Springs	SPR
Waikoropupu Springs Road (now Pupu Springs Road)	From the Waikoropupu River Bridge near Pupu Valley Road to Waikoropupu Springs at the end of the road. No SO Plan	Tasman District Council (Tasman District)	1.5 km	(23 June 1992) Effective date 30 June 1992	25 June 1992, page 2185	Provides access to Pupu Springs	SPR

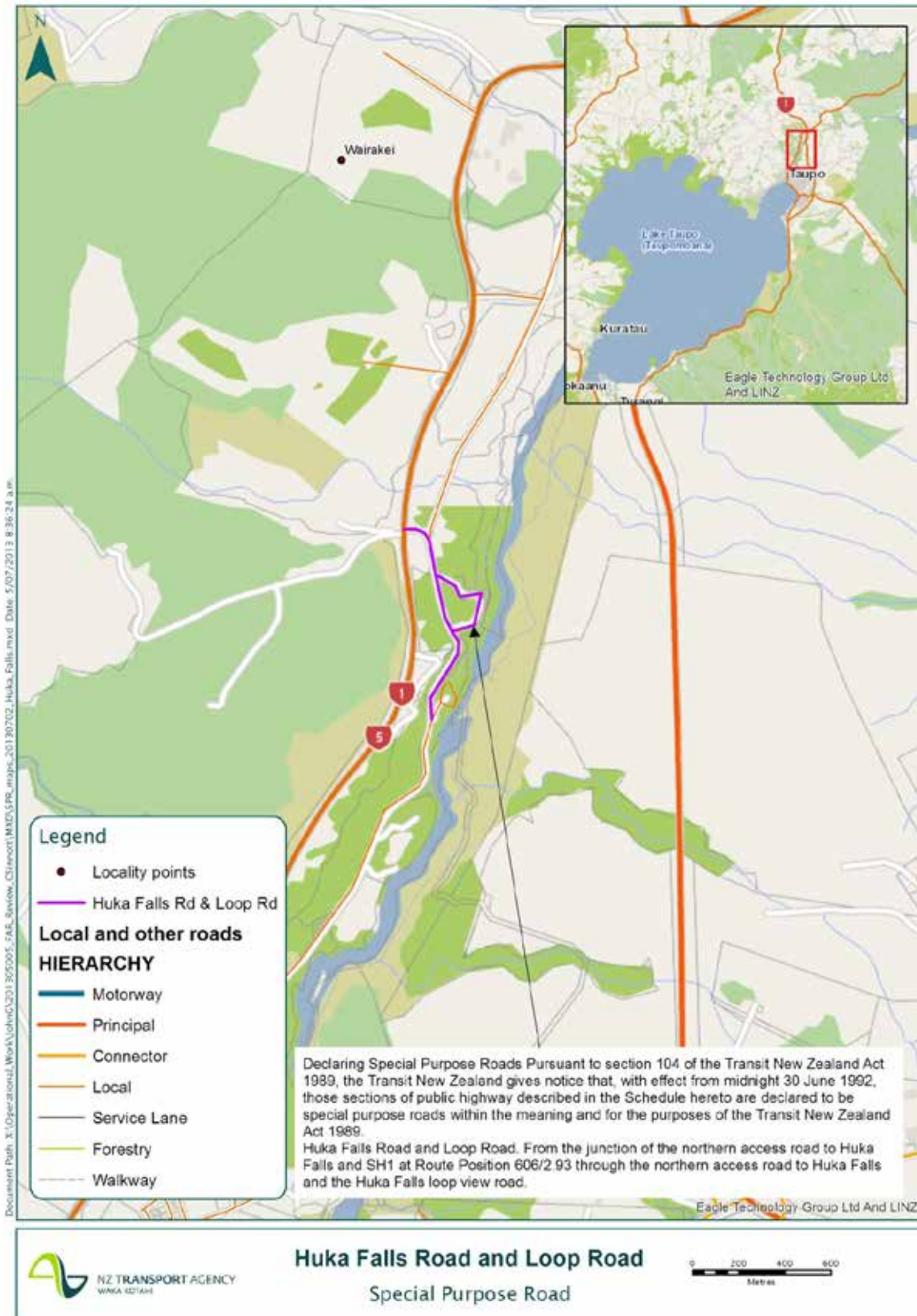
Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
NZTA - SOUTHERN REGION							
Hurunui District Council							
Inland Kaikoura Road	From the intersection with the Mt Lyford Turn-off Road to the northern abutment of the Conway River Bridge. No SO Plan	Hurunui District Council (Hurunui District)	17.3 km	(20 June 1997) Effective date 30 June 1997	26 June 1997, page 1513	Unknown	SPR
Christchurch City							
Christchurch-Lyttelton Road Tunnel	No more specific description given	HNO (Christchurch City)	Not recorded	20 July 1966	28 July 1966, page 1192	Unknown	SH 74
McKenzie District							
Ball Hut Road (now Tasman Valley Road)	From its junction with SH80 via the Hooker River Bridge to Huskey Flat - Aoraki/Mount Cook National Park No SO Plan	DoC - Mt Cook (McKenzie District)	13 km	(25 July 1983)	28 July 1983, page 2410	Access road in a National Park	SPR
Buller District							
The former SH67 (Karamea Highway)	From the end point of SH67 at the junction of De Malmanches Road just north of the Mokihinui River Bridge at Route Position 46/5.40 to the end of the Karamea River Bridge guardrailing on the north side of the bridge. No SO Plan	Buller District Council (Buller District)	49 km	(15 June 1992) Effective date 30 June 1992	18 June 1992, page 2066	Former State highway	SPR

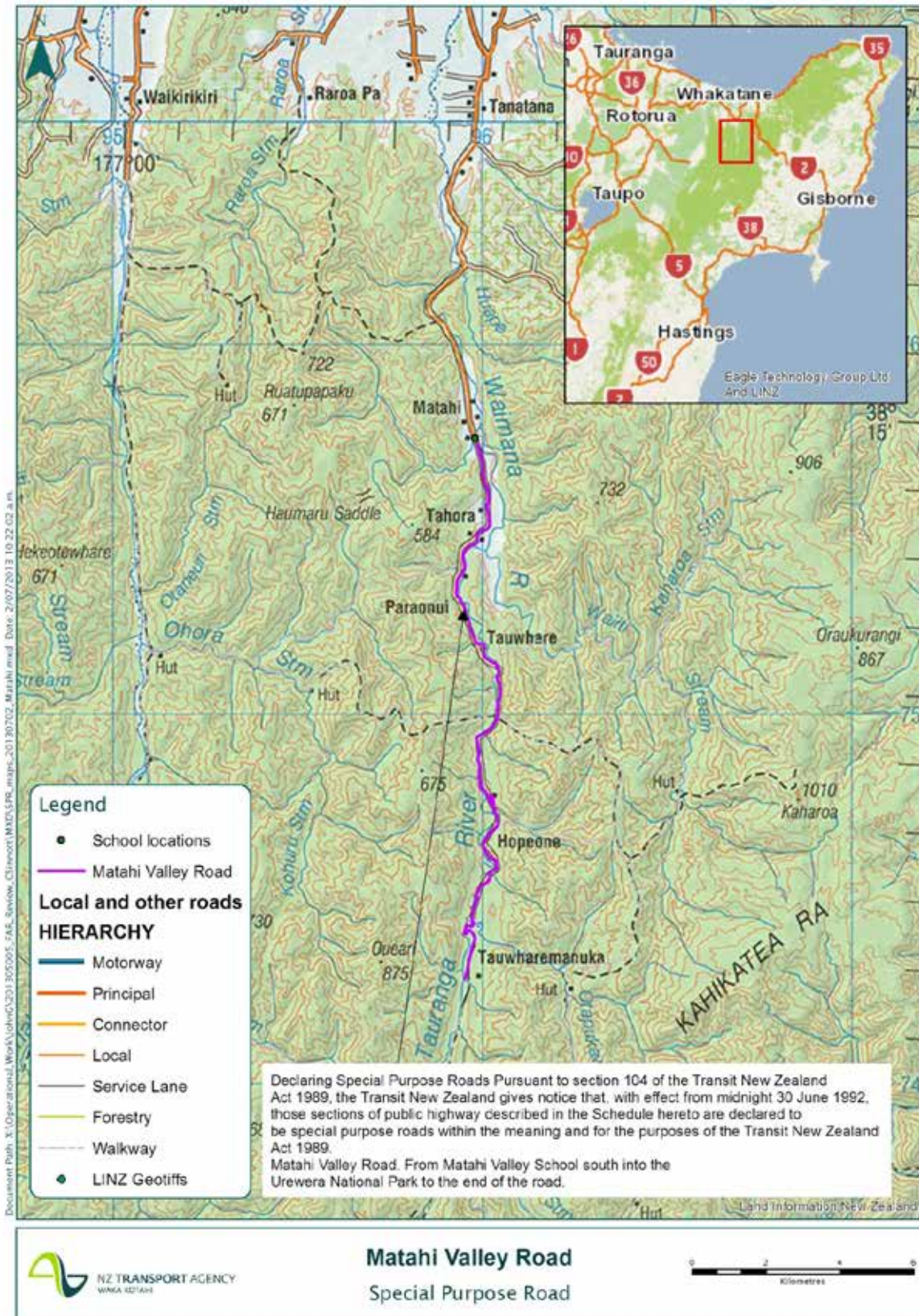
Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Karamea-Kohaihai Road	From the south side of the Oparara River Bridge north of Karamea north along the coast to Kahaihai Bluff at the start of the Heaphy Track. No SO Plan	Buller District Council (Buller District)	12 km	(15 June 1992) Effective date 30 June 1992	18 June 1992, page 2066	Provides access to the Heaphy Track	SPR
Westland District							
Franz Josef Glacier Access Road	From a point on SH6 at the west end of the Waiho River Bridge due south up the west bank of the Waiho River to Trident Falls - Westland National Park	DOC - Hokitika (Westland District)	4.6 km	(25 July 1983)	28 July 1983, page 2410	Access road in a National Park	SPR
Haast-Jackson Bay Road	From a point on SH6 at the west end of the Haast River Bridge to the Jackson Bay Wharf. No SO Plan	Westland District Council (Westland District)	48.9 km	(25 July 1983)	28 July 1983, page 2410	Unknown	SPR
Fox Glacier Access Road	From its junction with SH6 due east up the north bank of the Fox River for approx. 4.6 km - Westland National Park No SO Plan	DoC (Westland District)	4.6 km	(25 July 1983)	28 July 1983, page 2410	Access road in a National Park	SPR
Glacier View Road	From the junction with SH6 along the south side of Fox River to its terminus at a carpark/picnic area. No SO Plan	DoC (Westland District)	3 km	(28 June 1985)	4 July 1985, page 2916	Road provided views of the Fox Glacier to large numbers of tourists and gave access to walking tracks in the Westland National Park.	SPR

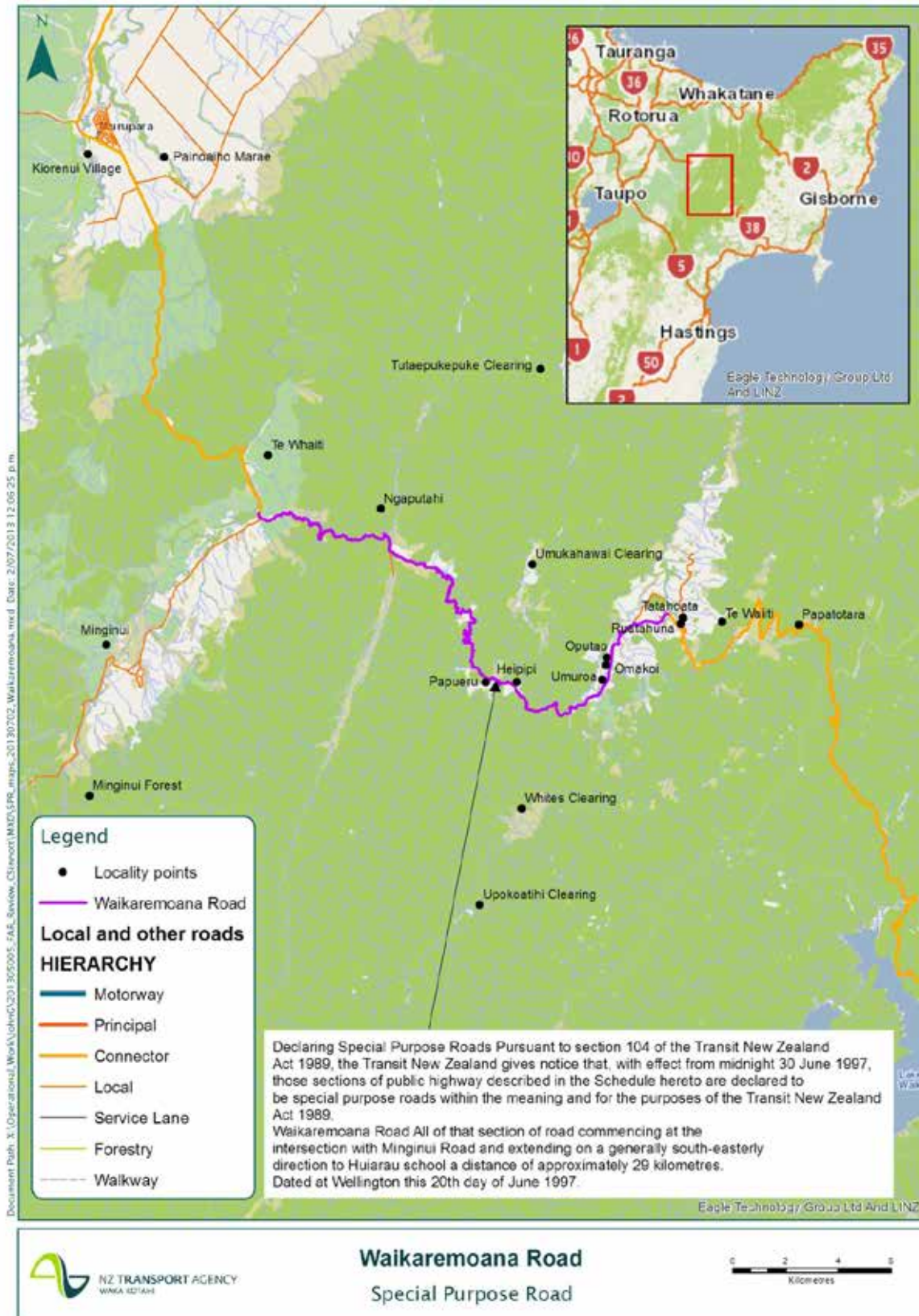
Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Queenstown Lakes District							
Queenstown-Glenorchy Road	From Twelve Mile Creek on the Queenstown Glenorchy Road through Glenorchy and over the Dart River to Routeburn. No SO Plan	Queenstown Lakes District Council (Queenstown Lakes District)	63 km	(15 June 1992) Effective date 30 June 1992	18 June 1992, page 2066	Unknown	SPR
The former SH89	From the junction with Crown Terrace Road at Route Position 0/4.78 at the foot of the Crown Range to the Cardrona Hotel at Route Position 16/9.71 in the Cardrona Valley No SO Plan	Queenstown Lakes District Council (Queenstown Lakes District)	21 km	(15 June 1992) Effective date 30 June 1992	18 June 1992, page 2066	Former State highway	SPR

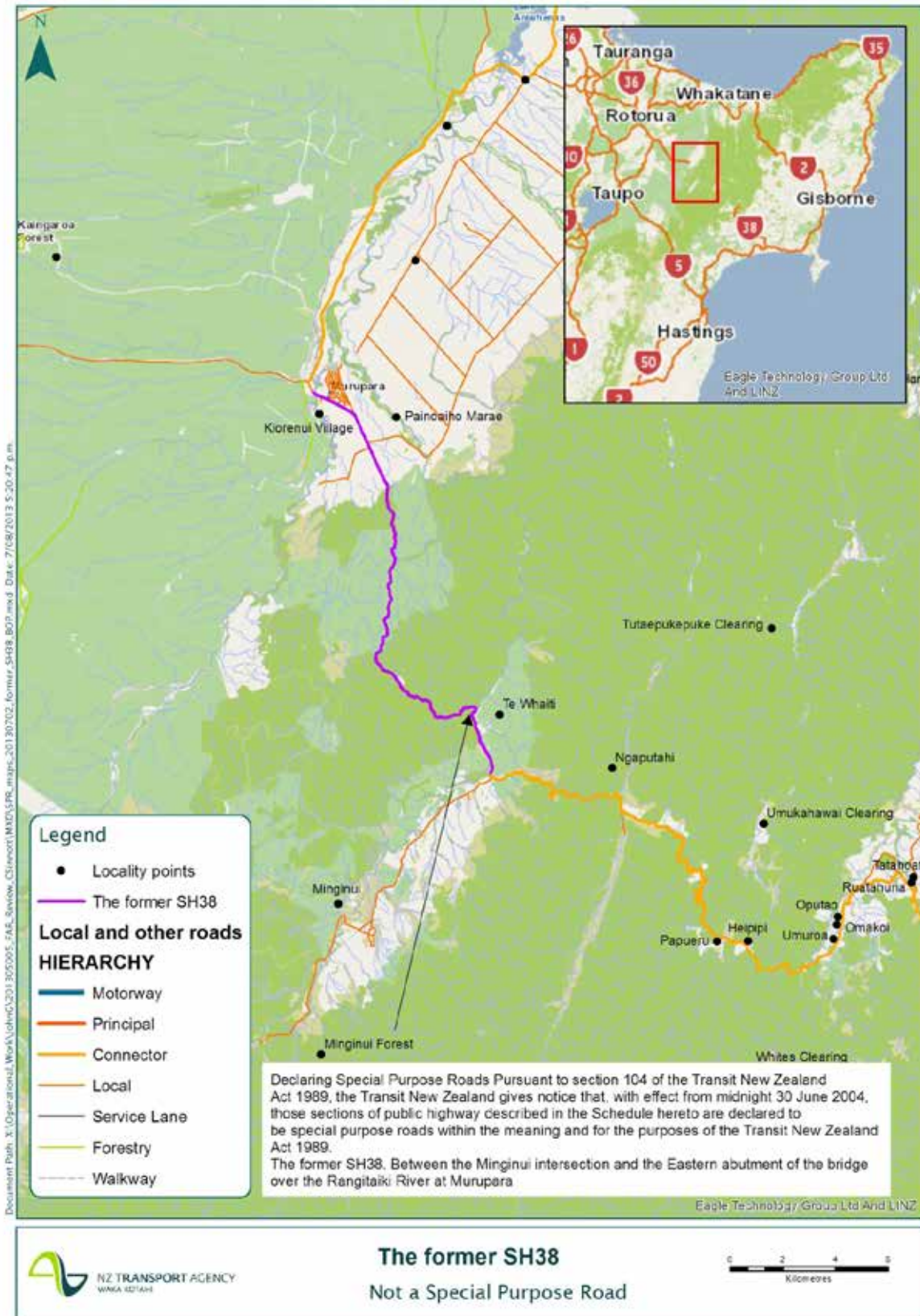
Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Southland District Council							
Lower Hollyford Road	From the junction with SH94 along the eastern side of the Hollyford River Valley to its terminus approximately 800m beyond the Humbolt Creek - Fiordland National Park. No SO Plan	Southland District Council (Southland District)	16.8 km	(1 March 1984)	15 March 1984, page 734	Access road in a National Park. Important tourist access into the Hollyford Valley with foot track connections to Mt Aspiring National Park, Martin's Bay and the Routeburn. There was only one ratepayer on the road. From 1965 it was already being maintained by the Ministry of Works and Development and funded from the SH 94 allocations.	SPR
Part Southland District and part Clutha District							
The former SH92	From the top of Gibbs Hill at Ref. Station 43 to the junction with Waikawa Road at Route Position 79/9.32 near Niagara No SO Plan	Southland District Council and Clutha District Council (part Southland District and part Clutha District)	45 km	(15 June 1992) Effective date 30 June 1992	18 June 1992, page 2066	Former State highway	SPR

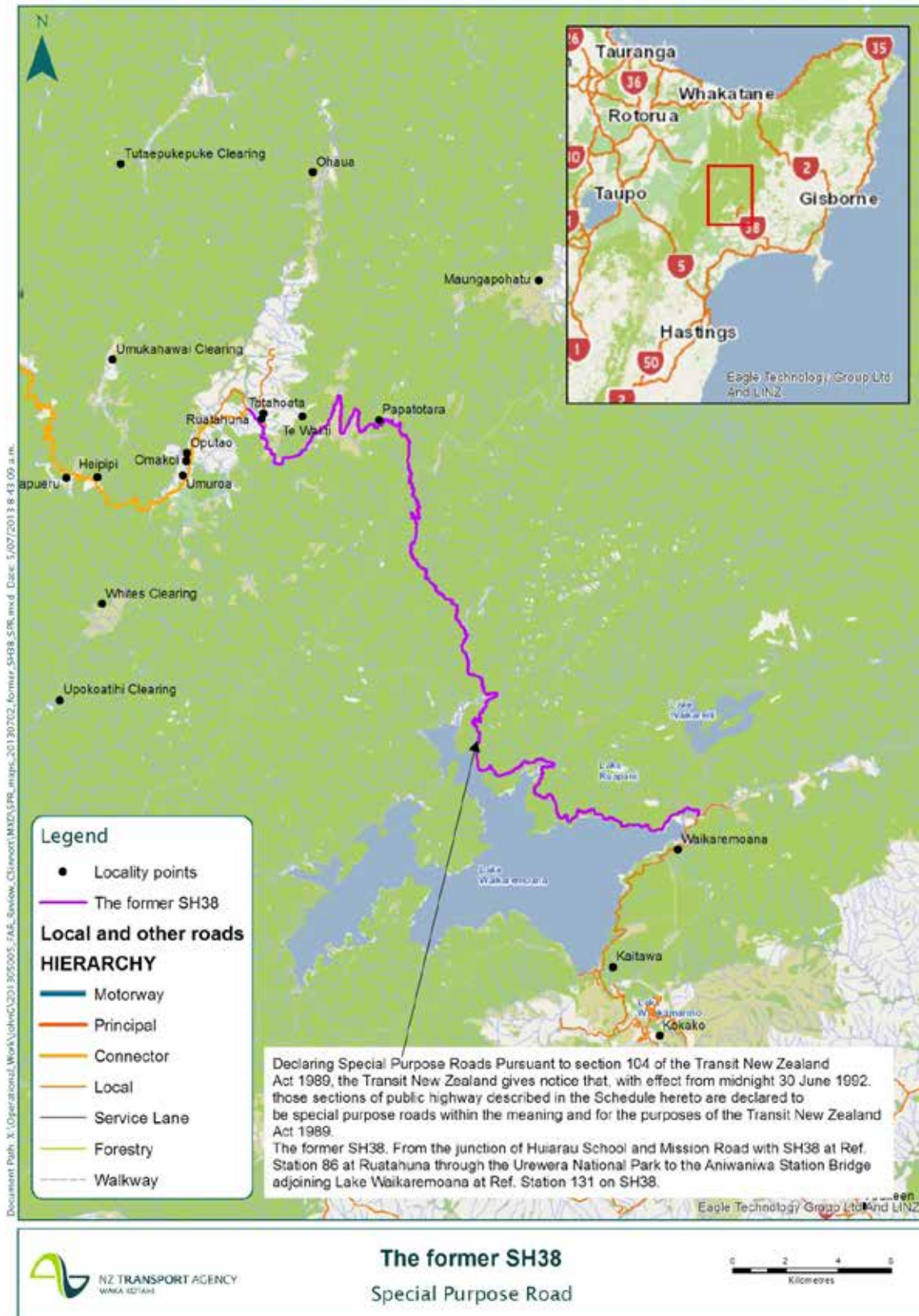


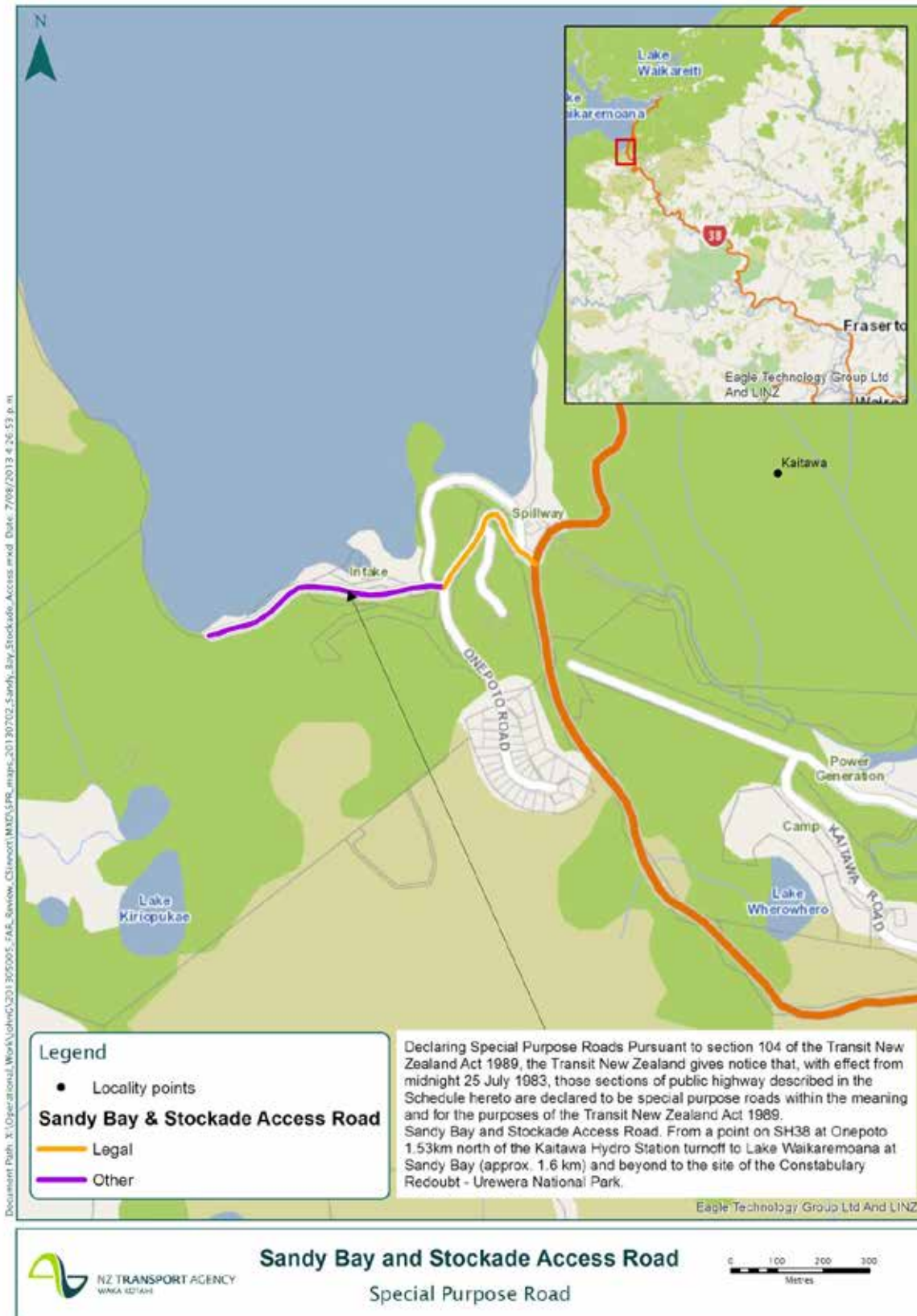


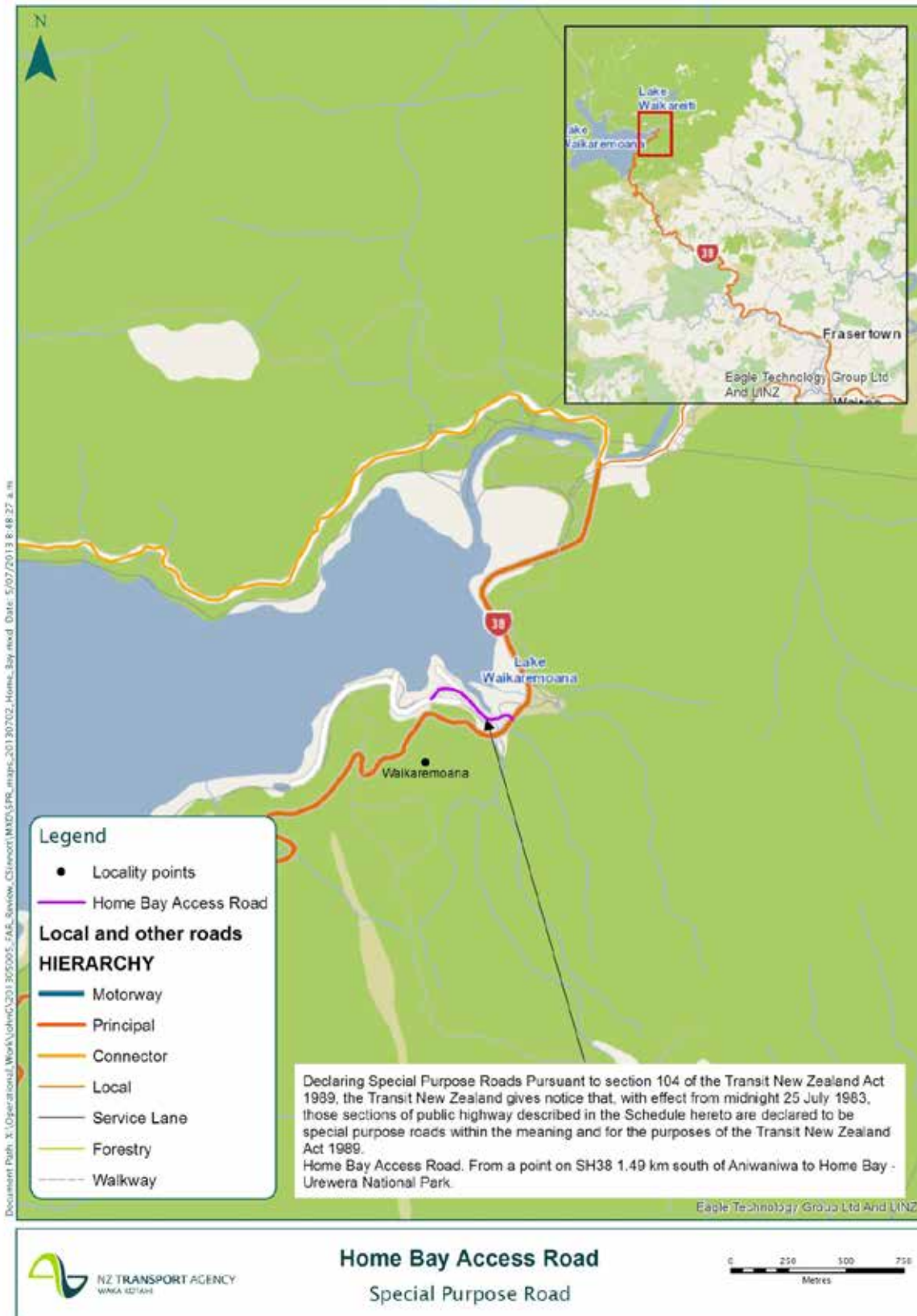


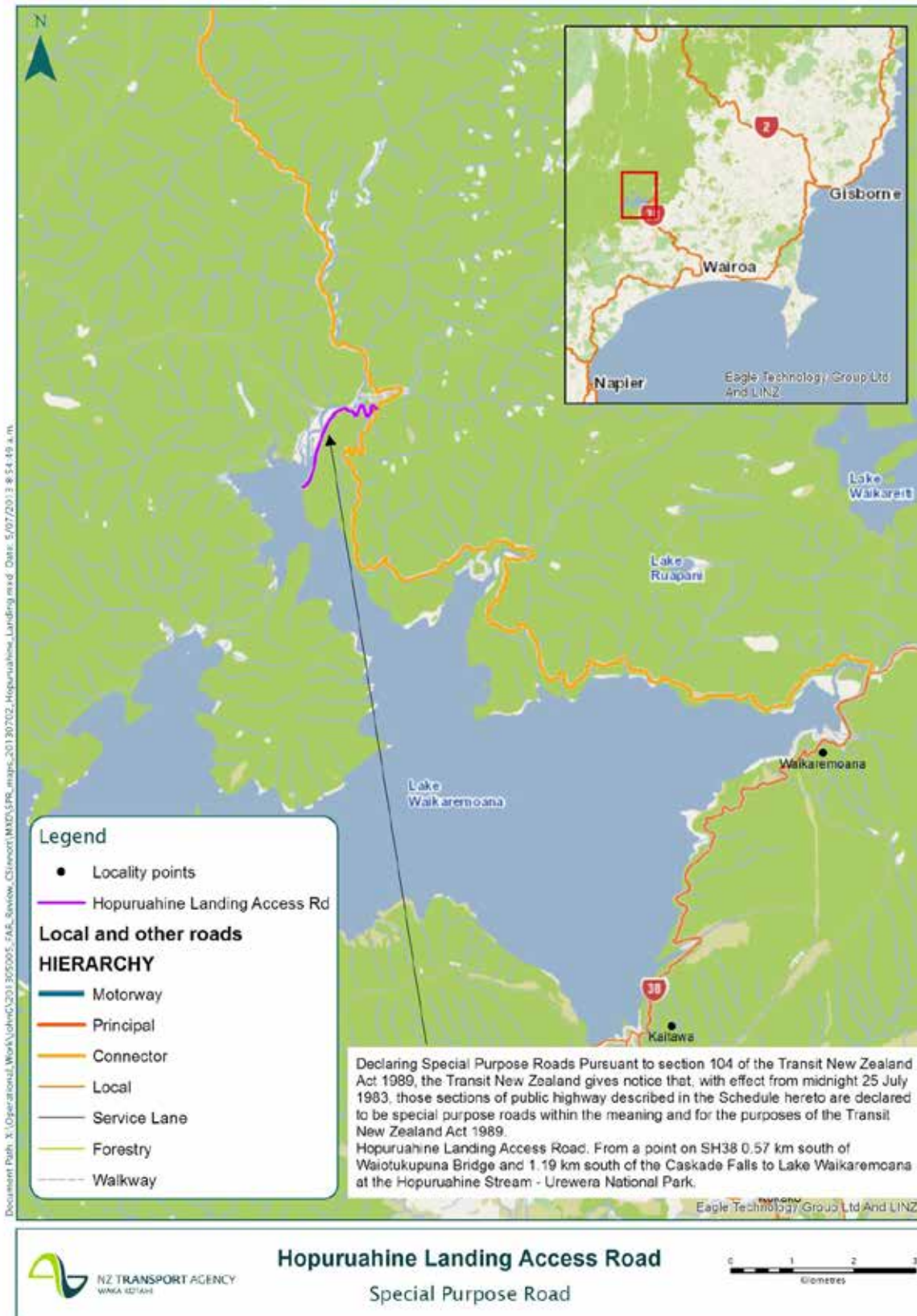


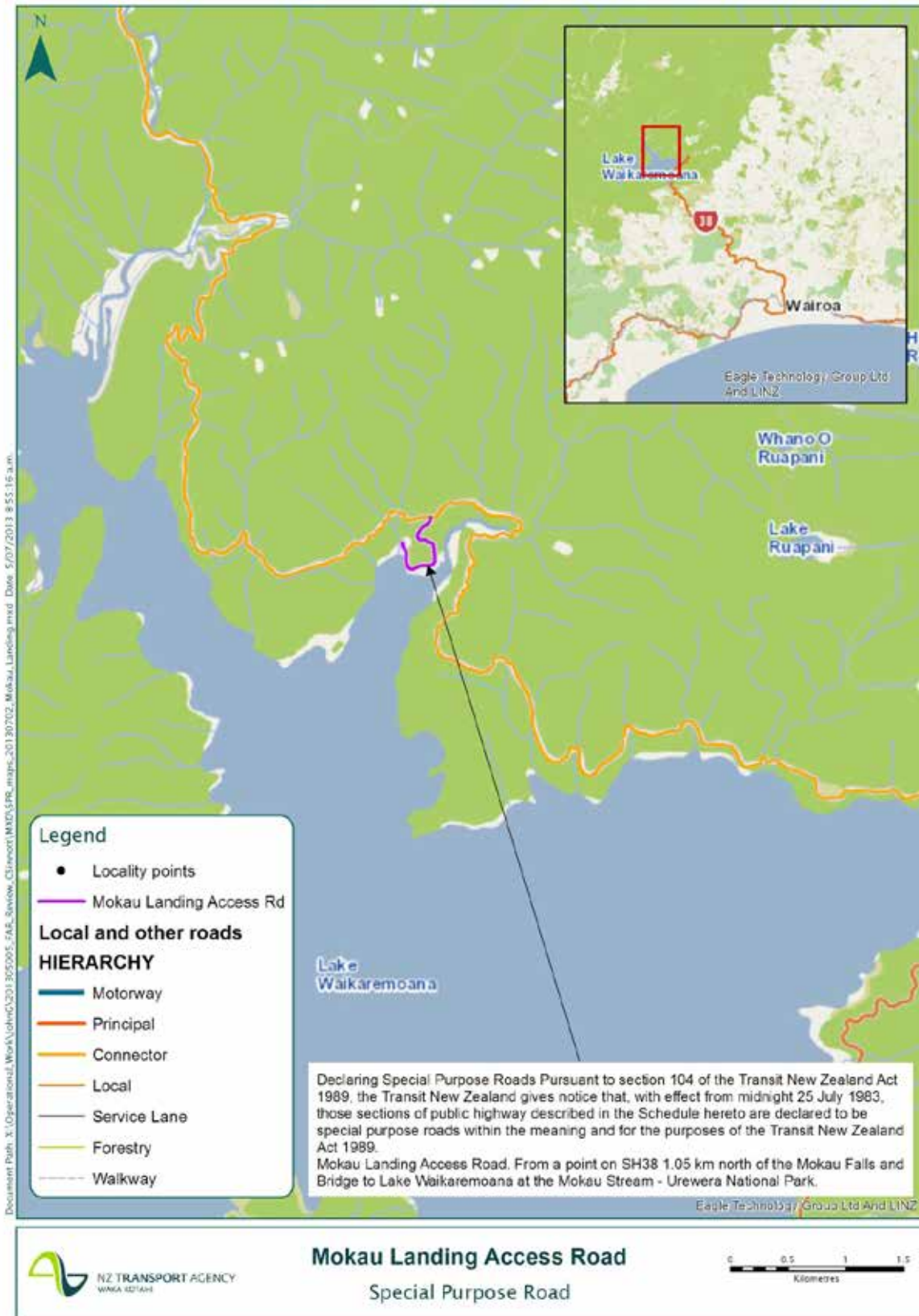






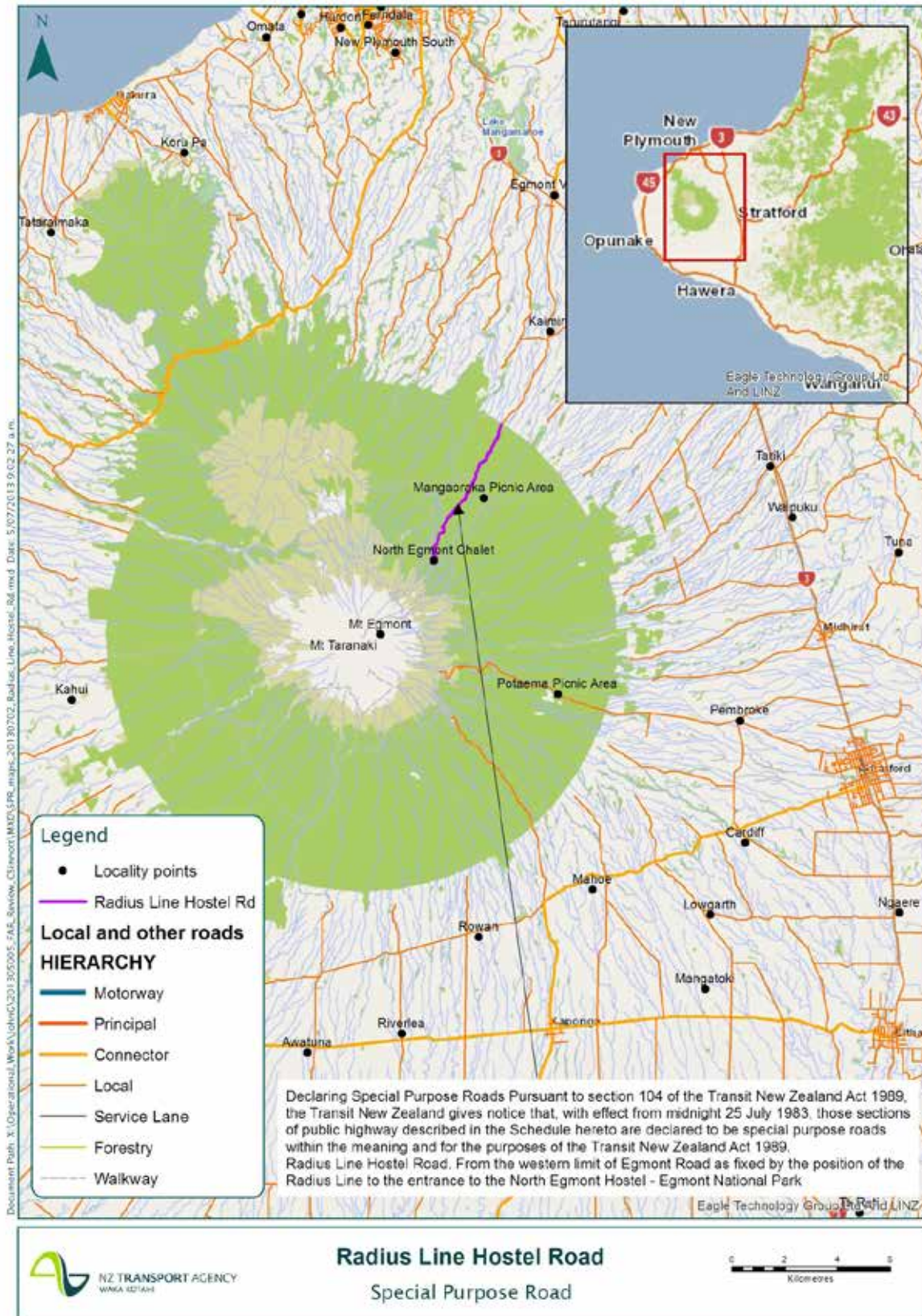


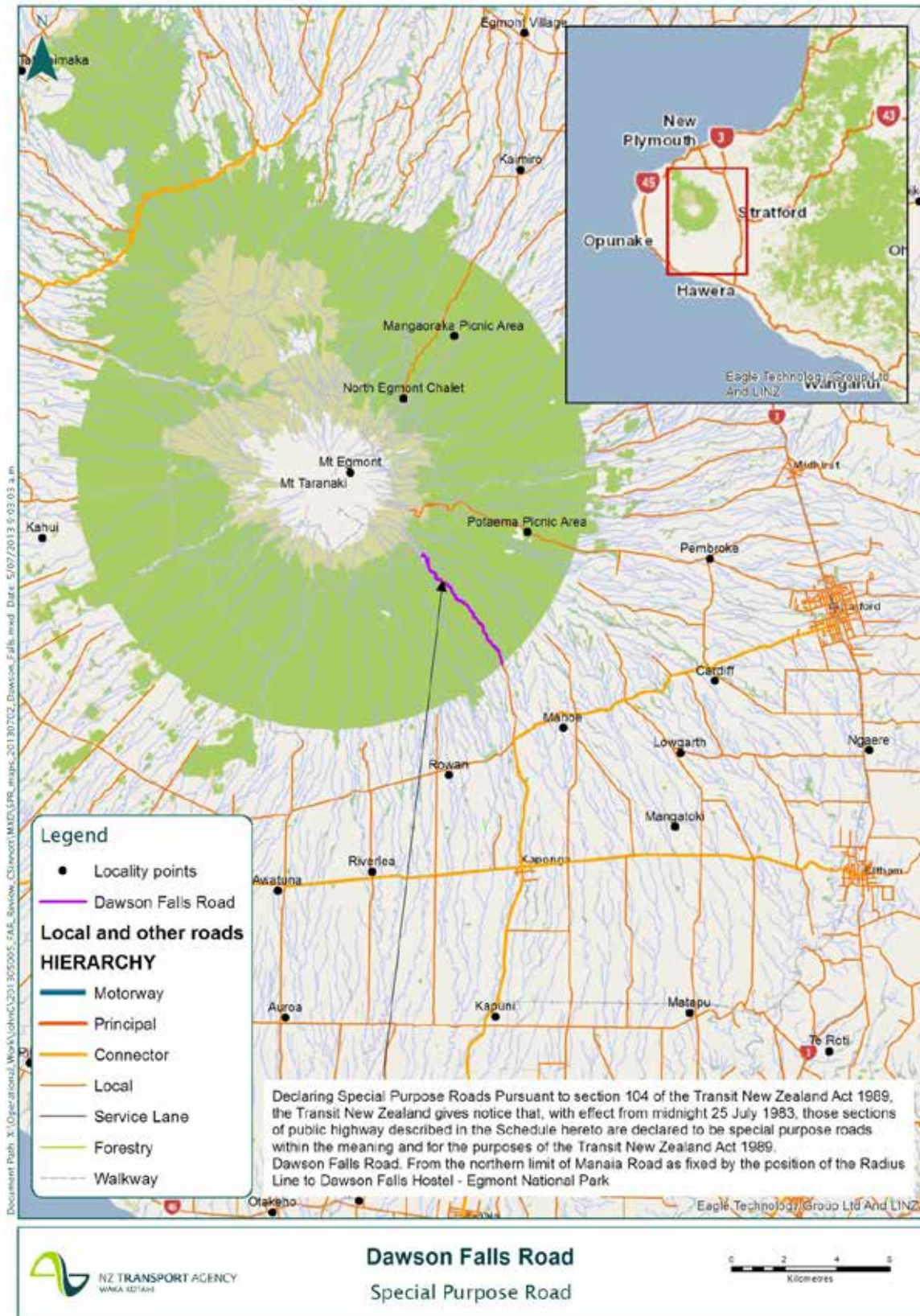




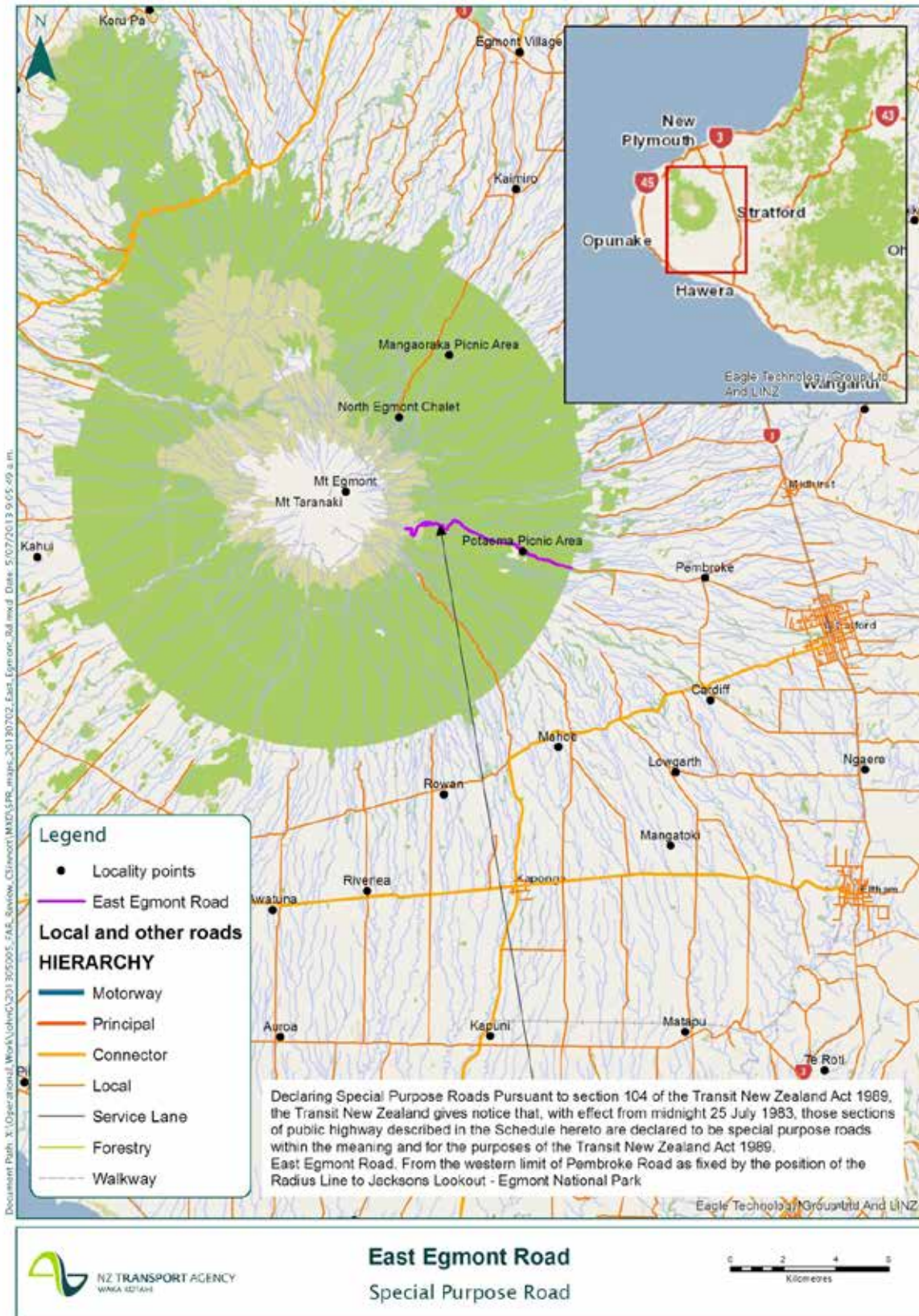


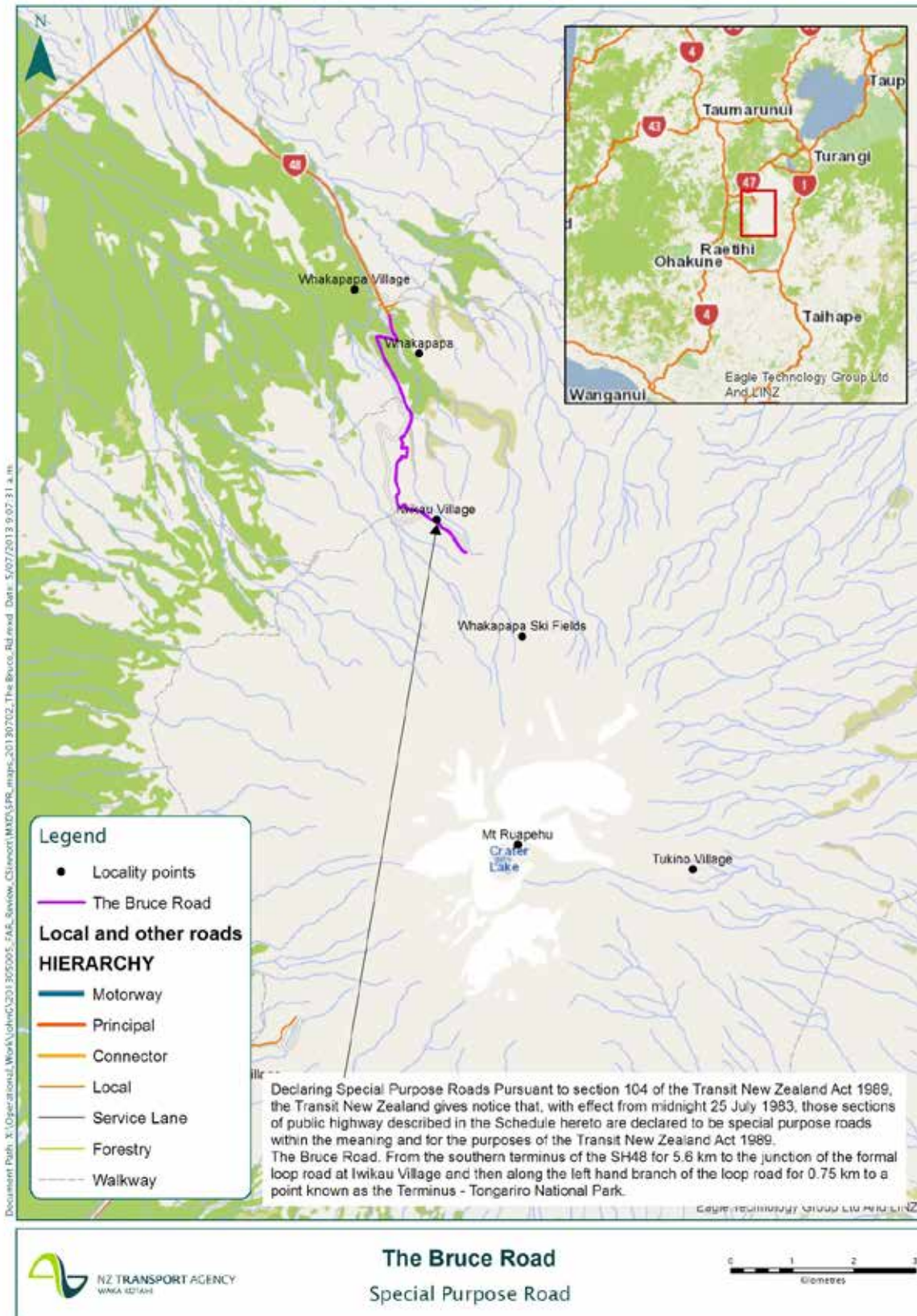


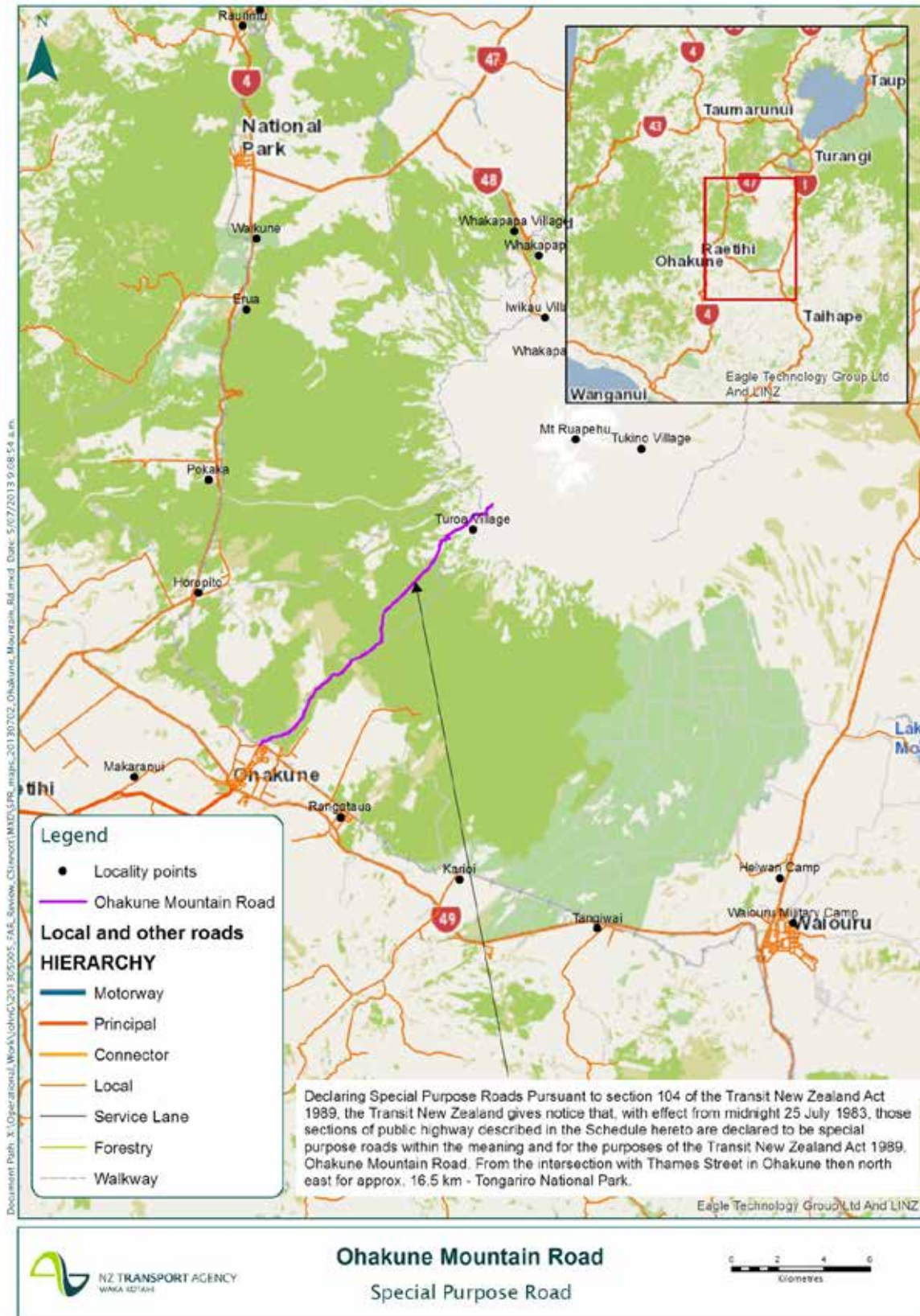


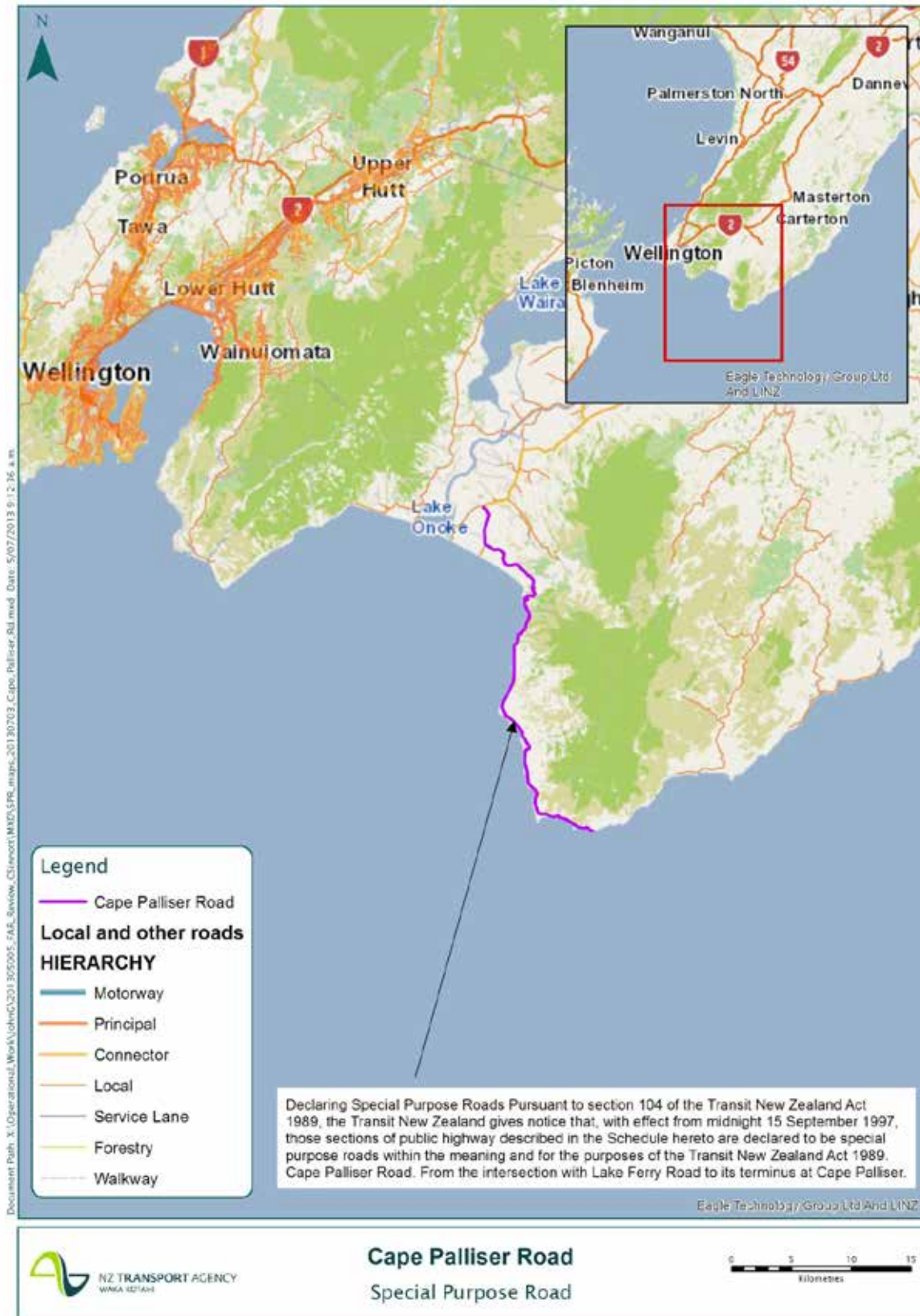


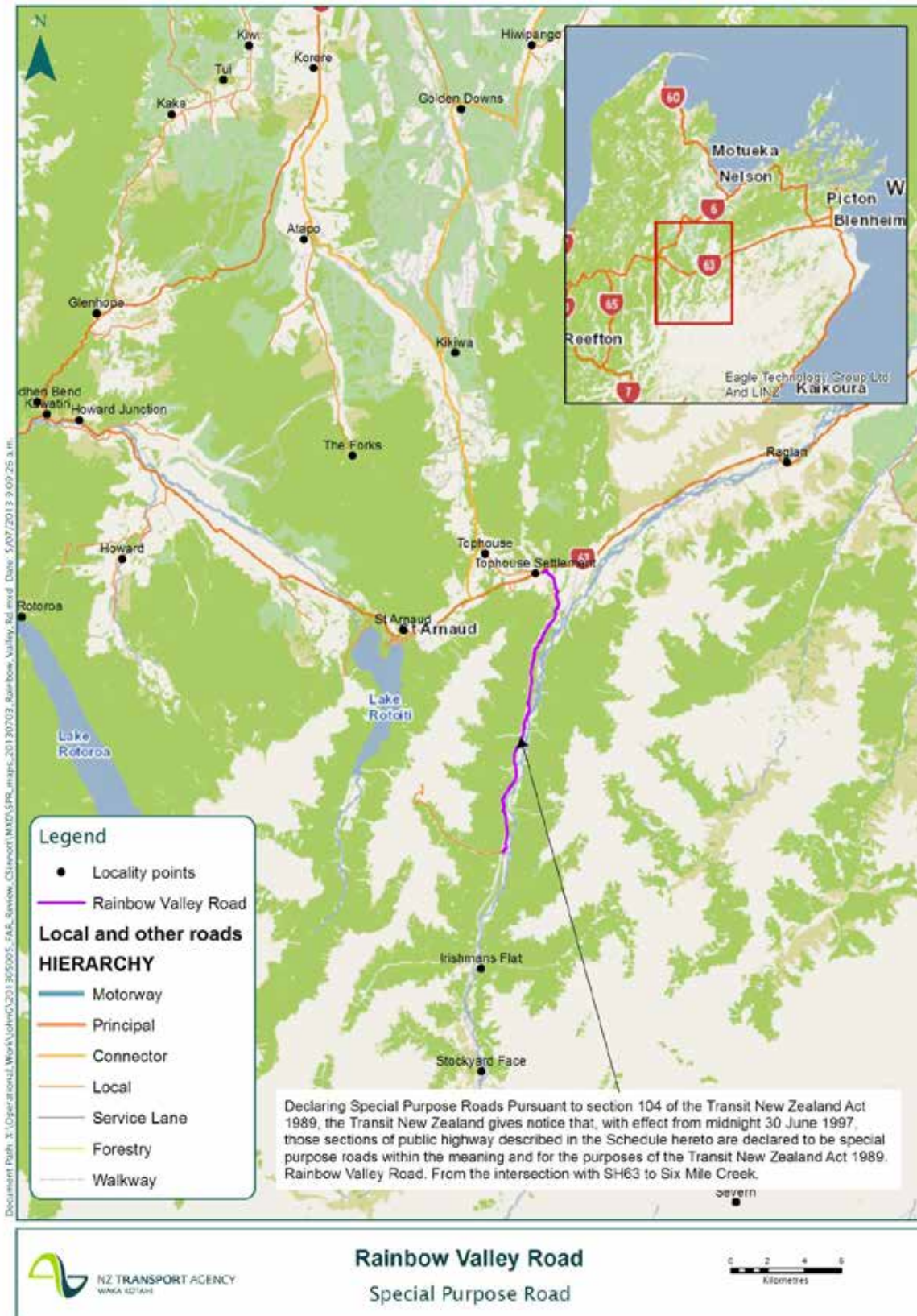
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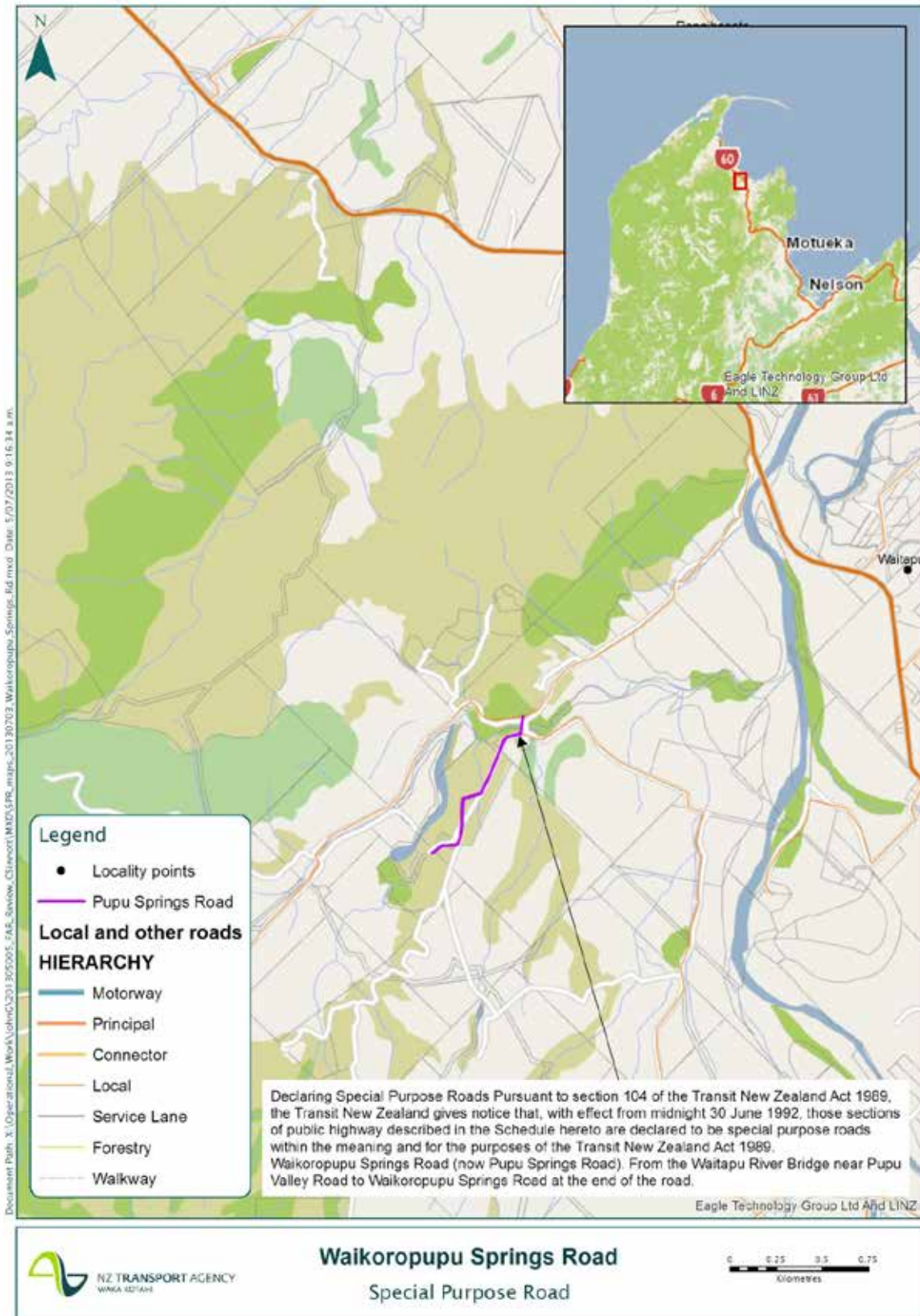


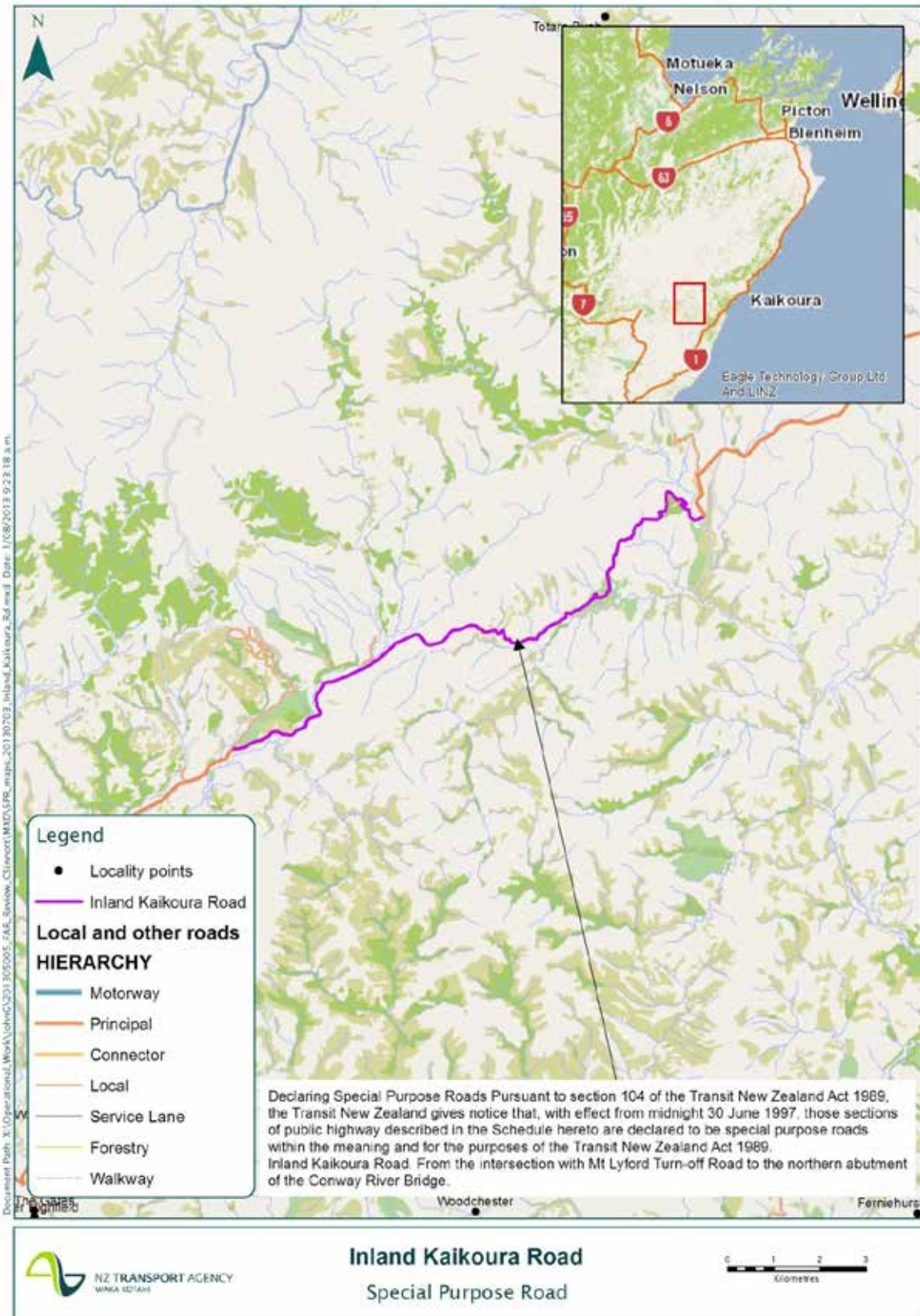




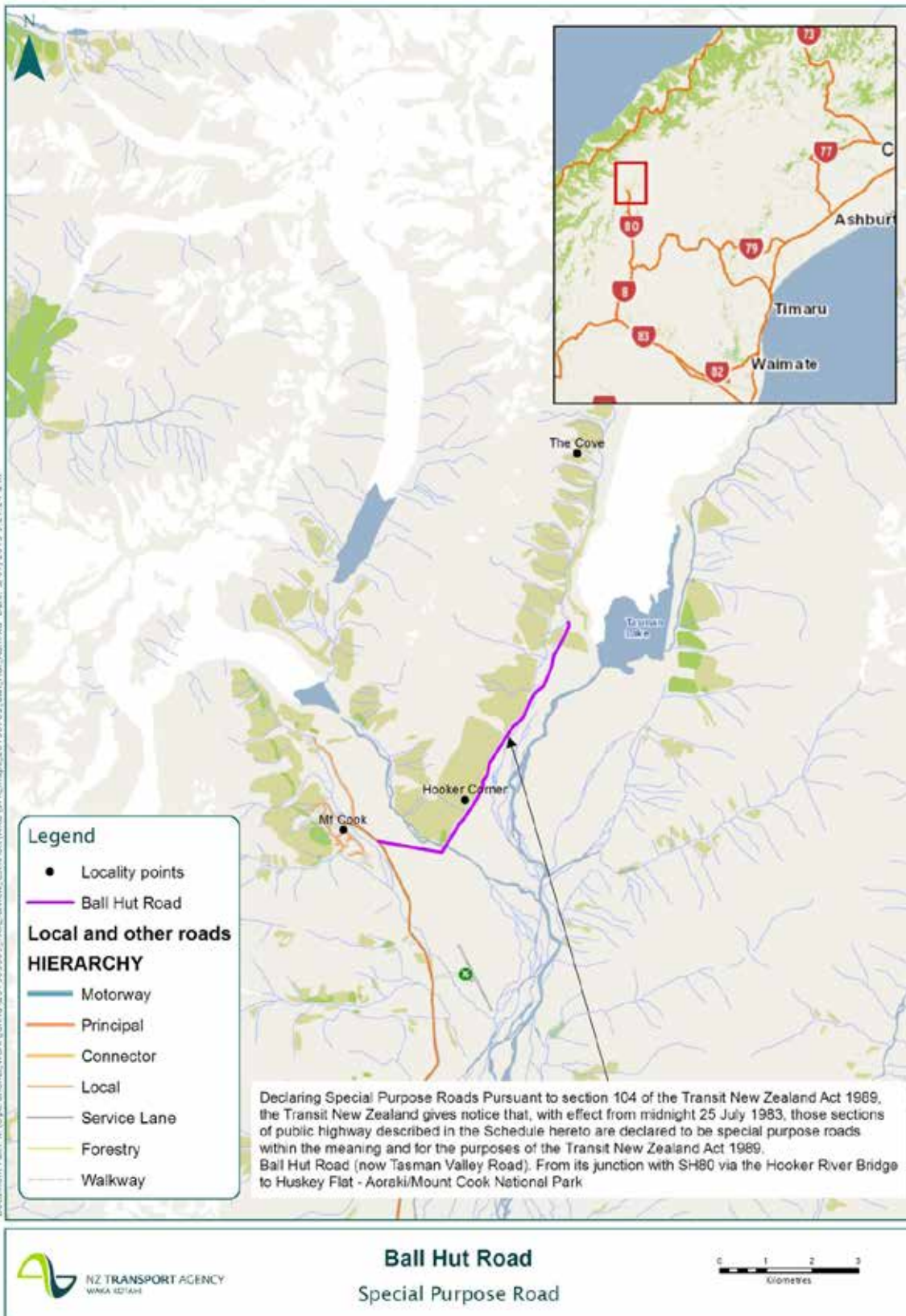


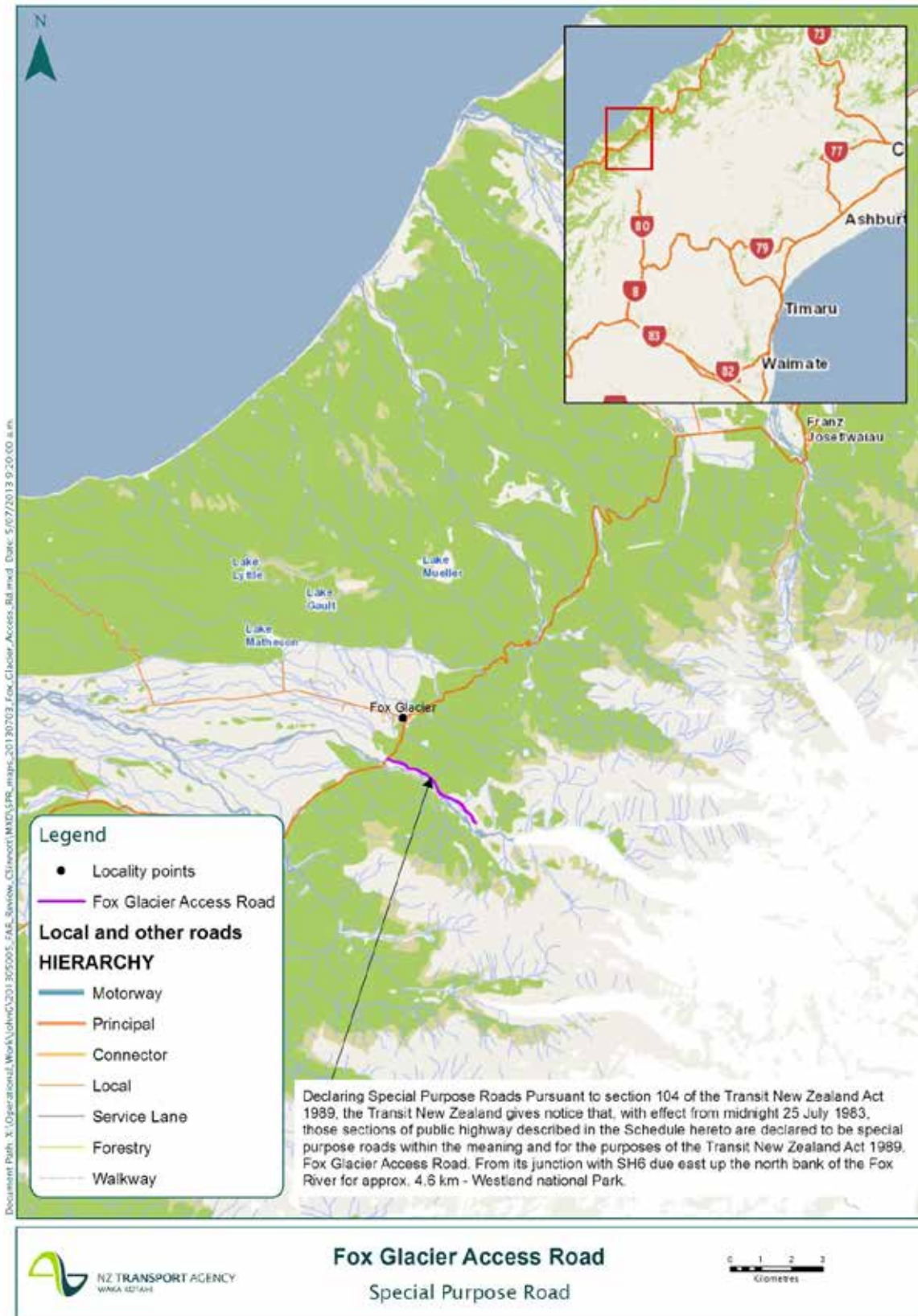




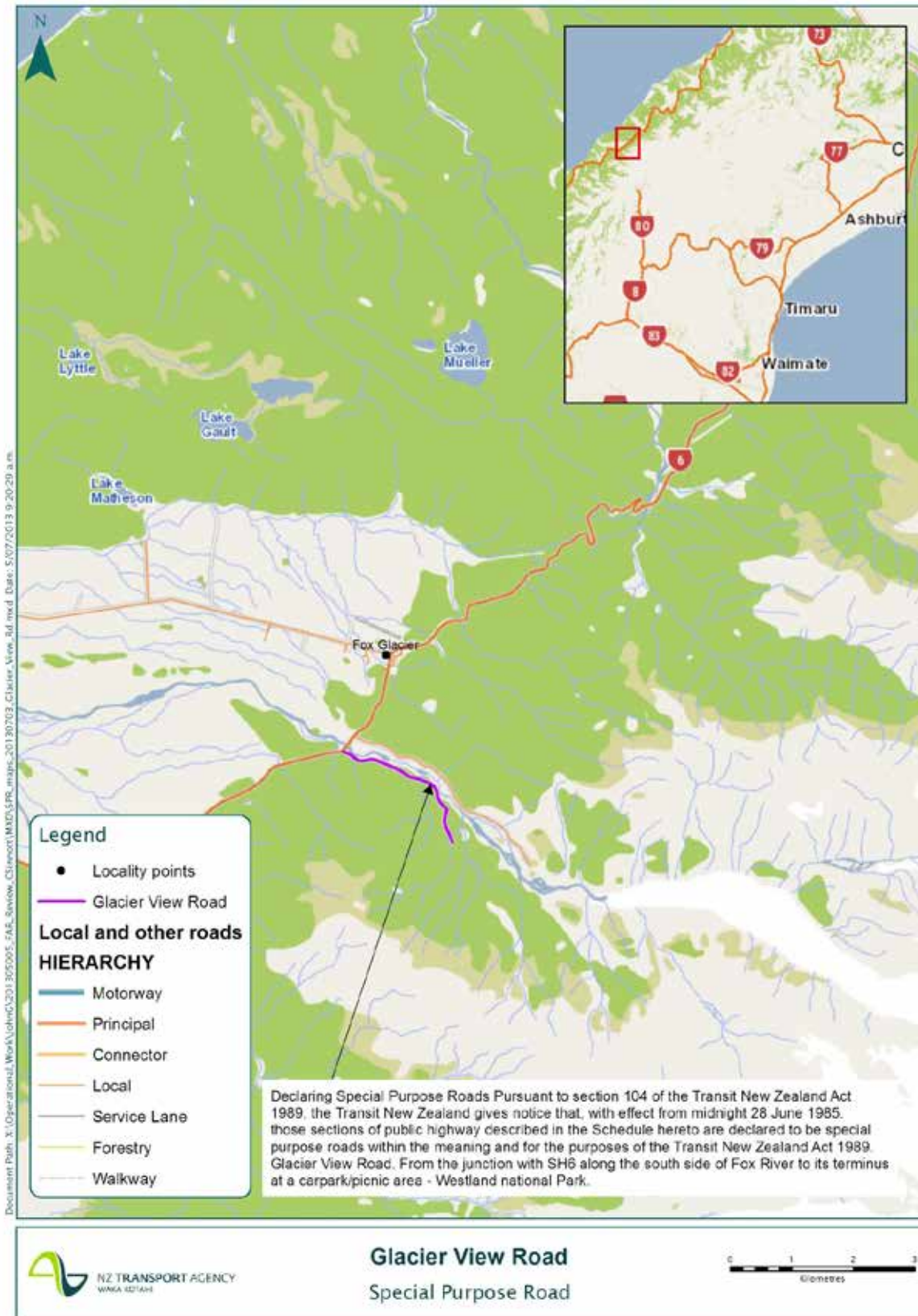


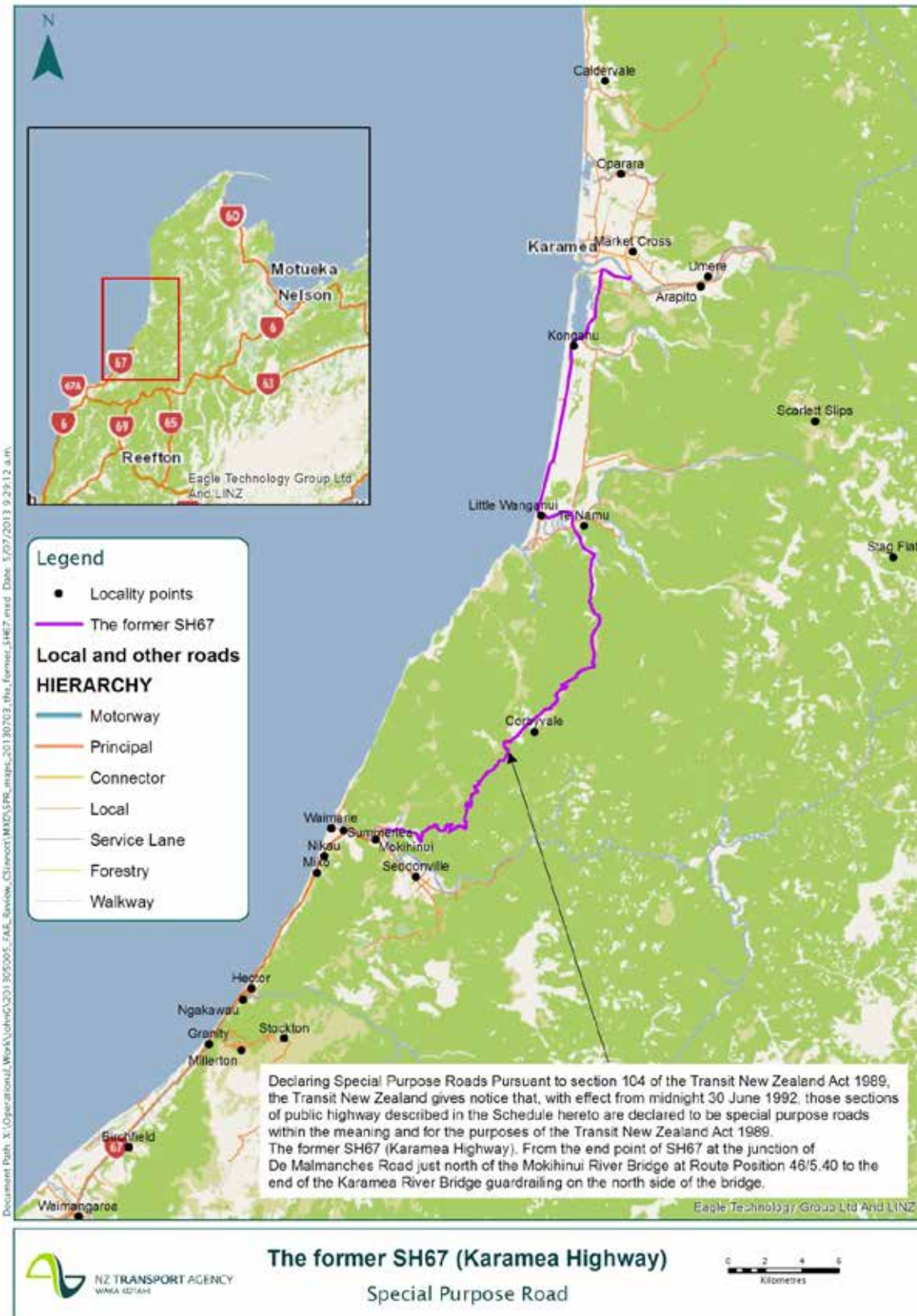
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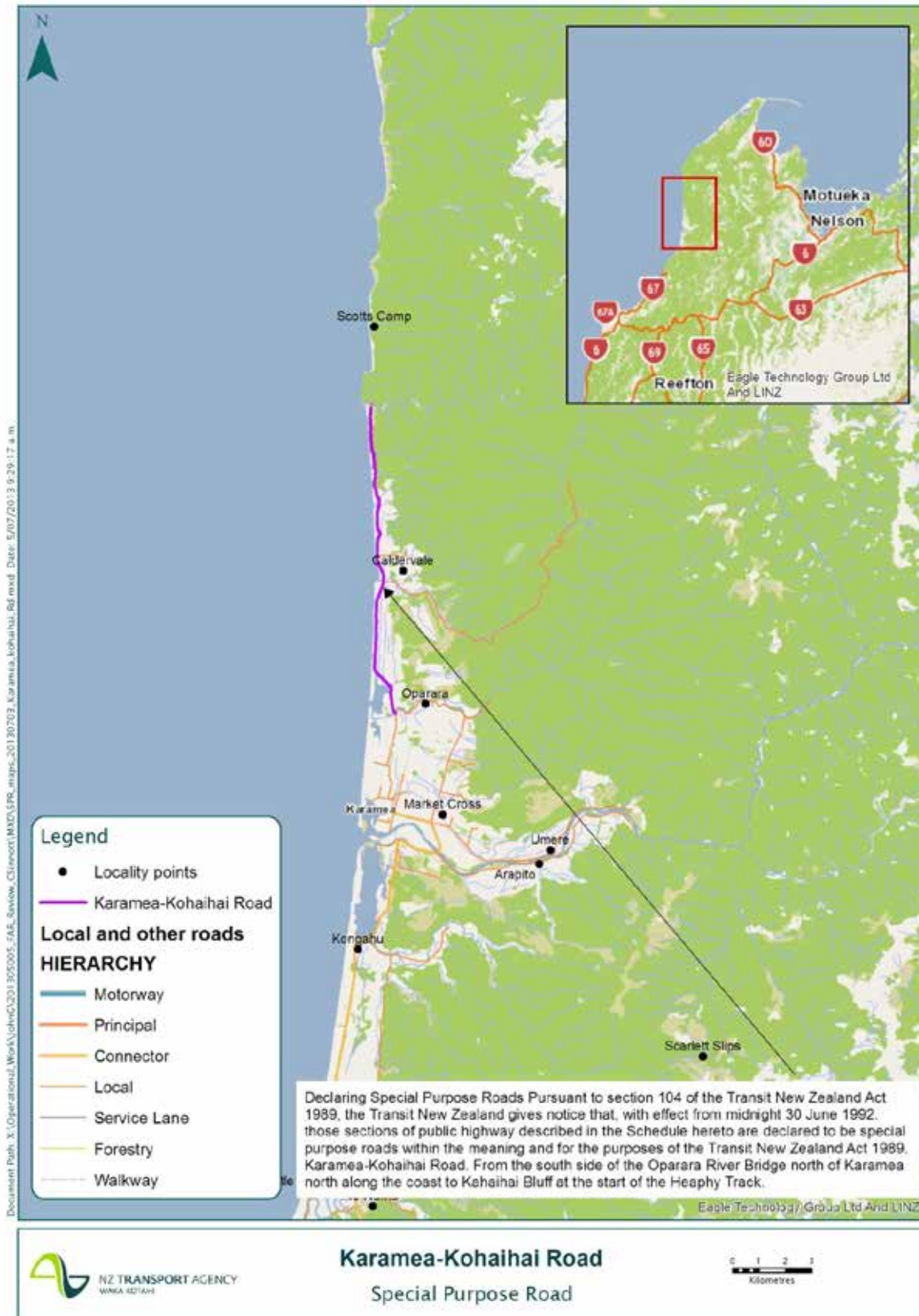


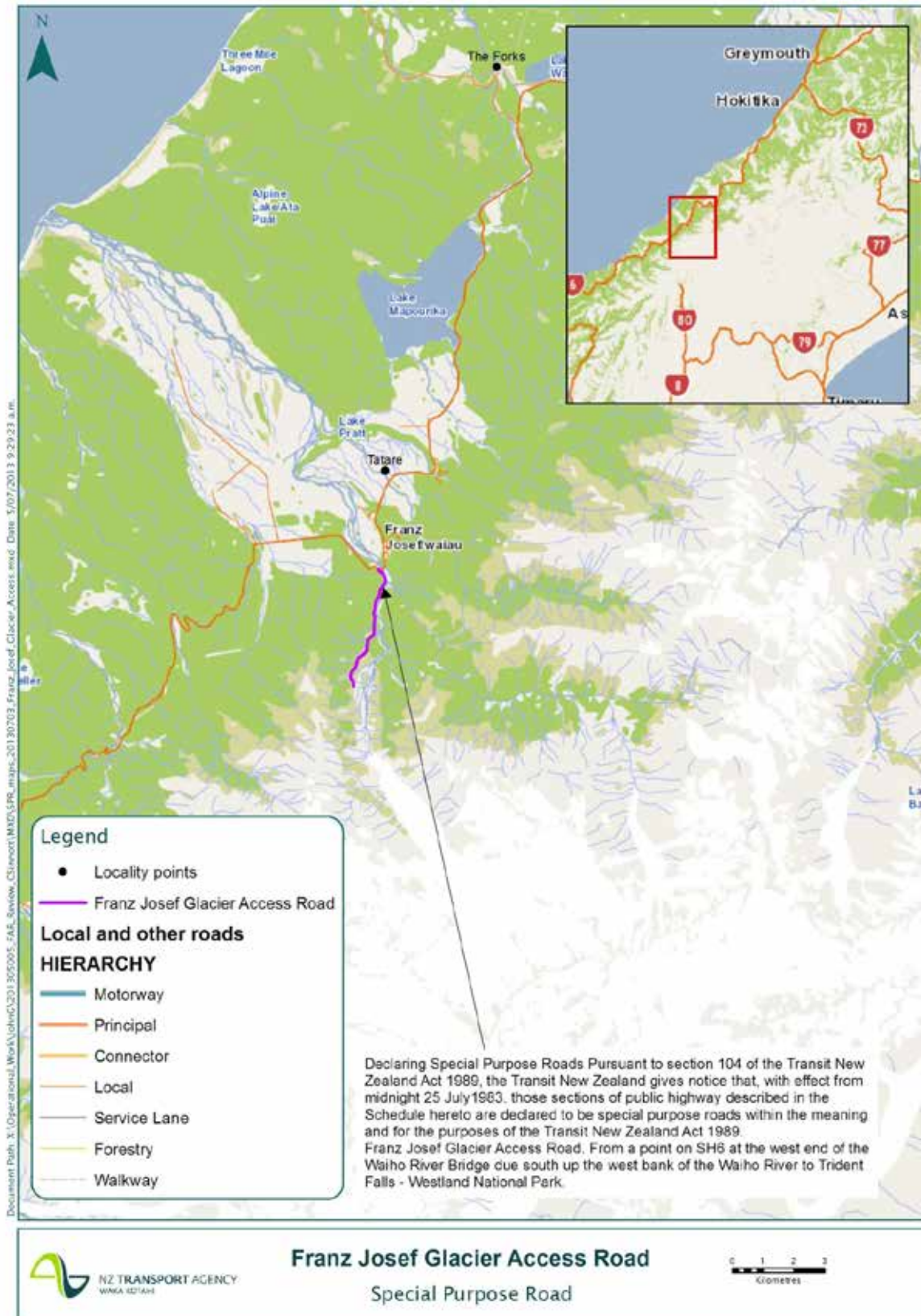
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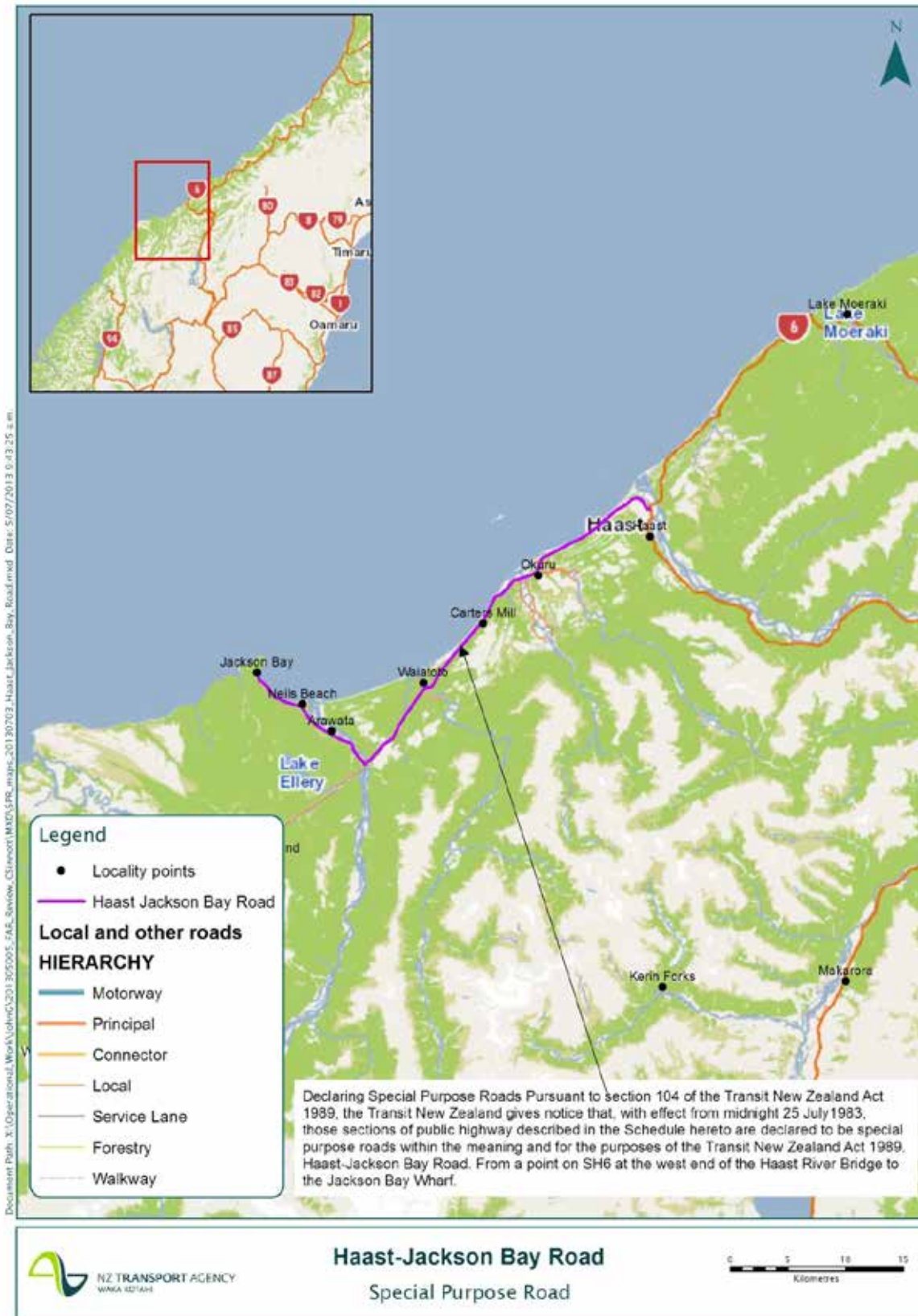




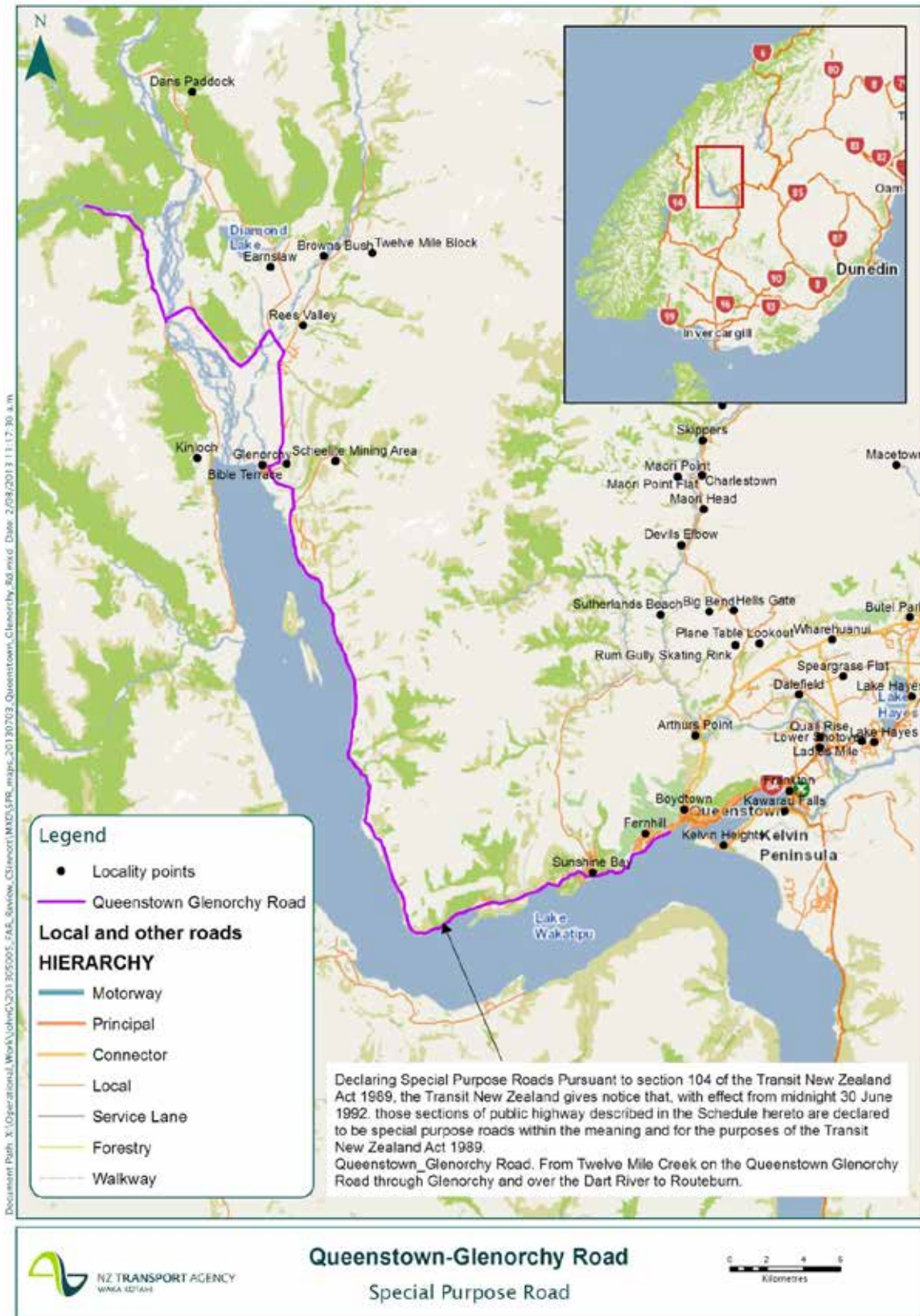
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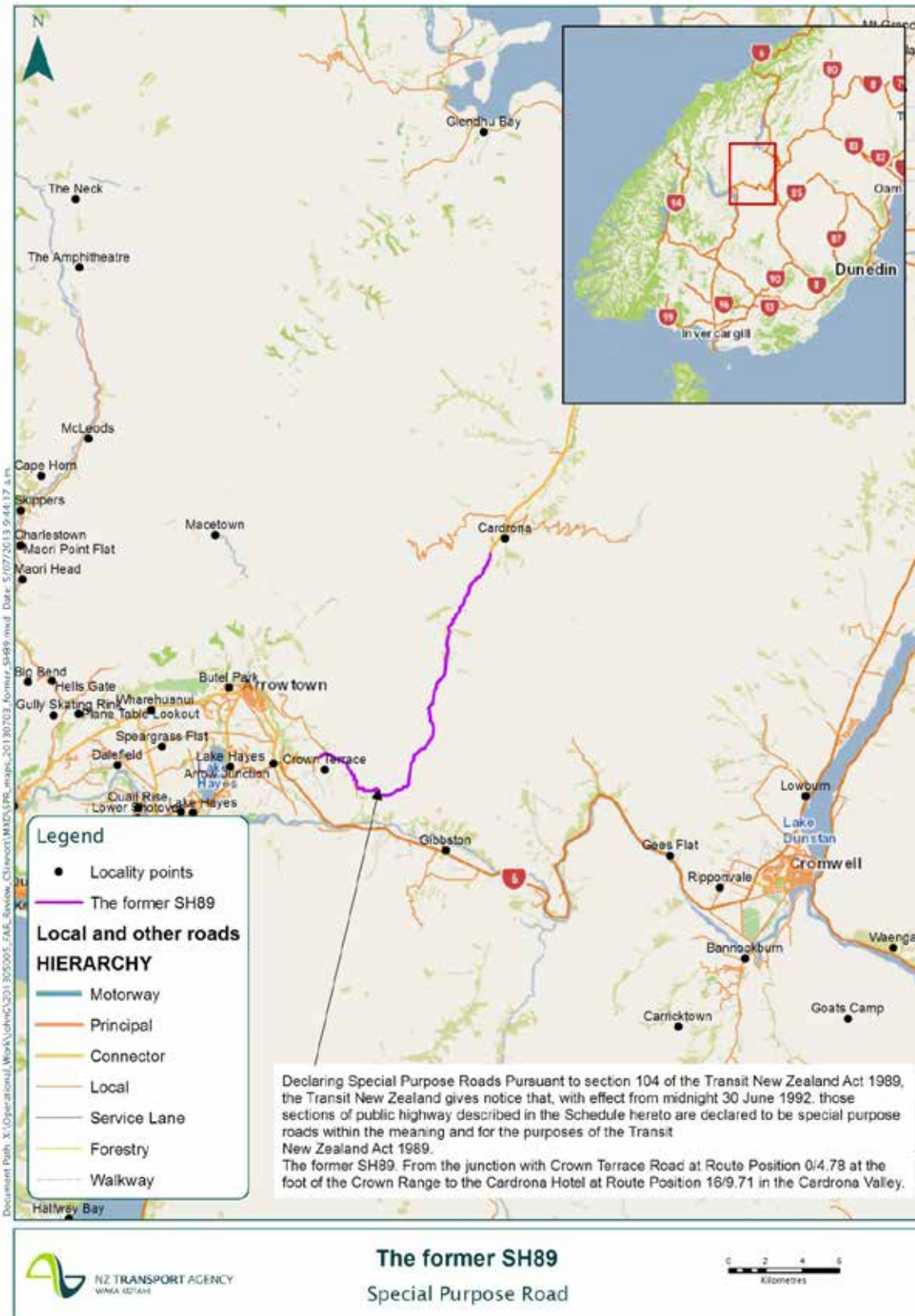


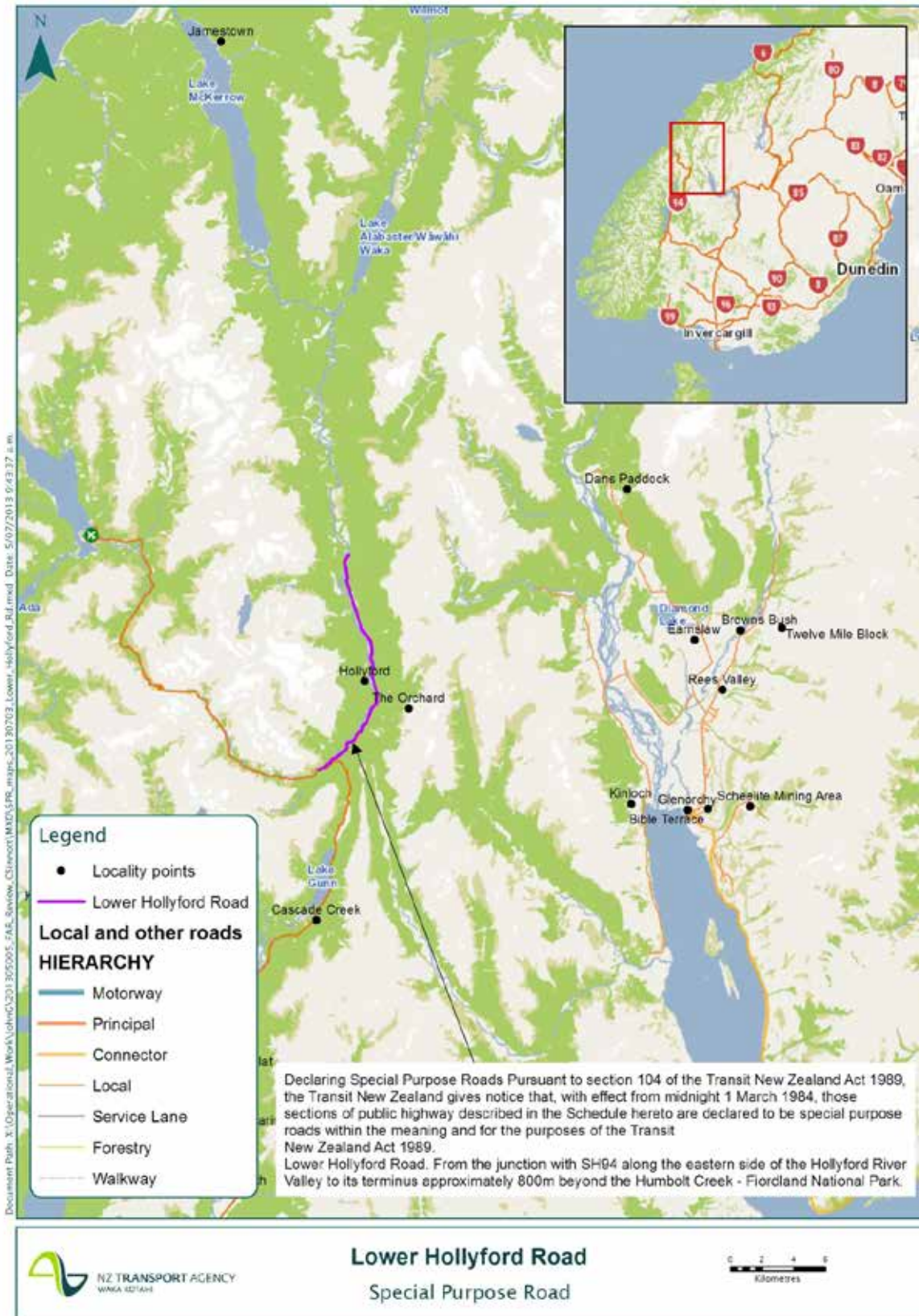


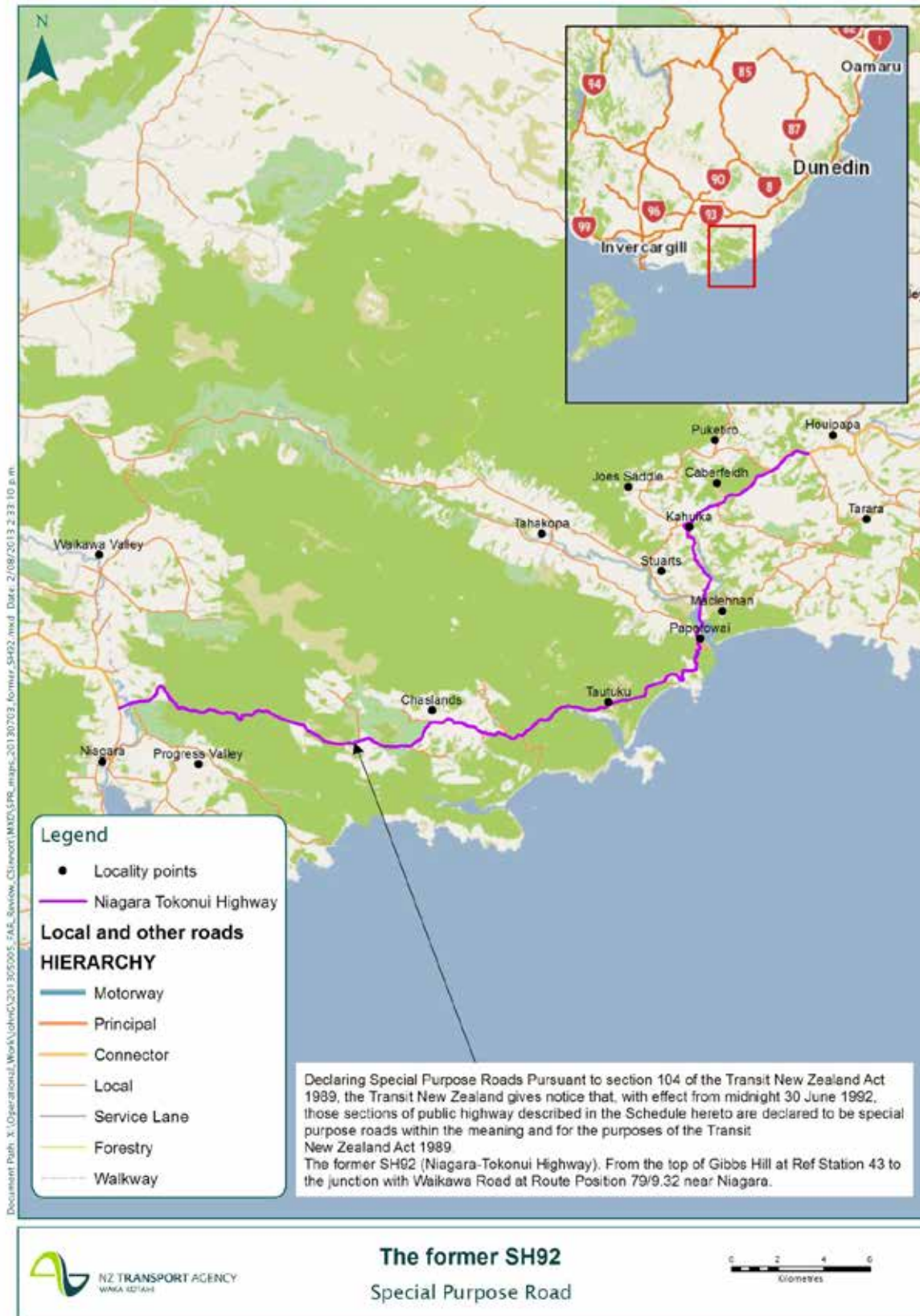


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ENDNOTES

- 1 Section 12A National Roads Act 1953, as inserted by section 4 of the National Roads Amendment Act 1956.
- 2 Section 7 National Roads Amendment Act 1959.
- 3 Minutes of the National Roads Board, 18 September 1968 and National Roads Board Submission 6048, August 1979.
- 4 This declaration was replaced by an amended declaration to correct an error in the description of the carriageway on 21 July 1969, New Zealand Gazette 7 August 1969, page 1478.
- 5 Letter from the Chairman of the Urewera National Park Board to the District Commissioner of Works, 2 June 1965.
- 6 Letter from the District Commissioner of Works to the Commissioner of Works, 17 June 1965.
- 7 Letter from the Chief Ranger to the Chairman of the Urewera National Park Board, 2 July 1974.
- 8 Section 3 National Roads Amendment Act 1980.
- 9 National Roads Board Submission 6048, August 1979 and Submission No. 6606, November 1980.
- 10 Submission 88/10/9411.
- 11 The other carriageway that was considered to be a special purpose road in 1988 was the Far North Road although it is unclear when or why that was declared a special purpose road. Far North Road is now part of State highway 1.
- 12 New Zealand Gazette, 3 October 1985, page 4328.
- 13 Section 104 Transit New Zealand Act 1989. The Transit New Zealand Act has now been renamed the Government Roading Powers Act 1989.
- 14 Transit New Zealand Submission 91/2/440.
- 15 Section 104 of the Transit New Zealand Act was repealed, as from 13 November 2003, by section 91 of the Land Transport Management Act 2003.
- 16 Ministry of Transport Departmental Report on the Land Transport Management Bill.