

National Land Transport Programme 2009-2012

Canterbury



NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

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Introduction from the Regional Director

I am pleased to introduce to you this National Land Transport Programme (NLTP) for 2009-2012 – a programme through which the NZ Transport Agency (NZTA) is making a record investment in land transport at a time when New Zealand needs it most.



The global economic situation has changed dramatically in the past 18 months, with significant effects for the New Zealand economy. In response, and as part of its commitment to improving New Zealand's economic outlook and performance, the government has set clear expectations and priorities for the land transport sector. These expectations are articulated in the *Government policy statement on land transport funding (GPS)*.

Through this NLTP, the NZTA 'gives effect' to the GPS with a focus on supporting economic activity and employment throughout the country. It aims to deliver the best possible returns for New Zealand through prioritising a wide range of national and regional activities and investing \$8.7 billion in the next three years (a 17 percent increase on the past three years). The programme takes a long-term approach, such as by investing in roads of national significance (see page 4) that will help grow the national economy and improve productivity in our largest cities.

The NLTP demonstrates an increased focus on efficiency and effectiveness in all spending, a rigorous national approach to setting priorities, and an ongoing focus on improving safety and reducing the adverse environmental effects of land transport.

While each region's regional land transport programme (RLTP) has been an essential building block, this NLTP inevitably makes greater investments in areas where key expectations, such as economic return and value for money, are clearly met.

This document details the funding provided for the Canterbury region – and as a dynamic document will be reviewed and updated regularly to reflect any approved variations to programmes, with the latest version available on the NZTA's website at www.nzta.govt.nz.

For information on funding for the rest of New Zealand (and how the NLTP is developed and managed) please see the 'national' document, which is also available at www.nzta.govt.nz.

Canterbury – the context

This NLTP is committed to maximising value for money across all activities in the Canterbury region. It emphasises efficiency and effectiveness in all spending, and ensuring that the highest-priority projects (from both the national and Canterbury regional perspectives) have first call on available funds.

The rapid growth in developments on the fringes of Christchurch is having a major impact on transport, with people living in these areas become increasingly reliant on motor vehicles as they often have few other transport options available. It's a trend that's contributing to rising traffic congestion in and around the city – and an issue that we're striving to manage through the Greater Christchurch Urban Development Strategy.

Developed through a partnership involving the Christchurch City Council, Selwyn District Council, Waimakariri District Council, Environment Canterbury and the NZTA, the strategy:

- takes a collaborative approach to providing the leadership and institutional arrangements necessary to manage the area's growth effectively
- reinforces the importance of managing carefully a range of issues, including the impact of land use and change on transportation networks, and addressing issues in a more integrated way.

Working together, we hope to ensure that the greater Christchurch area and the wider Canterbury region have the resources and facilities to support long-term economic growth and productivity.

A strong commitment to value for money has led to changes in how R (regionally distributed) funding is used. R funding will be used for the highest-priority projects in this NLTP, providing a guaranteed minimum level of funding for Canterbury. R funding comes from a portion of fuel excise duty and light road user charges and is allocated proportionally to regions based on population.

In the past, R funding was used to fund lower-priority projects that would otherwise not qualify for funding. The new approach delivers much greater value for money for all public money invested in land transport.

Highlights of Canterbury's NLTP

This NLTP provides an investment of \$636.2 million for the Canterbury region over the 2009/10-2011/12 period. I'm confident that the NLTP gives the required effect to the GPS, that all funds have been allocated to activity classes within the GPS limits and in line with the NZTA's priorities.

We look forward to the next three years, in which we'll be:

- starting construction (in March 2010) on the \$176 million Southern Motorway extension in Christchurch
- undertaking preparatory works to four-lane State Highway (SH) 1 past the Christchurch International Airport from Sawyers Arms Road to Waterloo Road near Hornby Mall
- building passing lanes on SH1 at Winchester and Orari in southern Canterbury
- helping to fund upgrades to walking and cycling infrastructure and facilities in Timaru, Ashburton, Selwyn, Christchurch, Waimakariri and Kaikoura
- improving Christchurch's public transport services and infrastructure
- widening the Factory Road Bridge in Timaru.

For an overview of all projects in the region likely to receive funding in the next three years, see the maps on pages 3 to 4.

The National Land Transport Fund can only be used to fund activities listed in the NLTP. The tables in this NLTP list:

- Activities that have been given funding approval and represent committed funding.
- Activities that the NZTA anticipates may be given funding approval during 2009-12 (category 2 activities). More activities are listed than will be funded because many do not progress as planned.
- Reserve activities that are expected to be funded beyond 2009-12, but might be funded in 2009-12 (if circumstances justify it).
- Activities that are not expected to be funded because they have too low a priority to warrant funding.

Working with the Canterbury region

The Canterbury Regional Transport Committee has a pivotal role in shaping the Canterbury region's transport future.

The committee comprises elected members from the regional and local authorities and Environment Canterbury, a representative from the NZTA, and six community representatives with expertise in areas such as access and mobility, safety and personal security and economic development.

One of the committee's key tasks is to develop Canterbury's three-year RLTP, which prioritises all the regional transport activities proposed by the NZTA, the region's local authorities and Environment Canterbury.

This regional perspective enabled the NZTA to build a geographic view of land transport requirements nationwide, and to align regional and national views in deciding on the most appropriate allocations of funds to give effect to the GPS priorities. Public submissions on Canterbury's draft programme were reflected in the final programme that went to the NZTA Board, which made the ultimate funding decisions for the NLTP.

I believe this NLTP augurs well for Canterbury's future as a key contributor to New Zealand's social and economic wellbeing. I look forward to working closely with our regional and local authority partners, New Zealand Police and the Canterbury community on ensuring it is implemented successfully.



Mark Yaxley
Regional Director



NZ TRANSPORT AGENCY
WAKA KOTAHĪ

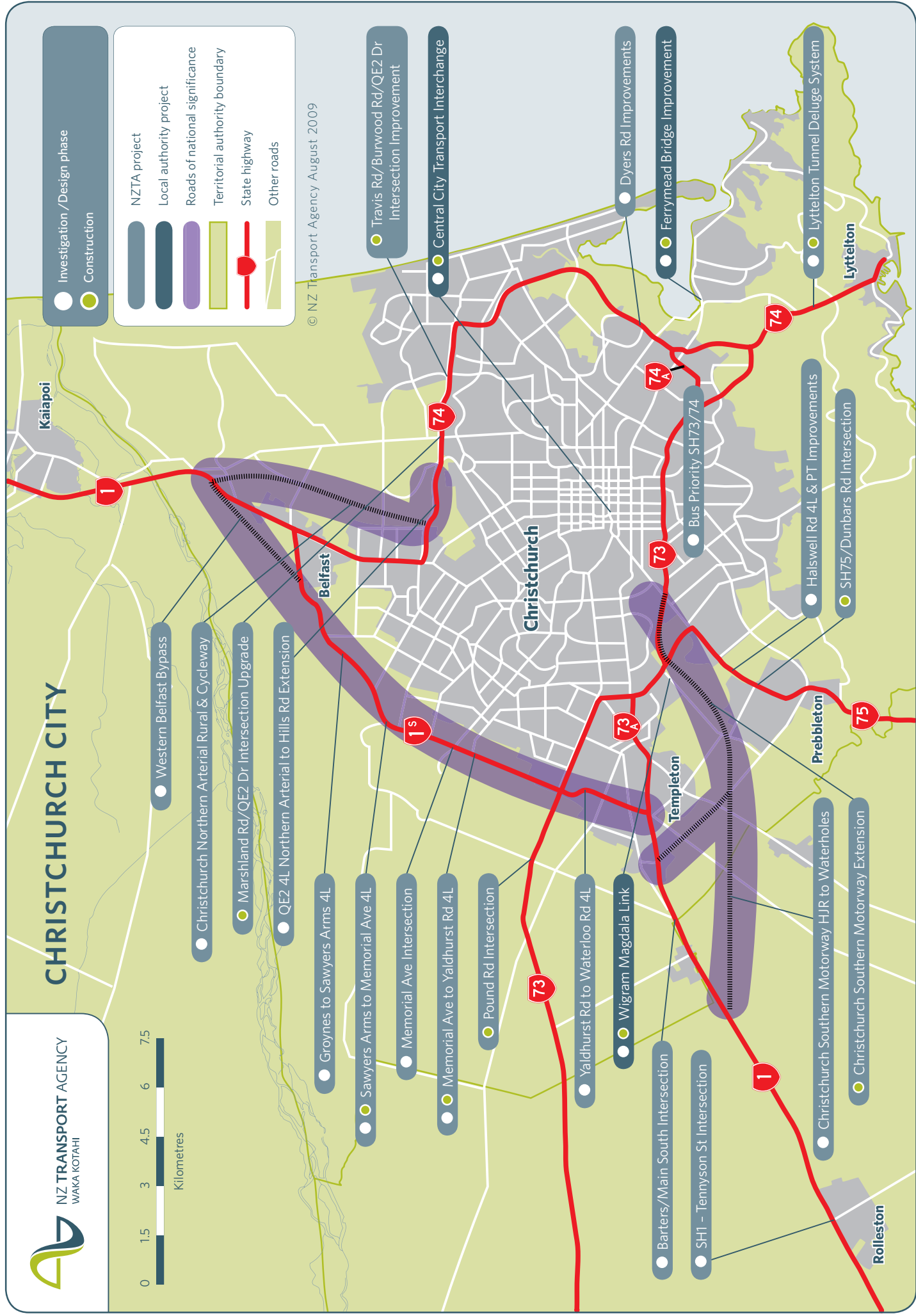
CHRISTCHURCH CITY



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Investigation /Design phase (White circle)
Construction (Yellow circle)

NZTA project (Dark blue bar)
Local authority project (Medium blue bar)
Roads of national significance (Purple bar)
Territorial authority boundary (Light green bar)
State highway (Red line with shield)
Other roads (Light green line)



Western Belfast Bypass

Christchurch Northern Arterial Rural & Cycleway

Marshland Rd/QE2 Dr Intersection Upgrade

QE2 4L Northern Arterial to Hills Rd Extension

Groynes to Sawyers Arms 4L

Sawyers Arms to Memorial Ave 4L

Memorial Ave Intersection

Memorial Ave to Yaldhurst Rd 4L

Pound Rd Intersection

Yaldhurst Rd to Waterloo Rd 4L

Wigram Magdala Link

Barbers/Main South Intersection

SH1 – Tennyson St Intersection

Christchurch Southern Motorway HJR to Waterholes

Christchurch Southern Motorway Extension

Belfast

Christchurch

Templeton

Prebbleton

Rolleston

Lyttelton

Travis Rd/Burwood Rd/QE2 Dr Intersection Improvement

Central City Transport Interchange

Dyers Rd Improvements

Ferrymead Bridge Improvement

Lyttelton Tunnel Deluge System

Bus Priority SH73/74

Halswell Rd 4L & PT Improvements

SH75/Dunbars Rd Intersection

74

74A

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1

Regional summary

Overview of the transport system

Table 1: Key statistics on the Canterbury region (June 2007 – July 2008)

	Canterbury region	New Zealand	Region as % of NZ
Population	566,100	4,268,500	13
Land area (km ²)	45,300	275,400	16
Imports (gross tonne) ^{1,2}	8.2 million	79.2 million	10
Exports (gross tonne) ^{1,2}	7.2 million	73.4 million	10
Gross domestic product (GDP) (\$)	20,900 million	155,400 million	13
Passenger transport - bus - boardings	16,717,100	92,777,200	18
Passenger transport - rail - boardings	-	18,346,600	-
Passenger Transport - Ferry - boardings	120,800	4,695,000	3
Vehicle kilometres travelled	5200 million	40,200 million	13
Fatalities ³	36	366	13
Serious injuries ³	258	2553	14
Local roads - urban all (km)	2460	17,298	14
Local roads - urban sealed (km)	2397	16,956	14
Local roads - rural all (km)	11,842	65,601	18
Local roads - rural sealed (km)	5612	33,698	17
State highways - all (km)	1327	10,906	12
State highways - sealed (km)	1327	10,850	12
State highways - motorway (km)	19	172	11

Notes:

- 1 Indicative only – based on a ratio determined from a 2002 report on international and inter-regional freight movements.
- 2 Includes both international and inter-regional freight movements.
- 3 Safety data is for the year ending 2008.

Roads of national significance

This NLTP includes a new government initiative: a programme for seven of New Zealand's roads of national significance that aims to reduce congestion, enhance safety and support economic growth.

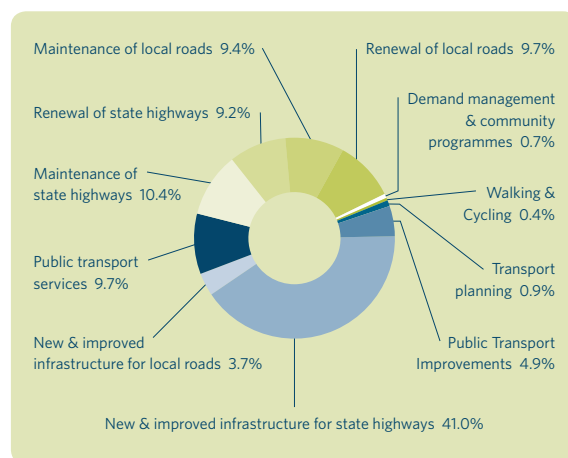
Christchurch's motorway projects are classified as roads of national significance because of their contribution to the Canterbury region's economic wellbeing. With the aim of improving traffic flows into Christchurch from both the north and south, funding from the NLTP will enable:

- an upgraded western corridor to connect the northern and southern regions of Canterbury with Christchurch International airport
- work on stage 1 of the Southern Motorway (starting in March 2010), and in the next three years investigations into stage 2, from Halswell Junction Road to SH1 near Templeton
- work on various stages of other roads of national significance in the next five to ten years. These roads include the Northern Arterial and the four-laning of SH1 from Sawyers Arms Road to Belfast.

Expected expenditure in Canterbury

Table 2: Expected expenditure in Canterbury

Canterbury	2009/12	% of total
Walking and cycling	2.8	0.4%
Transport planning	6.0	0.9%
Public transport improvements	31.2	4.9%
New & improved infrastructure for state highways	260.8	41.0%
New & improved infrastructure for local roads	23.6	3.7%
Public transport services	61.6	9.7%
Maintenance of state highways	65.9	10.4%
Renewal of state highways	58.2	9.2%
Maintenance of local roads	60.1	9.4%
Renewal of local roads	61.6	9.7%
Demand management & community programmes	4.4	0.7%
	636.2	100%



Note: includes R funds of \$122m

State highway improvements

The state highway network has a vital role in connecting the rural productivity areas of Canterbury with key export markets via Prime Port Timaru, the Port of Lyttelton and Christchurch International Airport. Maintaining good access to Christchurch from the north and south is critical for the region's and New Zealand's economic growth.

The Christchurch roads of national significance include southern and northern access to Christchurch, and the western corridor around Christchurch that connects north and south with Christchurch International Airport. One of Canterbury's largest state highway improvement projects in the next three years and beyond – the construction of stage 1 of the Christchurch Southern Motorway – will have major financial benefits for the Christchurch economy.

Two other projects will enable more efficient and safer freight and vehicle movements: investigation work on stage 2 of the Southern Motorway from Halswell Junction Road to Waterholes; and the four-laning of SH1 from Sawyers Arms Road to Waterloo Road.

Meanwhile, other activities in the state highway improvement programme will help to maximise access to significant markets and areas of employment and economic growth through improving travel time reliability, easing severe congestion and providing more efficient freight supply chains.

Key efficiency projects for the Canterbury region likely to receive funding include:

- intersection improvements at SH74 (QEII Drive/Marshlands Road, QEII Drive/Burwood/Travis Road) and SH73 (Pound Road at Yaldhurst)
- improvements at SH75/Dunbars Road, which will provide for public transport services accessing the state highway
- further investigations to upgrade SH75 (Halswell Road) incorporating bus priority measures.

Key safety projects likely to receive funding include:

- the SH1 Winchester and Orari South passing lanes
- design work to improve safety on the Mingha Bluff to Rough Creek section of SH73 near Arthur's Pass. This work will also reduce travel times on this section of highway.

In the next three years work may also be progressed on replacing the Waitaki Bridge on SH82 near Kurow, which provides a vital link for moving freight and linking the Kurow community with Waimate.

This NLTP allocates \$260.8 million for improvements on Canterbury state highways.

State highway operations, maintenance and renewal

About \$124.1 million of Canterbury's forecast expenditure in 2009-2012 will go into maintaining the region's state highway network.

This will, among other things:

- provide for a comprehensive highway resurfacing and rehabilitation programme to maintain skid resistance and preserve pavements
- fund electronic variable message signs to enhance the timely provision of road condition information to road users – similar to those already established on SH7 (Lewis Pass), SH73 (Arthur's Pass) and on SH1 in Kaikoura
- fund more road weather stations, which will mean more accurate weather predictions and enable maintenance teams to respond more quickly to conditions such as ice and snow.

In the next three years, a number of state highway bridges will be strengthened so they are less vulnerable to severe earthquakes, and work will continue on upgrading the Lyttelton Tunnel so that it more closely meets appropriate safety standards. All this work will improve the safety and reliability of Canterbury's state highways, and their contribution to the region's economy.

Local road improvements

The \$23.6 million NLTP allocates to local road improvements in Canterbury. We anticipate being able to fund:

- strengthening work on the Ferrymead Bridge in Christchurch and the old Waimakariri Bridge
- a widening project for the Factory Road Bridge in Temuka to improve safety
- Christchurch City Wigram /Magdala arterial improvement.

Local road operations, maintenance and renewal

Canterbury's extensive local road network makes an important contribution to the region's prosperity.

Local road maintenance funding of \$121.7 million in this NLTP will help to ensure these roads continue to provide their current levels of service – making them safer and more efficient through reconstruction, resealing and minor safety work. The NZTA has approved a three-year allocation and expects organisations to manage the required maintenance, operations and renewal programmes including any changes in costs within that allocation.

Public transport services and infrastructure

There has been a substantial increase in funding for public transport services nationally across 2009-12 with an increase of 30% to \$630 million compared with the previous three years.

Although there has been a significant increase in funding, there is an expectation that every regional authority will manage their public transport programmes efficiently and effectively within the funding allocations provided to ensure that these are delivering value for money. A challenge is to improve the effectiveness of public transport networks by extracting the maximum value from past and current investments. The NZTA is developing a national framework for a farebox policy that will assist regional authorities as part of this process.

The block funding approach to public transport programmes will provide regional authorities with the flexibility to reassign funding to cover variability in the delivery of programme activities, provided the total expenditure stays within the overall allocation.

The NLTP allocates Canterbury \$61.6 million in 2009-2012 to provide total mobility and other public transport services.

A key public transport priority for the region in the next three years involves developing a new Christchurch Central City Passenger Transport Interchange. The NZTA will work closely with Christchurch City Council to develop viable funding options for this project within the current NLTP.

In addition, a number of bus priority schemes to ease peak-hour traffic congestion and make public transport a more attractive travel option are planned for Christchurch. These include priority

measures on Colombo Street, Papanui Road, the Queenspark route, New Brighton, Riccarton Road, Sumner, the Orbiter route, the Metrostar route and Cranford Street.

Walking and cycling

The NLTP allocates \$2.8 million to walking and cycling projects in Canterbury in the next three years. Projects that might be funded include:

- the East Street and West Street cycleway in Ashburton, which will help to encourage walking and cycling as travel options in the town
- cycle and pedestrian access on the Ashley and old Waimakariri bridges.

Walking and cycling activities for the state highway may also be investigated, including improvements to the Ashburton River Bridge, Kaikoura walking and cycling improvements, the Christchurch Northern Access cycleway and minor improvements for walking and cycling throughout Canterbury.

Road policing

National Land Transport Fund funding for New Zealand Police road policing activities in the Canterbury region in 2009/10 (excluding Kaikoura, which is funded with Marlborough) totals \$26.848 million.

This includes:

- \$20.843 million for strategic policing of the 'fatal five' road safety issues: speeding, drink/drugged driving, restraints, dangerous/careless driving and high-risk drivers
- \$4.252 million for incident and emergency management, crash attendance and investigation, and traffic management.

The NLTP and the detailed 2009/10 Road Policing Programme can be viewed on the New Zealand Police website at www.police.govt.nz/service/road. The programmes for 2010/11 and 2011/12 will be posted on the site once approved by the Minister of Transport.

Regionally significant projects from 2012/13 onwards

Post 2012/13, activities forecast to start in Canterbury include a number to ease traffic congestion and improve route efficiency. Among these are:

- starting construction on the NZTA's northern arterial from the northern motorway to QEII Drive
- four-laning QEII Drive from Main North Road to Marshland Road and Christchurch City projects linked to this.

In the Timaru District, work may start on improving access to the Port of Timaru, which should have a positive impact on the region's economy – and work could begin in the Ashburton District on the Charing Cross intersection safety upgrade at Seafield Road, Fairfield Road, Christys Road and Chertsey Road.



Regional tables

Key (for tables)

FTE staff	The number of full time equivalent NZ Police staff allocated to the activity.
Phase type	The phase type of the project phase listed on this row.
S	Study
I	Investigation
D	Design
C	Construction
P	Property purchase
NLTP status	The status of the programme within the 2009/12 NLTP.
COM	A commitment carried forward from previous years.
APP	Approved new works, allocations approved for expenditure on the related project or programme.
CAT2	Projects included in the NLTP which have not been given funding approval, but may be considered for funding during 2009/12 and, based on information submitted to the NZTA, are expected to meet the requirements for funding. Funding applications for the projects are expected during the course of 2009/12.
RES	Projects included in the NLTP which have not been given funding approval and are not likely to be promoted for funding during 2009/12 either due to expenditure being programmed beyond 2009/12 or because preliminary assessment of their profile (based on submitted information) gives them a priority below that expected to be funded in 2009/12.
Funding priority	
Probable	Category 2 activities which, based on information submitted to the NZTA, probably have sufficient priority to warrant funding.
Possible	Category 2 activities which, based on information submitted to the NZTA, possibly have sufficient priority to warrant funding, subject to funding being available.
Res. A	Reserve activities indicatively programmed over 2009/12 that, based on the information submitted to the NZTA, have a lower indicative profile and priority and are therefore not expected to be affordable unless there is a significant improvement in priority and funding is available.
Res. B	Reserve activities indicatively programmed to start beyond 2011/12 which would be considered for funding during 2009/12 should circumstances warrant, considering their priority and the availability of funding.
Not fundable	Types of activity that are not funded through the NLTP, or activities with such low priority that funding is not contemplated.
SH	The state highway associated with the project or programme.
WC	Work category.
Profile	A three letter string describing the strategic fit of the activity and the effectiveness and efficiency of the solution. H is High, M is Medium, and L is Low.
Total phase costs \$000	The total cost of the project phase for all years, including local share subsidy.
Prev. spend \$000	The total spent to date on the phase for all years, including local share subsidy.
%FAR	The funding assistance rate applying to the phase.
NLTF	The total cost to be spent in 2009/12 on implementing the phase and the funding from the National Land Transport Fund available for this.
Indicative funding source	The funding source of the project phase. The funding source is definite for commitments or approved new works. It is indicative for Cat 2, and will potentially change.
C	Crown funds allocated in accordance with schedule 2, clause 14 of the Land Transport Amendment Act 2008.
T	Community transport funds allocated in accordance with NZTA policy set out in general circular 08/12 to meet transport needs for communities in areas of high socio-economic deprivation.
R	Regionally distributed funding from the named region.
N	Nationally distributed funds.

Work categories

001 Regional land transport planning and management	215 Structures component replacements	511 Bus services
002 Studies and strategies	221 Environmental renewals	512 Passenger ferry services
003 Activity management plans	222 Traffic services renewals	513 Bus and passenger ferry concession fares
111 Sealed pavement maintenance	231 Associated improvements	514 Passenger transport facilities operations and maintenance
112 Unsealed pavement maintenance	241 Preventive maintenance	515 Passenger rail services
113 Routine drainage maintenance	321 New traffic management facilities	517 Total mobility operations
114 Structures maintenance	322 Replacement of bridges and other structures	519 Wheelchair hoists
121 Environmental maintenance	323 New roads	521 Total mobility flat rate payments
122 Traffic services maintenance	324 Road reconstruction	531 Passenger transport infrastructure
123 Operational traffic management	325 Seal extension	533 Passenger transport road improvements
124 Cycle path maintenance	331 Property purchase (state highways)	711 Strategic road policing
131 Level crossing warning devices	332 Property purchase (local roads)	712 Incident and emergency management
141 Emergency reinstatement	333 Advance property purchase	713 Road policing resolutions
151 Network and asset management	341 Minor improvements	714 Community engagement in land transport
161 Property management (state highways)	421 Demand management	811 Research programme
171 Financial grants	432 Community programmes	812 National education and promotion programmes
211 Unsealed road metalling	442 Sea freight operations	813 Training and support programme
212 Sealed road resurfacing	445 Rail freight infrastructure	911 Programme management
213 Drainage renewals	446 Sea freight infrastructure	912 Performance monitoring
214 Sealed road pavement rehabilitation	451 Pedestrian facilities	913 Crash analysis system
	452 Cycle facilities	

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$'000)	2010/11 NLTf (\$'000)	2011/12 NLTf (\$'000)	Funding priority	Funding source*
Ashburton District Council											
Renewal of local roads											
Road renewals			App.			17,226.2	2,592.8	2,630.7	2,872.8		N
Operation and maintenance of local roads											
Road operations and maintenance			App.			8,499.7	1,317.6	1,353.0	1,440.8		N
New & improved infrastructure for local roads											
Minor improvements 2009/12			App.	341		-	312.8	283.6	302.5		N
Improve, expand or replace network group			Alloc.				100.0	100.0	100.0		
Road widening Bremner Rd stages I to III	-	MMH	Cat2	324	57%	100.0	57.0	-	-	Probable	N
Dobson St Extension	193	MMM	Cat2	323	57%	230.0	131.1	-	-	Possible	N
Bridge Replacement, Br 48 (Jacobs Stream)	-	MMM	Cat2	322	57%	51.8	29.5	-	-	Possible	N
Bridge 65 replacement, Ocean View Rd	-	MMM	Cat2	322	57%	95.7	54.5	-	-	Possible	N
Bridge 149 Replacement, Reads Rd	-	MMM	Cat2	322	57%	49.2	-	28.1	-	Possible	N
Bridge 30 Replacement, Double Hill Run Rd	-	MMM	Cat2	322	57%	86.1	-	49.1	-	Possible	N
Bridge 52 Replacement, Hinds Gorge Rd	-	MMM	Cat2	322	57%	101.3	-	-	57.7	Possible	N
Company Rd Widening St 2	-	MMM	Cat2	324	57%	264.5	-	150.8	-	Possible	N
Elizabeth Ave, Rakaia, reconstruction	-	MMM	Cat2	324	57%	52.9	30.2	-	-	Possible	N
User benefits improvements group			Alloc.				-	-	-		
Poplar Rd seal extension	204	LMM	Reserve	325	57%	450.0	-	256.5	-	Res. A	N
Demand management & community programmes											
ADC community Programme 2009/2012			App.	432	75%	-	75.9	-	-		N
Walking and cycling facilities											
Walking and Cycling - Access and community benefits			Alloc.				-	-	-		
Cycleway, West St and East St, stages 3 and 4	131	LMM	Reserve	452	57%	212.3	31.3	34.2	13.0	Res. A	
Transport planning											
Activity Management Plans	4	MML	Cat2	003	57%	219.1	11.4	7.0	21.1		N
Ashburton Industrial Site Rural Transportation Study	4	LM	Cat2	002	75%	47.7	-	-	35.7		N
Asset Deterioration Modelling	4	MML	Cat2	003	57%	161.5	20.5	-	-		N
Crash Reduction Studies	4	MML	Cat2	002	75%	34.1	-	-	7.9		N
Transportation Asset Valuation	4	MML	Cat2	003	57%	513.3	25.7	27.2	27.8		N
Transportation Study - Second Ashburton Bridge Crossing	4	MML	Cat2	002	75%	50.0	37.5	-	-		N
Ashburton Parking Study 2009/10	-		N/F								
Canterbury Highway & Network Operations											
Renewal of state highways											
Road renewals			App.			56,034.2	20,094.9	17,969.6	17,969.6		N
Preventive Maintenance 9/12	-		Cat2	241	100%	2,024.0	643.8	690.1	690.1		
Scour Investigation 9/12	4		Cat2	241	100%	615.0	199.0	205.0	211.0		
Operation and maintenance of state highways											
Road operations and maintenance			App.			63,116.6	21,029.6	21,043.5	21,043.5		N

New & improved infrastructure for State highways											
Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTF (\$'000)	2010/11 NLTF (\$'000)	2011/12 NLTF (\$'000)	Funding priority	Funding source*
Investigation	10		Com	323	100%	2,900.0	2,001.2	898.8	-		R
Construction	6		Com	323	100%	176,430.0	3,524.0	43,768.7	48,157.9		R
Design	6		Com	323	100%	4,400.5	100.0	-	-		R
Property	6		Com	331	100%	6,104.0	6,104.0	-	-		R & N
Investigation	208		Com	324	100%	142.5	142.5	-	-		R
Design	58		Com	324	100%	480.0	480.0	-	-		R
Property	58		Com	331	100%	3,985.0	3,985.0	-	-		R & N
Investigation	21		Com	324	100%	1,100.0	900.3	199.7	-		R
Design	59		Com	324	100%	980.0	600.5	379.5	-		N
Property	59		Com	331	100%	1,139.2	609.4	529.7	-		N
Design			Com		100%	164.0	164.0	-	-		N
Design			Com		100%	40.0	35.0	-	-		R
Construction			Com		100%	2,616.0	2,276.0	-	-		R
Construction			Com		100%	2,486.9	1,900.0	370.0	-		N
Construction			Com		100%	1,200.0	720.0	-	-		R
State Highways			App.	341		-	2,656.2	2,675.3	2,675.3		N
Design	151		Cat2	323	100%	2,661.7	-	-	1,316.7		Probable
Design	-		Cat2	324	100%	1,021.1	619.1	402.0	-		Probable
Property			Cat2	324	100%	4,643.2	-	-	501.2		Probable
Design	-		Cat2	323	100%	3,471.8	-	1,061.9	1,160.3		Probable
Investigation			Cat2	323	100%	700.0	700.0	-	-		Probable
Property			Cat2	323	100%	11,084.4	-	2,431.6	3,095.8		Probable
Investigation	151		Cat2	323	100%	2,103.7	621.5	1,482.2	-		Probable
Property			Cat2	323	100%	35,347.4	-	-	5,419.0		Probable
Design	10		Cat2	323	100%	6,042.9	-	533.8	3,828.5		N
Property			Cat2	323	100%	5,529.8	-	526.7	2,189.1		Probable
Construction	-		Cat2	322	100%	29,533.9	-	-	4,925.9		Probable
Design	-		Cat2	322	100%	800.0	-	800.0	-		Probable
Construction	58		Cat2	324	100%	27,161.8	-	10,620.6	10,969.2		Probable
Design	21		Cat2	324	100%	2,218.1	-	-	1,097.2		Probable
Design	115		Cat2	322	100%	515.0	515.0	-	-		Probable
Property			Cat2	322	100%	309.0	309.0	-	-		Probable
Design	60		Cat2	324	100%	5,273	103.6	423.8	-		N
Property			Cat2	324	100%	5,380.7	-	2,764.1	2,616.6		Probable
Investigation	38		Cat2	323	100%	3,278	-	-	327.8		Probable
Design			Cat2	324	100%	1,076.8	-	531.2	545.6		Probable
Property			Cat2	324	100%	4,307.2	-	2,124.7	2,182.5		N
Property			Cat2	324	100%	2,202.0	-	526.7	550.2		N
Construction			Cat2	324	100%	25,508.2	-	-	12,618.1		Probable
Investigation	211		Cat2	324	100%	1,292.2	-	637.4	654.7		Probable
Design	92		Cat2	324	100%	808.6	-	-	808.6		Possible
Property			Cat2	324	100%	10.9	-	-	10.9		Possible
Group allocation			Alloc.			468.8		515.6	515.6		N
Design	166		Cat2	324	100%	150.0	150.0	-	-		Probable
Construction	166		Cat2	324	100%	1,545.0	-	1,545.0	-		Probable

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost, NLTf (\$'000)	2009/10 NLTf (\$'000)	2010/11 NLTf (\$'000)	2011/12 NLTf (\$'000)	Funding priority	Funding source*
Group allocation			Alloc.				8,906.3	9,796.9	9,796.9		
Improve, expand or replace network group											
Barbers/Main Sth intersection improvement T5	81	MMH	Cat2	321	100%	106.0	-	106.0	-	Probable	N
Electronic Warning Signs	144	MMH	Cat2	321	100%	218.0	-	-	-	Probable	N
Inmans Bridge and Elliots Bridge Widening	173	MMH	Cat2	324	100%	82.0	-	-	-	Probable	N
Inmans Bridge and Elliots Bridge Widening	173	MMH	Cat2	324	100%	824.0	-	-	-	Probable	N
Walnut Avenue Intersection Improvements	110	MMH	Cat2	324	100%	212.0	-	-	212.0	Probable	N
Bus Priority Chch SH74 - New Brighton, Pages, Wainoni	73	MMM	Cat2	324	100%	51.5	-	51.5	-	Probable	N
Bus Priority Chch SH74 - New Brighton, Pages, Wainoni	73	MMM	Cat2	324	100%	53.0	-	-	53.0	Probable	N
Bus Priority SH73 intersections - Opawa, Curletts, Colombo	15	MMM	Cat2	324	100%	50.0	-	-	-	Probable	N
Bus Priority SH73 intersections - Opawa, Curletts, Colombo	15	MMM	Cat2	324	100%	51.5	-	51.5	-	Probable	N
Bus Priority SH73 intersections - Opawa, Curletts, Colombo	15	MMM	Cat2	324	100%	1,167.0	-	-	1,167.0	Probable	N
Crash Reduction Studies 9/12	4	MMM	Cat2	324	100%	1,479.9	478.8	493.1	507.9	Probable	N
Dyers Road Improvements - Metro to Maces	105	MMM	Cat2	324	100%	93.0	93.0	-	-	Probable	N
Improved Driver Information 9/12	144	MMM	Cat2	321	100%	1,064.4	344.4	354.7	365.4	Probable	N
Kaikoura Passing Opportunities	-	MMM	Cat2	324	100%	200.0	-	-	200.0	Probable	N
Marshland Rd / QEII Dr Intersection Upgrade	157	MMM	Cat2	324	100%	2,783.0	2,783.0	-	-	Probable	N
Orari South Passing Lane P/L	44	MMM	Cat2	324	100%	855.0	855.0	-	-	Probable	N
Pavement Smoothing 9/12	206	MMM	Cat2	324	100%	269.1	53.5	112.1	103.4	Probable	N
Pound Road Intersection	119	MMM	Cat2	324	100%	2,321.0	2,321.0	-	-	Probable	N
Property Acquisitions 9/12	5	MMM	Cat2	331	100%	2,046.3	662.0	681.9	702.3	Probable	N
Rehabilitation Seal Widening 9/12	159	MMM	Cat2	324	100%	1,330.5	430.5	443.4	456.7	Probable	N
Safety Retrofit 9/12	83	MMM	Cat2	324	100%	3,991.6	1,291.4	1,330.2	1,370.1	Probable	N
Seismic Retrofit 09/12 (2)	-	MMM	Cat2	322	100%	3,962.0	-	-	3,962.0	Probable	N
Seismic Retrofit 9/12	67	MMM	Cat2	322	100%	2,539.0	1,283.0	1,256.0	-	Probable	N
SH1 - Tennyson St Intersection Safety Improvement	97	MMM	Cat2	323	100%	53.0	-	53.0	-	Probable	N
SH1 - Tennyson St Intersection Safety Improvement	97	MMM	Cat2	323	100%	55.0	-	-	55.0	Probable	N
SH1 Agnes/Lagmor Intersection Improvement	-	MMM	Cat2	324	100%	100.0	100.0	-	-	Probable	N
SH1 Agnes/Lagmor Intersection Improvement	-	MMM	Cat2	324	100%	200.0	-	200.0	-	Probable	N
SH1 Agnes/Lagmor Intersection Improvement	-	MMM	Cat2	324	100%	2,600.0	-	-	2,600.0	Probable	N
Strategic Plan Initiatives 9/12	158	MMM	Cat2	324	100%	3,193.3	1,033.1	1,064.1	1,096.1	Probable	N
Travis Rd/Burwood Rd/QE2 Dr Intersection Improvement	106	MMM	Cat2	324	100%	2,738.0	2,738.0	-	-	Probable	N
Waitaki Bridges No1 And 2 Replacement	115		Reserve			18,117.8				Res. B	
CHC Southern Mwy HJR to Waterholes (Stage 2 Extn)			Reserve			189,534.2				Res. B	
CHCH Northern Arterial Rural			Reserve			124,802.0				Res. B	
Groynes to Sawyers Arms 4L			Reserve			21,436.0				Res. B	
Halswell Rd 4 Laning and PT improvements			Reserve			15,735.0				Res. B	
Halswell Rd 4 Laning and PT improvements			Reserve			675.3				Res. B	
Halswell Rd 4 Laning and PT improvements			Reserve			2,284.7				Res. B	
Memorial Ave I/S			Reserve			25,163.4				Res. B	
Mingha Bluff to Rough Creek			Reserve			14,591.7				Res. B	
Western Belfast By-pass			Reserve			54,818.9				Res. B	
Yaldhurst Rd to Waterloo Rd 4L			Reserve			13,023.7				Res. B	
QE2 Four Laning NArt to Hills Rd 4L			Reserve			24,425.0				Res. B	

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTF (\$'000)	2010/11 NLTF (\$'000)	2011/12 NLTF (\$'000)	Funding priority	Funding source*
Public transport infrastructure											
Christchurch Bus Priority State Highway Component	39	Construction	Com	533	100%	3,228.0	3,028.0	-	-	-	N
Christchurch Bus Priority State Highway Component	39	Design	Com	533	100%	262.0	100.0	-	-	-	N
Demand management & community programmes											
Community Advertising 9/12 - Canterbury		Implementation	App.	432	100%	-	40.3	-	-	-	N
Walking and cycling facilities											
Walking and Cycling - Access and community benefits											
Ashburton River Bridge Ped/Cycle Improvements	186	Investigation	Reserve	452	100%	60.0	60.0	-	-	Res. A	
Ashburton River Bridge Ped/Cycle Improvements	188	Design	Reserve	452	100%	82.4	-	82.4	-	Res. A	
Ashburton River Bridge Ped/Cycle Improvements	189	Construction	Reserve	452	100%	1,379.2	-	-	1,379.2	Res. A	
Kaikoura cycle and walking improvements	114	Investigation	Reserve	452	100%	51.5	-	51.5	-	Res. A	
Kaikoura cycle and walking improvements	114	Design	Reserve	452	100%	53.0	-	-	53.0	Res. A	
Canterbury Walk/Cycle Minor Improvements	61	Construction	Reserve	451	100%	1,295.5	250.0	515.0	530.5	Res. A	
Chch Northern Access Cycleway	146	Design	Reserve	452	100%	106.1	-	-	106.1	Res. A	
Transport planning											
Ashburton Corridor Management Plan		Study	Com	002	100%	60.0	24.1	-	-	-	N
Chch Northern Links Strategic Study		Study	Com	002	100%	40.0	9.0	-	-	-	N
Chch Northern Links Strategic Study		Study	Com	002	100%	1,200.0	787.0	-	-	-	N
Christchurch PFR Funding		Study	Com	002	100%	50.0	32.5	-	-	-	N
Greater Christchurch Rolleston & Environs Transport Study		Study	Com	002	100%	60.0	15.9	-	-	-	N
Greater Christchurch Transportation Strategy		Study	Com	002	100%	99.9	73.9	-	-	-	N
Kaikoura Transportation Study		Study	Com	002	100%	39.9	9.3	-	-	-	N
SH1 Blenheim to Ashley River Br Strategic Study		Study	Com	002	100%	229.9	121.0	-	-	-	N
SH73 Route Security Strategy' Springfield to Arthurs' Pass		Study	Com	002	100%	140.0	62.7	-	-	-	N
Southern Motorway Extension HJR to Waterholes		Study	Com	002	100%	260.0	131.7	-	-	-	N
Timaru Corridor Management Plan		Study	Com	002	100%	60.0	39.9	-	-	-	N
Waitaki Bridges Strategic Study		Study	Com	002	100%	160.0	74.3	-	-	-	N
Woodend Strategic Study		Study	Com	002	100%	40.0	2.8	-	-	-	N
Activity management plans		Study	Cat2	003	100%	1,974.8	655.0	659.9	659.9	-	N
Canterbury Cycle Pinch Point Strategic Study	4	Study	Cat2	002	100%	103.0	-	53.0	50.0	-	N
Canterbury Integrated transport and landuse studies	4	Study	Cat2	002	100%	154.5	50.0	51.5	53.0	-	N
Canterbury Safe, Sustainable and Efficient Routes Study	4	Study	Cat2	002	100%	100.0	34.0	33.0	33.0	-	N
South Canterbury Passing Opportunity Plan	4	Study	Cat2	002	100%	106.1	-	-	106.1	-	N
Christchurch City Council											
Renewal of local roads											
Road renewals		Local Roads	App.			47,854.4	6,482.1	6,844.4	7,250.9		N
Operation and maintenance of local roads											
Road operations and maintenance		Local Roads	App.			65,816.9	9,527.7	9,572.0	9,526.5		N
EW - Whitewash Head Rd - 20/05/09 - Initial & Perm Reinstate	-	Construction	Com	141	43%	-	21.5	-	-	-	N
New & improved infrastructure for local roads											
Aidenfield Drive and HJR Upgrades	6	Construction	Com	323	53%	2,930.0	-	318.0	636.0		R
Belfast & Upper Styx & Northern Roading Transport Assessment	-	Study	Com	311	53%	1,431.0	582.8	-	-	-	N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$'000)	2010/11 NLTf (\$'000)	2011/12 NLTf (\$'000)	Funding priority	Funding source*
Bridge Renewal - A64 Little Akaloa Rd	-	MMM	Com	322	53%	228.0	96.0	-	-	-	N
Minor improvements 2009/12	-	MMM	App.	341	53%	-	1,280.8	1,168.5	1,176.5	-	N
Wigram Magdala Grade Separated Link	32	HHH	Cat2	323	53%	11,602.5	-	516.8	2,816.3	Probable	R/N
Ferrymead Bridge	68	MMM	Cat2	322	53%	8,596.9	1,136.9	2,865.8	553.7	Possible	N
Ferrymead Bridge	68	MMM	Cat2	322	53%	250.0	26.5	-	-	Possible	N
Fitzgerald Ave Corridor Improvements	-	MMM	Cat2	324	53%	125.0	26.5	-	-	Possible	N
Road Project - Marshland Rd and Prestons Rd	89	MMM	Cat2	324	53%	180.0	-	95.4	-	Possible	N
Improve, expand or replace network group	-	MMM	Alloc.	-	-	1,000.0	1,000.0	2,000.0	1,800.0	-	-
Avoidside Dr/Fitzgerald Ave Intersection Improvements	191	MMM	Cat2	324	53%	1,096.0	-	285.7	295.2	Possible	N
Road Project - Causeway Culvert and Walls Renewal	-	MMM	Cat2	322	53%	514.9	30.3	242.6	-	Possible	N
Road Project - Marshland Rd and Prestons Rd	89	MMM	Cat2	324	53%	1,476.0	-	-	782.3	Possible	N
Frankleigh / Lytton Roundabout	-	MMM	Cat2	324	53%	511.1	-	21.1	54.6	Possible	N
Fitzgerald Ave Corridor Improvements	-	MMM	Cat2	324	53%	1,400.0	318.0	424.0	-	Possible	N
Fitzgerald Ave Corridor Improvements	-	MMM	Cat2	324	53%	100.0	53.0	-	-	Possible	N
Fitzgerald Ave Twin Bridges	191	MMM	Cat2	322	53%	2,420.5	136.5	1,146.4	-	Possible	N
Fitzgerald Ave Twin Bridges	191	MMM	Cat2	000	53%	300.0	121.9	-	-	Possible	N
Road Project - Canterbury Park Access	-	MMM	Cat2	324	53%	2,437.5	258.4	1,033.5	-	Possible	N
Road Project - Red Light Cameras	-	MMM	Cat2	321	53%	2,700.0	143.1	143.1	143.1	Possible	N
Pages Rd Bridge	178	MMM	Cat2	322	53%	3,677.0	-	-	27.2	Possible	N
Hagley Park Environs	-	MMM	Cat2	324	53%	682.5	-	-	72.3	Possible	N
Road Project - Courtenay St - Westminster Street	172	MMM	Cat2	324	53%	1,123.7	595.6	-	-	Possible	N
Poynder Avenue Bridge	-	MMM	Cat2	322	53%	275.0	145.8	-	-	Possible	N
Dawsons Valley Road 2 - A16	-	MMM	Cat2	322	53%	95.0	50.4	-	-	Possible	N
Little Akaloa Beach Bridge - A168	-	MMM	Cat2	322	53%	275.0	145.8	-	-	Possible	N
Bells Road 2 Bridge - A30	-	MMM	Cat2	322	53%	85.0	45.1	-	-	Possible	N
Flea Bay Road - A42	-	MMM	Cat2	322	53%	80.0	-	42.4	-	Possible	N
Tizzards Road 3 Bridge - A25	-	MMM	Cat2	322	53%	95.0	-	50.4	-	Possible	N
Grehan Valley Road Bridge - A41	-	MMM	Cat2	322	53%	105.0	-	55.7	-	Possible	N
Starvation Gully Road Bridge - A80	-	MMM	Cat2	322	53%	85.0	-	-	45.1	Possible	N
Tizzards Road 2 Bridge - A24	-	MMM	Cat2	322	53%	190.0	-	-	100.7	Possible	N
Tizzards Road 4 Bridge - A26	-	MMM	Cat2	322	53%	120.0	-	-	63.6	Possible	N
Belfast/Marshland Intersection	-	MMM	Cat2	324	53%	1,269.6	18.0	45.9	205.3	Possible	N
Greers/Northcote/Sawyers Arms Intersection	-	MMM	Cat2	324	53%	1,359.6	13.5	14.9	231.2	Possible	N
Cashmere/Centaurus/Colombo/Dyers Pass Intersection	-	MMM	Cat2	324	53%	141.3	74.9	-	-	Possible	N
Glandovey/Heaton/Rossal/Strowan Intersection	-	MMM	Cat2	324	53%	92.4	49.0	-	-	Possible	N
Gardiners/Sawyers Arms Intersection	-	MMM	Cat2	324	53%	514.8	20.6	252.3	-	Possible	N
Bishopdale/Harewood Intersection	-	MMM	Cat2	324	53%	95.8	-	50.8	-	Possible	N
Glandovey/Idris Intersection	-	MMM	Cat2	324	53%	564.5	20.6	74.9	203.7	Possible	N
Avondale/Basset/New Brighton Intersection	-	MMM	Cat2	324	53%	311.0	-	164.8	-	Possible	N
Marshland/Preston Intersection	-	MMM	Cat2	324	53%	1,768.1	-	98.9	838.2	Possible	N
Deans/Riccarton Avenue Intersection	-	MMM	Cat2	324	53%	2,707.1	53.0	21.4	1,360.3	Possible	N
Hayton Road Extension	-	MML	Reserve	323	53%	585.0	-	-	310.1	Res. A	-
Road Project - ANTTs Installation	-	-	N/F	-	-	-	-	-	-	-	-
Traffic System Relocation	-	-	N/F	-	-	-	-	-	-	-	-

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTF (\$'000)	2010/11 NLTF (\$'000)	2011/12 NLTF (\$'000)	Funding priority	Funding source*
Public transport infrastructure											
Bus Priority - Colombo, Papanui & Queenspark	18		Com	533	53%	7,590.0	3,156.7	-	-		N
Christchurch Transport Interchange	8		Com	531	60%	28,126.0	3,510.0	453.1	-		R
Christchurch Transport Interchange	8	MMM	Cat2	531	60%	70,368.0	18.0	301.6	15,400.4	Possible	N
Christchurch Transport Interchange	8	MMM	Cat2	531	60%	9,227.0	1,667.0	2,043.8	784.0	Possible	N
Programme - Inner City Transport	50	MMM	Cat2	533	53%	23,400.0	1,188.5	1,188.5	1,188.5	Possible	N
Urban Interchanges - Bus	34	MML	Reserve	531	60%	11,700.0	-	-	300.0	Res. A	
Urban transport choice, network improvements & safety PT group			Alloc.				551.6	551.6	551.6		
Bus Priority - New Brighton, Riccarton & Sumner	77	MMM	Cat2	533	53%	1,363.2	-	106.0	616.5	Possible	N
Bus Priority - New Brighton, Riccarton & Sumner	78	MMM	Cat2	533	53%	3,656.3	-	-	129.2	Possible	N
Bus Priority - New Brighton, Riccarton & Sumner	36	MMM	Cat2	533	53%	5,961.0	265.0	2,894.4	-	Possible	N
Bus Priority - Cranford, Orbiter Service, Metrostar	20	MMM	Cat2	533	53%	452.5	-	51.8	188.1	Possible	N
Bus Priority - Cranford, Orbiter Service, Metrostar	20	MMM	Cat2	533	53%	775.7	-	-	286.9	Possible	N
Bus Priority - Central City	80	MMM	Cat2	533	53%	7,800.0	-	516.8	516.8	Possible	N
Demand management & community programmes											
Christchurch City Council Community Programme 2009/2012			App.	432	75%	-	368.5	-	-		N
Cycle Safe Programme - 2009/12			App.	432	75%	-	189.1	-	-		N
Greater Christchurch TDM Strategy (GC TDMs) & Action Plan			App.	432	75%	-	155.1	-	-		N
Neighbourhood Accessibility Programmes (NAPS)			Cat2	432	75%	-	21.0	-	-		N
Walking and cycling facilities											
CSM Cycleway and Auxiliaries	6		Com	452	53%	9,350.0	185.5	954.0	1,060.0		R
Walking and Cycling - Key safety and congestion			Alloc.				170.3	170.3	170.3		
Breens Rd Intermediate Bubble	14	MMM	Cat2	452	53%	208.0	110.2	-	-	Possible	R/N
Carrs Road Overbridge	148	MMM	Cat2	452	53%	2,681.3	-	284.2	568.4	Possible	N
Linwood Ave (Worcester-Tilford)	-	MMM	Cat2	452	53%	310.0	90.1	74.2	-	Possible	N
Centaurus - Cashmere route	-	MMM	Cat2	452	53%	320.0	-	169.6	-	Possible	N
Waterloo Road (Carmen to Racecourse) Cycle	-	MMM	Cat2	452	53%	92.0	48.8	-	-	Possible	N
Waimakariri Bridge - Cycleway Clip Ons	113	MML	Reserve	452	53%	450.0	19.9	218.6	-	Res. A	
Walking and Cycling - Access and community benefits			Alloc.				-	-	-		
Profile Route Development	-	LMM	Reserve	452	53%	260.0	21.2	21.2	21.2	Res. A	
Location Upgrades	-	LMM	Reserve	452	53%	550.0	37.1	37.1	31.8	Res. A	
Grassmere-Rutland pathway	-	LMM	Reserve	452	53%	440.0	-	21.2	106.0	Res. A	
Cycle parking - upgrade central substations	-	LMM	Reserve	452	53%	280.0	21.2	-	-	Res. A	
Railway North - Harewood Intersection/connections	-	LMM	Reserve	452	53%	390.0	-	15.9	106.0	Res. A	
Signals	-	LMM	Reserve	452	53%	210.0	111.3	-	-	Res. A	
Kilmore Street	-	LMM	Reserve	452	53%	210.0	111.3	-	-	Res. A	
Stammore Road (Avonside to North Avon)	-	LMM	Reserve	452	53%	350.0	185.5	-	-	Res. A	
Linwood High Bubble	-	LMM	Reserve	452	53%	50.0	26.5	-	-	Res. A	
Burwood Road Parking indent	-	LMM	Reserve	452	53%	20.0	10.6	-	-	Res. A	
Strickland Street Intersection	-	LMM	Reserve	452	53%	73.0	-	38.7	-	Res. A	
Transport planning											
Road Network/Active Travel - Activity Management Plan	-	ML	Cat2	003	53%	3,292.4	417.7	441.5	442.9		N
TDM Strategy & Action Plan - Parking Management & Restraint	4	MH	Cat2	002	75%	500.0	37.5	37.5	37.5		N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$'000)	2010/11 NLTf (\$'000)	2011/12 NLTf (\$'000)	Funding priority	Funding source*
DOC (Mt Cook)											
Operation and maintenance of local roads											
Road operations and maintenance			App.			345.0	115.0	115.0	115.0		N
New & improved infrastructure for local roads											
Tasman Valley Road sealing	-		Com	325	100%	190.0	105.4	25.0	-		N
Minor improvements 2009/12			App.	341		-	9.2	8.2	8.1		N
Environment Canterbury											
Public transport infrastructure											
Electronic ticketing upgrade	-		Com	531	60%	4,950.0	2,082.0	294.0	-		N
Public transport services											
Bus services			App.	511	50%	88,792.1	14,675.4	14,835.4	14,885.4		N
Passenger ferry services			App.	512	50%	1,396.0	223.6	232.5	241.8		N
Public transport facilities maintenance and operations			App.	514	60%	15,620.5	3,007.7	3,066.2	3,298.4		N
Public transport professional services/ administration			App.		50%	4,993.4	810.0	832.0	854.8		N
Total mobility flat payments			App.	521	100%	1,138.3	361.1	379.1	398.1		N
Total mobility operations			App.	517	50%	6,238.0	1,039.7	1,039.7	1,039.7		N
Wheelchair hoists			App.	519	60%	687.0	137.4	137.4	137.4		N
Demand management & community programmes											
Environment Canterbury Community Programme 2009/2012			App.	432	75%	-	181.7	-	-		N
Transport planning											
Regional land transport planning management			App.	001	100%	971.9	334.2	319.0	318.7		
Regional Transport studies 2009-2012	-		N/F								
Supergold card											
Supergold trip administration			App.			300.0	100.0	100.0	100.0		
Supergold trip payments			App.			7,990.0	2,590.0	2,700.0	2,700.0		
Hurunui District Council											
Renewal of local roads											
Road renewals			App.			8,600.2	1,409.9	1,442.3	1,447.9		N
Operation and maintenance of local roads											
Road operations and maintenance			App.			7,977.1	1,324.1	1,336.3	1,338.9		N
New & improved infrastructure for local roads											
Minor improvements 2009/12			App.	341		-	218.7	197.8	195.4		N
Improve, expand or replace network group			Alloc.				-	-	400.0		
Amberley Beach Road Improvements	-	MMM	Cat2	324	60%	1,040.0	-	624.0	-	Possible	N
Demand management & community programmes											
Hurunui Community Programme 2009/2012			App.	432	75%	-	42.2	-	-		N
Walking & cycling facilities											
Walking and Cycling Project	-		N/F								
Project 1	-		N/F								

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost, NLTf (\$'000)	2009/10 NLTf (\$'000)	2010/11 NLTf (\$'000)	2011/12 NLTf (\$'000)	Funding priority	Funding source*
Project 2 Construction	-		N/F								
Project 4 Construction	-		N/F								
Transport planning											
Activity Plan & Valuations	4	MML	Cat2	003	60%	256.2	12.0	12.4	12.7		N
Hurunui District Council SPR											
Renewal of local roads											
Road renewals			App.			9.8	3.2	3.3	3.4		N
Operation and maintenance of local roads											
Road operations and maintenance			App.			258.2	83.5	86.0	88.6		N
New & improved infrastructure for local roads											
Minor improvements 2009/12			App.	341		-	6.9	6.4	6.4		N
Kaikoura District Council											
Renewal of local roads											
Road renewals			App.			958.0	137.3	161.5	162.1		N
Operation and maintenance of local roads											
Road operations and maintenance			App.			1,178.0	178.1	186.1	189.4		N
New & improved infrastructure for local roads											
Minor improvements 2009/12			App.	341		-	25.2	24.7	24.6		N
Improve, expand or replace network group			Alloc.				-	-	-		
Demand management & community programmes											
Community Programmes 2.009/12			App.	432	75%	-	26.6	-	-		N
Walking and cycling facilities											
Walking and Cycling - Access and community benefits			Alloc.				-	-	-		
Mackenzie District Council											
Renewal of local roads											
Road renewals			App.			2,984.0	530.1	538.0	543.3		N
Operation and maintenance of local roads											
Road operations and maintenance			App.			3,890.9	695.4	701.5	704.2		N
Flood Damage May 2009			Com	141	54%	-	21.6	-	-		N
New & improved infrastructure for local roads											
Minor improvements 2009/12			App.	341		-	98.0	88.2	87.5		N
Improve, expand or replace network group			Alloc.				-	60.0	60.0		
Goodmans Bridge		MMM	Cat2	322	64%	192.5	123.2	-	-	Possible	N
Grampians Bridge replacement (No. 70)		MMM	Cat2	322	64%	70.8	-	45.3	-	Possible	N
Lake Alexandrina Outlet bridge		MMM	Cat2	322	64%	91.5	-	58.6	-	Possible	N
Morris Road Bridge (No.33)		MMM	Cat2	322	64%	22.3	-	-	14.3	Possible	N
User benefits improvements group			Alloc.				-	-	-		
Haldon Road Seal Extension Stage 3	198	MMM	Reserve	325	64%	306.6	196.2	-	-	Res. A	

Selwyn District Council		Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$'000)	2010/11 NLTf (\$'000)	2011/12 NLTf (\$'000)	Funding priority	Funding source*
Renewal of local roads		Local Roads			App.			12,948.6	2,067.7	2,072.8	2,074.8		N
Operation and maintenance of local roads		Local Roads			App.			10,592.4	1,813.8	1,711.0	1,718.4		N
New & improved infrastructure for local roads		Local Roads			App.			-	310.5	269.3	266.0		N
Minor improvements 2009/12		Group allocation			Alloc.				300.0	475.0	475.0		N
Improve, expand or replace network group		Investigation	156	MMM	Cat2		58%	530.5	-	-	307.7	Possible	N
Byron Street Extension													
Demand management & community programmes		Implementation			App.	432	75%	-	122.1	-	-		N
Selwyn Road Safety and Sustainability Projects													
Walking and cycling facilities		Group allocation			Alloc.				-	-	-		
Walking and Cycling - Access and community benefits		Investigation	65	LMM	Reserve	452	58%	3,252.2	87.0	179.4	160.0	Res. A	
Walking and Cycling Strategy Cycle facilities													
Transport planning		Study			App.			169.9	5.8	6.0	16.0		N
003 Activity Management Plans		Study	4	MLL	App.	003	58%	537	22.5	-	-		N
Selwyn Road Safety Strategy and SMS Strategy													
Timaru District Council													
Renewal of local roads		Local Roads			App.			18,878.0	3,361.4	3,361.4	3,093.6		N
Road renewals													
Operation and maintenance of local roads		Local Roads			App.			11,588.4	2,007.2	2,007.2	2,033.1		N
Road operations and maintenance													
New & improved infrastructure for local roads		Local Roads			App.	341		-	429.5	382.2	359.5		N
Minor improvements 2009/12		Group allocation			Alloc.				65.0	500.0	650.0		
Improve, expand or replace network group		Construction	85	MMM	Cat2	323	62%	2,500.0	-	806.0	744.0	Possible	N
Washdyke Industrial Area; Network Link Improvements		Design			Cat2	323	62%	100.0	62.0	-	-	Possible	N
Washdyke Industrial Area; Network Link Improvements		Construction	-		Cat2	321	62%	1,350.0	-	155.0	-	Possible	N
Timaru Transportation Corridor Improvements		Design	87	MMM	Cat2	322	62%	200.0	-	124.0	-	Possible	N
Factory Rd Bridge Widening		Construction	87	MMM	Cat2	322	62%	3,000.0	-	-	930.0	Possible	N
Factory Rd Bridge Widening		Group allocation			Alloc.				-	-	-		
User benefits improvements group		Construction	203	LMM	Reserve	325	62%	600.0	-	-	372.0	Res. A	
Te Moana Road Seal Extension		Construction	-		Reserve	325	62%	300.0	186.0	-	-	Res. A	
Julloch & Hawke Road Seal Extension													
Demand management & community programmes		Implementation			App.	432	75%	-	126.1	-	-		N
Community Road Safety 2009-12		Implementation			N/F								
Travel Demand Management													
Walking and cycling facilities		Group allocation			Alloc.				-	-	-		
Walking and Cycling - Access and community benefits		Construction	179	LMM	Reserve	452	62%	1,100.0	124.0	62.0	-	Res. A	
Cycle-Walkway Construction													

	Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$'000)	2010/11 NLTf (\$'000)	2011/12 NLTf (\$'000)	Funding priority	Funding source*
Pedestrian facilities - Timaru	Construction	179	LMM	Reserve	451	62%	200.0	31.0	-	31.0	Res. A	
Pedestrian facilities Improvements - Rural Townships	Construction	-	LMM	Reserve	451	62%	430.0	18.6	31.0	18.6	Res. A	
Transport planning												
Timaru District Active Transport Strategy Review	Study	4		Com	002	75%	70.0	45.0	-	-		N
Activity Management Plan Review	Study	4	MLL	Cat2	003	62%	130.0	31.0	18.6	31.0		N
Travel Behaviour change	Study	-		N/F								
Waimakariri District Council												
Renewal of local roads												
Road renewals	Local Roads			App.			13,074.0	2,256.4	2,135.3	2,014.5		N
Operation and maintenance of local roads												
Road operations and maintenance	Local Roads			App.			11,069.1	1,809.1	1,822.9	1,837.8		N
New & improved infrastructure for local roads												
Minor improvements 2009/12	Local Roads			App.	341		-	325.2	281.8	270.1		N
Improve, expand or replace network group	Group allocation			Alloc.				-	400.0	-		
Flaxton Road / Fernside Road Intersection Improvements.	Construction	129	MMM	Cat2	324	59%	669.5	395.0	-	-	Possible	N
Demand management & community programmes												
Community Road Safety & Sustainable Transport Programme 9/12	Implementation			App.	432	75%	-	78.8	-	-		N
Walking and cycling facilities												
Walking and Cycling - Access and community benefits	Group allocation			Alloc.				-	-	-		
Ashley Bridge Cycle and Pedestrian Facilities	Construction	118	LML	Reserve	452	59%	824.0	-	-	486.2	Res. A	
Rangiora to Kaiapoi Cycle Path	Design	163	LML	Reserve	452	59%	309.0	60.8	60.8	60.8	Res. A	
Old Waimak Bridge Cycle and Pedestrian Facilities	Design	113	LML	Reserve	452	59%	450.0	-	265.5	-	Res. A	
Waimate District Council												
Renewal of local roads												
Road renewals	Local Roads			App.			5,287.2	846.7	935.7	967.0		N
Operation and maintenance of local roads												
Road operations and maintenance	Local Roads			App.			3,789.9	645.6	662.4	685.0		N
New & improved infrastructure for local roads												
Minor improvements 2009/12	Local Roads			App.	341		-	119.4	113.8	115.8		N
Improve, expand or replace network group	Group allocation			Alloc.				-	160.0	-		
Madiers Bridge Replacement	Construction	202	MMM	Cat2	322	62%	260.0	161.2	-	-	Possible	N

Police

	2009/10 FTE staff	2009/10 Funding (\$'000)		2009/10 FTE staff	2009/10 Funding (\$'000)		2009/10 FTE staff	2009/10 Funding (\$'000)
Canterbury								
Police district managed activities								
Traffic camera operations	5.6	895.1	Hurunui District			Speed control	1.3	212.1
Enhanced alcohol CBT project	12.0	1,918.1	Drinking or drugged driver control	1.0	164.1	Drinking or drugged driver control	2.2	359.1
Strategic road policing - NRSC test area	5.0	799.2	Restraint device control	0.4	71.4	Restraint device control	0.5	82.1
Court orders	1.2	191.8	Visible road safety and general enforcement	1.1	170.5	Visible road safety and general enforcement	1.6	258.9
NZTA Highway and Network Operations								
Highway patrol	20.0	3,196.8	Police community services	0.2	32.0	Police community services	0.1	16.0
Ashburton District								
Speed control	1.8	288.8	School road safety education	0.1	21.3	School road safety education	0.5	85.2
Drinking or drugged driver control	2.0	317.5	Crash attendance and investigation	0.6	90.6	Crash attendance and investigation	1.0	159.8
Restraint device control	0.5	82.1	Traffic management	0.0	5.3	Traffic management	0.2	32.0
Visible road safety and general enforcement	1.2	196.1	Mackenzie, Timaru and Waimate Districts					
Police community services	0.2	37.3	Speed control	2.9	460.3	Speed control	1.5	232.3
School road safety education	0.3	53.3	Drinking or drugged driver control	5.5	878.0	Drinking or drugged driver control	2.2	359.1
Crash attendance and investigation	0.6	101.2	Restraint device control	0.7	117.2	Restraint device control	0.5	82.1
Traffic management	0.2	32.0	Visible road safety and general enforcement	3.6	569.0	Visible road safety and general enforcement	1.6	258.9
Christchurch City								
Speed control	16.4	2,620.3	Police community services	1.1	175.8	Police community services	0.1	16.0
Drinking or drugged driver control	17.3	2,758.8	School road safety education	0.7	111.9	School road safety education	0.5	85.2
Restraint device control	7.8	1,242.5	Crash attendance and investigation	2.5	394.3	Crash attendance and investigation	1.0	159.8
Visible road safety and general enforcement	12.6	2,020.4	Traffic management	0.5	74.6	Traffic management	0.2	32.0
Police community services	3.2	506.2	Selwyn District					
School road safety education	2.5	399.6	Speed control	2.0	327.1	Speed control	1.5	232.3
Crash attendance and investigation	16.3	2,610.7	Drinking or drugged driver control	1.4	228.0	Drinking or drugged driver control	2.2	359.1
Traffic management	2.7	426.2	Restraint device control	0.5	74.6	Restraint device control	0.5	82.1
Waimakariri District								
Speed control	1.5	232.3	Visible road safety and general enforcement	1.9	302.6	Visible road safety and general enforcement	1.6	258.9
Drinking or drugged driver control	2.2	359.1	Police community services	0.5	74.6	Police community services	0.1	16.0
Restraint device control	0.5	82.1	School road safety education	0.3	42.6	School road safety education	0.5	85.2
Visible road safety and general enforcement	1.6	258.9	Crash attendance and investigation	1.7	271.7	Crash attendance and investigation	1.0	159.8
Police community services	0.1	16.0	Traffic management	0.3	53.3	Traffic management	0.2	32.0
School road safety education	0.5	85.2						
Crash attendance and investigation	1.0	159.8						
Traffic management	0.2	32.0						

Glossary

Activity	A land transport output or capital project, or both.
Activity class	A grouping of similar activities.
Approved organisation	A public organisation approved under section 23 of the LTMA. It's usually a regional council, a local authority or another public organisation.
ARTA	Auckland Regional Transport Authority.
ATMS	Advanced traffic management system.
Benefit cost ratio	The ratio that compares the benefits accruing to land transport users and the wider community from implementing a project or providing a service, with that project's or service's costs.
Betterment	The increased value of land arising from improved access.
Category 1 activity	An activity that is ready for funding approval.
Category 2 activity	An activity that the NZTA can anticipate funding within the three years of the NLTP, but does not currently meet category 1 requirements.
Crash book	An analytical document that provides long-term risk profiles of stretches of roads, groups of intersections and geographical areas within police districts or areas.
Farebox recovery	An arrangement in which a proportion of total operating costs is recovered through public transport fare revenue.
Fuel excise duty	A tax imposed by the government on fuel that is used to fund land transport activities.
Funding assistance rate	The percentage of the total cost of an approved activity that the NZTA pays.
GPS	The Government policy statement on land transport funding - the government's statement of its short- to medium-term goals for transport investment.
Impact	The contribution made to help achieve the government's economic, social and environmental objectives.
Investment and Revenue Strategy	A high-level direction-setting and prioritisation tool that helps the NZTA to balance competing priorities and select the best possible mix of activities for funding.
Land transport	Transport on land by any means and the infrastructure, goods and services facilitating that transport, including: <ul style="list-style-type: none"> • coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure • the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to that transport.
Local road	A road (other than a state highway) in the district, and under the control, of a local authority.
Local share	The portion of the total cost of an activity that is provided by an approved organisation.
Long-term council community plan (LTCCP)	Produced by each local authority, a plan that describes its activities and provides a long term focus for its decision-making. It must cover a period of 10 consecutive financial years though it is prepared every three years.
Land Transport Management Act 2003 (LTMA)	The main act governing the land transport planning and funding system.
Ministry of Transport	The government's principal transport policy adviser that both leads and generates policy, and helps to set the vision and strategic direction for the future of transport in New Zealand.
Model community	A community that aims to reduce congestion by providing user-friendly environments for walking and cycling.

Motor vehicle registration and licensing fees	The Motor Vehicle Register is established under the Transport (Vehicle and Driver Registration and Licensing) Act 1986, and records details of vehicles that are registered to operate on the road. Motor vehicle registration and licensing fees are defined as land transport revenue.
NLTF/National Land Transport Fund	The set of resources, including land transport revenue, that are available for land transport activities under the NLTP.
NLTP/National Land Transport Programme	A three-yearly programme of investment in land transport infrastructure and services from the NLTF.
Pavement	The road structure that is constructed on the subgrade and supports the traffic loading.
Public transport	Passenger transport services provided or subsidised by local and central government.
Regional Transport Committee	A committee required to be established by every regional council or unitary authority comprising a range of representatives, including from the regional council, local authorities, the NZTA, one representing each of the five transport objectives and one from a cultural perspective. Its main functions are to prepare an RLTS and an RLTP.
Regional land transport programme (RLTP)	A three-yearly land transport infrastructure and services proposal for funding from the National Land Transport Fund prepared by a Regional Transport Committee. In Auckland, the RLTP is prepared by ARTA.
Regional land transport strategy (RLTS)	A strategy that every Regional Transport Committee, on behalf of the regional council, must prepare, and consult on to provide guidance on the land transport outcomes the region seeks. The RLTS must be produced every six years, cover 30 years and contribute to its vision.
Road-controlling authorities	Authorities and agencies, including the NZTA, local authorities, the Waitangi Trust and the Department of Conservation, that have a legal responsibility for roading.
Road user charges	Charges on diesel and heavy vehicles paid to the government and used to fund land transport activity.
Roads of national significance	Seven New Zealand roads identified by the GPS whose further development 'will have national benefits to the roading network and to national economic development' and that 'require significant development to reduce congestion, improve safety and support economic growth'.
RPP/Road Policing Programme	The programme of land transport enforcement activities delivered by New Zealand Police.
RSAP/Road safety action plan	A plan developed at the local level to address road safety issues in the area.
RTPP/Risk-targeted patrol plan	New Zealand Police operational tasking documents used to allocate strategic road policing resources to known safety risks by location and time.
State highway	A road operated by the NZTA, as defined by the LTMA.
Unitary authority	A local authority that undertakes the additional functions of a regional council.
Vehicle kilometres travelled	The total annual vehicle kilometres travelled in an area.

Key to map abbreviations

4L	Four-laning
PL	Passing lane
SH	State highway
Nth Bd	Northbound
Nth	North
Sth Bd	Southbound
Sth	South
East Bd	Eastbound
West Bd	Westbound

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